



Greensferry River Crossing

Final Concept Report

Prepared for Post Falls Highway District by HDR Engineering, Inc.

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1.0 Project Purpose

The proposed Greensferry Road Bridge over the Spokane River will provide a new link between the City of Post Falls and the south side of the river. The crossing will improve both mobility and emergency service response times in the area. Post Falls Highway District (PFHD) desires to seek local funding through a bond election, which is expected to go to public vote in fall 2021.

PFHD selected HDR through the RFP process in June 2020 to complete preliminary analysis and design of a river crossing at Greensferry, in the same location as the historical bridge. The contract is split into three phases: concept (Phase 1), preliminary (Phase 2), and upon a successful bond election, final (Phase 3). The purpose of this Concept Report is to identify existing conditions, constraints, discuss proposed structure concepts, and determine a concept level engineer's cost estimate.

For the purpose of estimating the project cost, project limitations must be established. Based on preliminary technical analysis, the project limits for the proposed bridge are bounded to the north by Rodkey Drive and to the south by Driftwood Drive. Widening of the existing Greensferry Road outside of the north and south limits, improvements to the intersection with Riverview Drive, and any other improvements not explicitly identified herein are **not** considered in this concept report. It is recommended that the future expansion of Greensferry Road be investigated in future planning efforts.

2.0 Executive Summary

Based on available information studied during Phase 1 of the project, the recommended bridge for the Greensferry Crossing is a 3-span steel girder bridge (Concept 4). The cost to complete the project is anticipated to be **\$29,000,000 to \$33,000,000**. The cost is a future value estimate of the project with an assumed project bid date of 3/1/2024. If the assumed project bid date is extended, the project estimate must be adjusted. It is advised to program for the higher estimate value at this stage of design. Inflation was considered in estimating the future value of the project. See Table 1 for assumed inflation percentages.

The programmed estimate specified above is based on several key concept level assumptions, including bridge section width and bridge length. Any change to the assumptions presented in this concept report will require a re-evaluation of the concept cost estimate. It is intended that the concept cost estimate will be refined in future phases of the project. Costs associated with temporary construction easements and potential land purchases are NOT included in this report and concept estimate but are recommended to be investigated further in a future phase of the project by a licensed ROW agent and appraiser.

Since the project is in planning or concept stage, it's prudent to assume a contingency amount to account for unknown costs and since design is not complete. A contingency of 40% was used for the upper bound and 20% was used for the lower bound. See Appendix D: Program Estimate for the project estimate summary calculations. The project estimating spreadsheet is an industry standard tool used by the Idaho Transportation Department.

The budgeted cost includes the following associated project costs: base construction estimate, change orders, non-bid items, professional engineering, construction engineering, and contract administration. Additional costs not explicitly defined herein, such as bond preparation, right-of-way, and land purchase costs are not included in the estimate.

Table 1: Assumed Inflation, per year

Category	Inflation %
Construction	3.5
Wage Rate	4

Figure 1 shows a conceptual plan view of the river crossing.

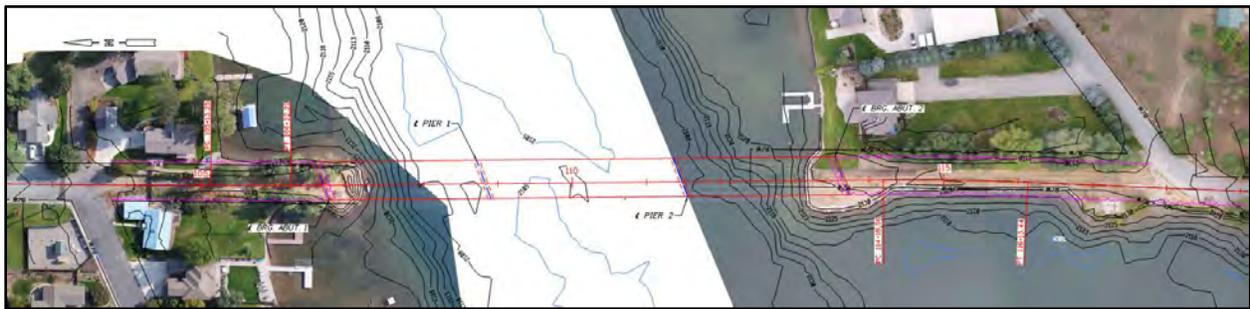


Figure 1: Plan View Aerial of Proposed Bridge

The construction cost estimate was determined after comparing four concept bridge structures. The bridge structure costs are compared directly in Section 7.0. However, cost is not the only factor to determine the optimal bridge structure type. Other non-quantitative factors to consider include: geometry, environmental impact, constructability, impacts to river hydraulics, aesthetics, and maintenance considerations. See Table 2 for the overall ratings of each concept.



Table 2: Concept Rating Chart

Category	Concept 1 5 span P/S	Concept 2 4 span P/S	Concept 3 4 span steel	Concept 4 3 span steel
Structure Cost	★★★★ - A cost competitive option, but has the most substructure cost.	★★★	★★★	★★★★ - The most cost effective option and reduces in-water substructure work.
Structure Depth	★★★★	★★	★★★★★ - The most shallow structure depth which could reduce approach roadway costs.	★★★
Environmental Permitting	★ - The least favorable option for permitting since this concept has the most piers located within the waterway.	★★★	★★★	★★★★★ - The most favorable option because of the reduced in-water work and least number of piers.
Hydraulics	★ - This concept has the most structure elements located within the waterway.	★★★	★★★	★★★★★ - Has the lowest impact to river hydraulics.
Constructability	★★★★ - The use of precast girders simplifies the process of erecting by not splicing girders over the water.	★★★★★	★★★	★★★
Maintainability	★★★★	★★★★★ - Concrete superstructures typically have low maintenance costs when compared to steel superstructures.	★★★ - Steel girders have increased maintenance requirements.	★★★ - Steel girders have increased maintenance requirements.

3.0 General Background

History

In September of 1967, the historic Greensferry Bridge was closed to traffic for concerns of public safety due to structural deterioration of the bridge. It was dismantled in 1971. The promontory points from the dismantled bridge approaches were left in place and provide potential abutment touchdown locations for the proposed bridge structure. A satellite image of the bridge location is shown in Figure 2. A new bridge structure is listed as a mid-term project in KMPO's Metropolitan Transportation Plan, 2020-2040 (KMPO, 2020), and also listed in Post Falls Highway District's 2018 Transportation Plan.

Existing Conditions

Greensferry Road is a two lane road north and south of the river. Per the 2025 Urban Federal Functional Classification system, Greensferry is listed as a "minor arterial" north of the river, and

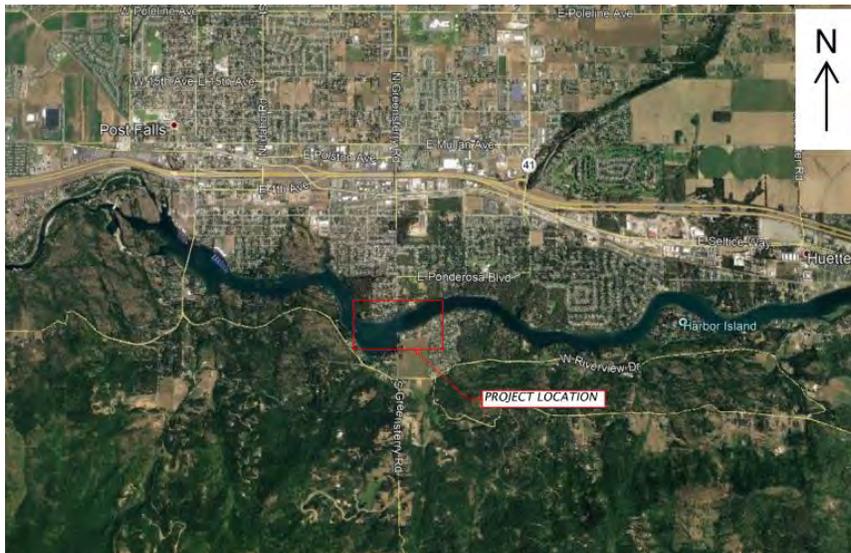


Figure 2: Vicinity Map

a "major collector" to the south (KMPO, 2020). The road has curb and gutter intermittently from Seltice Way to the proposed north abutment location. Existing striping for bike facilities also exists north of Ponderosa Boulevard. Additionally, existing sidewalk on the west side of Greensferry runs approximately from Windwood Court to the proposed north abutment. Neither bike lanes nor

sidewalk exists on the south side of the river.

The promontory points are covered in rock and vegetation with little identification of a previous bridge. Riprap (large rock/boulders) have been placed along the south proposed abutment area, assumed to prevent further bank erosion.

Overhead utilities also exist at the proposed bridge site that cross the river within PFHD's right-of-way. The primary carrier is Kootenai Electric Cooperative (KEC); the existing lines consist of transmission and feeder distribution lines. In addition, Avista has lines attached to the KEC infrastructure. The overhead lines are permitted by PFHD; no utility easement is located at the site.

Permits and Restrictions

No permits have been submitted for the proposed bridge at this time (Phase 1). However, it is important to identify the required documentation for a concept level analysis. While the design team has put forth a best effort to identify the required permits needed for construction of the proposed bridge, the permits mentioned in this section may not be a comprehensive list for this project. It is recommended to have an environmental scan conducted by an environmental specialist to identify all requirements to design and construct the project. This environmental scan is anticipated during Phase 2 of design.

Environmental/Resources

Whether locally or federally funded, the project will require aquatic resources delineation and mitigation, and a joint application for permit (U.S. Army Corps of Engineers Section 404 permit, Idaho Department of Water Resources stream alteration permit, and Idaho Department of Lands submerged land easement). If the project secures federal funding instead of the anticipated local funding at any stage of the project, a much more comprehensive environmental evaluation and additional environmental documentation will be required to comply with NEPA.

Navigation

Early discussions with the United States Coast Guard (USCG) indicate that a site-specific determination for navigational clearance would be required for this bridge. The USCG considers the Spokane River navigable at the bridge location. The first step in the process is to complete a Navigation Impact Report (NIR). The USCG will publish a public notice to gather public interest for navigation clearances. Afterward, a Preliminary Navigation Letter will state the required minimum vertical and horizontal clearances for the new bridge.

Bridge Name	River Milepoint	Vertical Clearance	Horizontal Clearance
Spokane River Bridges (I-90)	96.5	26.1 ft	72.0 ft
Post Falls Bridge (S. Spokane St.)	102.5	19.5 ft	115.0 ft
Blackwell Bridge (US-95)	110.8	43.0 ft	126.0 ft

Table 3: Existing Navigation Clearances of Spokane River Bridges

For reference, navigational clearances for three bridges near the Greensferry location are shown in Table 3. The Greensferry bridge location is approximately at milepoint 104.3. Since navigation clearance is unknown at the Greensferry location at this stage of the project, an assumption must be made for cost estimation purposes. It was assumed that the navigational span must provide 120-ft of horizontal clearance. A maximum vertical grade of 6% was assumed for the bridge profile grade, per the Highway Standards for the Associated Highway Districts of Kootenai County (2019) for arterials and collectors.

Utility Conflicts

Initial contact letters were sent to Avista and KEC. Both responded with their utility locations and indicated no easements have been granted to occupy PFHD right-of-way.



Accordingly, the overhead utilities would be required to be relocated prior to construction at utility company expense. In addition to direct conflicts with the proposed bridge structure, bridge construction methods would require overhead space to complete certain activities such as driving piles, drilling shafts, crane utilization, etc.

Avista gas lines and buried fiber optic lines also exist north and south of the river crossing; however, resolutions for these smaller utility lines have yet to be determined at this phase.

A Greensferry Water and Sewer District pumphouse concrete pad is located within the south approach limits. We understand that underground water and sewer lines exist near and below the concrete pad, however, no mapping is available at this time. Additional investigation and coordination with Greensferry Water and Sewer District is needed in future phases of the project.

Additional utility coordination is expected in future phases of the project. An estimated \$50,000 is included in the Program Estimate to account for potential costs of relocating these smaller utility lines.

Public Involvement

Public Involvement began well before Phase 1 of this project, as PFHD has held public meetings (Open Houses) in prior years as part of the District's most recent Transportation Plan (2018). During these meetings, the proposal to re-build the Greensferry Road Bridge was discussed and opened for public comment.

As part of Phase 1 of HDR's design scope, informing key stakeholders and the nearby neighborhood about the project occurred before concept design analysis was underway. The neighborhood meeting occurred on Tuesday, September 15, 2020. There were one hundred fourteen (114) attendees to the neighborhood meeting. See Appendix C: Public Involvement Documents for the key stakeholder and neighborhood meeting summary documents for Public Involvement efforts that occurred during Phase 1. Additional outreach is expected during Phase 2 of design.

Requests for typical section preferences occurred at the neighborhood meeting via comment forms. The results of the neighborhood meeting comment forms provided guidance for selecting a bridge width. The preference from the comment forms indicated a protected multi-use pathway over the river was preferred. See Section 7.0 for the proposed typical section.

Design Specifications

Structural design will be in accordance with the current AASHTO LRFD Bridge Design Specifications and the current ITD Bridge Design LRFD Manual (BDM).

4.0 Right-of-Way

As part of the concept phase of the project, T-O Engineers established existing right-of-way and parcel boundary lines, researched existing plats, records of survey, corner records, deeds, viewer's reports, and commissioner's journals for Greensferry Road, adjacent roadways, and

land parcels in the project area. Existing survey corners, monuments, and occupational features were also located for the purposes of determining ROW boundary lines and to comply with Idaho Code. Field survey activities occurred between September and November 2020.

Generally, PFHD owns approximately 50 feet of ROW along the proposed bridge alignment. Based on the selected width of 51'-6" of the bridge, temporary construction easements and permanent land acquisition may be required at the north approach to the bridge, as shown in Appendix E. Based on the concept section and alignment, the eastern project limit at the north approach falls outside of the existing PFHD ROW by approximately 3.5ft. Impacts to adjacent properties could be reduced by revising the selected typical section and reconsideration of the multi-use pathway.

Costs associated with temporary construction easements and potential land purchases are NOT included in this report and concept estimate, but are recommended to be investigated further in a future phase of the project by a licensed ROW agent and appraiser.

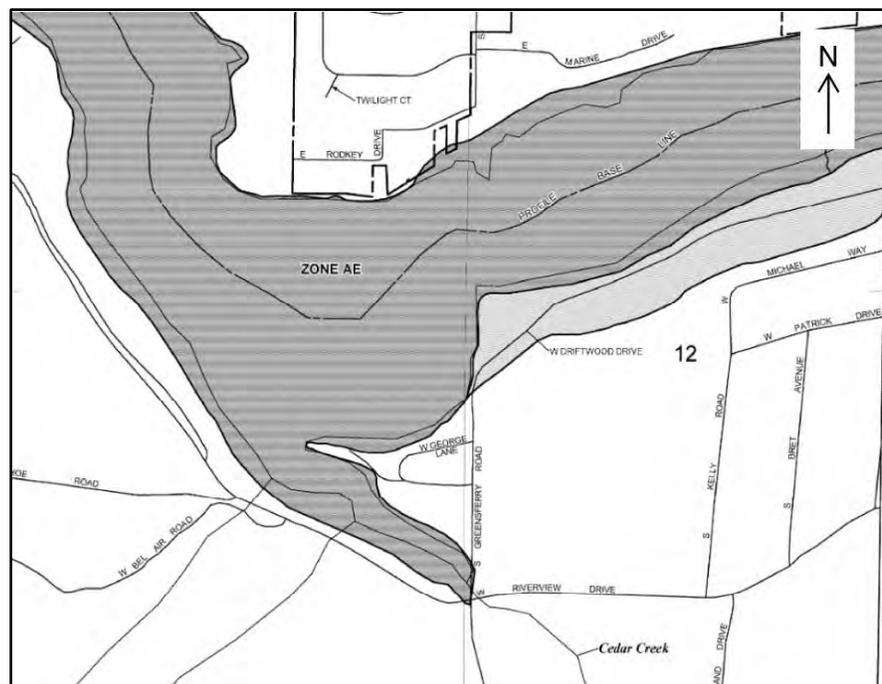
5.0 Subsurface Geotechnical Investigation

GeoEngineers prepared a concept level geotechnical investigation for the project site. See Appendix B: Geotechnical Report, Phase 1 for more information and concept level geotechnical recommendations. It is important to note that additional geotechnical explorations are needed in future phases of the project.

6.0 Hydraulics

A hydraulic analysis is not included in the Phase 1 (concept) contract. Qualitative hydraulic considerations were made in the type selection of the bridge. Considerations include number of interior piers in the floodway, location of embankment retaining walls, size of columns in water, and direction of river and ice flow. A hydraulic analysis and report will be required in future phases of the project.

Figure 3: Flood Insurance Rate Map of Greensferry Vicinity



The proposed bridge will extend across the Spokane River Zone AE floodplain shown in Figure 3. The bridge design will meet or exceed the requirements for floodplain development in the county Flood Damage Prevention Ordinance (No. 545) and the minimum criteria for communities participating in FEMA's National Flood Insurance Program (44 CFR 60.3).

7.0 Bridge Geometry and Layout

Typical Section

The proposed bridge typical section consists of 2-12ft lanes, 2-6ft shoulders, (2)-1'-5" concrete barriers, a 12ft multi-use pathway, and an 8" curb with metal handrailing, see Structure Features section for additional details. The resulting out-to-out width of the bridge is 51'-6". The shoulder widths exceed design minimums in order to provide sufficient width for snow storage in the winter months.

The concrete barriers were assumed to be 42in tall single slope barriers. It's recommended to provide this barrier type between the travel way and multi-use pathway for vehicular crash protection for pedestrians. The exterior barrier type near the travel way may be refined in future phases of the project. Other options could include metal tube railing, decorative concrete barrier, and other standard concrete sloped barriers. It is recommended to provide a TL-4 minimum test level for barrier crash rating.

Horizontal Alignment

The proposed bridge alignment is displayed in Figure 1 and begins on a tangent section with a bearing on S 0°28'55" W to match the existing alignment of Greensferry Road north of the Spokane River. A 109 foot long horizontal curve with a radius of 6,000 feet ends about 150 feet prior to the proposed north bridge abutment. The entirety of the bridge is contained on the tangent section that follows at a bearing of S 0°33'31" E. About 53 feet past the south bridge abutment, a 195 foot long horizontal curve begins, which has a radius of 3730 feet. The alignment ends with a tangent section at a bearing of S 2°26'06" W to match the alignment of Greensferry Road south of the Spokane River.

Roadway Superelevation

The entire alignment is proposed to have a normal 2% crown.

Profile Grade

The Greensferry Rd profile, as shown in Figure 4, will begin by matching the existing profile of Greensferry Rd north of the Spokane River at a slope of approximately -4.3%. A 267 foot long sag vertical curve begins just after the alignment intersects Rodkey Drive. The curve ends about 9 feet before the proposed north bridge abutment with an exit slope of +6.0%. After a 358 foot long tangent section, the bridge begins a 144 foot long crest vertical curve. The bridge exits the crest curve at a slope of -6.0% into a 423 foot long tangent section. About 200 feet after the end of the bridge, the profile begins a 300 foot long sag vertical curve which ends with an exit slope of +6.4% in order to match the existing profile of Greensferry Road south of the Spokane River. Utilizing the District standard 6% vertical grades results in a vertical clearance of approximately

22 feet over a 120 foot wide envelope above the 50-year design flow elevation and is contained entirely within the center span of the bridge. It should be noted that these clearances are assumed to be adequate for the concept (Phase 1) stage of the project; official vertical and horizontal clearance requirements will be determined after further coordination with the USCG, as discussed herein. The profile is based on a design speed of 25mph. If the design speed is adjusted in future phases of development, the profile must be reassessed.

It should also be noted that the profile described above ties into the existing intersections at Rodkey and Driftwood Drives in order to keep access to both adjacent roads open after the proposed bridge is constructed.

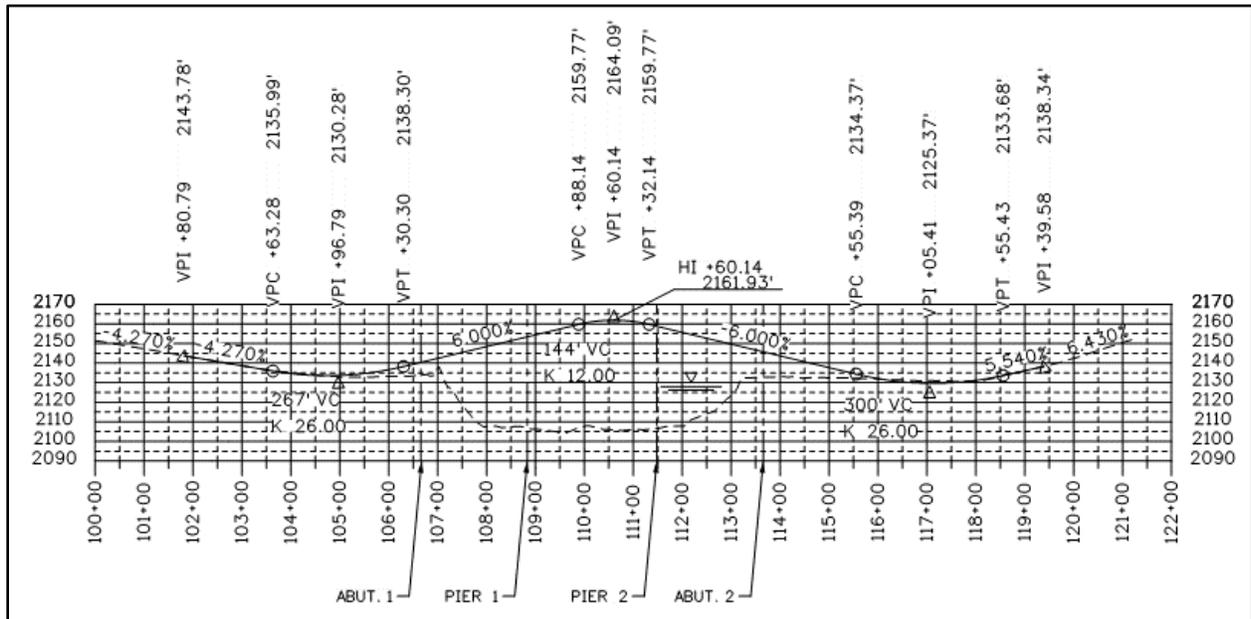


Figure 4: Concept Profile

Bridge Approaches

In order to accommodate the proposed grade raise inside existing District right-of-way (ROW) to the greatest extent possible, retaining wall structures will be required. Retaining walls will provide the vertical embankment to reach the required elevations for the bridge and river crossing. The retaining walls are proposed to utilize a type of mechanically stabilized earth (MSE) wall (similar to that shown in Figure 5), which also should have capabilities to be “erosion-worthy” and placed near marine environments. See Appendix B: Geotechnical Report, Phase 1 for the recommendations for retaining walls.



Figure 5: Example MSE Retaining Wall



Figure 6: Moment Slab Under Construction

In order to further reduce ROW impacts, MSE retaining walls are proposed to be placed at the edge of roadway, with the utilization of moment slabs. Moment slabs are a structural element that allows for the placement of a crashworthy barrier at the top of a retaining wall, instead of providing a barrier deflection allowance between the roadway barrier and outside edge of wall. An example of a moment slab can be seen in Figure 6. Based on the current geometry that includes a multi-use path, moment slabs are only needed for the western MSE walls. Based on the concept layout, the length of retaining walls located at the north approach is 650ft with an approximate average height of 9ft. The length of moment slab at the north approach is approximately 300ft. Based on the concept layout, the length of retaining walls located at the south approach is 1000ft at an approximate average height of 11ft. The length of moment slab

at the south approach is approximately 450ft. Additional earthwork required to build the embankments, that's not already included with other items, was estimated to be \$475,000 and is included in the concept cost estimate.

Structure Features

Span Arrangement

Several factors affect the selection of a bridge river crossing span arrangement. Factors include location of abutments, location with respect to the center of river channel, navigational span location, foundation capabilities, and structural span limitations. The selected span arrangement places the abutments approximately 50' away from the tip of the promontory points. This provides room to place retaining walls around the front of the abutment, shortens the overall structure length, and provides a potential area to treat stormwater collected on the bridge deck. The overall structure length for all concepts was set at 700ft from centerline of north abutment to centerline south abutment.

The Spokane River at the Greensferry crossing is dam-controlled, and therefore a slow moving body of water. Debris buildup at the pier locations is anticipated to be minimal. Locations of piers in the water were determined by the superstructure span capabilities, navigational span location, and consideration of river bathymetry. Pier component sizes were assumed to be the same for each concept for simplicity of the concept estimate. The concept analysis varied span arrangements from three to five total spans in order to identify the most cost effective superstructure alternative. A two span option was not investigated due to the resulting span lengths that exceed traditional girder-slab bridge span limits. More than five spans would result in very small horizontal navigation envelopes, drive up overall substructure cost, result in a higher number of river hazards, and likely cause a larger rise in river levels after the hydraulic analysis is completed.

At this concept level stage, it was assumed that the piers are skewed to approximately 20-degrees to match the river channel. In future phases of the project, additional analysis would be required to determine more precise pier geometry regarding stream flow orientation versus the proposed alignment.

Types of Superstructure

One of the goals of this study was to find a cost effective bridge structure to meet the goals of the District. Therefore, "signature" type bridges were excluded from this study. Signature type bridges would include: cable-stayed, segmental, arch, suspension, or truss type superstructures. A cast-in-place concrete box girder and spliced precast girder bridge types were not considered due to increased cost of falsework over a waterway and due to local contractor unfamiliarity of these types of bridge structures, as they are uncommon in North Idaho. Accordingly, these bridge types were assumed to be non-competitive alternatives to the concepts analyzed herein. All investigated concepts are "work-horse" style girder-slab bridges, which are very common in the region. All concepts feature a cast-in-place concrete deck. The following superstructure concepts were evaluated:

- Five Span Prestressed Concrete Girder Bridge

- Four Span Prestressed Concrete Girder Bridge
- Four Span Steel Girder Bridge
- Three Span Steel Girder Bridge

Concept 1: Five Span Prestressed Concrete Girder Bridge

This concept is a five span bridge with equal span lengths of 140'-0". The bridge will be pinned at the piers with seat type or semi-integral abutments. The structure will have a jointless bridge deck, which enhances maintainability of the bridge over its life by eliminating locations where water can reach substructure units. Concrete approach slabs will be provided with expansion joints located at each abutment.

Based on preliminary analysis, this concept will require five (5) 74" deep wide-flanged (WF) prestressed concrete girders at 10'-9" spacing with 4'-3" deck overhangs. See Figure 7 for the concept typical section. The concrete deck slab will be 8-in thick in accordance with *ITD Bridge Design LRFD Manual* Article A9.1, and will be detailed in accordance with Article 5.14 for a Single Deck Protection System.

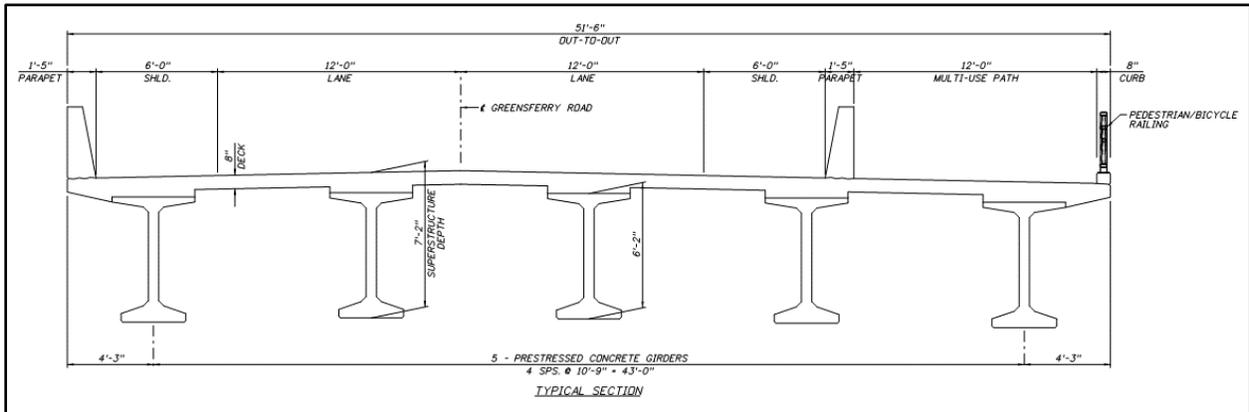


Figure 7: Concept 1 Typical Section (looking North)

The span arrangement for this concept, shown in Figure 8, aligns well with the river channel and provides a center span for waterway navigation. This concept features the most number of piers in the water, so it could potentially be more difficult to obtain approval during the environmental permitting process. Also, since more piers are located in the water, it presents the highest risk to an unacceptable rise in water levels after the hydraulic analysis has been completed in future phases of the project.

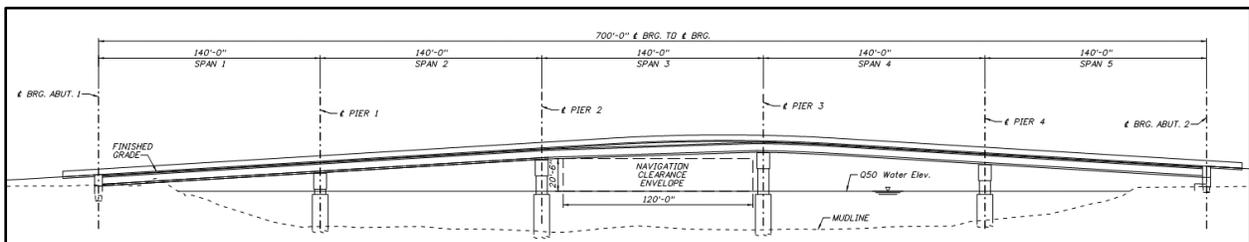


Figure 8: Concept 1 Elevation

Concept 2: Four Span Prestressed Concrete Girder Bridge

This concept is similar to Concept 1, in that it has the same girder type. An interior pier is removed to make this a four-span concept, shown in Figure 10. The equal span lengths are 175'-0". The bridge will be pinned at the piers with seat type or semi-integral abutments. The structure will have a jointless bridge deck. Concrete approach slabs and expansion joints will be provided at each abutment.

Based on preliminary analysis, this concept will require eight (8) 83" deep wide-flanged (WF) prestressed concrete girders at 6'-6" spacing with 3'-0" deck overhangs. See Figure 9 for the concept typical section. The concrete deck slab will be 8-in thick in accordance with *ITD Bridge Design LRFD Manual Article A9.1*, and will be detailed in accordance with Article 5.14 for a Single Deck Protection System.

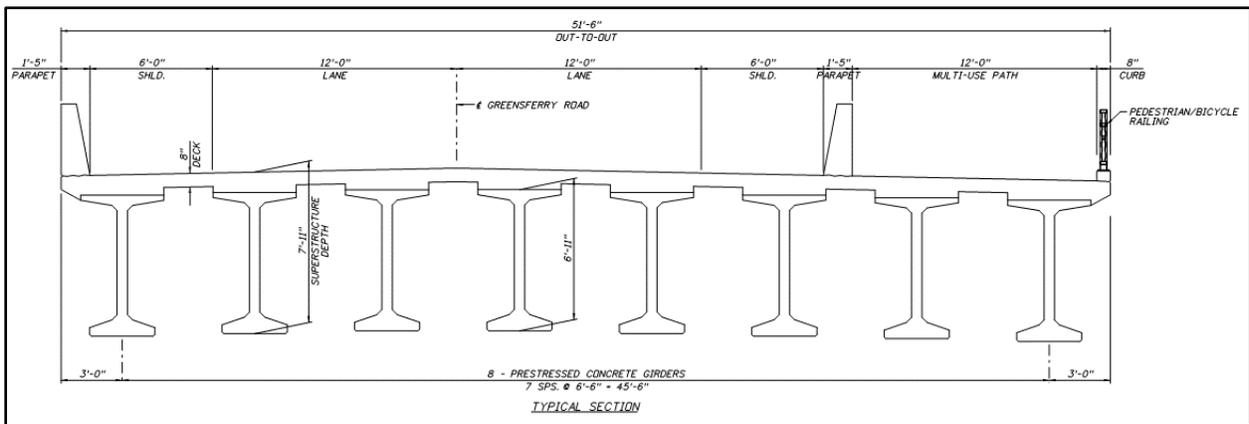


Figure 9: Concept 2 Typical Section (looking North)

This concept maximizes the span capabilities of typical prestressed girders. More girders are required in the typical section in order to maximize the spans. The increased number of girder lines increases the superstructure and substructure cost compared to Concept 1. Also, the depth of the structure is one of the largest among all concepts analyzed, which may be a determining factor when vertical navigation clearance is known at a future stage.

Girders of this length may also be more difficult to transport from the fabrication facility to the project site. It's possible that modifications to the Riverview/Greensferry intersection would be needed to provide a large enough turn radius for transport equipment.

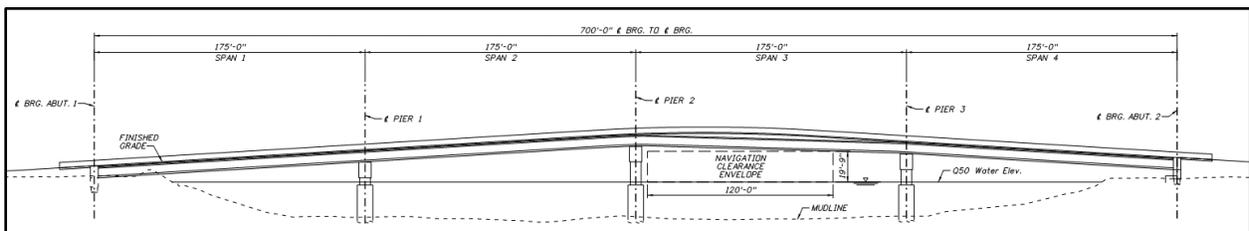


Figure 10: Concept 2 Elevation

Concept 3: Four Span Steel Girder Bridge

This concept is a four span steel girder bridge with 2 end spans of 153'-0" and 2 main spans of 197'-0". The span arrangement is ideally balanced for continuous steel girders, shown in Figure 12. The bridge will be pinned at the piers with seat type or semi-integral abutments. The structure will have a jointless bridge deck. Concrete approach slabs and expansion joints will be provided at each abutment.

Based on preliminary analysis, this concept will require five (5) steel plate I-girders at 11'-0" spacing and with 3'-9" deck overhangs. The steel plate I-girders will be approximately 64-in deep. See Figure 11 for a concept typical section. The concrete deck slab will be 9-in thick in accordance with *ITD Bridge Design LRFD Manual* Article A9.1, and will be detailed in accordance with Article 5.14 for a Single Deck Protection System.

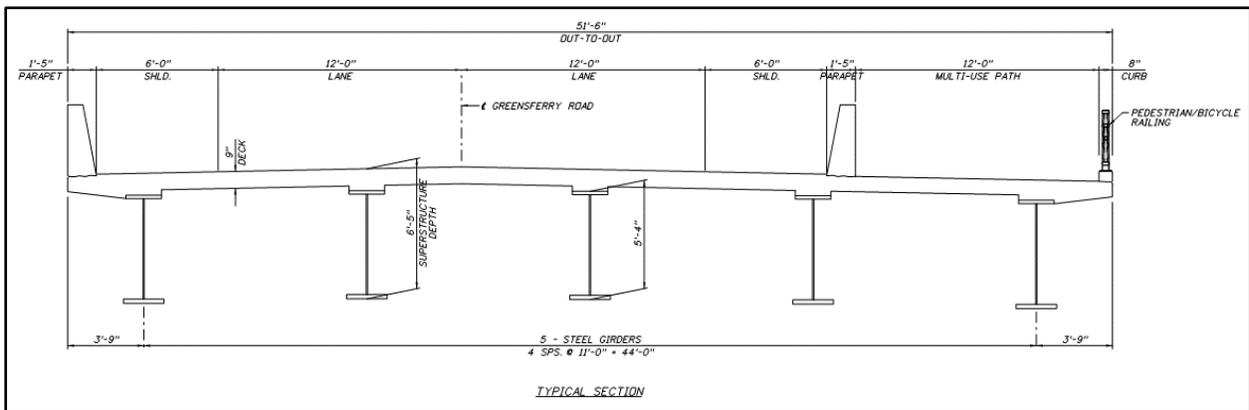


Figure 11: Concept 3 Typical Section (looking North)

Steel plate girders typically consist of multiple segments per span, then spliced together in the field. This mitigates issues related to shipping lengths, as each girder segment is typically shorter than a comparable precast concrete girder. Accordingly, a steel plate girder concept holds a distinct shipping advantage over a prestressed concrete girder concept due to the existing site conditions at Greensferry.

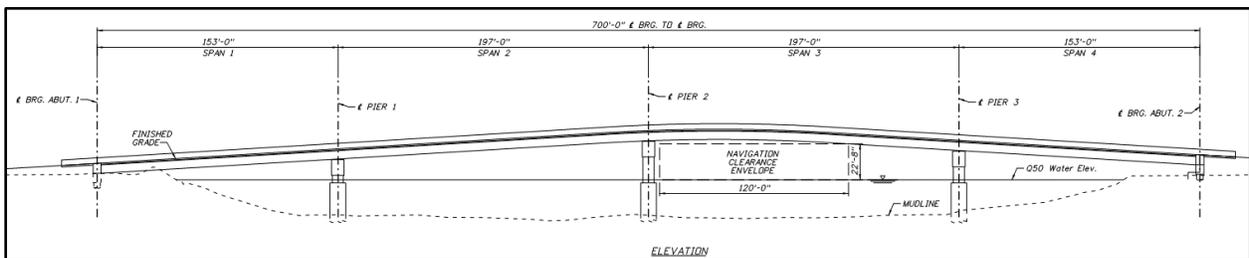


Figure 12: Concept 3 Elevation

Concept 4: Three Span Steel Girder Bridge

This concept is a three span steel girder bridge with 2 end spans of 217'-6" and one main span of 265'-0". The span arrangement is ideally balanced for continuous steel girders, shown in Figure 14. The bridge will be pinned at the piers with seat type or semi-integral abutments. The

structure will have a jointless bridge deck. Concrete approach slabs and expansion joints will be provided at each abutment.

Based on preliminary analysis, this concept will require five (5) steel plate I-girders at 11'-0" spacing and with 3'-9" deck overhangs. The steel plate I-girders will be approximately 90-in deep. See Figure 13 for a concept typical section. The concrete deck slab will be 9-in thick in accordance with *ITD Bridge Design LRFD Manual* Article A9.1, and will be detailed in accordance with Article 5.14 for a Single Deck Protection System.

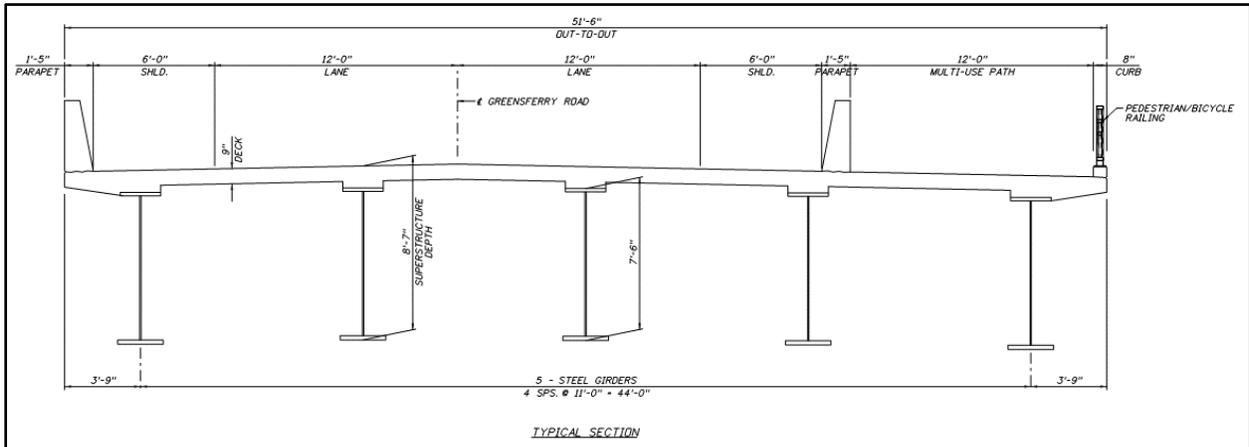


Figure 13: Concept 4 Typical Section (looking North)

The girders were assumed to be constant depth for cost estimating purposes. Due to the longer spans, a variable depth (haunched) girder design will be considered in future phases of the project. A haunched girder varies in depth along the bridge length; at pier locations the girders will be at maximum depth, varying to the shallowest depth at mid-span locations. This increases navigational clearance windows and provides what many consider a more aesthetically pleasing “arch-like” superstructure appearance. See Figure 15 for an example of a haunched steel girder bridge. Typically, haunched girders cost more than constant depth girders. Balancing additional vertical clearance with cost will be considered in future phases of the project.

Steel plate girders typically consist of multiple segments per span, then spliced together in the field. This mitigates issues related to shipping lengths, as each girder segment is typically shorter than a comparable precast concrete girder. Accordingly, a steel plate girder concept holds a distinct shipping advantage over a prestressed concrete girder concept due to the existing site conditions at Greensferry.

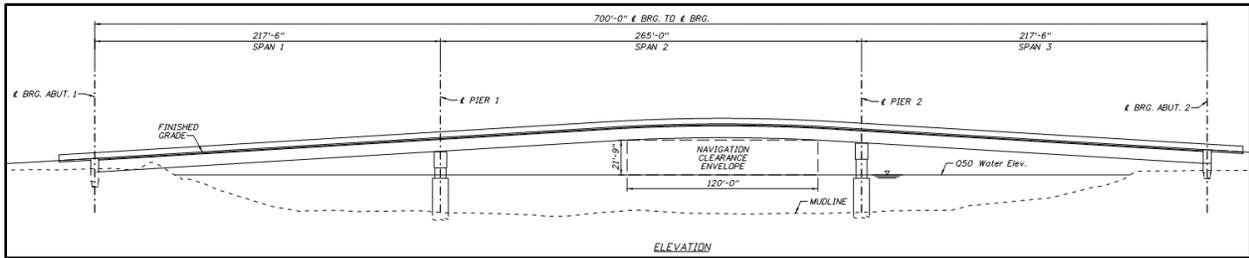


Figure 14: Concept 4 Elevation

Foundations

After discussions with GeoEngineers, weak soil layers exist at both approach locations. Liquefaction potential of the weak soil layers needs to be considered in future phases of the project. The underlying soil layers need structural ground improvement in order to support the load of the roadway embankment and MSE walls, in the form of driven pile or stone columns or over-excavation with backfill replacement. Driven pile or drilled shaft foundations are recommended at all bridge support locations.

Drilled shafts at the interior piers are preferred over driven pile for their in-water friendly construction methods. Drilled shafts may also provide an environmentally preferred method for mitigation of migrating hazardous materials at the river bottom deeper towards the Rathdrum-Prairie Aquifer. Additionally, driven pile foundations would require a large pile cap at each pier, extensive cofferdams in the river during construction, and result in significant impacts to both the hydraulic analyses and the environmental permitting process. The river will be impacted by any foundation type; therefore a detailed scour analysis is recommended for future phases of the project. It's anticipated that scour mitigation may be minimal based on low river velocities.

Drilled shafts at the abutments are preferred for their construction methods and lower noise pollution for nearby residents. Vibrations may be a concern for nearby residents, so vibration monitoring was assumed in the concept level cost estimate.

The interior piers should be designed for vessel collision forces. Coordination with the USCG in future phases of the project is required to determine vessel collision requirements.



Figure 15: Example Steel Haunched Girder Bridge

Aesthetics

No project specific aesthetic requirements have been identified at this time. Future aesthetic considerations could include decorative parapets and fencing, metal hand railings, form liners, concrete painting, accent lighting, and pier shape design.

Utilities

Accommodations for existing or new utilities can be made on the proposed bridge. The future utilities could be carried underneath the bridge deck and between girders. Future utilities could include, water, sewer, fiber-optic, lighting, etc.

Maintenance Considerations

All bridge concepts will have a minimum design life of 75 years. All investigated concepts considered the need for a low maintenance bridge structure. Overall, steel girder bridges will require more routine maintenance than a prestressed girder bridge. The expansion joints are expected to be placed off the bridge deck for all concepts, which decreases maintenance related to leaky joints. The steel girder options would be composed of a weathering steel alloy; weathering steel is a low maintenance classification of steel which does not require painting.

Feasibility of Construction

Overall access to the site is challenging, and no current staging options exist. At a minimum, temporary construction easements would be required to construct the approach embankments and retaining walls.

Construction of the interior piers could be done by barge or a temporary work platform or a combination of the two. In-water work is to be expected. Access to the temporary work platform could occur from the south near Driftwood Drive. A temporary work bridge was assumed for all concepts in the concept cost estimate.



Sheet piling is assumed to be required along the west side of the south approach where embankment fill in water is anticipated. The approximate length of sheet piling in the water is approximately 250ft. The sheet piling would be designed for marine applications. It's anticipated that the embankment retaining walls will be placed on the fill retained by the sheet piling.

Miscellaneous

To maintain safety through the corridor, illumination should be considered in future phases of the project. Illumination could be attached to overhangs on the bridge as shown in Figure 15. Roadway corridor illumination costs are included in the concept level cost estimate.

Noise mitigation measures in the form of soundwalls may be included in future phases of the project. A noise study is recommended in future phases of the project to determine detailed sound mitigation alternatives. The concept level cost estimate for soundwalls was limited to privacy wall extensions of the roadway barriers on the bridge.

Concept Comparison

Based on structure assumptions specified in previous sections, a side-by-side cost comparison was developed for the bridge concepts. The cost comparison only considers the construction cost of the project in a bidding scenario. Project development costs such as engineering, construction inspection, right-of-way agreements, etc. were not considered for the concept comparison. The cost comparison provides a quantitative measure of obtaining the most economical structure concept. **Costs associated with temporary construction easements and potential land purchases are NOT included in this report and concept estimate, but are recommended to be investigated further in a future phase of the project by a licensed ROW agent and appraiser.** Figure 16 shows the categorical breakdown of estimated construction costs. Concept 4 was found to be the most cost effective, as shown in Figure 17. The values shown in Figure 17 include provisions for mobilization to the site, as is typical for all

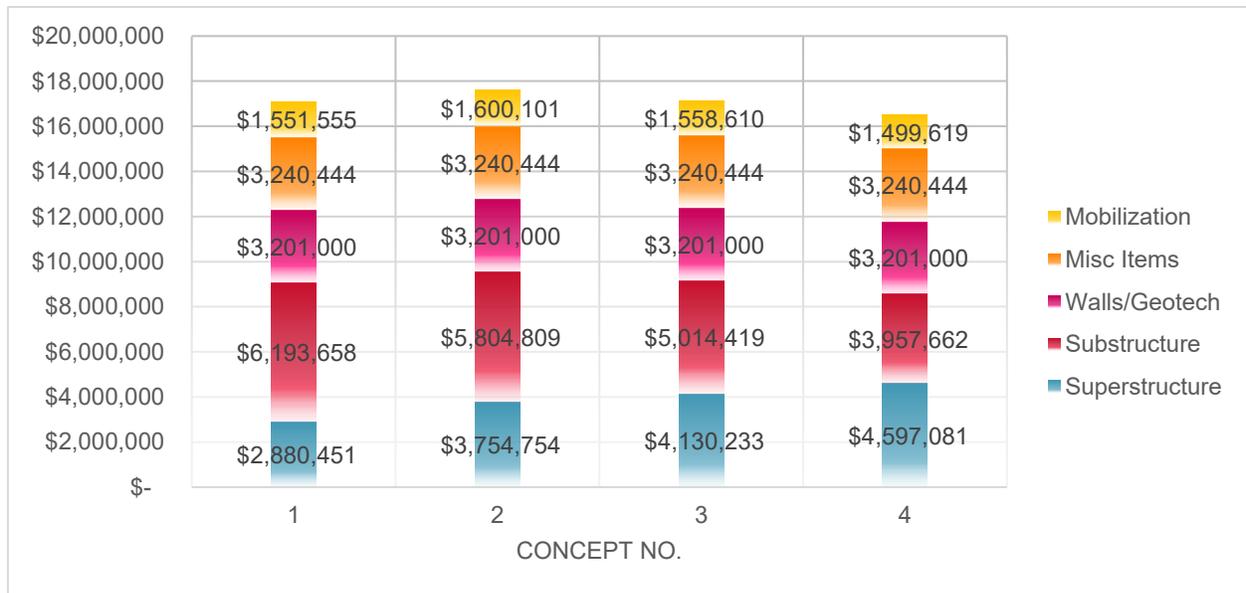


Figure 16: Concept Cost Breakdown (Bridge Only)

construction bids. The detailed concept cost analysis can be found in Appendix A: Concept Bridge Analysis.

8.0 Limitations

In providing opinions of cost, HDR has no control over cost or price of labor and materials, unknown or latent conditions of existing equipment or structures that might affect operation or maintenance costs, competitive bidding procedures and market conditions, time or quality of performance by operating personnel or third parties, and other economic and operational factors that might materially affect the ultimate the project cost or schedule. HDR, therefore, will not warranty that the actual Project costs will not vary from HDR’s opinions, analyses, projections, or estimates.



Figure 17: Concept Cost Comparison (Bridge Only)

9.0 References

KMPO. (2020). *KMPO Metropolitan Transportation Plan, 2020-2040*.



Appendix A: Concept Bridge Analysis



Description:

Determine conceptual span arrangements for a P/S girder option and a steel girder option. See report writeup for additional information and assumptions that are not mentioned here.

Overall Length = 700 ft
 Navigational minimum clearance, horizontal = 120 ft
 Out-to-Out Width = 51.5 ft

Assumed; will be finalized at a later date and after coordination with USCG

Geometry:

Superstructure Alternative	1	2	3	4	
Description	5 span P/S	4 span P/S	4 span steel	3 span steel	
Main Span Length	140	175	197	265	ft
# of Main Spans	3	2	2	1	
End Span Length	140	175	153	217.5	ft
Total # Spans	5	4	4	3	
Total Length	700	700	700	700	ft
Total Length Check	OK	OK	OK	OK	
AASHTO Minimum Superstructure Depth	0.040L	0.040L	0.032L	0.032L	T2.5.2.6.3-1
	5.60	7.00	6.30	8.48	ft
	67.2	84.0	75.6	101.8	in
Number of Girder Lines	5	8	5	5	
Girder Spacing	10.75	6.5	11	11	ft
OH/Spacing Ratio	0.40	0.46	0.34	0.34	
Overhang	4.25	3.00	3.75	3.75	ft
Girder Depth	74	83	64	90	in
AASHTO Minimum Girder Depth			0.027L	0.027L	T2.5.2.6.3-1
			63.8	85.9	in
Type	WF	WF	steel plate	steel plate	
Deck Thickness	8	8	9	9	in
Superstructure Depth	7.167	7.917	6.417	8.583	ft
Depth Check	OK	OK	OK	OK	assumes 4" haunch for each alt.

Superstructure Cost Estimate:

Alternative	1	2	3	4	
Description	5 span P/S	4 span P/S	4 span steel	3 span steel	
total girder length	3500	5600	3500	3500	ft
girder x-section area	923.5	976.4			in^2
unit cost	\$ 0.44	\$ 0.42			\$/LF/sq.in. ITD Unit Cost Data
Steel bridge weight per deck area			38	45	psf NSBA Steel Span Weight Curves
Steel girder weight			1369900	1622250	lbs
Steel bridge unit cost			\$ 1.85	\$ 1.85	per lb of steel bridge ITD Unit Cost Data
total girder cost	\$ 1,422,190	\$ 2,296,493	\$ 2,534,315	\$ 3,001,163	
Deck/super concrete	1068	1068	1202	1202	CY
concrete unit cost	\$ 800.00	\$ 800.00	\$ 800.00	\$ 800.00	per CY
Deck/super rebar density	210	210	210	210	lbs/CY
Deck/super rebar unit cost	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	per lb
# of parapets in typ. Section	3	3	3	3	
parapet unit cost	\$ 170.00	\$ 170.00	\$ 170.00	\$ 170.00	per LF
Total Deck/super cost	\$ 1,458,261	\$ 1,458,261	\$ 1,595,918	\$ 1,595,918	average
Total Superstructure	\$ 2,880,451	\$ 3,754,754	\$ 4,130,233	\$ 4,597,081	



Greensferry River Crossing
Alternative Comparison
Concept, Phase 1

Substructure Cost Estimate:

Piers:

Assume two column bent for each pier location. Assume same sizing for each alternative, except for drilled shaft length.

Alternative Description	1 <i>5 span P/S</i>	2 <i>4 span P/S</i>	3 <i>4 span steel</i>	4 <i>3 span steel</i>	
Number of Piers	4	3	3	2	
Support skew	20	20	20	20	deg
Bent cap width	8	8	8	8	ft
Bent cap height	10	10	10	10	ft
Bent cap length	53	53	53	53	ft
Bent cap concrete	157	157	157	157	CY
Column Width	7	7	7	7	ft
Column Depth	10	10	10	10	ft
Column Length	45	45	45	45	ft
# of columns	2	2	2	2	assumed average per pier
Column concrete	233	233	233	233	CY
Crash Wall Width	11	11	11	11	ft
Crash Wall Depth	10	10	10	10	ft
Crash Wall Length	35	35	35	35	ft
Total cap/column concrete	533	533	533	533	CY per pier
Substructure Concrete Unit Cost	\$ 900.00	\$ 900.00	\$ 900.00	\$ 900.00	per CY
sub rebar density	180	180	180	180	lbs/CY
Sub rebar unit cost	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	per lb
	\$ 575,600	\$ 575,600	\$ 575,600	\$ 575,600	per pier

Foundation:

Drilled Shaft Diameter	9.8	9.8	9.8	9.8	ft	3m
Drilled Shaft Length	70	90	80	95	ft	approximate per shaft
# of drilled shafts	2	2	2	2		per pier
Drilled Shaft x-section area	75	75	75	75	sf	
Total Shaft Length	560	540	480	380	ft	used only for determining unit cost
Drilled Shaft Unit Cost	\$ 65.00	\$ 65.00	\$ 65.00	\$ 65.00	per sf/LF	ITD unit cost data
Cofferdams	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000		\$50/sf; 920sf per pier
	\$ 732,410	\$ 928,527	\$ 830,468	\$ 977,556		
Total Pier Cost	\$ 5,232,039	\$ 4,512,380	\$ 4,218,205	\$ 3,106,312		

Abutments:

Assume abutment foundation sizing for each concept. Use a lump sum cost for concrete and rebar items based on previous project bids of applicable bid items.

Alternative Description	1 <i>5 span P/S</i>	2 <i>4 span P/S</i>	3 <i>4 span steel</i>	4 <i>3 span steel</i>	
Abutment Concrete Cost	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	
Abutment Rebar Cost	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
Drilled Shaft Diameter	6	6	6	6	ft
Drilled Shaft Length	60	90	45	50	ft
# of drilled shafts	3	3	3	3	approximate per shaft per abutment
Drilled Shaft x-section area	28	28	28	28	sf
Total Shaft Length	180	270	135	150	ft
Drilled Shaft Unit Cost	\$ 65.00	\$ 65.00	\$ 65.00	\$ 65.00	per sf/LF
Single Abutment Cost	\$ 480,810	\$ 646,215	\$ 398,107	\$ 425,675	ITD unit cost data
Total Abutment Cost	\$ 961,619	\$ 1,292,429	\$ 796,215	\$ 851,350	

Totals:

substructure subtotal	\$ 6,193,658	\$ 5,804,809	\$ 5,014,419	\$ 3,957,662	substructure only
super+sub subtotal	\$ 9,074,109	\$ 9,559,563	\$ 9,144,653	\$ 8,554,742	superstructure + substructure



Greensferry River Crossing
Alternative Comparison
Concept, Phase 1

Project No.		Page 1 of	
Computed By	MGS	Sheet	of
Checked By	DRB	Date	10/26/2020
		Date	10/29/2020

Retaining Walls/Geotechnical:

North Approach:

Alternative Description	1	2	3	4			
MSE Wall Length	5 span P/S	4 span P/S	4 span steel	3 span steel	650	650	ft
Average MSE Wall Height	9	9	9	9			ft
MSE Wall Surface Area	5850	5850	5850	5850			sf
MSE Wall Unit Cost	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00			
	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000			
Length of Moment Slab & Barrier	300	300	300	300			ft
Moment Slab+Barrier Unit Cost	\$ 600.00	\$ 600.00	\$ 600.00	\$ 600.00			per LF
	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000			
Ground Improvement Area	16000	16000	16000	16000			sf
Ground Improvement Unit Cost	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00			per sf
	\$ 640,000	\$ 640,000	\$ 640,000	\$ 640,000			

assume 6% profile grade
Readi-rock cost; see geotechnical rec.
one side only
ITD Unit Cost data

South Approach:

MSE Wall Length	1000	1000	1000	1000			ft
Average MSE Wall Height	11	11	11	11			ft
MSE Wall Surface Area	11000	11000	11000	11000			sf
MSE Wall Unit Cost	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00			
	\$ 660,000	\$ 660,000	\$ 660,000	\$ 660,000			
Length of Moment Slab & Barrier	450	450	450	450			ft
Moment Slab+Barrier Unit Cost	\$ 600.00	\$ 600.00	\$ 600.00	\$ 600.00			per LF
	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000			
Ground Improvement Area	27500	27500	27500	27500			sf
Ground Improvement Unit Cost	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00			per sf
	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000			
retaining walls/geotechnical subtotal	\$ 3,201,000	\$ 3,201,000	\$ 3,201,000	\$ 3,201,000			

assume 6% profile grade
Readi-rock cost; see geotechnical rec.
one side only
ITD Unit Cost data

Miscellaneous Items:

Alternative Description	1	2	3	4	
Temporary Work Bridge	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	ITD Unit Cost data; \$1900*900'
Vibration Monitoring	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	ITD Unit Cost data
Excavations	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	general excavations
Decorative Fence/Soundwalls	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	
Approach Slabs	\$ 62,944	\$ 62,944	\$ 62,944	\$ 62,944	2*(20')(width)*\$275/SY
Expansion Joints	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	modular
Sheet piling	\$ 412,500	\$ 412,500	\$ 412,500	\$ 412,500	ITD Unit Cost data; 275'*\$1500/ft
Illumination	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	similar to KN20842 -Cloverdale (\$160k)
Roadway embankments	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	pavement, fill
misc subtotal	\$ 3,240,444	\$ 3,240,444	\$ 3,240,444	\$ 3,240,444	



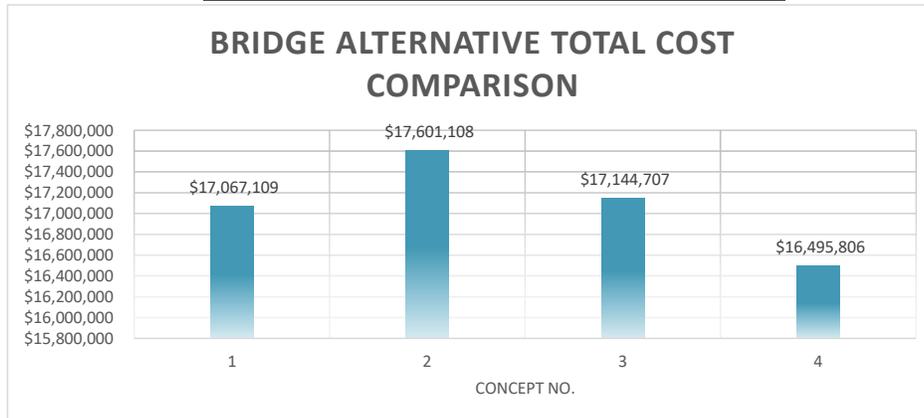
Summary:

Alternative	1	2	3	4
Description	<i>5 span P/S</i>	<i>4 span P/S</i>	<i>4 span steel</i>	<i>3 span steel</i>
Overall Subtotal	\$ 15,515,553	\$ 16,001,007	\$ 15,586,097	\$ 14,996,187
Mobilization	\$ 1,551,555	\$ 1,600,101	\$ 1,558,610	\$ 1,499,619
Alternative Total	\$ 17,067,109	\$ 17,601,108	\$ 17,144,707	\$ 16,495,806
	\$ 430.4	\$ 443.9	\$ 432.3	\$ 416.0
	\$ 413.1	\$ 337.7	\$ 326.2	\$ 309.9

10% of subtotal

per sf of bridge includes all items except mob

per sf of bridge only structural items

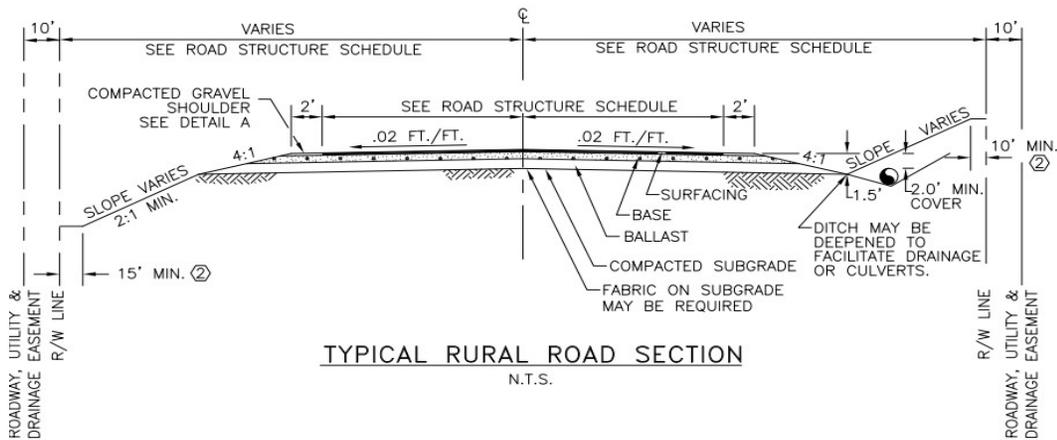


Roadway Quantities

North of Bridge					South of Bridge				
Item	Width (ft)	Depth (ft)	Length (ft)	Volume (CF)	Item	Width (ft)	Depth (ft)	Length (ft)	Volume (CF)
Asphalt	49.25	0.33	300	4925	Asphalt	49.25	0.33	450	7388
Base	49.25	0.33	300	4925	Base	49.25	0.33	450	7388
Ballast	49.25	1.00	300	14775	Ballast	49.25	1.00	450	22163
Embankment Fill	46.98	1.56	300	22033	Embankment Fill	42.43	4.81	450	91899
ITD Pay Item	Unit	Quantity	Cost per Unit	Total Cost	ITD Pay Item	Unit	Quantity	Cost per Unit	Total Cost
205-040A (Embankment)	CY	1363	\$ 20	\$ 27,260	205-040A (Embankment)	CY	4225	\$ 20	\$ 84,500
303-021A (Base)	TON	362	\$ 25	\$ 9,050	303-021A (Base)	TON	543	\$ 25	\$ 13,575
405-435A (Asphalt)	TON	362	\$ 100	\$ 36,200	405-435A (Asphalt)	TON	543	\$ 100	\$ 54,300
Total				\$ 72,510	Total				\$ 152,375

Lump Sum Items				
Item	Unit	Quantity	Cost per Unit	Total Cost
Traffic Items	LS	1	\$ 100,000	\$ 100,000
Traffic Control	LS	1	\$ 100,000	\$ 100,000
Utility Adjustments	LS	1	\$ 50,000	\$ 50,000
Total				\$ 250,000

Grand Total \$ 474,885



CLASS OF ROAD	BALLAST ③	BASE COURSE ③	PLANT MIX PAVEMENT ③	PAVEMENT WIDTH	RIGHT-OF-WAY WIDTH (FT)
ARTERIAL	12"	4"	4"	40' - 64'	80 - 120
COLLECTOR	12"	4"	4"	24' - 40' ④	60 - 120
LOCAL RESIDENTIAL	12"	4"	2"	22' - 28' ④	60
INDUSTRIAL / COMMERCIAL	12"	4"	4"	24' - 64'	*OUTSIDE ACI



Appendix B: Geotechnical Report, Phase 1

Preliminary Geotechnical Engineering Evaluation

Proposed Greensferry Road Bridge Over the
Spokane River
Post Falls, Idaho

for
HDR Engineering, Inc.

October 28, 2020



**Preliminary Geotechnical Engineering
Evaluation**

Proposed Greensferry Road Bridge Over the
Spokane River
Post Falls, Idaho

for

HDR Engineering, Inc.

October 28, 2020



523 East Second Avenue
Spokane, Washington 99202
503.363.3125

Preliminary Geotechnical Engineering Evaluation

Proposed Greensferry Road Bridge over the Spokane River Post Falls, Idaho

File No. 24612-001-00

October 28, 2020

Prepared for:

HDR Engineering, Inc.
808 West Spokane Falls Boulevard
Spokane, Washington 99201-3343

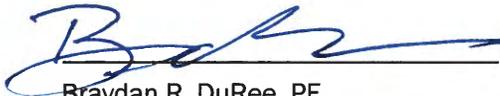
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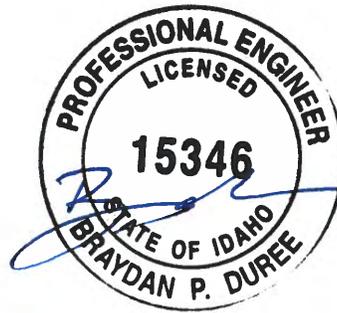


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Figure 2. Site Plan

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 Figures A-2 and A-3 – Logs of Borings

 Figures A-4 through A-42 – Site Photographs

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 Figure A-47 – Atterberg Limits Test Results

 Figure A-48 – R-Value

Appendix B. Geophysical Survey

APPENDICES (CONTINUED)

Appendix C. Report Limitations and Guidelines for Use

1.0 INTRODUCTION

This report presents the results of our preliminary geotechnical engineering evaluation of the proposed Greensferry Road bridge crossing over the Spokane River in Post Falls, Idaho. The approximate site location is shown in the Vicinity and Geology Map, Figure 1.

The project includes construction of a two-lane, multi-span bridge spanning the Spokane River to provide improved access and connectivity for the city of Post Falls and surrounding community. The proposed 600- to 700-foot-long bridge will be located along the same alignment as a previous bridge, which was demolished in 1967. Additional improvements are expected to include construction of retaining walls to support approach embankments that will likely be in the range of about 10 to 20 feet tall. Along the southern approach, widening into the river will be required to construct the proposed roadway.

2.0 SCOPE OF SERVICES

The purpose of our evaluation was to conduct a limited subsurface exploration and laboratory testing program, and preliminary analyses to assess foundation alternatives for the proposed bridge and approach retaining walls. Written authorization of our services was provided in our agreement with HDR dated August 4, 2020. Our specific scope of services consisted of:

- Drilling one boring near each proposed abutment (two borings total).
- Conducting a geophysical survey across the Spokane River between the proposed abutment locations using sub-bottom profiling methods.
- Limited geotechnical laboratory testing of select soil samples.
- Limited engineering analyses to assess feasible foundation alternatives and preliminary rough order of magnitude resistance and embedment depths for selected foundation types and sizes.
- Identification of potential geologic hazards and preliminary recommendations for mitigation.

3.0 LITERATURE REVIEW

3.1. Geology

The Idaho Geological Survey, Geologic Map of the Post Falls Quadrangle maps surficial soil along the north bank of the proposed bridge crossing as Holocene Alluvial Gravels (g). This geologic unit consists of sandy gravels and sands, mostly consisting of reworked outwash gravels and flood sediments, and is generally less than 10 feet thick. Surficial soil along the south bank is mapped as Gravel of Riverview Drive (Grv). The Grv unit consists of sandy flood gravels on the southern margins of the Rathdrum Prairie near the mouths of tributary drainages, including bedded low-flow regime deposits formed in eddy bar environments. The typical thickness of this unit is 40 to 80 feet.

The Coeur d' Alene 30 x 60 Quadrangle maps deeper deposits on the north bank as Quaternary deposits consisting of Gravel of Green Ferry (Qgg). The Qgg unit consists of well-graded coarse flood gravel, likely

representing the last episode of major outburst flood events associated with glacial Lake Missoula about 12,800 years ago.

A southwest-northeast trending fault is mapped on the Post Falls quadrangle map, located about one mile east of the project site. This fault is not included in the Coeur d'Alene quadrangle map or the Coeur d'Alene 30 x 60 geologic map. The fault also is not included in the Idaho Geological Survey's Miocene and Younger Fault map for the state of Idaho. We were unable to find any details regarding the type or age of the fault in the geologic literature.

4.0 SITE CONDITIONS

4.1. Surface Conditions

The project site crosses the Spokane River along the Greensferry Road right-of-way (ROW). At the proposed bridge crossing, the Spokane River is about 580 to 600 feet wide.

On the north side of the river, the ROW encompasses a man-made peninsula that extends from the original riverbank about 150 feet into the Spokane River, so that the ROW is bounded to the east, west and south by the River. This peninsula supported the approach of a previous bridge, which was removed in 1967. The ROW is covered by a thin surface layer of degraded asphalt surfacing. Numerous deciduous trees, bushes and grass also are present on the peninsula. Site grades are in the range of about Elevation 2,128 feet to Elevation 2,134 feet.

On the south side of the river, the ROW is bounded to the north and west by the Spokane River. The ROW also includes a man-made promontory that extends into the river. The historic riverbank extents are unknown, so the amount of fill within the southern ROW is unknown. The south riverbank is armored with large boulders. Site grades range from about Elevation 2,128 feet to Elevation 2,133 feet.

The ROW is bounded by residential properties on both the north and south banks. Overhead power lines also traverse the entire ROW within the project limits.

Information regarding water levels of the Spokane River were based on survey data collected by T-O Engineers, from the USGS web site for Gauge 12415500 (a USGS monitoring station on Lake Coeur d'Alene) and from the Federal Emergency Management Agency (FEMA) flood insurance study of Kootenai County.

Water levels at the site were surveyed on September 30, 2020. The surveyed water level was about Elevation 2,127.5 feet. The gauge reading for the lake for that day was about 2,127.8 feet, a difference of about 0.3 feet. The elevation of Lake Coeur d'Alene and the Spokane River is controlled by the Post Falls Dam (owned and operated by Avista Utilities), located about 2 miles downstream of the project site. The river level between the dam and the lake generally is within several tenths of a foot of the lake level.

Data regarding stage (elevation) for Lake Coeur d'Alene was available on the USGS website for the period from October 2007 to October 2020. The lake level is maintained at about Elevation 2,128 feet (normal summer pool) between Memorial Day and Labor Day. After Labor Day, the lake level is gradually lowered to about Elevation 2,122 feet through the winter. Lake and river levels can exceed the normal summer pool elevation during spring runoff. Flood stage for the lake is listed at Elevation 2,134 feet, which was reached

or exceeded about four times (2008, 2011, 2012 and 2017) during the available 13-year reporting period. FEMA flood profiles indicate the 10 percent annual exceedance flood event (10-year flood) elevation along the Spokane River at Greensferry Road is about Elevation 2,128.5 feet; the 1 percent annual exceedance flood event (100-year flood) elevation is about 2,131 feet; and the 0.2 percent annual exceedance (500-year flood) event elevation is about 2,132 feet. Elevations are based on NAVD 88 datum.

Bathymetric data provided by T-O Engineers indicates the main river channel is about 350 to 390 feet wide at the crossing and the riverbed ranges from about Elevation 2,104 to 2,107 feet. The river channel slopes up to nearshore terraces at about Elevation 2,117 to 2,123 feet near the riverbanks.

The approximate locations of site surface features and existing elevations are shown in the Site Plan, Figure 2.

4.2. Subsurface Exploration Program

4.2.1. Borings

We explored subsurface soil and groundwater conditions at the site between September 22 and 25, 2020, by drilling two borings (B-1 and B-2), to depths of approximately 96½ to 101 feet below existing ground surface, respectively. The approximate locations of the borings relative to existing site features are shown in Figure 2. The borings were drilled using a sonic drill rig, which provided continuous core samples during drilling, in addition to the collection of standard penetration test (SPT) samples at discrete sampling intervals.

Representative soil samples from the borings were returned to our laboratory for examination and testing. Detailed descriptions of our site exploration and in-house laboratory testing programs along with the exploration logs, photographs of soil samples and laboratory test results are presented in Appendix A.

4.2.2. Geophysical Survey

Gravity Marine, LLC, under subcontract to GeoEngineers, conducted a geophysical survey using sub-bottom profiling methods on September 23, 2020. Details of the geophysical survey methods are presented in Appendix B.

4.3. Subsurface Conditions

4.3.1. Soil Conditions

For the purposes of this report, we classified the soil encountered in our borings into the following five units: (1) Medium Dense Fill; (2) Very Loose Sand; (3) Clay; (4) Medium Dense Alluvial Sand; and (5) Dense flood-deposited Sand and Gravel.

Medium Dense Fill

In each boring, we encountered medium dense fill consisting of silty sand and gravel, which extended from the ground surface to depths of about 7 to 8 feet below ground surface. Field SPT blow counts from three representative SPT samples in this unit ranged from about 11 to 22.

Very Loose Sand

In each boring, below the medium dense fill, we encountered loose to very loose silty and clayey sand, which extended to a depth of about 12 feet below ground surface in B-1 and about 15 feet below ground

surface in B-2. Field SPT blow counts from five representative samples ranged from 2 to 4, with an average of 3. Wood also was encountered in B-2 between a depth of about 7½ to 14 feet. It is unknown if the wood was naturally placed, or a remnant pile from the previous bridge or other historic structure. It is possible the very loose sand at either location consists of hydraulically placed fill, or naturally deposited alluvial sediments.

The geophysical survey also identified a layer of softer material along the riverbed. This zone ranged in thickness from less than 1 foot, to about 10 feet. The area where the thickest layer of softer material was mapped about 50 feet south of the north peninsula.

Clay

In boring B-2, below the very loose sand, we encountered stiff to very stiff lean clay, which extended from a depth of about 15 feet to 22 feet below ground surface. Field blow counts from the two SPT samples collected in the clay unit were 8 and 24. Results of Atterberg limits tests indicate the liquid limit was about 40 and the plasticity index was about 15. The moisture content (23 percent) was near the plastic limit (25 percent). This, coupled with the blow counts, indicates the clay unit is overconsolidated.

Medium Dense Alluvial Sand

Below the very loose sand in B-1, and the clay in B-2, we encountered an alluvial deposit consisting predominantly of medium dense sand with variable silt and clay content. In B-1, the medium dense sand unit extended from a depth of about 12 feet below ground surface, to a depth of about 60 feet below ground surface. In B-2, the medium dense sand unit extended from a depth of about 22 feet below ground surface, to the depth explored (101 feet). Field SPT blow counts ranged from 4 to 38, with an average of about 15.

Dense Flood-Deposited Sand and Gravel

In boring B-1, beneath the medium dense sand unit at a depth of about 60 feet, we encountered a lower layer of flood-deposited sand and gravel, which extended to the depth explored. Field SPT blow counts ranged from 25 to refusal (greater than 50), with an average of greater than 50.

5.0 GROUNDWATER CONDITIONS

We encountered groundwater during drilling at depths of about 5 to 6 feet below ground surface, approximately coincident with the water level in the Spokane River at the time of drilling. Groundwater elevations likely fluctuate seasonally based on the water level of the river as previously described. Refer to Section 4.1 for detailed description of Spokane river elevations.

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1. General

Based on the results of our preliminary explorations, laboratory testing and engineering analyses, we believe subsurface conditions at the site are suitable for support of proposed bridge and retaining wall foundations. However, loose, weak soil was encountered in both borings between depths of about 5 to 15 feet that if not mitigated, could result in potential instability of approach embankments, walls and abutment foundations. Mitigation could consist of ground improvement, overexcavation and replacement or extending the bridge length. In our opinion, drilled shafts or driven closed-end steel shell piles will likely

provide the most cost-effective feasible foundation alternatives to support bridge abutments and intermediate piers. The following sections of this report present our preliminary conclusions and recommendations.

6.2. Seismic Considerations

6.2.1. Ground Motion Parameters

Based on the results of our preliminary subsurface explorations, we recommend assuming the site classifies as a seismic Site Class D.

6.2.2. Liquefaction Potential

Liquefaction is a phenomenon where soils experience a rapid loss of internal strength as pore water pressures increase in response to strong ground shaking. The increased pore water pressure may temporarily meet or exceed soil overburden pressures to produce conditions that allow soil and water to flow, deform or erupt from the ground surface. Ground settlement, lateral spreading and/or sand boils may result from soil liquefaction. Structures supported on or within liquefied soils may suffer foundation settlement or lateral movement that can be damaging to the structure. The very loose sand unit encountered in both borings to a depth of 12 to 15 feet could be susceptible to liquefaction-induced settlement and lateral spreading during a design seismic event. In our opinion, the lower soil units (clay, medium dense alluvial sand and dense flood-deposited sand and gravel) exhibit low potential for liquefaction-induced settlement and lateral spreading. As part of the design-phase evaluation, the potential for liquefaction using site specific results of supplemental explorations including cone penetration tests (CPTs) and/or SPT sampling in borings drilled using mud rotary methods should be conducted.

6.2.3. Ground Rupture

We reviewed the United States Geological Survey (USGS 2014) online Quaternary Faults database. There are no mapped Quaternary faults near the project site.

Figure 1 shows a mapped fault located about 1 mile east of the project site. We were unable to find information regarding the nature (or name) of the mapped fault. The fault was mapped on the Post Falls surficial geologic map, but the fault trace was not shown on the Coeur d'Alene surficial geologic map.

Based on our observations and the site location with respect to the nearest known faults, it is our opinion the probability of damaging fault rupture on the site is low and does not warrant specific design considerations.

6.3. Foundation Options

6.3.1. General

Based on the results of our explorations, drilled shafts and driven displacement (closed-end pipe piles) should be feasible foundation alternatives.. Construction vibrations and noise should be considered when selecting foundation alternatives and ground improvement because of the proximity of residential structures to the bridge abutment locations. Construction of drilled shaft foundations typically produce lower construction vibrations and noise than driven piles. A vibration monitoring program should be included for construction activities completed in close proximity to existing structures, particularly if driven piles will be used to support bridge foundations or stone columns ground improvement is planned. Given

that subsurface conditions encountered in our explorations, particularly at the southern abutment, consist of saturated medium dense sand, low-displacement (H-piles) will be prone to “running” during initial installation, and likely would not be as efficient at providing axial support as displacement piles or drilled shafts.

Because the dense flood-deposited sand and gravel unit encountered in boring B-1 was not present within the depth explored in B-2, estimated downward axial shaft and pile capacities at the north abutment are significantly higher below depths of about 60 feet compared to the south abutment. For preliminary design and cost estimating purposes, we recommend using results for the south abutment (B-2) for proposed intermediate piers other than the north abutment. The axial downward resistances presented in the following sections should be used for preliminary estimating purposes only.

6.3.2. Drilled Shafts

We understand that if drilled shafts are used, each intermediate pier would be supported by a single shaft, and abutments would likely be supported by two shafts. We estimated axial resistances for 6-, 8- and 10-foot-diameter drilled shafts for subsurface conditions encountered in both borings, B-1 (north abutment) and B-2 (south abutment), using procedures outlined in the 2017 American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (*LRFD Bridge Design Specifications*). Results of our preliminary estimates of axial downward capacities for the various foundation dimensions, depths and limit states for the north Abutment (B-1) are presented in Table 1. Results of our analyses for the south abutment (B-2) are presented in Table 2. We rounded the preliminary estimates to the nearest 250 kips for simplicity. The values presented in Table 1 and 2 are the estimated total factored downward axial resistance (skin friction plus end bearing).

TABLE 1. FACTORED DOWNWARD AXIAL RESISTANCE ESTIMATES (IN KIPS) FOR DRILLED SHAFTS AT NORTH ABUTMENT (B-1)

Depth (ft)	Shaft Diameter (ft)								
	6			8			10		
	Service	Strength	Extreme	Service	Strength	Extreme	Service	Strength	Extreme
40	1,500	750	1,750	2,000	1,250	2,500	2,500	1,500	4,000
60	2,500	1,500	3,500	3,500	2,500	5,000	4,000	3,000	7,000
80	5,000	2,500	5,750	6,000	3,500	8,500	8,000	5,000	11,500

TABLE 2. FACTORED DOWNWARD AXIAL CAPACITY ESTIMATES (IN KIPS) FOR DRILLED SHAFTS AT SOUTH ABUTMENT (B-2)

Depth (ft)	Shaft Diameter (ft)								
	6			8			10		
	Service	Strength	Extreme	Service	Strength	Extreme	Service	Strength	Extreme
40	1,250	750	1,750	1,500	1,000	2,500	2,000	1,500	3,500
60	2,000	1,000	2,500	2,750	1,500	3,500	3,500	2,000	5,000
80	2,750	1,500	3,500	4,000	2,000	4,750	4,750	2,750	6,500

The factored downward axial resistances presented in Tables 1 and 2 were based on the resistance factors presented in Table 3.

TABLE 3. RESISTANCE FACTORS – DRILLED SHAFT DOWNWARD AXIAL RESISTANCE

Soil	Resistance Factor			
	Strength		Extreme	Service
	Side	End		
Sand	0.44	0.40	1.0	1.0

Note that resistance factors presented in Table 3 for the strength limit state are based on a 20 percent reduction in capacity for non-redundant shafts. For redundant shafts, the strength limit state resistances may be increased by 20 percent. The preliminary shaft capacity estimates also do not include reductions in capacity for permanent steel casing. Temporary steel casing would be required for the full depth of the shaft during installation, and drilling mud would also be required to counteract hydrostatic uplift pressure on the bottom of the borehole. Temporary casing could be used to extend the shaft above the water line, thereby eliminating the need for cofferdams and dewatering during construction of intermediate piers.

We recommend conducting cost-benefit analysis for load testing a drilled shaft. A load test would provide a test shaft to observe and approve the contractor’s methods before installation of production shafts, verify the geotechnical design parameters and assumptions, and allow for a higher resistance factor. It might also be possible to modify the length of the production shafts based on the results of the load test. If testing of a sacrificial drilled shaft is completed, the axial capacity Strength Limit State resistance factors could be increased to 0.70 for side and tip resistance and 0.60 for uplift resistance. The cost-benefit analysis should consider the cost of the sacrificial shaft and test compared to the savings on drilled shaft length on the production shafts from the increased resistance factor.

The load test program would include installation of a sacrificial test shaft, loading the shaft incrementally, and measuring the shaft displacement. The test shaft would be abandoned in place after testing. We recommend the test shaft match the diameter and length of the abutment shafts and be constructed using the same means and methods planned for the production shafts. The results could be scaled up from the abutment shafts to the pier shafts if increased shaft diameters are used for piers. The test shaft could be constructed on the embankments of the river adjacent to the bridge to save cost and reduce schedule impacts. A load test could be completed on a production shaft; however, we recommend the resistance factors only be increased to 0.60 for side and tip and 0.50 for uplift resistance, which may offset the cost savings and benefit of a sacrificial shaft. The testing equipment would need to be left in the shaft and grouted in place.

In our opinion, a static bi-directional load cell test (such as an Osterberg Cell®) should be the most economical load test method based on the drilled shaft diameter and design loads. This test includes installing a load cell within the drilled shaft reinforcement cage between bearing plates. The test is completed by incrementally loading the shaft in increments between 5 percent and 10 percent of the anticipated failure load. Displacement is measured using Linear Vibrating Wire Displacement Transducers (LVWDTs), Vibrating Wire Strain Gauges, and telltale extensometers. GeoEngineers should work with the design team to develop special provisions for load testing of drilled shafts if it is included in the design.

6.3.3. Driven Piles

We also estimated the axial resistance of driven 16-inch-diameter steel shell piles for both the north and south abutments. Results are presented in Tables 4 and 5.

TABLE 4. ESTIMATED PILE RESISTANCE – 16-INCH-DIAMETER CLOSED-END STEEL SHELL PILE - NORTH ABUTMENT (B-1)

Depth (ft)	Nominal (Unfactored) Resistance		
	Skin Friction (kips)	End Bearing (kips)	Total Resistance (kips)
40	125	100	225
50	200	100	300
60	275	350	650
70	450	350	800

TABLE 5. ESTIMATED PILE RESISTANCE – 16-INCH-DIAMETER CLOSED-END STEEL SHELL PILE - SOUTH ABUTMENT (B-2)

Depth (ft)	Nominal (Unfactored) Resistance		
	Skin Friction (kips)	End Bearing (kips)	Total Resistance (kips)
40	125	100	225
50	200	100	300
60	275	100	375
70	375	100	475
80	500	100	600
90	625	100	725

Note that tables 4 and 5 present the nominal (unfactored) pile resistance. Resistance Factors presented in Table 6 should be applied to the nominal pile resistance estimates for preliminary design and estimating purposes.

TABLE 6. RESISTANCE FACTORS-DRIVEN PILES

Limit State	Resistance Factor	
	Bearing Resistance	Uplift
Strength	0.50/0.65 ¹	0.35/0.5 ²
Service	1.0	NA
Extreme	1.0	0.8

Notes: ¹The value of 0.50 is for pile capacity determined during installation based on wave equation analysis, without Pile Driving Analyzer (PDA) or load tests.

The value of 0.65 may be used if PDA testing of test piles (with CAPWAP) is conducted on at least two piles per site condition (one test pile per abutment group), but not less than two percent of production piles, whichever is greater.

Pile resistance estimated during driving could be different than long-term resistance due to development of excess pore pressures during driving. Therefore, we also recommend consideration and preliminary cost

estimates include provisions for PDA testing during driving and during restrrike of test piles to estimate potential pile “set up.” Additionally, we recommend using a maximum nominal (unfactored) downward axial resistance of 600 to 700 kips per pile for preliminary estimating purposes. Installation of pile supported piers will require cofferdams and dewatering to construct the pile caps.

6.4. Global Stability Analyses and Mitigation

Due to the presence of the very loose sand unit encountered in both borings, we completed global stability analyses of conceptual approach embankments and retaining walls using the computer program Slope/W8.0 (Geo-Slope International 2016).

We conducted limit equilibrium analyses using Spencer’s method to estimate the safety factor against global slope instability. Two cross sections were analyzed, one through each of the approximate locations of the proposed north and south bridge abutments where the tallest portions of the approach fill and retaining walls would likely be located. We assumed retaining walls would consist of 15-foot-tall mechanically stabilized earth (MSE) walls retaining imported granular fill. Results of our analyses indicate the static safety factor is less than 1.1, and the seismic safety factor is less than 1.0 for both the north and south approaches, with potential failure planes extending through the very loose sand unit. Minimum safety factors against global instability for similar structures is typically 1.5 for static conditions and 1.1 for seismic conditions. Therefore, the existing very loose sand unit does not exhibit sufficient strength to support anticipated loads from retaining walls and approach fills. We have considered three mitigation alternatives as described below:

Alternative 1: Ground Improvement. Ground improvement could be considered for this project in order to increase the shear strength of the very loose sand unit to an extent sufficient enough to meet minimum safety factors against instability and seismically-induced liquefaction. While not specifically analyzed for this preliminary evaluation, design of ground improvement also should take into consideration settlement criteria. We anticipate either stone columns or rigid inclusions could be feasible cost-effective options for ground improvement. Stone columns consist of inserting a mandrel into the soft soil to the required depth, placing aggregate stone in a hopper through the mandrel so that it feeds to the bottom of the hole. The stone is compacted in lifts with the mandrel as it is withdrawn from the soil. Compaction of the stone columns can generate vibration levels that may exceed acceptable levels, depending on proximity to residential structures. As an alternative to reduce vibrations, rigid inclusions could be constructed. Rigid inclusions are usually constructed by drilling boreholes using 12-inch- to 18-inch-diameter hollow-stem continuous flight augers to the required tip elevation and pumping controlled-density-fill (CDF) through the augers to construct an un-reinforced CDF column as the augers are withdrawn from the boreholes. Driven timber piles could also be used and function in the same way as the CDF rigid inclusion option; but could result in vibrations during installation. Ground improvement elements are typically installed in a grid pattern, spaced 5 to 8 feet apart, depending on the global and seismic stability and settlement requirements. For preliminary planning purposes we recommend ground improvement be considered assuming ground improvement elements extend to a depth of 20 feet below current site grade on a grid spacing 6 feet on-center within the footprint of proposed retaining walls and approach fills. The ground improvement should be constructed below both bridge abutments and below the approach retaining walls.

Alternative 2: Overexcavation and Replacement. This option includes overexcavation of the very loose/soft soil and replacement with suitable imported granular fill. Granular fill placed below the water table could consist of either well-graded sand and gravel such as granular borrow or granular subbase, or coarse

angular aggregate such as rock cap. Use of granular borrow or granular subbase would require dewatering of the excavation area. Material such as rock cap could be placed below the water table without dewatering. We anticipate that ground improvement could represent a more cost-effective mitigation strategy given the potential excavation depths required to remove the very loose sand unit.

Alternative 3: Bridge Extension. The length of the bridge could be extended beyond the existing peninsulas at both the north and south abutments, such that the abutment and approach walls would be located on more stable soils. This option might be more expensive than the cost for a combination of ground improvement with retaining walls as currently envisioned, but should be considered as a feasible alternative from a constructability standpoint. Bridge pier foundations located within the existing peninsula would need to be designed for liquefaction downdrag and potential lateral soil movement if the peninsula is left in place without ground improvement, depending on the pier locations.

Note that these alternatives are based on very limited data, per the Phase 1 scope described herein. Additional explorations in later phases of the project would be needed to estimate the aerial and vertical extent of the very loose sand unit below both the north and south abutments and approaches to further assess the feasibility and costs of mitigation.

6.5. Approach Retaining Walls

Retaining walls are anticipated at both bridge abutments. The walls will likely be needed below the bridge abutments and parallel to the bridge approaches along the peninsulas. The wall lengths could be reduced if the bridge length is increased beyond the peninsula. As discussed previously, the existing embankments near the proposed abutments will not meet static and seismic global stability requirements if measures are not undertaken to mitigate the low shear strength of the very loose sand unit. The soils below the proposed walls are also compressible and liquefiable under a seismic event and could experience a significant amount of both static and seismic settlement if not mitigated. The ground improvement or overexcavation and replacement alternatives would mitigate both global instability and static and seismic settlement issues, thereby allowing for construction of retaining walls. Several wall alternatives could be considered to support the approach embankments. The following wall types are considered feasible, provided ground improvement or overexcavation and replacement is conducted below the walls:

- **MSE Walls.** MSE Walls are typically the most economical wall types to support bridge approach embankments. There are many types of MSE wall systems with different facing elements including: concrete panels, welded wire facing, and large concrete block facing. Walls using large concrete block facing systems could be the most appropriate for this site considering the river fluctuations and the greater protection from wave action these large block systems can provide compared to welded wire or panel facing systems. Concrete Block MSE wall systems include Redi-Rock®, Lock-Block®, Ultra-Block®, among others. We anticipate Redi-Rock® will be the most economical because it is locally produced and available. This wall system also allows for a variety of architectural finishes for aesthetics purposes. The length of the MSE wall reinforcement is typically 0.7 to 1.0 times the height of the wall and can be constructed around the bridge abutment foundations.
- **Concrete Block Gravity Wall.** This option consists of constructing a gravity wall using large concrete blocks. These wall systems could be vertical (or near vertical) for heights up to about 5 to 15 feet, depending on manufacturer, block size, block configuration and wall batter. The large concrete block wall systems listed above also can typically be constructed as gravity walls.

- **Gravity Bin Wall.** Gravity Bin Walls™ developed by Contech consist of steel bins which are constructed on-site and filled with gravel. The Bin Walls are typically galvanized steel and can be constructed for heights up to approximately 10 to 30 feet, depending on the wall batter and bin size.

6.6. Additional Explorations

As part of future design phases, additional explorations should be conducted to:

- Further assess and refine subsurface conditions below proposed abutments and piers to design proposed foundations and assess seismic parameters. This includes in-water explorations conducted at proposed intermediate pier locations. We recommend a combination of mud-rotary drilled borings with casing advancement capabilities with conventional SPT sampling, and CPT probes be considered for the design-phase exploration program.
- Further assess and refine subsurface conditions below proposed approach embankments and retaining walls to design walls and estimate the extent and quantities for weak ground mitigation alternatives.

7.0 LIMITATIONS

We have prepared this report for the Greensferry Bridge over the Spokane River in Post Falls, Idaho. HDR may distribute copies of this report to their authorized agents and regulatory agencies as may be required for the project.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in the field of geotechnical engineering in this area at the time this report was prepared. The conclusions, recommendations, and opinions presented in this report are based on our professional knowledge, judgment and experience. No warranty or other conditions, express or implied, should be understood.

Please refer to Appendix C titled “Report Limitations and Guidelines for Use” for additional information pertaining to use of this report.

8.0 REFERENCES

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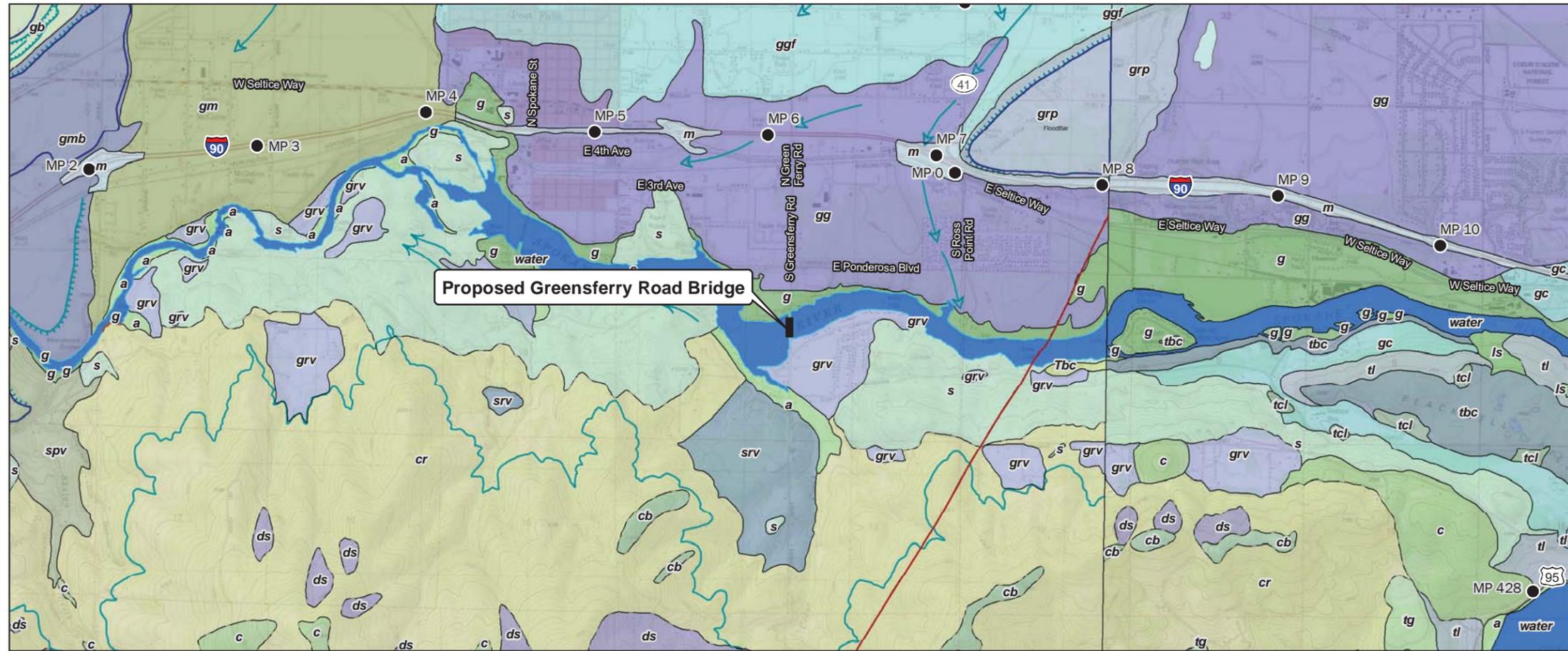
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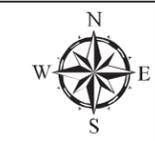
Legend

- Proposed Greensferry Road Bridge
- Faults

Surficial Geology

- Tbc: Basalt scoured by Lake Missoula Floods
- a: Alluvium
- c: Colluvium and common small rock outcrops
- cb: Colluvium and bedrock that form linear, erosion-resistant ridges
- cr: Colluvium and residuum of intermediate depth
- ds: Debris-flow and solifluction deposits
- g: Alluvial gravels
- gb: Gravel of Beck Road
- gg: Gravel of Green Ferry
- ggf: Gravel of Green Ferry fan facies
- gm: Gravel of McGuire
- gmb: Gravel of McGuire, stateline bar facies
- grp: Gravel of Ross Point
- grv: Gravel of Riverview Drive
- m: Made ground
- s: Precambrian metamorphic rocks of the Belt Supergroup and gneiss, schist, and granite scoured by Lake Missoula Floods (Precambrian)
- spv: Sand of Pleasant View
- srv: Sand of Riverview Drive
- water

- Abandoned channels of Lake Missoula Floods drainageways; generally erosional pathways during waning flows.
- Channels scoured in bedrock by Lake Missoula Floods; mostly on margins of Rathdrum Prairie on spurs and divide crossings.



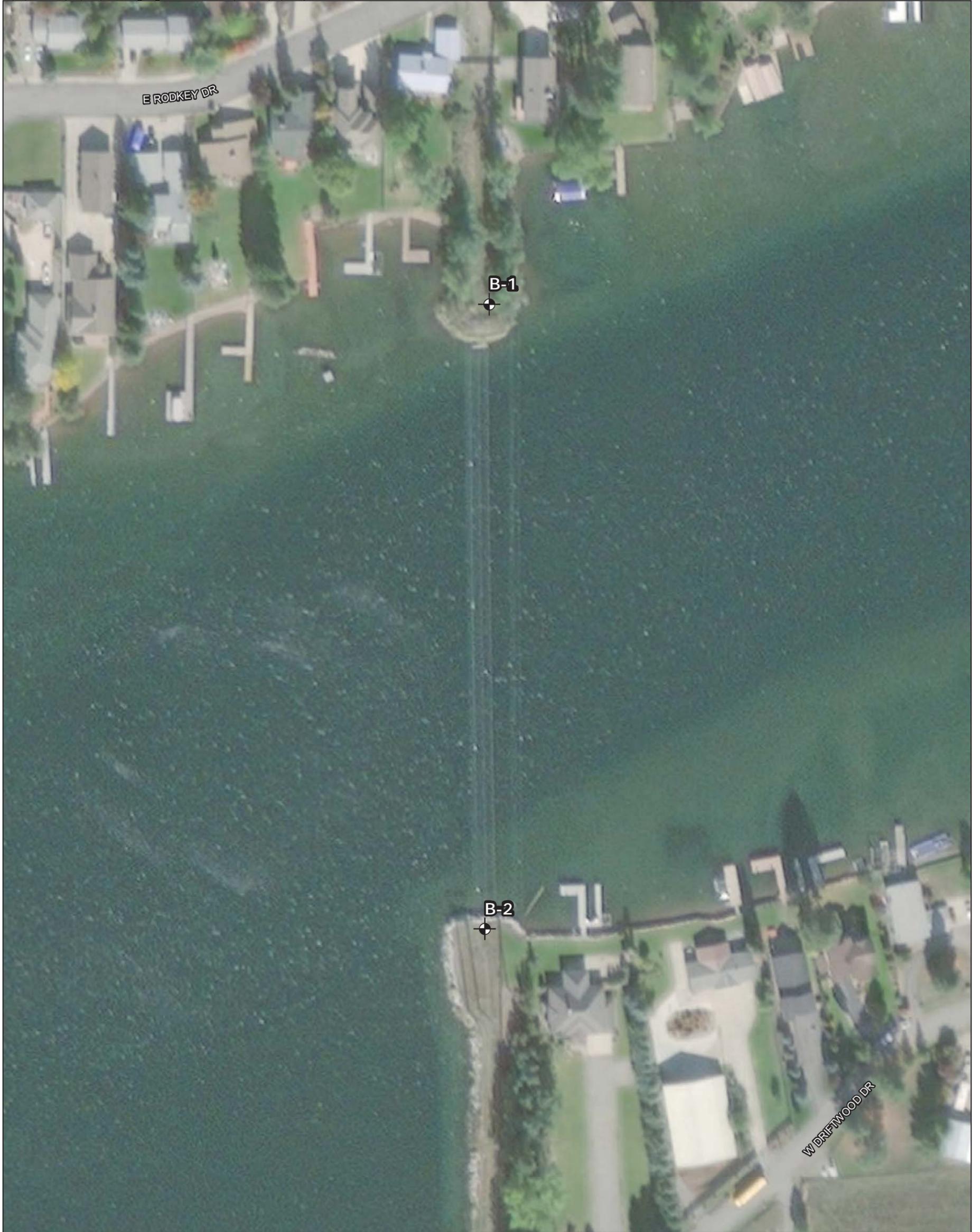
Data Source: Geologic Map of Utah Survey, https://ugspub.nr.utah.gov/publications/GIS_maps/. ESRI Data Online.

Vicinity and Geology Map

Proposed Greensferry Road Bridge
Post Falls, Idaho

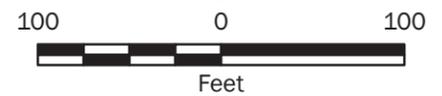

Figure 1

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Legend

 Boring Number and Approximate Location



Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file

is stored by GeoEngineers, Inc. and will serve as the official record of this communication.
Data Source: Kootenai County Roads. ESRI Imagery.

Projection: NAD 1983 StatePlane Idaho West FIPS 1103 Feet

Site Plan

Proposed Greensferry Road Bridge
Post Falls, Idaho



Figure 2

APPENDIX A
Field Explorations and Laboratory Testing

APPENDIX A

FIELD EXPLORATIONS AND LABORATORY TESTING

Field Explorations

Soil and groundwater conditions at the site were explored on September 22 through 25, 2020, by drilling two borings (B-1 and B-2) at the approximate locations shown in the Site Plan, Figure 2. The borings were each advanced to a depth of about 96½ to 101 feet below existing ground surface, respectively, using a track-mounted, low-headroom sonic drill rig operated by Holt Services under subcontract to GeoEngineers. Sonic drilling involves a using a high frequency drill head to first advance an inner core barrel into the ground. After advancing the inner core barrel, an outer casing is then advanced to override and encase the inner core barrel. The core barrel is then pulled from the borehole and the soil or rock within the core barrel is collected and cataloged. At discrete target depths, after retrieving the core barrel, a conventional split barrel soil sampler can be lowered into the borehole and a soil sample can be collected by driving the sampler into the ground using a conventional hammer system. Continuous core sampling provides a continuous log of soil encountered within the borehole. Conventional split barrel sampling is used to collect blow count data, which can be used to estimate applicable soil engineering parameters.

Conventional split-spoon soil samples were collected at approximate 2½- to 10-foot-depth intervals. The sampler was driven into the soil using a 140-pound automatic hammer, falling 30 inches on each blow. The number of blows required to drive the sampler each of three, 6-inch increments of penetration were recorded in the field. The sum of the blow counts for the last two, 6-inch increments of penetration were recorded as the Standard Penetration Test (SPT) N-values. The contractor provided recent calibration documentation indicating the hammer efficiency is 88 percent.

The explorations were continuously monitored by our field representative who examined and classified the soil encountered, maintained detailed logs of the borings showing stratigraphic changes and other pertinent information, obtained representative soil samples, and observed groundwater conditions. Soil encountered in the borings was classified in the field in general accordance with ASTM D 2488, the Standard Practice for the Classification of Soils (Visual-Manual Procedure), which is described in Key to Exploration Logs, Figure A-1. Logs of the borings are presented in Logs of Borings, Figures A-2 through A-3. The logs are based on interpretation of the field and laboratory data and indicate the depth at which subsurface materials, or their characteristics change, although these changes might actually be gradual. Photo logs of the recovered soil core samples are provided in Figures A-4 through A-42.

The boring locations and elevations were surveyed by T-O Engineers on October 21, 2020.

Laboratory Testing

Soil samples obtained from the borings were returned to our laboratory for further examination and testing. Representative soil samples were selected for laboratory tests to evaluate select geotechnical engineering characteristics of the site soil and to confirm or revise our field classification. Soil samples obtained from the borings were visually classified in the field and/or in our laboratory using the Unified Soil Classification System (USCS) and ASTM classification methods. ASTM test method D 2488 (Practice for Description and Identification of Soils) was used in the field to visually classify the soil samples, while ASTM D 2487 (Classification of Soils for Engineering Purposes) was used to classify the soil based on laboratory tests

results. These classification procedures are incorporated in the Logs of Borings shown in Figures A 1 through A-2.

The laboratory tests were conducted on core samples, as opposed to discrete SPT samples, as the core samples provided larger sample sizes for testing. The test procedures were performed in general accordance with the applicable ASTM test procedures (“in general accordance” means certain local and common descriptive practices and methodologies have been followed). The laboratory soil testing program is summarized in Table A-1, Summary of Laboratory Testing.

TABLE A-1. SUMMARY OF LABORATORY TESTING

Standard Test Method for:	Test Method Designation	Total Tests Performed	Results Location
Laboratory Determination of Water (Moisture) Content of Soil	ASTM D 2216	20	Presented on the applicable boring log in the “Moisture Content, %” column at the respective sample depth.
Sieve Analysis of Fine and Coarse Aggregates	ASTM C136	12	Presented in Figure A-43 through A-46, with percent fines presented on the applicable boring log in the “Fines Content, %” column.
Percent finer than the No. 200 Sieve	ASTM D 1140	8	Presented on the applicable boring log in the “Fines Content, %” column at the respective sample depth.
Atterberg Limits	ASTM 4318	2	Presented in Figure A-47, with Liquid Limit and Plasticity Index values presented on the applicable boring logs at the respective sample depths.
R-value	Idaho T-8	1	Presented in Figure A-47.
pH	EPA Method 9045D	4	Presented in Table A-2
Resistivity	ASTM G 57a	4	Presented in Table A-2

Four soil samples were submitted to Anatek Laboratories in Spokane, Washington for pH and resistivity testing. Results are presented in Table A-2.

TABLE A-2. SUMMARY OF LABORATORY PH AND RESISTIVITY TESTING

Sample	pH	Resistivity (Ohm-Centimeters)
B-1, 2.5- to 5-foot depth	6.67	13,000
B-1, 7.5- to 10-foot depth	6.26	33,800
B-2, 2.5- to 5-foot depth	8.54	4,090
B-2, 8.5- to 10-foot depth	6.67	11,400

SOIL CLASSIFICATION CHART

MAJOR DIVISIONS			SYMBOLS		TYPICAL DESCRIPTIONS
			GRAPH	LETTER	
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	CLEAN GRAVELS <small>(LITTLE OR NO FINES)</small>		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
	SAND AND SANDY SOILS	CLEAN SANDS <small>(LITTLE OR NO FINES)</small>		SW	WELL-GRADED SANDS, GRAVELLY SANDS
		SANDS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		SP	POORLY-GRADED SANDS, GRAVELLY SAND
		SANDS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		SM	SILTY SANDS, SAND - SILT MIXTURES
FINE GRAINED SOILS	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS, ROCK FLOUR, CLAYEY SILTS WITH SLIGHT PLASTICITY
		LIQUID LIMIT LESS THAN 50		CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
		LIQUID LIMIT LESS THAN 50		OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS	LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS SILTY SOILS
		LIQUID LIMIT GREATER THAN 50		CH	INORGANIC CLAYS OF HIGH PLASTICITY
		LIQUID LIMIT GREATER THAN 50		OH	ORGANIC CLAYS AND SILTS OF MEDIUM TO HIGH PLASTICITY
HIGHLY ORGANIC SOILS			PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS	

NOTE: Multiple symbols are used to indicate borderline or dual soil classifications

Sampler Symbol Descriptions

	2.4-inch I.D. split barrel
	Standard Penetration Test (SPT)
	Shelby tube
	Piston
	Direct-Push
	Bulk or grab
	Continuous Coring

Blowcount is recorded for driven samplers as the number of blows required to advance sampler 12 inches (or distance noted). See exploration log for hammer weight and drop.

"P" indicates sampler pushed using the weight of the drill rig.

"WOH" indicates sampler pushed using the weight of the hammer.

NOTE: The reader must refer to the discussion in the report text and the logs of explorations for a proper understanding of subsurface conditions. Descriptions on the logs apply only at the specific exploration locations and at the time the explorations were made; they are not warranted to be representative of subsurface conditions at other locations or times.

ADDITIONAL MATERIAL SYMBOLS

SYMBOLS		TYPICAL DESCRIPTIONS
GRAPH	LETTER	
	AC	Asphalt Concrete
	CC	Cement Concrete
	CR	Crushed Rock/Quarry Spalls
	SOD	Sod/Forest Duff
	TS	Topsoil

Groundwater Contact



Measured groundwater level in exploration, well, or piezometer



Measured free product in well or piezometer

Graphic Log Contact



Distinct contact between soil strata



Approximate contact between soil strata

Material Description Contact



Contact between geologic units



Contact between soil of the same geologic unit

Laboratory / Field Tests

%F	Percent fines
%G	Percent gravel
AL	Atterberg limits
CA	Chemical analysis
CP	Laboratory compaction test
CS	Consolidation test
DD	Dry density
DS	Direct shear
HA	Hydrometer analysis
MC	Moisture content
MD	Moisture content and dry density
Mohs	Mohs hardness scale
OC	Organic content
PM	Permeability or hydraulic conductivity
PI	Plasticity index
PL	Point load test
PP	Pocket penetrometer
SA	Sieve analysis
TX	Triaxial compression
UC	Unconfined compression
VS	Vane shear

Sheen Classification

NS	No Visible Sheen
SS	Slight Sheen
MS	Moderate Sheen
HS	Heavy Sheen

Key to Exploration Logs



Figure A-1

Start Drilled	9/22/2020	End	9/24/2020	Total Depth (ft)	96.5	Logged By	MAM	Checked By	DRL	Driller	Holt Services	Drilling Method	Sonic	
Surface Elevation (ft) Vertical Datum	2133.7 NAVD88			Hammer Data	Auto Hammer 140 (lbs) / 30 (in) Drop			Drilling Equipment	Tsi 150 track-mounted drill					
Easting (X) Northing (Y)	2337808 2200852			System Datum	ID State Plane West NAD83 (feet)			See "Remarks" section for groundwater observed						
Notes:														

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						SM	Light brown-gray silty fine to coarse sand with gravel (medium dense, moist) (fill)	2	14		
2130	0	50/6"			1					Sampler pounded through coarse gravel or cobble, blow counts not representative	
5	10	11			2		Becomes wet	4	15	Groundwater encountered at approximately 6 feet below ground surface during drilling	
2125	6	2		MC %F	3	SC	Brown clayey fine to medium sand with occasional gravel (very loose, wet) (fill?)	15	23		
10	3	3		MC SA	4	SM	Brown-gray silty fine to coarse sand with gravel (very loose, wet) (fill?)	12	17		
2120	0	16			5	SM	Brown-gray silty fine to coarse sand with gravel (medium dense, wet) (alluvium)				
15	12	14		MC SA	6	SP-SM	Brown-gray, fine to coarse sand with silt and occasional gravel (medium, wet) (alluvium)	9	12		
2115											
20	11	11			7	SM	Brown-gray silty fine to coarse sand with occasional gravel (medium, wet) (alluvium)				
2110											
25	11	12		MC SA	8			9	17		
2105											
30	13	12			9	SP-SM/SM	Brown-gray fine to medium sand with silt and occasional gravel (medium, wet) (alluvium)				
2100											
35						SM	Brown-gray silty fine to medium sand with occasional gravel (medium dense, wet) (alluvium)				

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on . Vertical approximated based on .

Log of Boring B-1



Project: Proposed Greensferry Road Bridge
Project Location: Portfalls, Idaho
Project Number: 24612-001-00

Date: 10/22/20 Path: P:\24 24612\001\GINT\2461200100.GPJ DBL\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEBL_GEO TECH_STANDARD_SF_NO_GW

Elevation (feet)	FIELD DATA				Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample						
35		13	13		10	SM	Brown silty fine to coarse sand (medium dense, wet) (alluvium)			
2095						SPSM	Brown-gray fine to coarse sand with silt and gravel (medium dense, wet) (alluvium)			
40		11	15		11	SM	Brown-gray silty fine to coarse sand with occasional gravel (medium dense, wet) (alluvium)			
2090						SPSM	Brown-gray medium to coarse sand with silt and gravel (medium dense, wet) (alluvium)	7	9	
45		13	25		12	SM	Brown-gray silty fine to medium sand (medium dense, wet) (alluvium)			
2085						SM	Brown-gray silty fine to coarse sand (medium dense, wet) (alluvium)			
50		14	22		13					
2080							Grades with occasional gravel			
55		14	24		14					
2075								6	21	
60		13	42		15	SPSM	Brown-gray fine to coarse sand with silt and gravel (dense, wet) (flood deposit)			
2070						SM	Brown-gray silty fine to coarse sand with gravel (very dense, wet) (flood deposit)			
65		0	50/6"		16					
2065										
70		0	50/2"		17					
2060										
75		0	50/3"		18			6	23	

Date: 10/22/20 Path: P:\24 24612001\GINT\2461200100.GPJ DBLlibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEBL_GEOTECH_STANDARD_SF_NO_GW

Log of Boring B-1 (continued)



Project: Proposed Greensferry Road Bridge
 Project Location: Portfalls, Idaho
 Project Number: 24612-001-00

Date: 10/22/20 Path: P:\24 24612001\GINT\24612001\00.GPJ DBLlibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB_GEOTECH_STANDARD_SF_NO_GW

Elevation (feet)	FIELD DATA					Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing					
2055										
80										
2050										
85	5	25		19		GW	Gray fine to coarse gravel with sand and trace silt (medium wet) (flood deposit)			
2045										
90										
2040								7	4	
95	5	42		20	MC SA					

Log of Boring B-1 (continued)



Project: Proposed Greensferry Road Bridge
 Project Location: Portfalls, Idaho
 Project Number: 24612-001-00

Start Drilled	9/24/2020	End	9/25/2020	Total Depth (ft)	101.5	Logged By	MAM	Checked By	DRL	Driller	Holt Services	Drilling Method	Sonic
Surface Elevation (ft) Vertical Datum	2132.2 NAVD88			Hammer Data	Auto Hammer 140 (lbs) / 30 (in) Drop			Drilling Equipment	Tsi 150 track-mounted drill				
Easting (X) Northing (Y)	2337804 2200206			System Datum	ID State Plane West NAD83 (feet)			See "Remarks" section for groundwater observed					
Notes:													

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							GM	Brown silty fine to coarse gravel with sand and occasional cobbles (medium dense, moist) (fill)			
2130	0	8	22		1 MC SA			4	13		
	5	6	14		2		Becomes wet			Groundwater encountered at approximately 5 feet below ground surface during drilling	
2125		0	4		3	SC	Light gray clayey fine to coarse sand with wood (very loose to loose, wet) (fill?)			Encountered wood in SPT and core samples from 7 to 15 feet below ground surface	
	10	5	4		4	WOOD	Wood with dark brown clayey fine to coarse sand with occasional gravel (loose, wet) (fill?)				
2120		16	2		5 MC %F AL	SC	Dark gray clayey fine to medium sand with wood and occasional gravel (very loose, wet) (fill?)	39	49		
	15	14	8		6	CL	Brown clay with sand and occasional gravel (stiff to very stiff, wet) (alluvium)				
2115						MC AL		23			
	20	13	24		7	SC	Brown clayey medium to coarse sand with occasional gravel (dense, wet) (alluvium)	10	13		
2110		6	38		8						
2105						SM	Brown-gray silty fine to coarse sand with occasional gravel (medium dense, wet) (alluvium)				
	30	13	11		9	SPSM	Brown fine to coarse sand with silt (medium dense, wet) (alluvium)				
2100											
35											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on . Vertical approximated based on .

Log of Boring B-2



Project: Proposed Greensferry Road Bridge
Project Location: Portfalls, Idaho
Project Number: 24612-001-00

Date: 10/22/20 Path: P:\24 24612001\GINT\2461200100.GPJ DBL\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEBL_GEO TECH_STANDARD_SF_NO_GW

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
2095	35	12	10		10	SM	Brown-gray silty fine to medium sand (medium dense, wet)	14	15		
2090	40	17	6		11 MC SA	SP-SM	Brown-gray medium to coarse sand with silt (loose, wet) (alluvium)	17	9		
2085	45	11	23		12	SM	Brown-gray silty fine to medium sand (medium dense, wet) (alluvium)				
2080	50	11	9		13 MC %F		Becomes loose	16	17		
2075	55	7	15		14	SP-SM	Brown-gray fine to coarse sand (medium dense, wet)				
2070	60	13	18		15	SP-SM	Brown-gray fine to coarse sand with silt (medium dense, wet)				
2065	65	17	15		16 MC SA	SW	Brown-gray medium to coarse sand with gravel and trace silt (medium dense, wet) (alluvium)	12	5		
2060	70	8	4		17 MC %F	SM	Brown-gray silty fine to medium sand (loose to medium dense, wet) (alluvium)	22	13		
	75				MC %F			25	15		

Date: 10/22/20 Path: P:\24 24612001\GINT\24612001\00.GPJ DBL\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017.GLB\GEB\GEO TECH\STANDARD_%F_NO_GW

Log of Boring B-2 (continued)



Project: Proposed Greensferry Road Bridge
 Project Location: Portfalls, Idaho
 Project Number: 24612-001-00

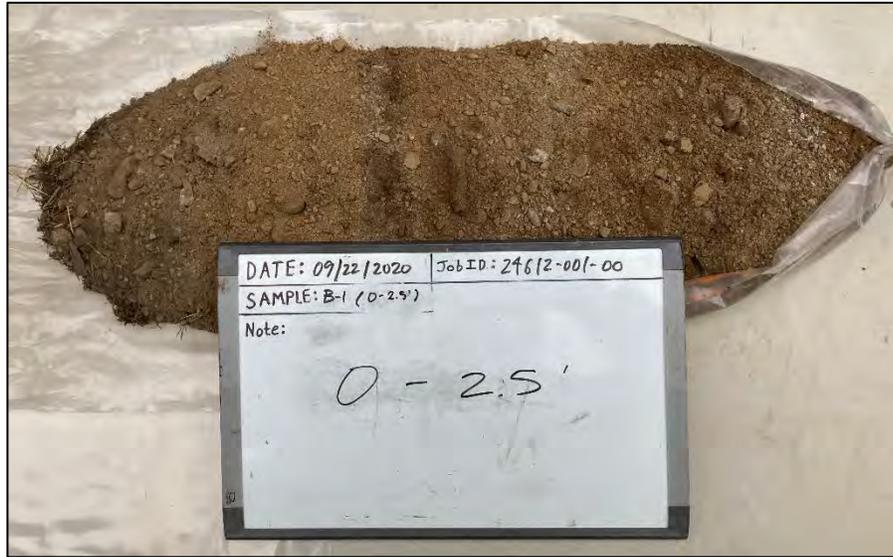
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Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
2035											
80	80	19	10		18						
2030											
85											
2045											
90	90	15	12		MC SA 19			25	17		
2040											
95											
2035											
100	100	8	50/5.5"		20		SM	Brown gray silty fine sand (very dense, wet) (alluvium)			

Log of Boring B-2 (continued)



Project: Proposed Greensferry Road Bridge
 Project Location: Portfalls, Idaho
 Project Number: 24612-001-00



Photograph 1. B-1 at 0' - 2.5' below ground surface



Photograph 2. B-1 at 2.5' - 5.0' below ground surface

XXXX-XXXX Date Exported: 04/09/15

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-4



Photograph 3. B-1 at 5.0' - 7.5' below ground surface



Photograph 4. B-1 at 7.5' - 10' below ground surface

XXXX-XXXX Date Exported: 04/09/15

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-5



Photograph 5. B-1 at 10' - 12.5' below ground surface



Photograph 6. B-1 at 12.5' - 15' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-6



Photograph 7. B-1 at 15' - 17.5' below ground surface



Photograph 8. B-1 at 17.5' - 20' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-7



Photograph 9. B-1 at 20' - 23.5' below ground surface

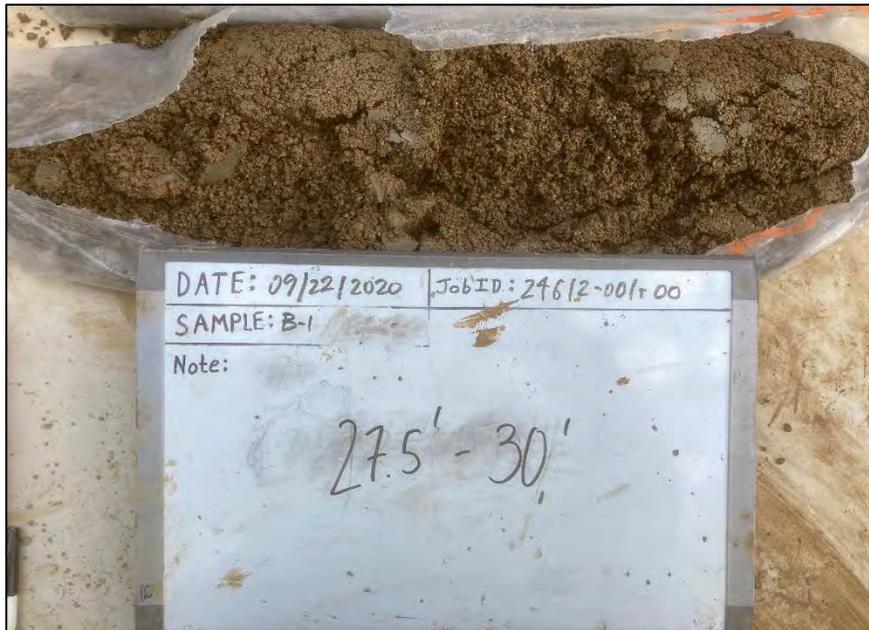


Photograph 10. B-1 at 23.5' - 25' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-8



Photograph 11. B-1 at 25' - 27.5' below ground surface



Photograph 12. B-1 at 27.5' - 30' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-9



Photograph 13. B-1 at 30' - 32.5' below ground surface



Photograph 14. B-1 at 32.5' - 35' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-10



Photograph 15. B-1 at 35' - 37.5' below ground surface

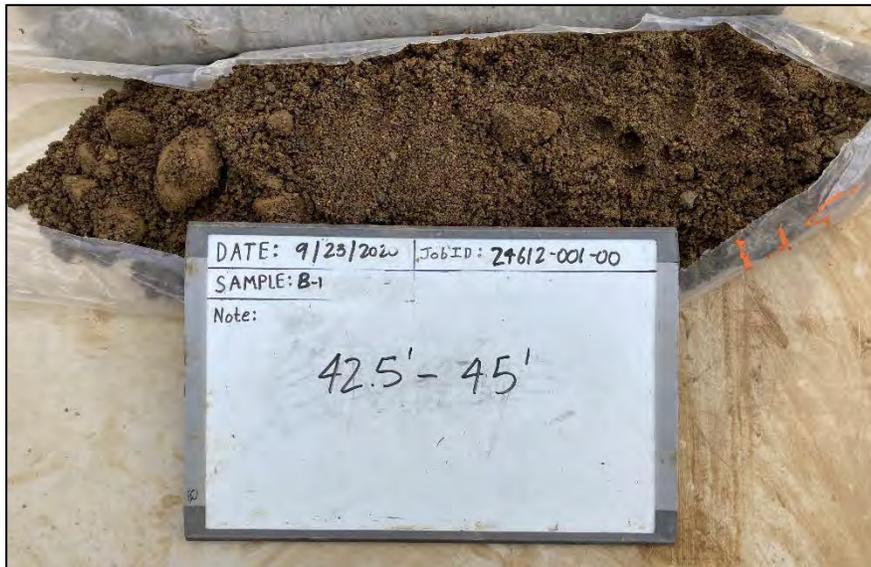


Photograph 16. B-1 at 37.5' - 40' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-11

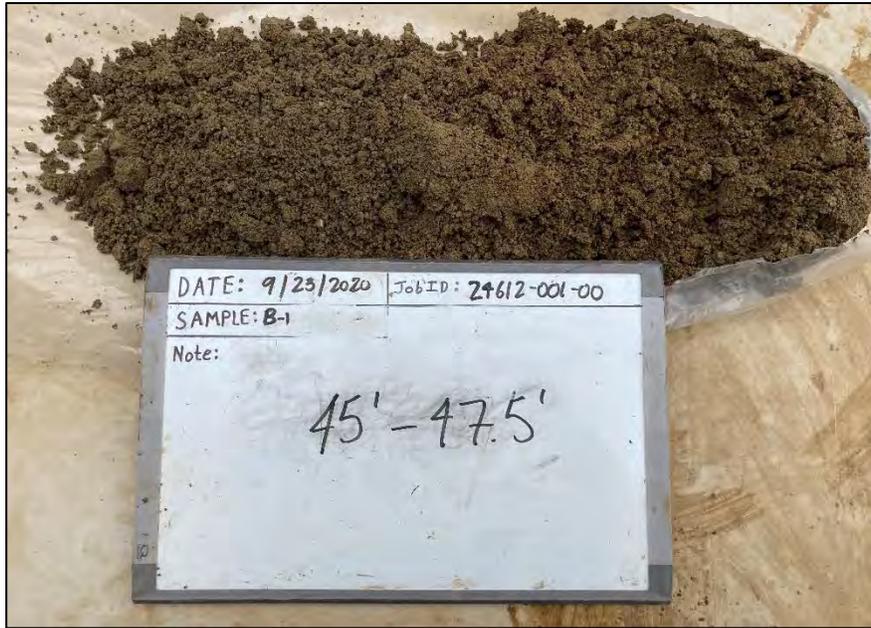


Photograph 17. B-1 at 40' - 42.5' below ground surface

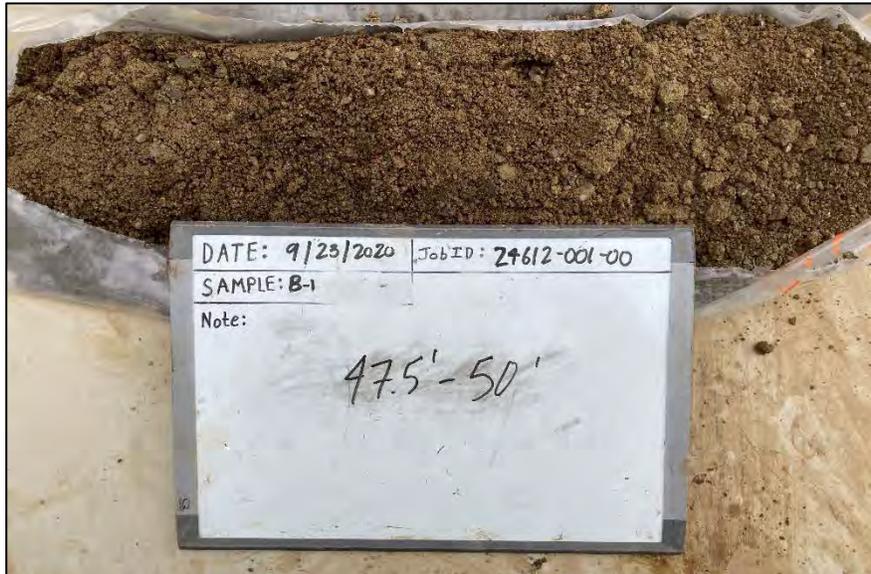


Photograph 18. B-1 at 42.5' - 45' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-12



Photograph 19. B-1 at 45' - 47.5' below ground surface



Photograph 20. B-1 at 47.5' - 50' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-13



Photograph 21. B-1 at 50' - 52.5' below ground surface

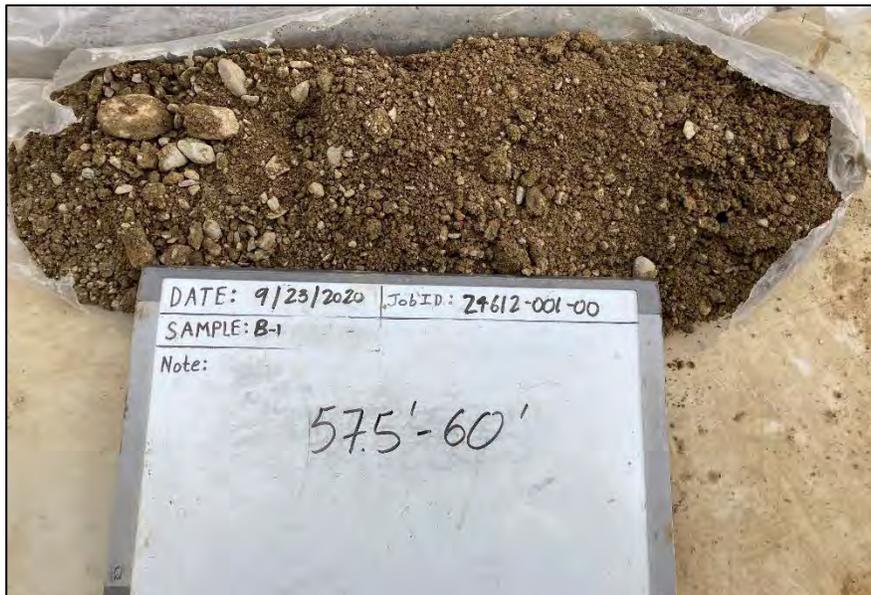


Photograph 22. B-1 at 52.5' - 55' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-14

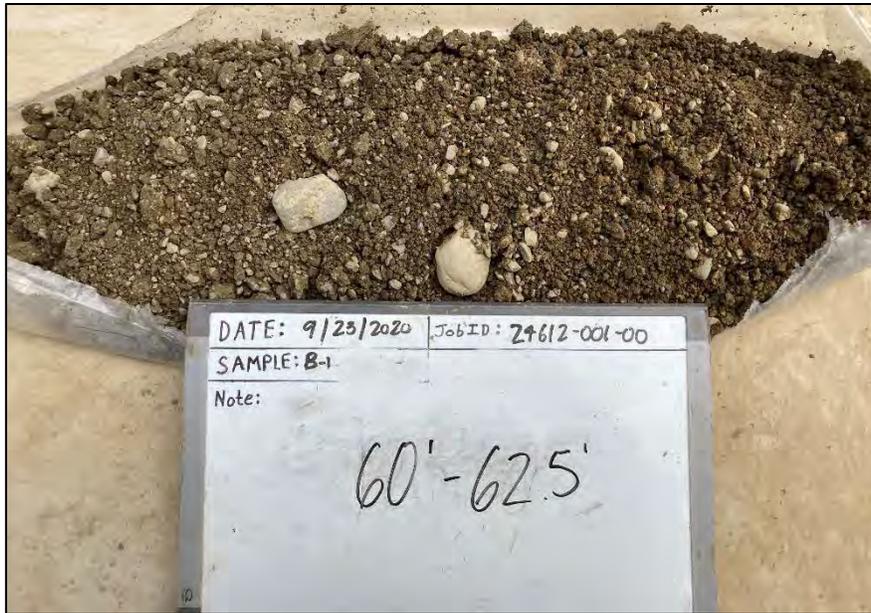


Photograph 23. B-1 at 55' - 57.5' below ground surface

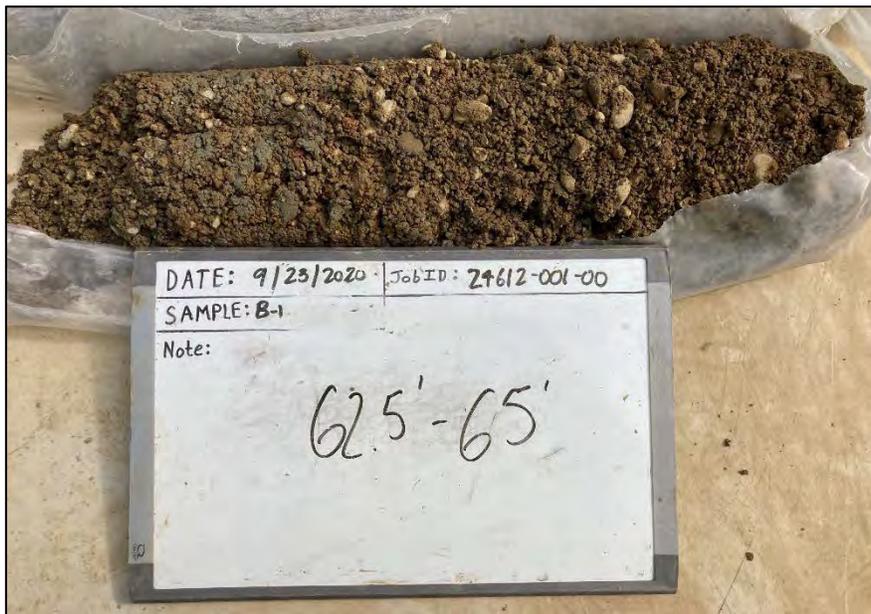


Photograph 24. B-1 at 57.5' - 60' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-15



Photograph 25. B-1 at 60' - 62.5' below ground surface



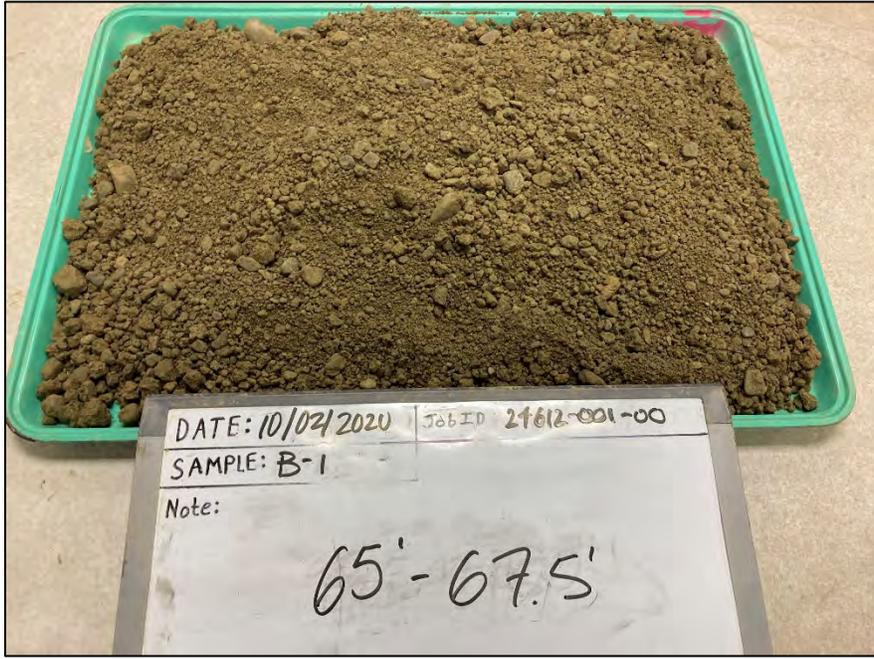
Photograph 26. B-1 at 62.5' - 65' below ground surface

Site Photographs - B-1

Proposed Greensferry Road Bridge
Post Falls, Idaho



Figure A-16



Photograph 27. B-1 at 65' - 67.5' below ground surface

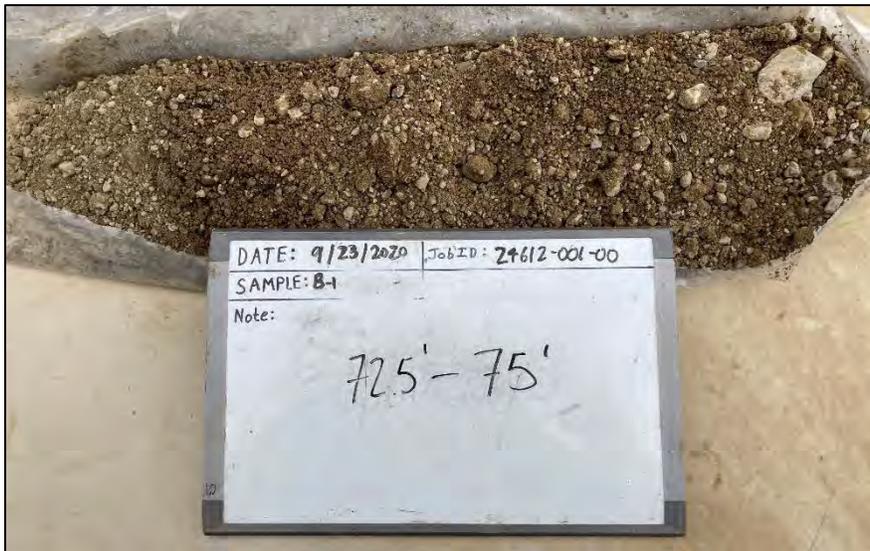


Photograph 28. B-1 at 67.5' - 70' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-17

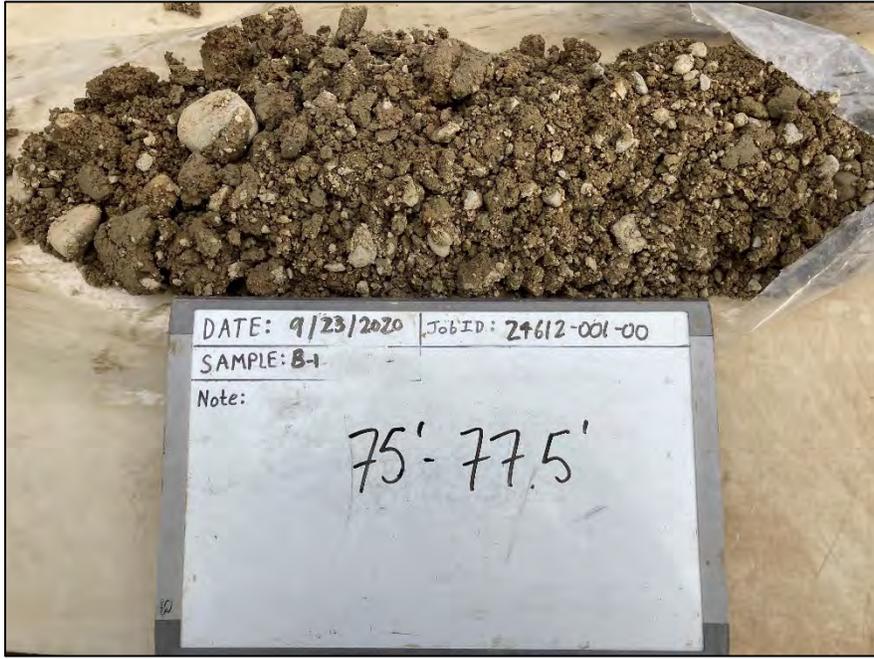


Photograph 29. B-1 at 70' - 72.5' below ground surface

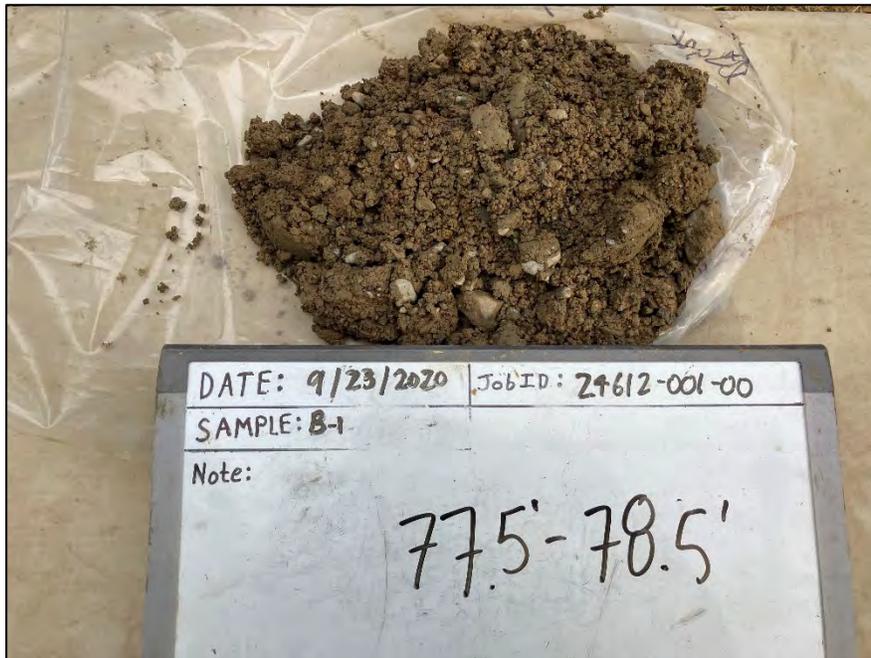


Photograph 30. B-1 at 72.5' - 75' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-18



Photograph 31. B-1 at 75' - 77.5' below ground surface



Photograph 32. B-1 at 77.5' - 78.5' below ground surface

XXXX-XXXX Date Exported: 04/09/15

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-19



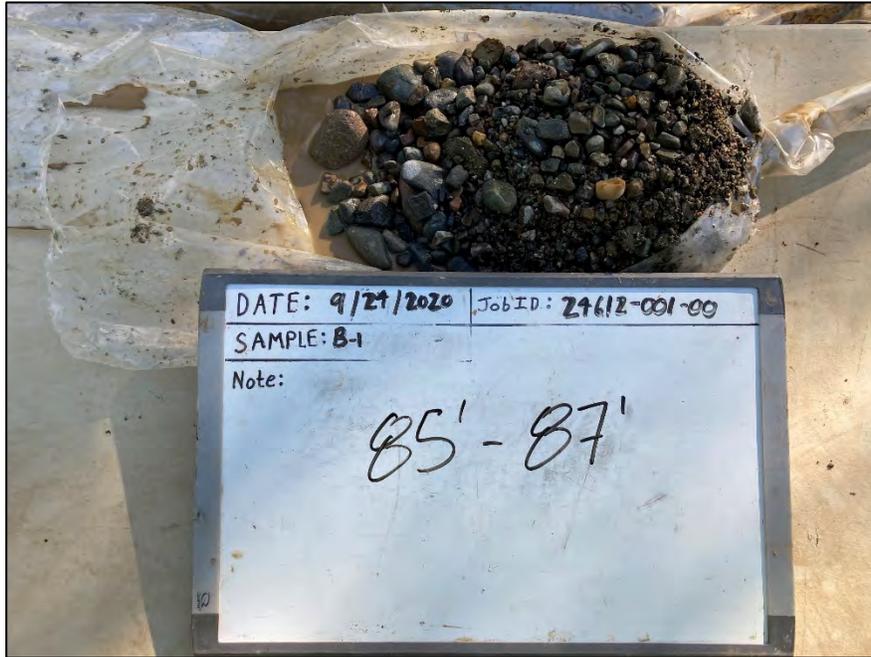
Photograph 33. B-1 at 78.5' - 82' below ground surface



Photograph 34. B-1 at 82' - 85' below ground surface

XXXX-XXXX Date Exported: 04/09/15

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-20



Photograph 35. B-1 at 85' - 87' below ground surface



Photograph 36. B-1 at 87' - 90' below ground surface

Site Photographs - B-1	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-21



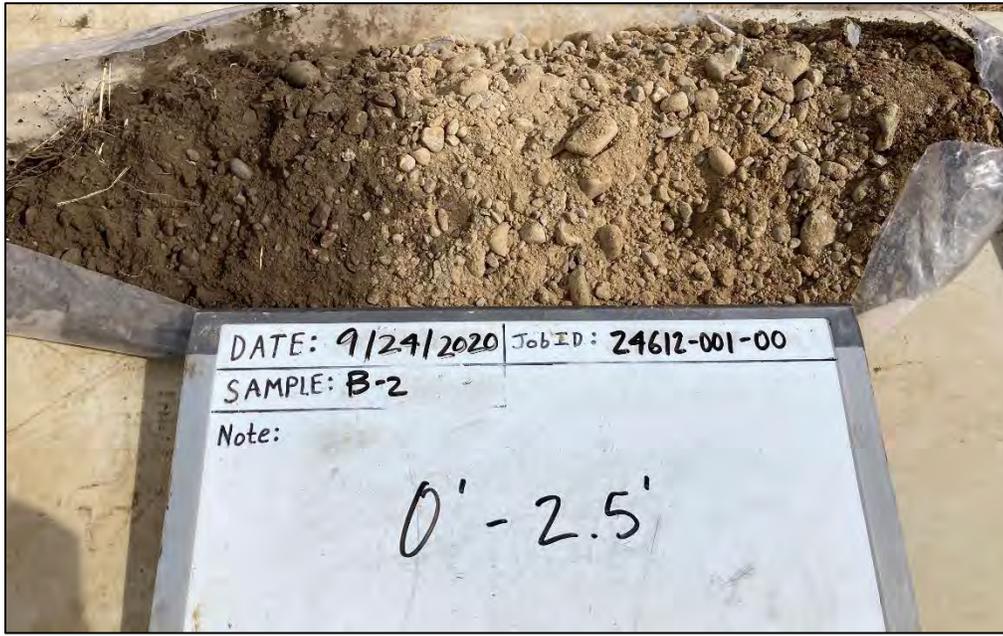
Photograph 37. B-1 at 90' - 95' below ground surface

Site Photographs - B-1

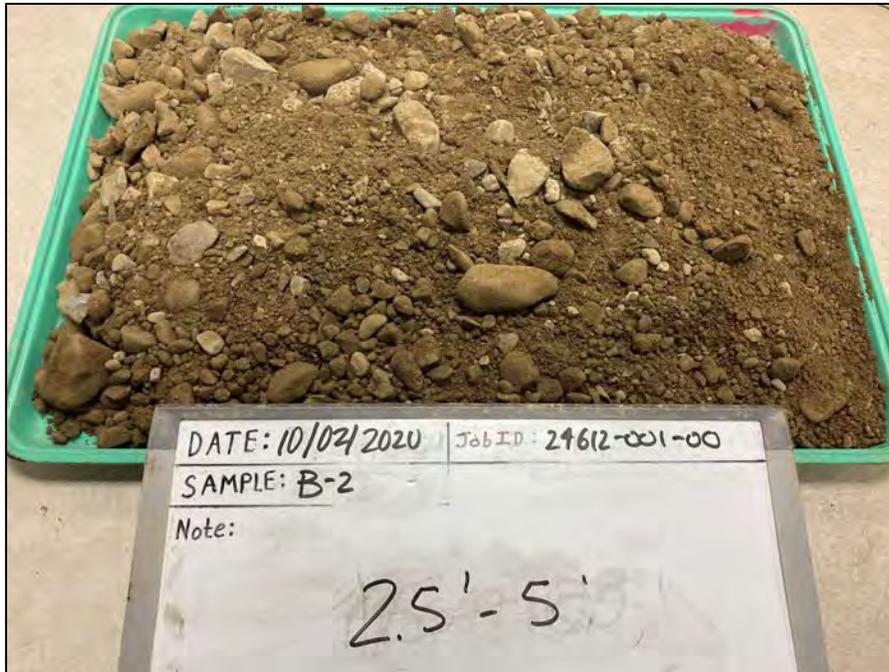
Proposed Greensferry Road Bridge
Post Falls, Idaho



Figure A-22



Photograph 1. B-2 at 0' - 2.5' below ground surface



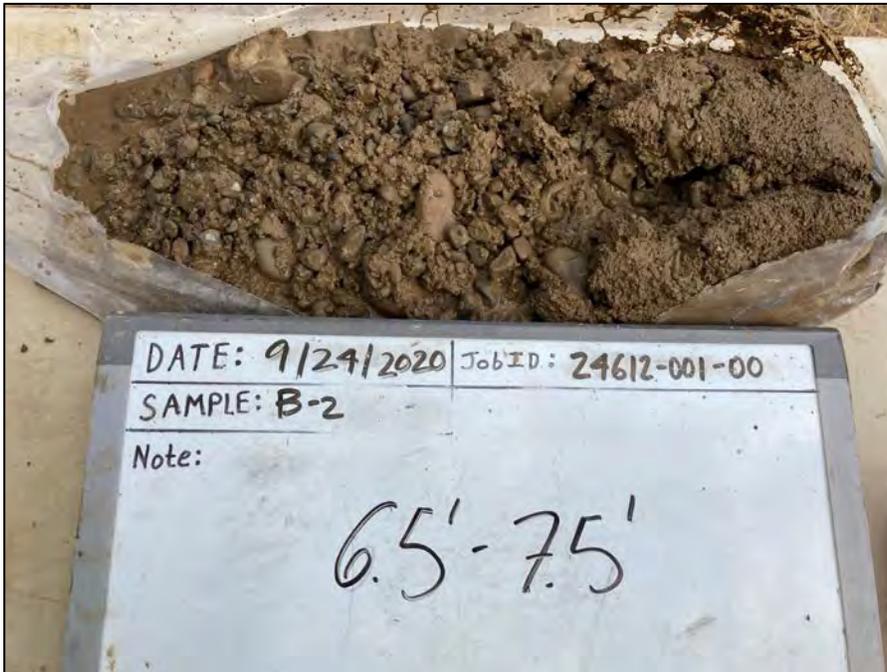
Photograph 2. B-2 at 2.5' - 5.0' below ground surface

XXXX-XXXX Date Exported: 04/09/15

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-23



Photograph 3. B-2 at 5.0' - 6.5' below ground surface



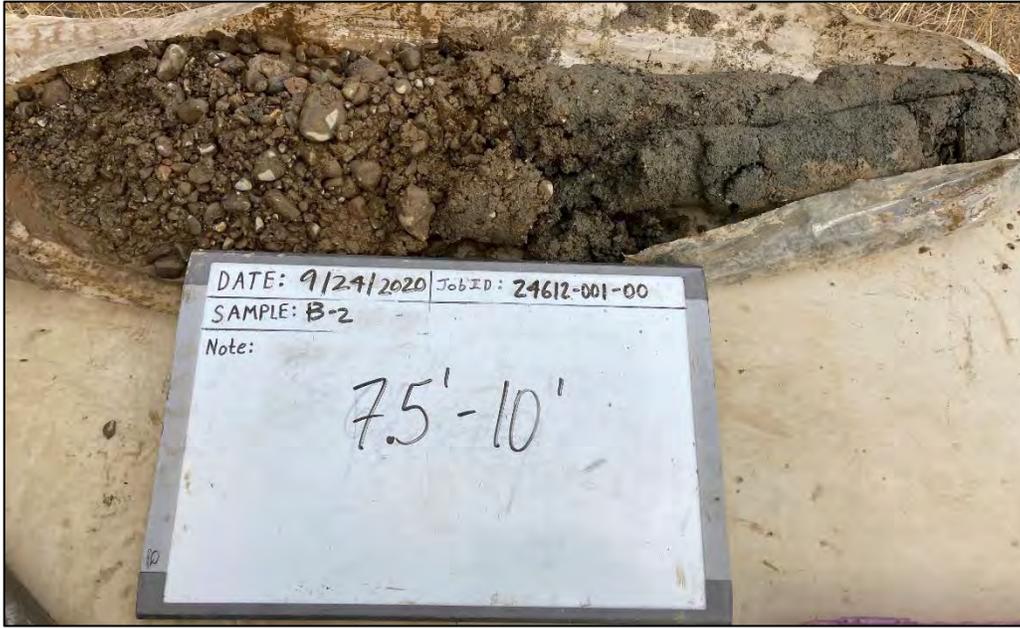
Photograph 4. B-2 at 6.5' - 7.5' below ground surface

Site Photographs - B-2

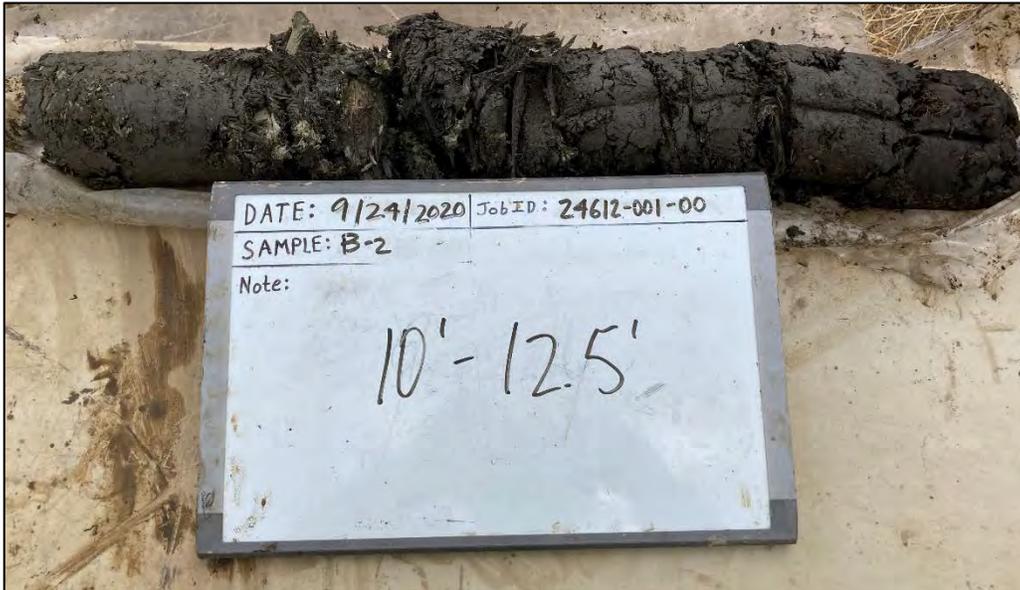
Proposed Greensferry Road Bridge
Post Falls, Idaho



Figure A-24



Photograph 5. B-2 at 7.5' - 10' below ground surface



Photograph 6. B-2 at 10' - 12.5' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-25



Photograph 7. B-2 at 12.5' - 15' below ground surface



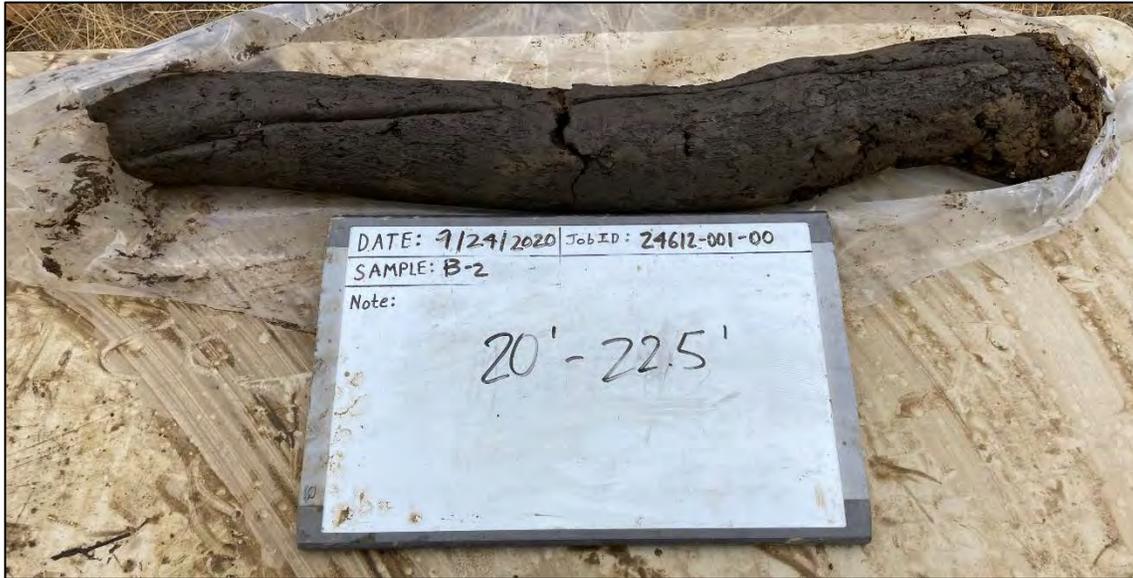
Photograph 8. B-2 at 15' - 20' below ground surface

Site Photographs - B-2

Proposed Greensferry Road Bridge
Post Falls, Idaho



Figure A-26



Photograph 9. B-2 at 20' - 22.5' below ground surface



Photograph 10. B-2 at 22.5' - 25' below ground surface

Site Photographs - B-2

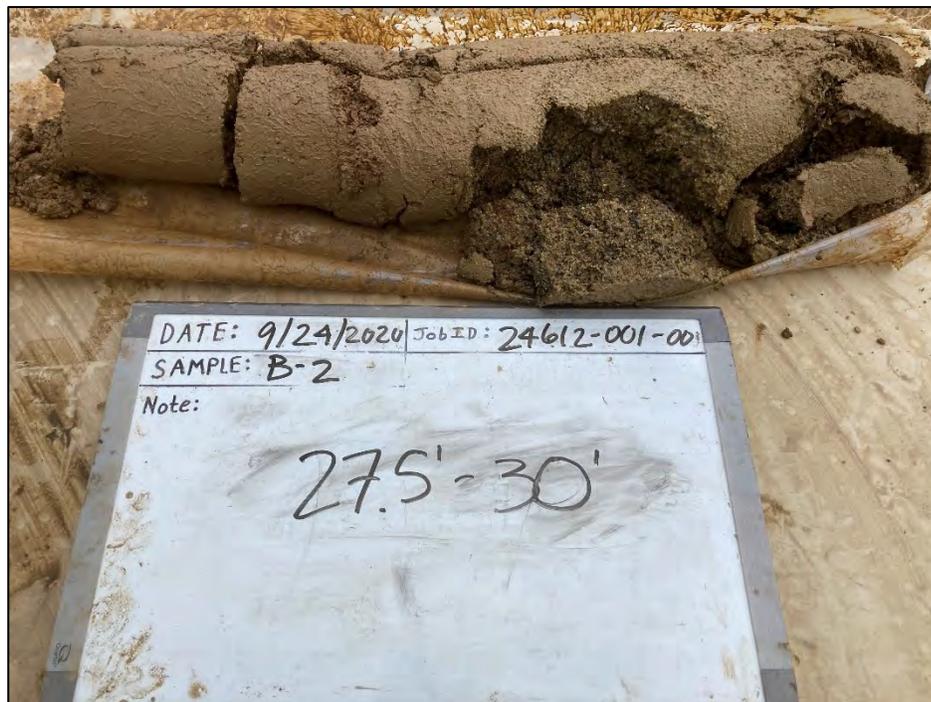
Proposed Greensferry Road Bridge
Post Falls, Idaho



Figure A-27



Photograph 11. B-2 at 25' - 27.5' below ground surface



Photograph 12. B-2 at 27.5' - 30' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-28



Photograph 13. B-2 at 30' - 32.5' below ground surface

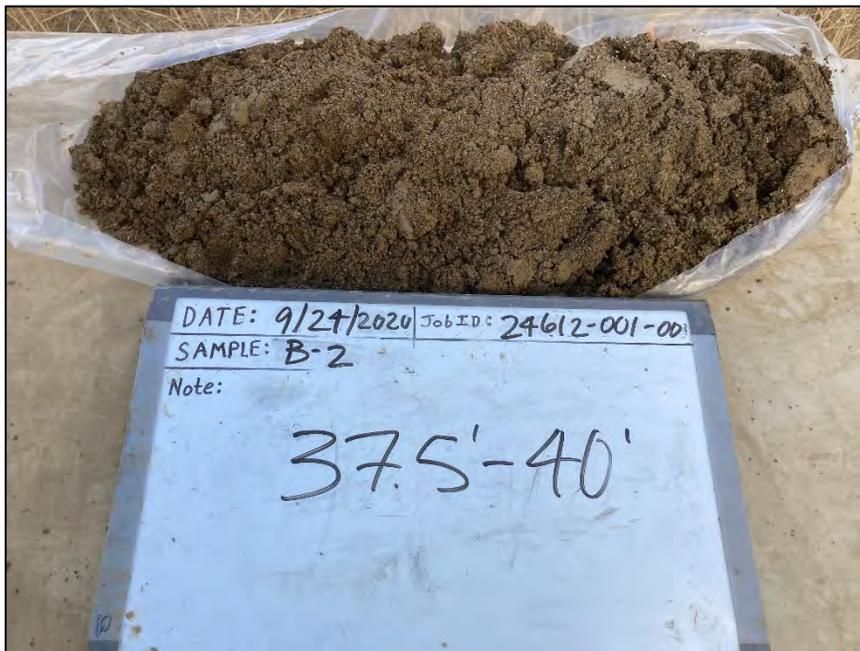


Photograph 14. B-2 at 32.5' - 35' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-29

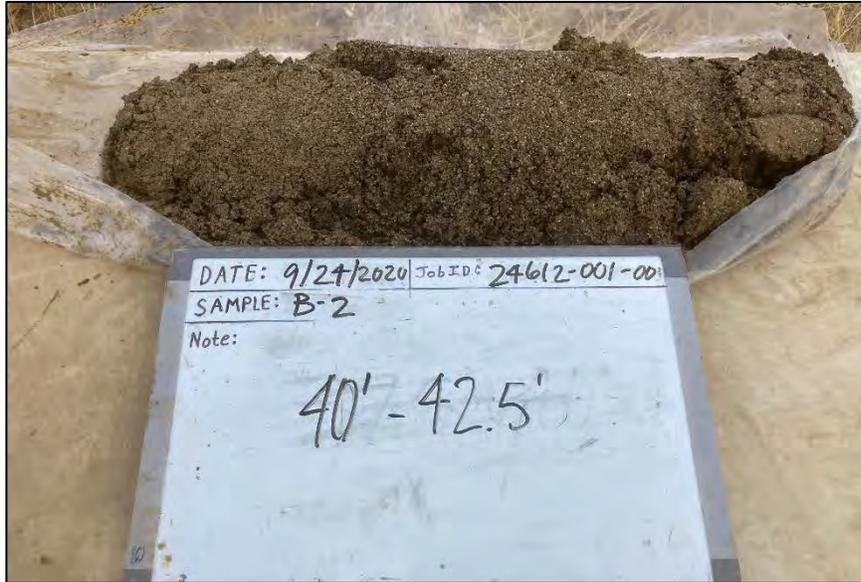


Photograph 15. B-2 at 35' - 37.5' below ground surface

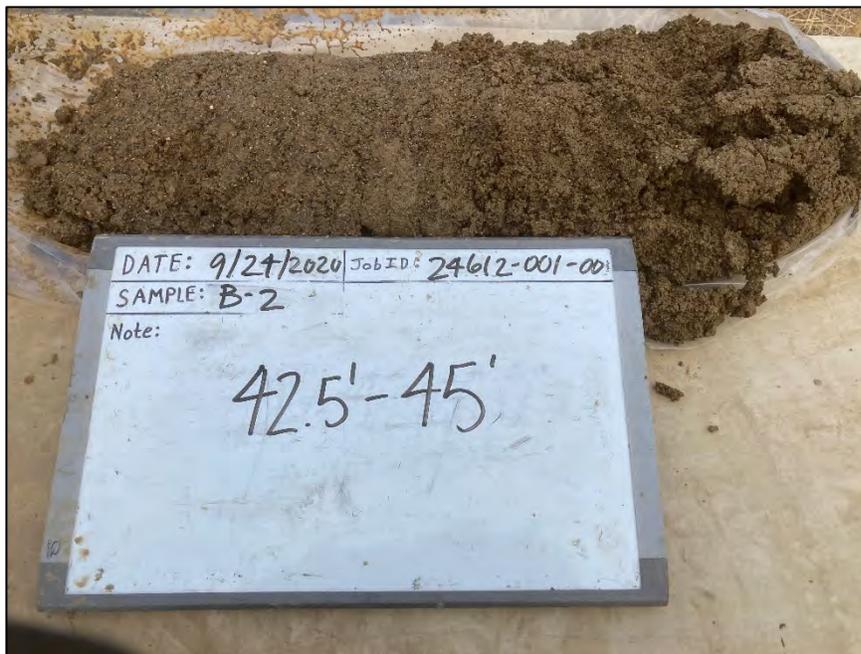


Photograph 16. B-2 at 37.5' - 40' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-30



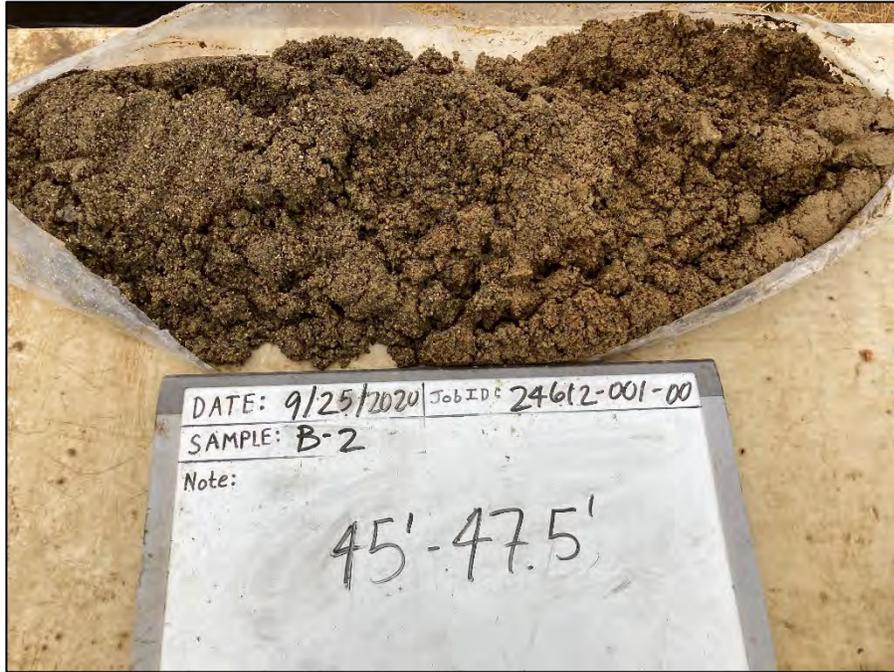
Photograph 17. B-2 at 40' - 42.5' below ground surface



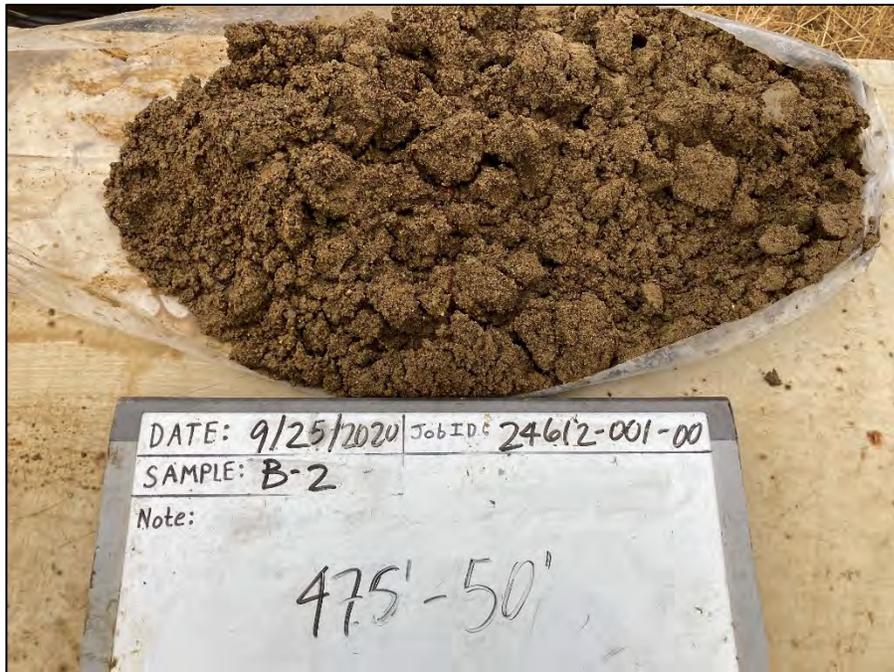
Photograph 18. B-2 at 42.5' - 45' below ground surface

XXXX-XXXX Date Exported: 04/09/15

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-31



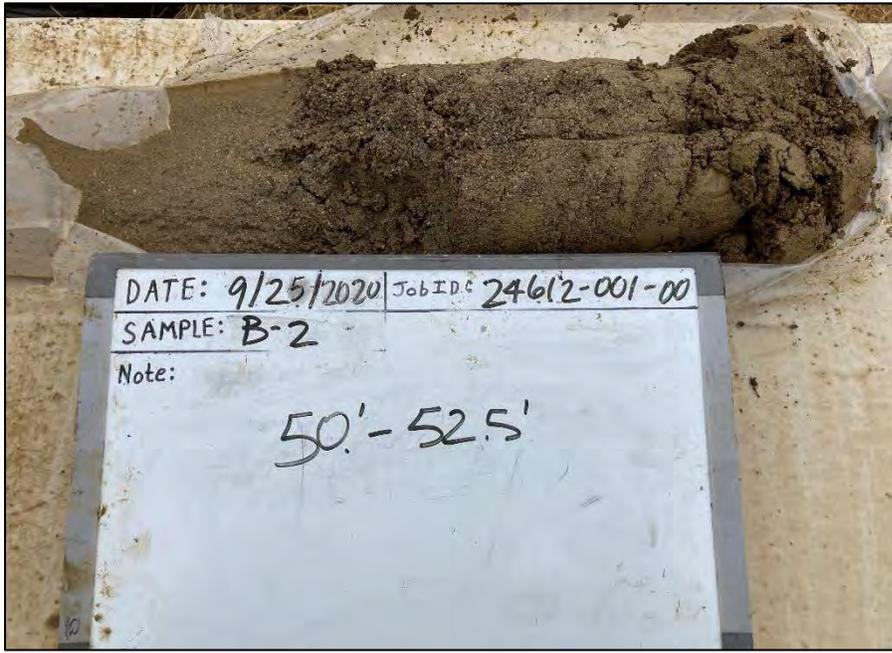
Photograph 19. B-2 at 45' - 47.5' below ground surface



Photograph 20. B-2 at 47.5' - 50' below ground surface

XXXX-XXXX Date Exported: 04/09/15

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-32



Photograph 21. B-2 at 50' - 52.5' below ground surface



Photograph 22. B-2 at 52.5' - 55' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-33



Photograph 23. B-2 at 55' - 57.5' below ground surface

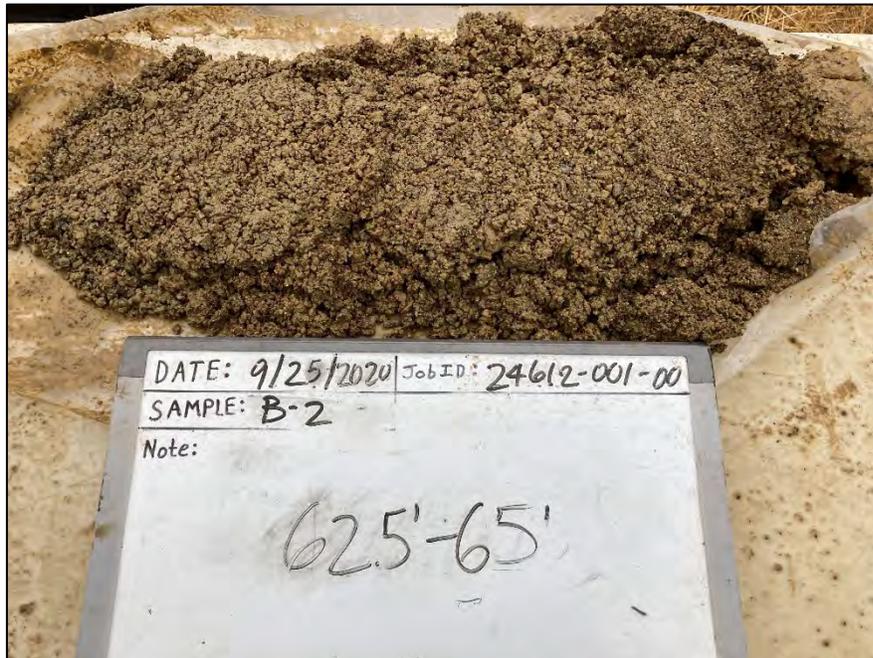


Photograph 24. B-2 at 57.5' - 60' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-34



Photograph 25. B-2 at 60' - 62.5' below ground surface



Photograph 26. B-2 at 62.5' - 65' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-35

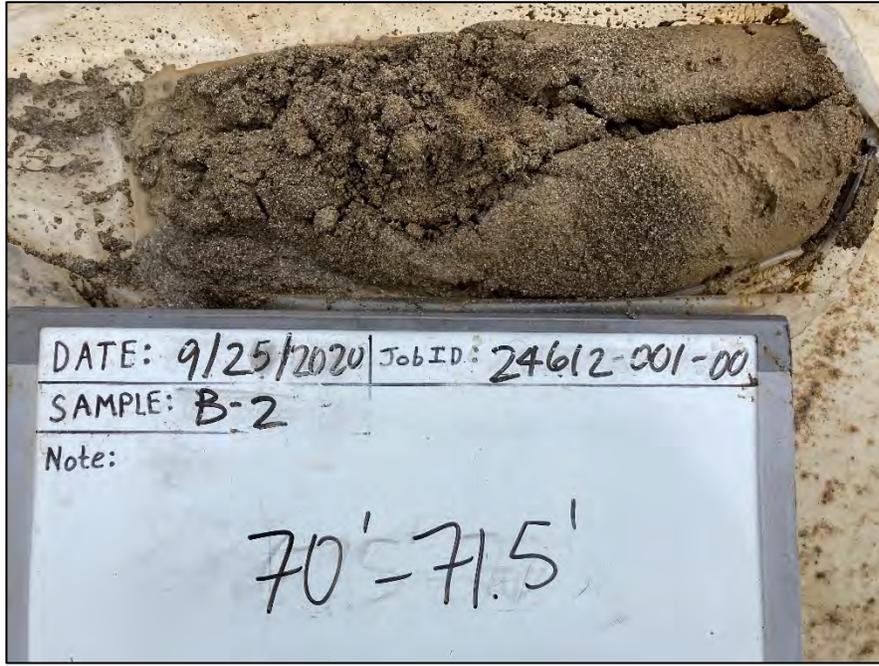


Photograph 27. B-2 at 65' - 67.5' below ground surface



Photograph 28. B-2 at 67.5' - 70' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-36

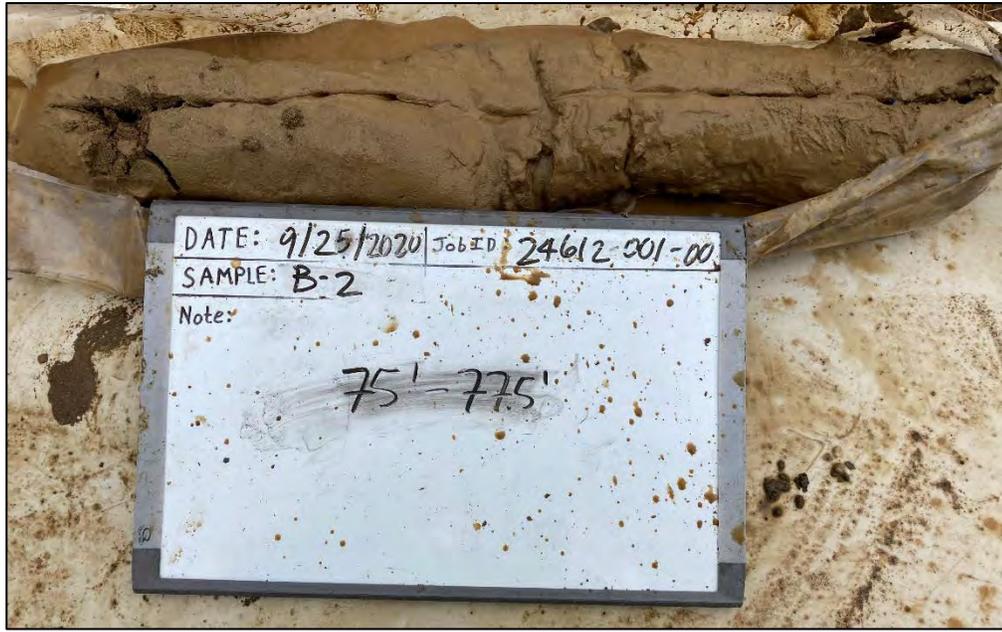


Photograph 29. B-2 at 70' - 71.5' below ground surface

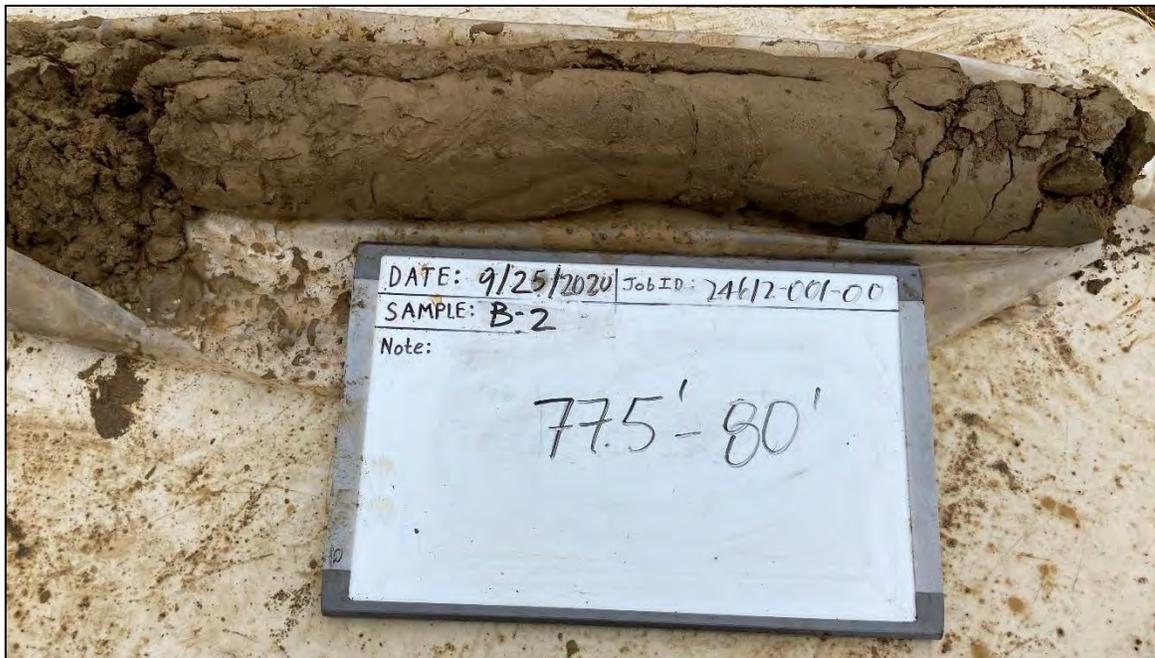


Photograph 30. B-2 at 71.5' - 75' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-37



Photograph 31. B-2 at 75' - 77.5' below ground surface



Photograph 32. B-2 at 77.5' - 80' below ground surface

Site Photographs - B-2

Proposed Greensferry Road Bridge
Post Falls, Idaho



Figure A-38



Photograph 33. B-2 at 80' - 82' below ground surface

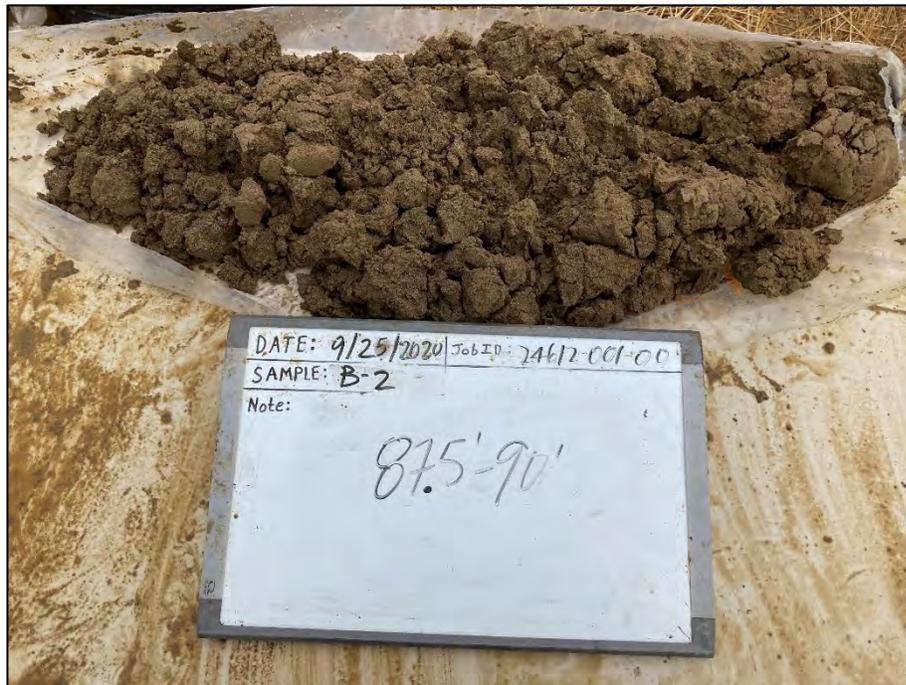


Photograph 34. B-2 at 82' - 85' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-39



Photograph 35. B-2 at 85' - 87.5' below ground surface

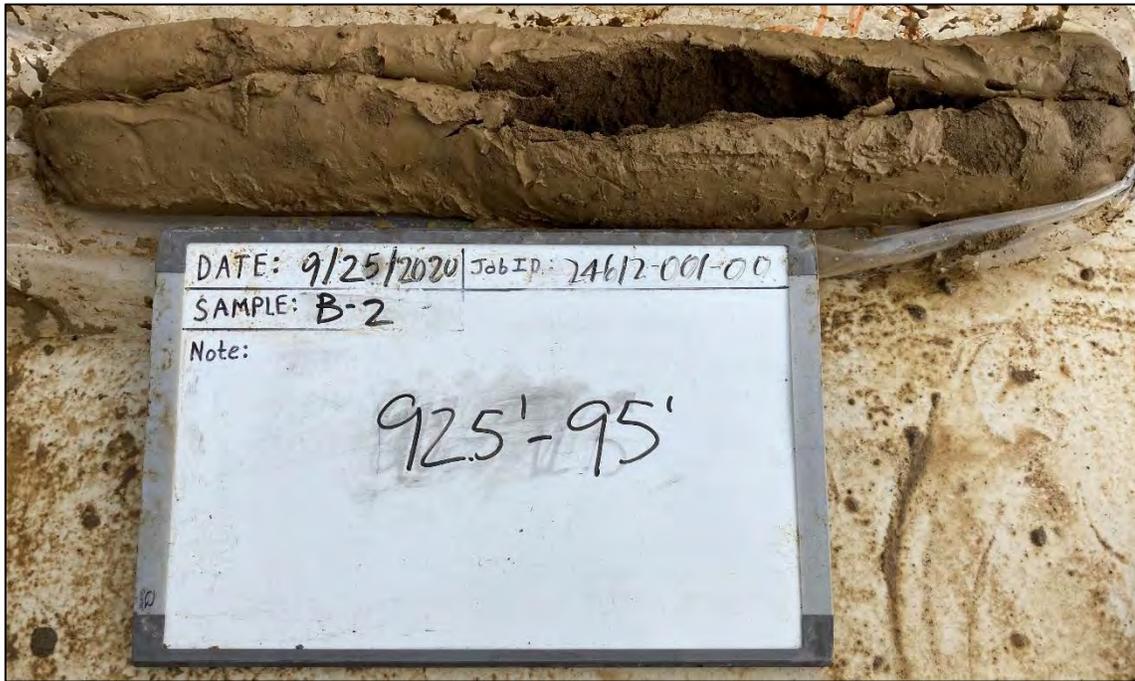


Photograph 36. B-2 at 87.5' - 90' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-40



Photograph 37. B-2 at 90' - 92.5' below ground surface



Photograph 38. B-2 at 92.5' - 95' below ground surface

Site Photographs - B-2

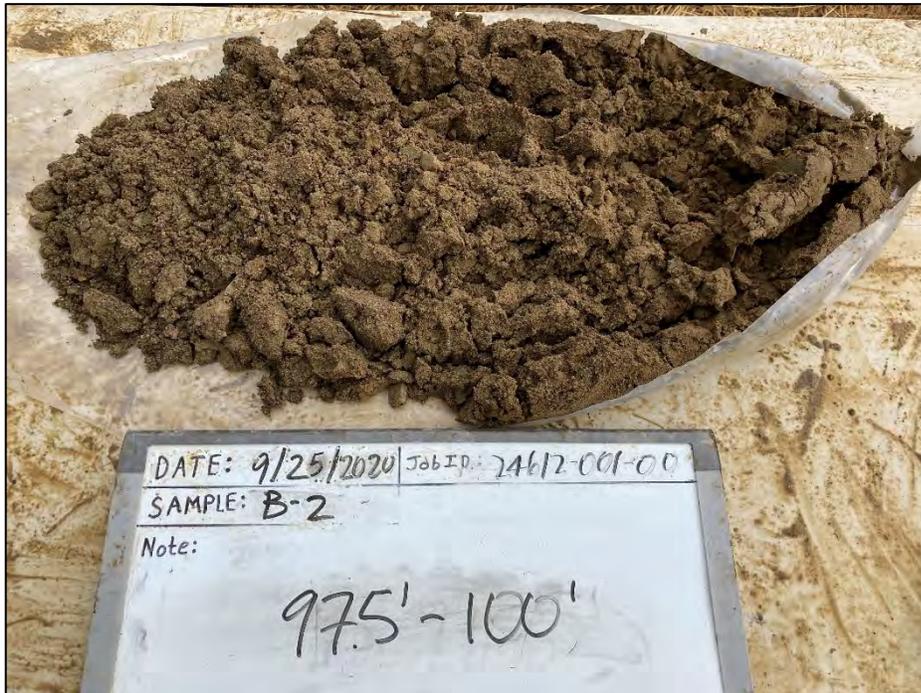
Proposed Greensferry Road Bridge
Post Falls, Idaho



Figure A-41

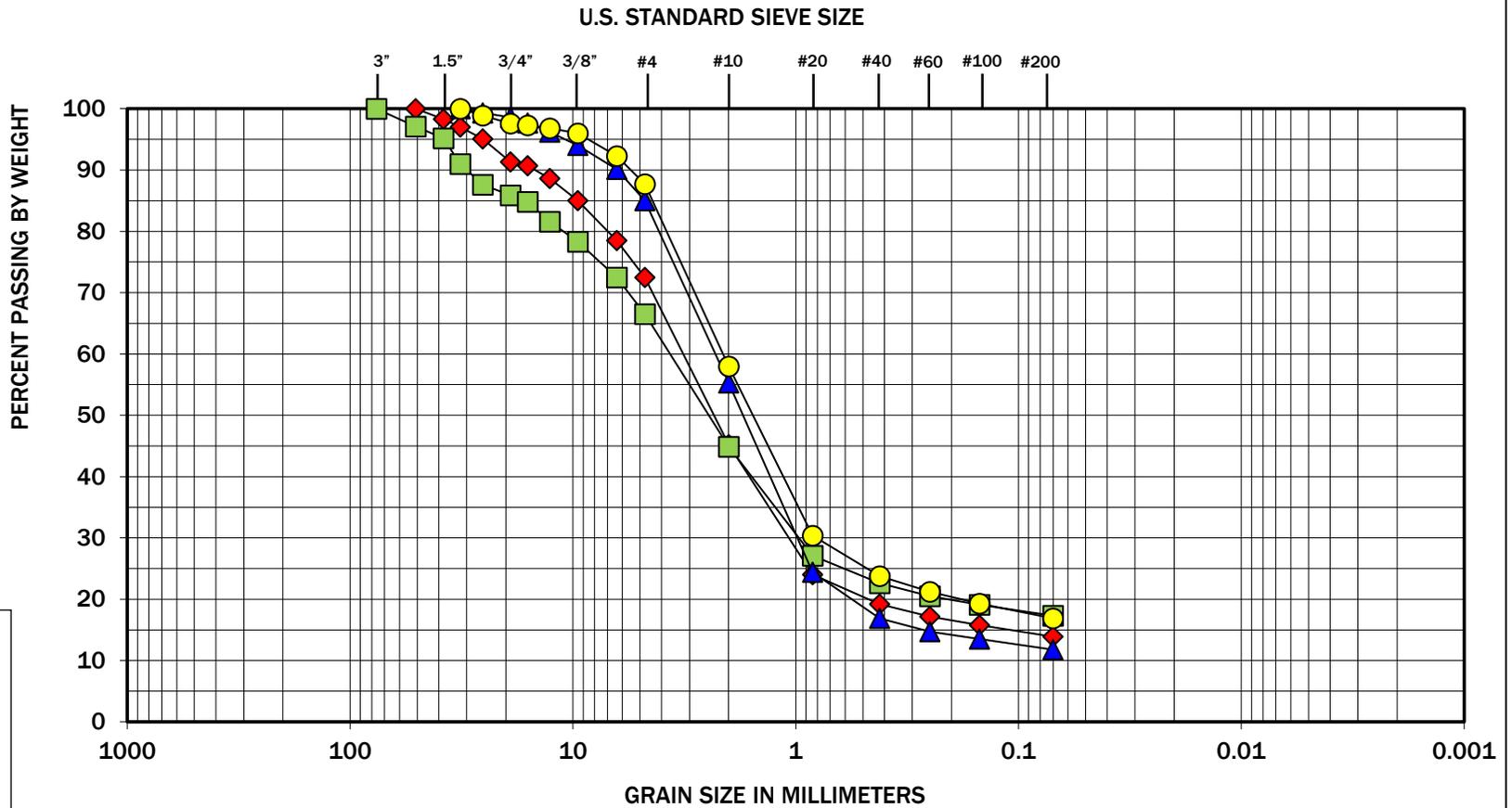


Photograph 39. B-2 at 95' - 97.5' below ground surface



Photograph 40. B-2 at 97.5' - 100' below ground surface

Site Photographs - B-2	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-42



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	B-1	0 - 2½	2	Silty fine to coarse sand with gravel
■	B-1	10 - 12½	12	Silty fine to coarse sand with gravel
▲	B-1	15 - 20	9	Fine to coarse sand with silt and gravel
●	B-1	25 - 27½	9	Silty Fine to coarse sand with occasional gravel

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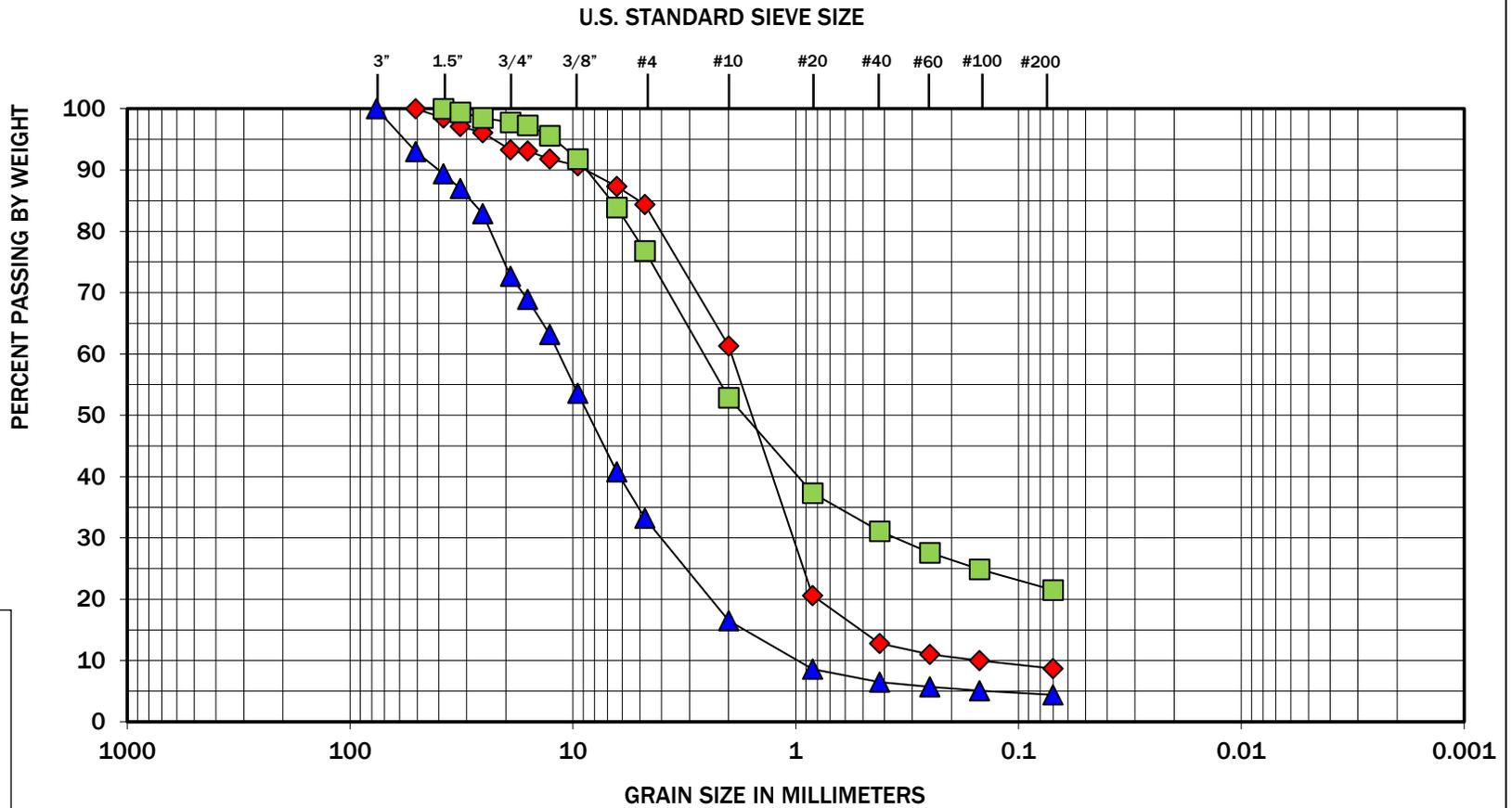
The grain size analysis results were obtained in general accordance with ASTM D 6913.



Proposed Greensferry Road Bridge
Post Falls, Idaho

Sieve Analysis Results

Figure A-43



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	B-1	42½ - 45	7	Medium to coarse sand with silt and gravel
■	B-1	57½ - 60	6	Silty fine to coarse sand with gravel
▲	B-1	90 - 95	7	Fine to coarse gravel with sand and trace silt

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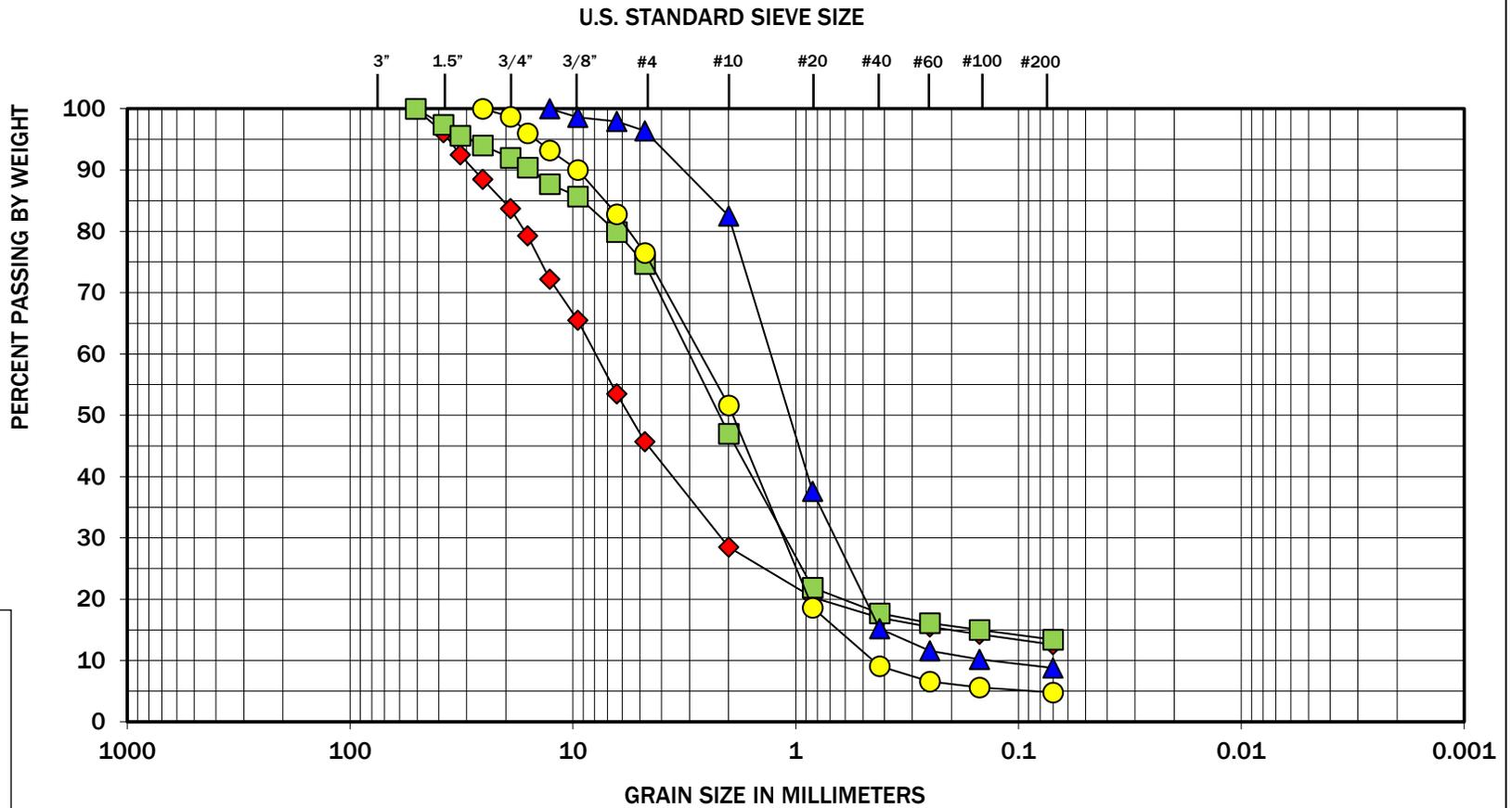
The grain size analysis results were obtained in general accordance with ASTM D 6913.



Proposed Greensferry Road Bridge
Post Falls, Idaho

Sieve Analysis Results

Figure A-44



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	B-2	2½ - 5	4	Silty fine to coarse gravel with sand
■	B-2	22½ - 25	10	Clayey medium to coarse sand with gravel
▲	B-2	40 - 42½	17	Medium to coarse sand with silt
●	B-2	65 - 69	12	Medium to coarse sand with gravel and trace silt

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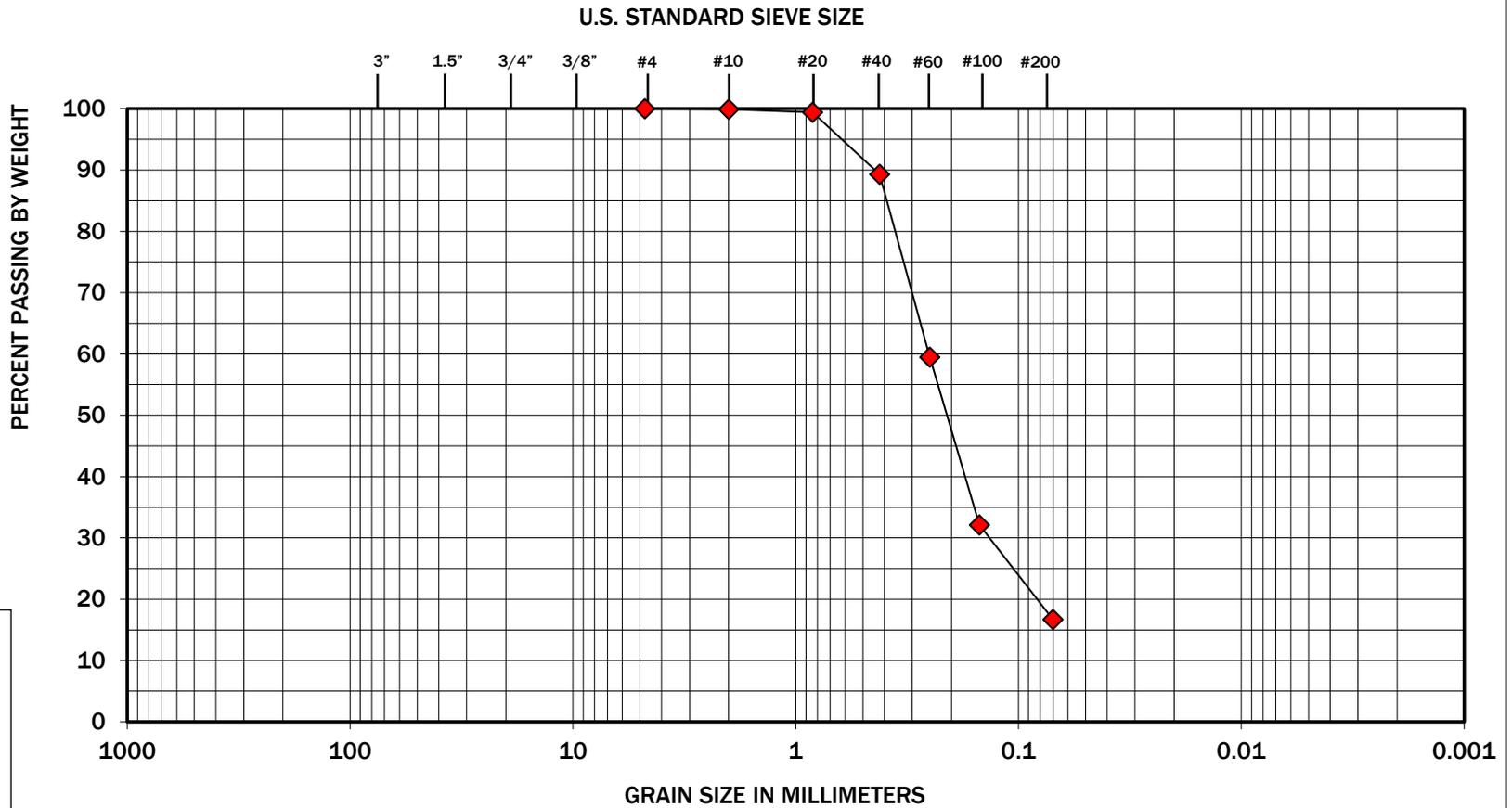
The grain size analysis results were obtained in general accordance with ASTM D 6913.



Proposed Greensferry Road Bridge
Post Falls, Idaho

Sieve Analysis Results

Figure A-45



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	B-2	87½ - 90	25	Silty fine to medium sand

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The grain size analysis results were obtained in general accordance with ASTM D 6913.

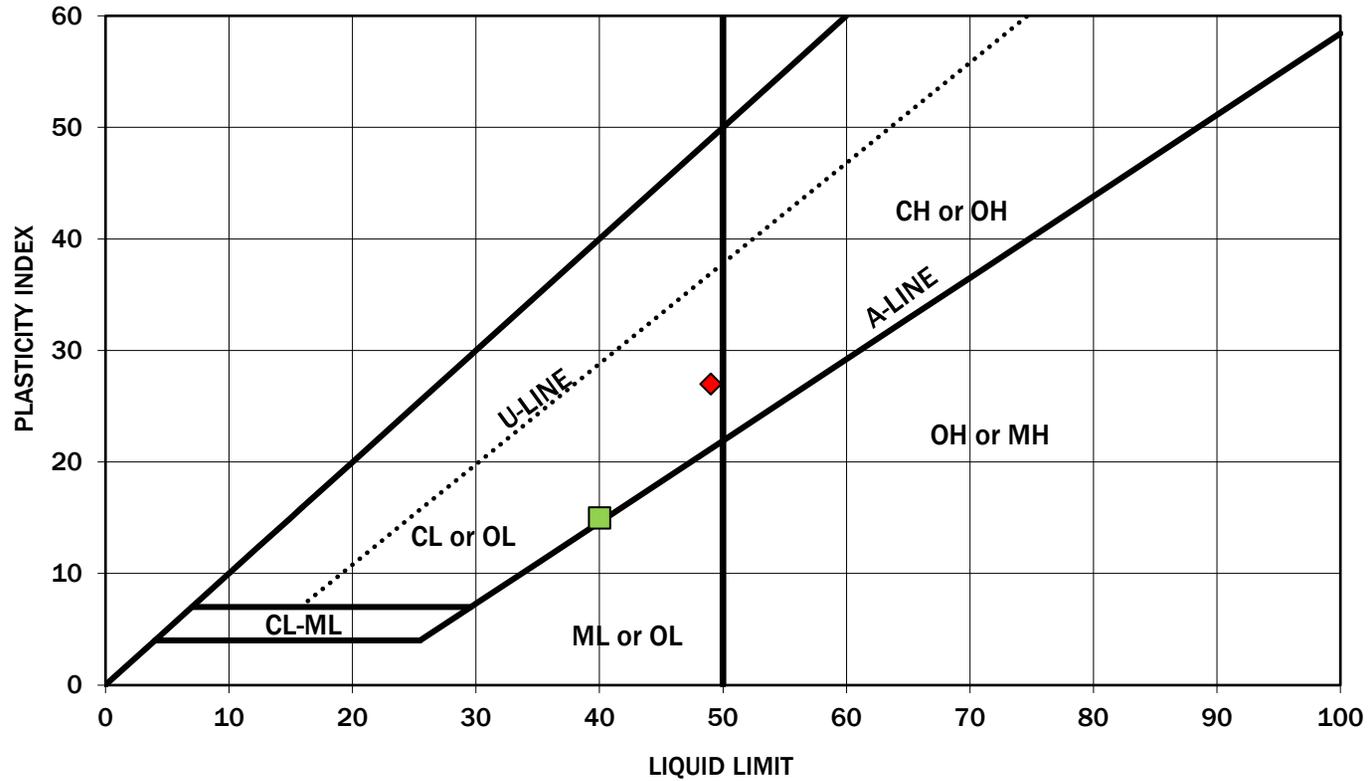


Figure A-46

Proposed Greensferry Road Bridge
Post Falls, Idaho

Sieve Analysis Results

PLASTICITY CHART



Symbol	Boring Number	Depth (feet)	Moisture Content (%)	Liquid Limit (%)	Plasticity Index (%)	Soil Description
◆	B-2	12½ -15	37	49	27	Clayey sand (SC)
■	B-2	15 - 20	23	40	15	Lean clay with sand and gravel (CL)

Atterberg Limits Test Results

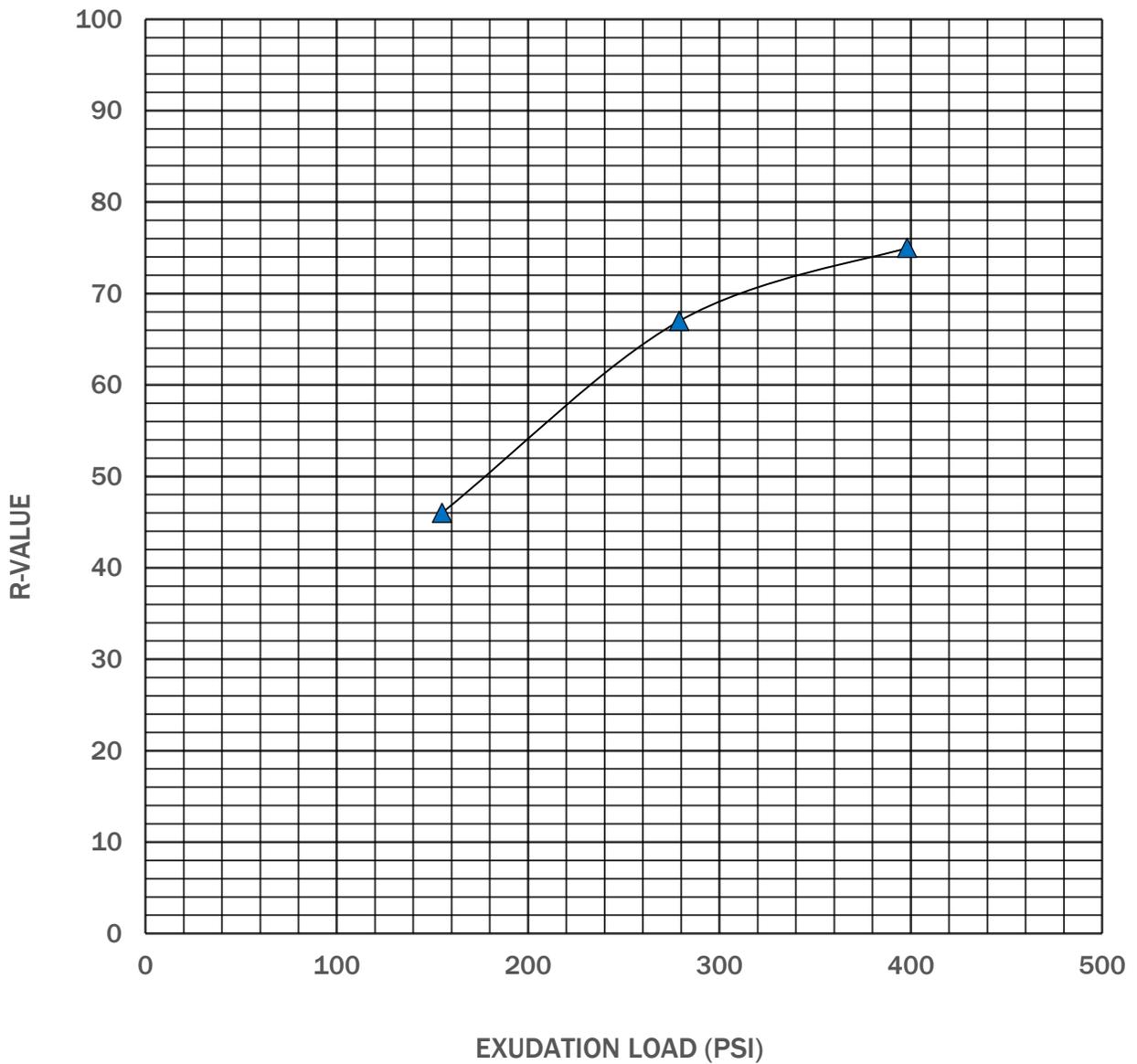
Proposed Greensferry Road Bridge
Post Falls, Idaho



Figure A-47

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The liquid limit and plasticity index were obtained in general accordance with ASTM D 4318.



Boring Number	Depth (feet)	R-value at 200 psi exudation pressure	Soil Description
B-1	0 - 2½	54.7	Silty fine to coarse sand with gravel

2-4612-001-00 Date Exported: 10/8/2020

Notes: Test was performed in general accordance with the referenced test method unless noted. This report may not be reproduced, except in full, without written approval of GeoEngineers, Inc. Test results are applicable only to the specific sample on which they were performed, and should not be interpreted as representative of samples obtained at other times or locations, or generated by other operations or processes.

R-Value	
Proposed Greensferry Road Bridge Post Falls, Idaho	
	Figure A-48

APPENDIX B
Geophysical Survey



Technical Memorandum

To: Dave Lauder - GeoEngineers

From: Gravity Marine LLC

Date: October 14th, 2020

Subject: *DRAFT Sub-bottom Profile Survey*

Overview

Gravity Marine, LLC was contracted by GeoEngineers to perform a geophysical survey of the riverbed in the Spokane River in the vicinity of Post Falls, Idaho.

A sub-bottom profiling (SBP) echosounder was used to penetrate the surface of the riverbed and measure the depth of the underlying layers that may exist. The resulting data provides an estimate of “thickness” of any observed sub-bottom layers beneath the riverbed.

The maximum depth of sub-bottom layers below the riverbed observed was approximately 10 feet. Sonar results suggest a lack of significant hard bedrock in most of the site, but pockets of a hard, sub-bottom layer do exist.

SBP Geophysical Survey

SURVEY METHODOLOGY

Survey Summary

The Sub-Bottom Profile (SBP) survey was conducted in Post Falls, ID on the Spokane River.

SBP sonar is a single-beam echosounder which operates at a frequency range of 2-16 kHz. This allows the acoustic beam to measure both the riverbed depths and penetrate the river bottom for observing and measuring different layers of subsurface sediments.

Survey Vessel and Crew

The SBP survey was conducted on R/V Mazama, a 24-ft aluminum jet-boat owned and operated by Gravity Marine, LLC. Lead surveyor for the SBP acquisition was Shawn Hinz.

Survey Equipment

The following survey equipment was used to conduct the SBP survey;

- Echosounder
 - Edgetech 3100-P SB-S216
 - 2-16 kHz / Sub-bottom Sonar
- GPS Receiver
 - Trimble SPS461 GPS Receiver
 - Dual GPS Antenna

Data Acquisition

Data acquisition for the SBP survey was collected using *DISCOVER SUB-BOTTOM*, EdgeTech's proprietary data acquisition software. The software controls the sonar configuration and operations as well as monitors real time sonar data to ensure the sonar is operating correctly. The software receives GPS position data to georeference all acoustic soundings. It also provides reflection coefficient, echo strength and sonar diagnostics for advanced operation. This software saves acoustic data in the standard sub-bottom sonar file format, SEG-Y files, which is an industry standard seismic data file format.

HYPACK SURVEY 2019 software was used for vessel navigation and to follow predetermined survey lines. HYPACK saves all position and navigation data in a raw text file (*.raw file).

System Assessment

Prior to commencing SBP survey activities, a full system assessment was conducted to ensure all proper checks and procedures were in place to execute a successful SBP survey. This includes assessment of the following items;

- Confirm SBP system is powered and transmitting/receiving data
- Confirm GPS system is powered and transmitting/receiving position data, and position data seems reasonable given the geographic location
- Check survey acquisition software is running properly, and all sensors are communicating properly with software
- Check survey computer that it has sufficient hard drive space and memory to conduct survey and run current version of acquisition software.
- Review raw acoustic time series to ensure suitable depths and features are observed in the acoustic data, and acoustic imagery is void of excessive “noise”

SBP PROCESSING

Processing of SBP data followed a two-stage approach. First, the sonar’s SEG-Y files were imported into Hypack 2019 Sub-bottom Processing software. The SBP sonar images were processed to interpret and digitize sub-bottom layers. Second, the digitized layers were then imported into ArcGIS software to make elevation models of the interpreted sub-bottom layers. The two-stage SBP processing method is summarized below:

STAGE 1

1. Import SEG-Y files into the HYPACK 2019 Sub-Bottom Processing Software.
2. Scale all data horizontally and vertically to best present the raw data for processing and interpretation. Apply signal processing utilities, specifically frequency filters and gain controls, to best highlight the subsurface stratigraphy.
3. Conduct manual interpretation of the sub-bottom profiler sections to generate a series of stratigraphic models for the existing mudline and readily distinguished sediment types.
4. Calculate the depth values for both interpreted layers (mudline and layer 1). Calculate difference between depth values, and derive a “thickness” value for the height in feet between the two layers.
5. Export the XYZ files for interpreted sub-bottom layers.
6. Develop interpreted cross-section images in the survey area for presentation in attached figures.

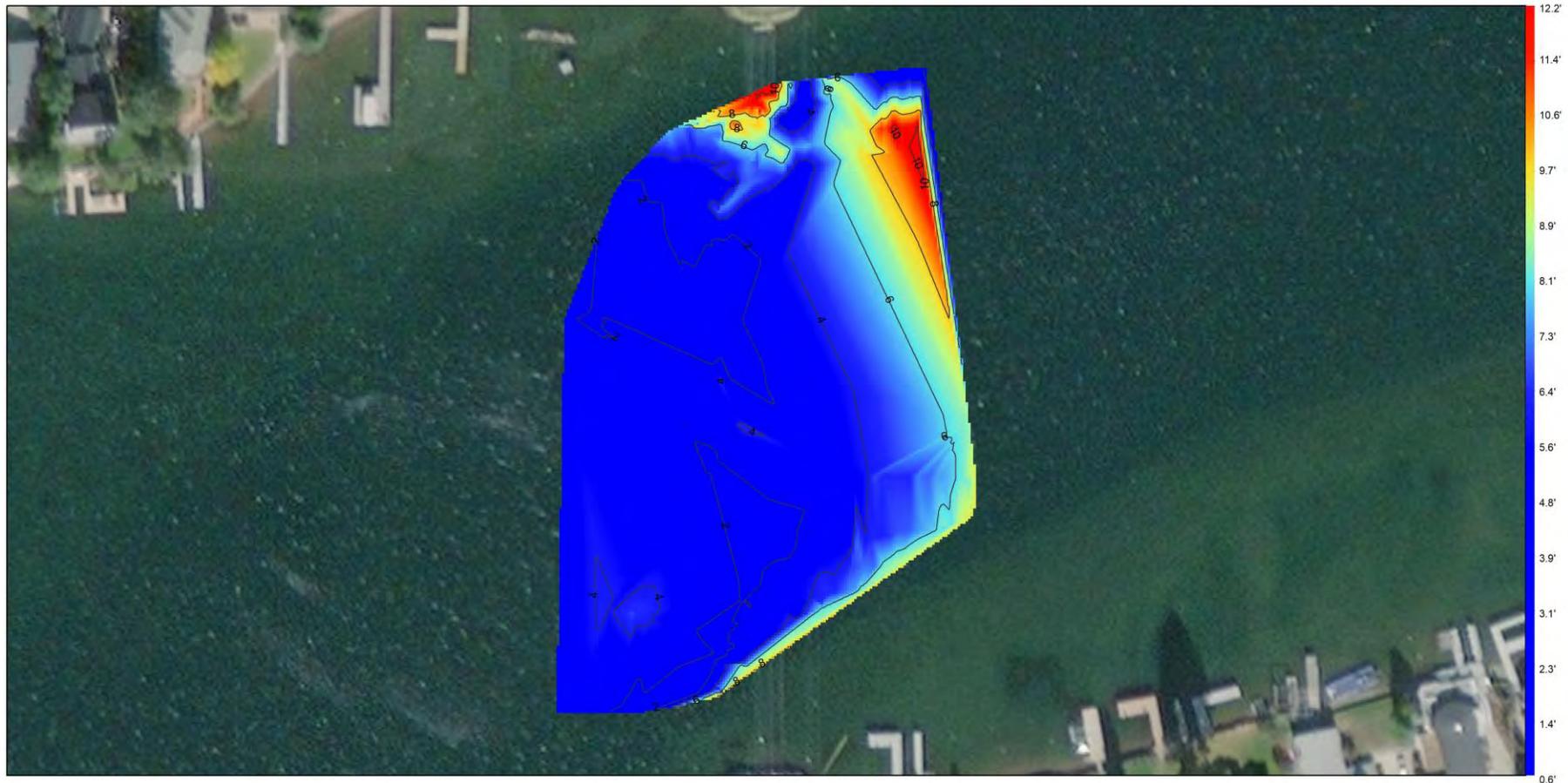
STAGE 2

1. Import the interpreted sub-bottom layer XYZ data into ArcGIS Desktop as point shapefiles.
2. Create a TIN (Triangulated Irregular Network) of the sub-bottom layers.
3. Create a DEM for each of the identified sub-bottom layers and calculate statistics.
4. Create coverage map showing the location and depth of sub-bottom later (see attached figures)

DELIVERABLES

The following deliverables were provided to GeoEngineers for the SBP survey:

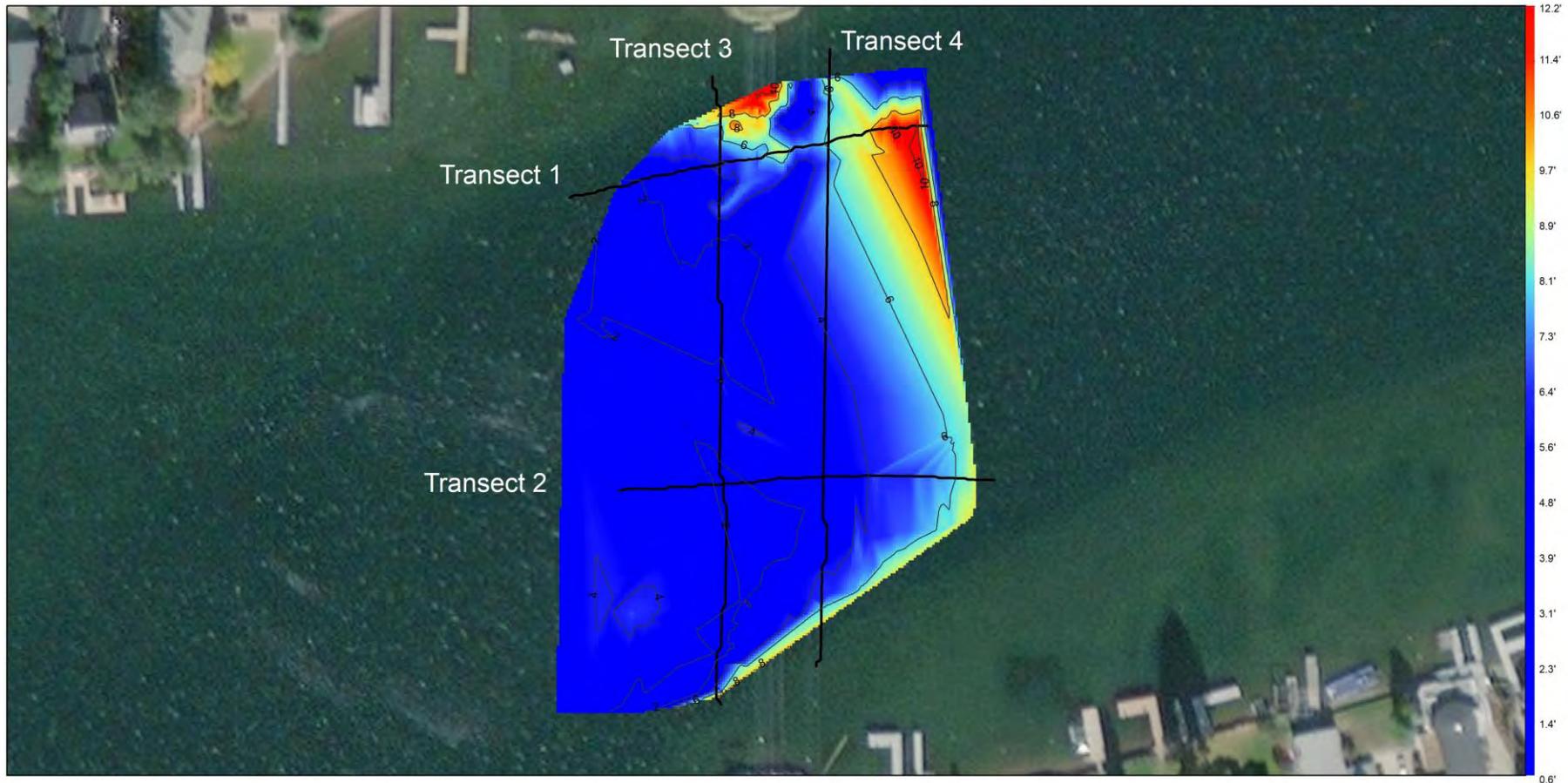
- Drawings
 - *GeoEngineers_PostFalls_SBP_Isopatch_Map.pdf*
 - *GeoEngineers_PostFalls_SBP_Transect_Map.pdf*
 - *GeoEngineers_PostFalls_SBP_Transect_1.pdf*
 - *GeoEngineers_PostFalls_SBP_Transect_2.pdf*
 - *GeoEngineers_PostFalls_SBP_Transect_3.pdf*
 - *GeoEngineers_PostFalls_SBP_Transect_4.pdf*



	Geodetic Settings		Survey Equipment			GeoEngineers Subbottom Survey Spokane River, Post Falls, ID September 23rd, 2020	
	Horizontal Datum	NAD83 - State Plane	SBP Sonar	EdgeTech SB-216S			
	Vertical Datum	N/A	Frequency Range	2-16 kHz			
	Coordinate System	ID West FIPS 1103	Data Collection Software	Discover Sub-bottom			
	Horizontal Units	US Survey Feet	Data Processing Software	Hypack 2018	<p>Notes:</p> <p>1) Data represents the estimated depth between the riverbed and the 1st sub-bottom layer detected by the sub-bottom sonar.</p> <p>2) Sub-bottom reflectors were not present throughout the whole survey area.</p> <p>3) Gaps in sub-bottom detail was interpolated to gain complete coverage of the survey area. See transect lines for more detail.</p> <p>4) Polylines indicate sub-bottom layer contours at 2-foot intervals</p>	Data Acquisition	S. Hiez
	Vertical Units	US Survey Feet	Mapping & Product software	ArcGIS 10.4		Data Processing	R. McElice
	Vertical Control	N/A	Survey Date	SEPT 23, 2020		Drafted by:	R. McElice
	Horizontal Control	N/A				Reviewed by:	J. Wilson

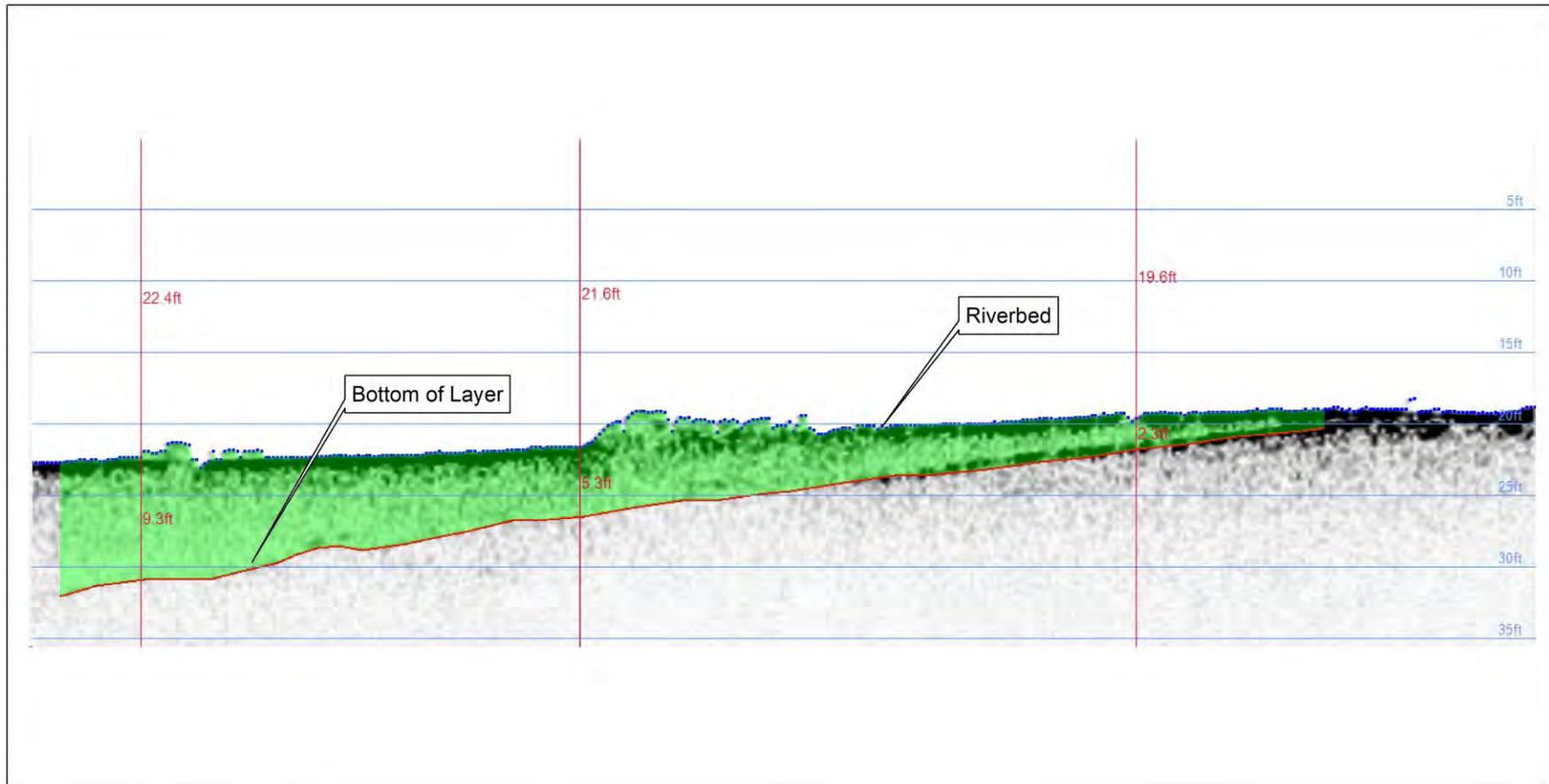


Figure 1: Elevation model of the sub-bottom layer identified



	Geodetic Settings		Survey Equipment			GeoEngineers Subbottom Survey Transect Map Spokane River, Post Falls, ID September 23rd, 2020		
	Horizontal Datum	NAD83 - State Plane	SBP Sonar	EdgeTech SB-216S		Data Acquisition	S. Heiz	
	Vertical Datum	N/A	Frequency Range	2-16 kHz		Data Processing	R. McEliece	
	Coordinate System	ID West FIPS 1103	Data Collection Software	Discover Sub-bottom		Drafted by:	R. McEliece	
	Horizontal Units	US Survey Feet	Data Processing Software	Hypack 2018		Reviewed by:	J. Wilson	
Vertical Units	US Survey Feet	Mapping & Product software	ArcGIS 10.4	Notes: 1) Data represents the estimated depth between the riverbed and the 1st sub-bottom layer detected by the sub-bottom sonar. 2) Sub-bottom reflectors were not present throughout the whole survey area. 3) Gaps in sub-bottom detail was interpolated to gain complete coverage of the survey area. See transect lines for more detail. 4) Polylines indicate sub-bottom layer contours at 2-foot intervals				
Vertical Control	N/A	Survey Date	SEPT. 23, 2020					
Horizontal Control	N/A							

Figure 2: Showing location of the selected SBP transects used in the following figures in this report.



Geodetic Settings		Survey Equipment	
Horizontal Datum	NAD83 - State Plane	SBP Sonar	EdgeTech SB-216S
Vertical Datum	N/A	Frequency Range	2-16 kHz
Coordinate System	ID West FIPS 1103	Data Collection Software	Discover Sub-bottom
Horizontal Units	US Survey Feet	Data Processing Software	Hypack 2018
Vertical Units	US Survey Feet	Mapping & Product software	ArcGIS 10.4
Vertical Control	N/A	Survey Date	SEPT. 23, 2020
Horizontal Control	N/A		

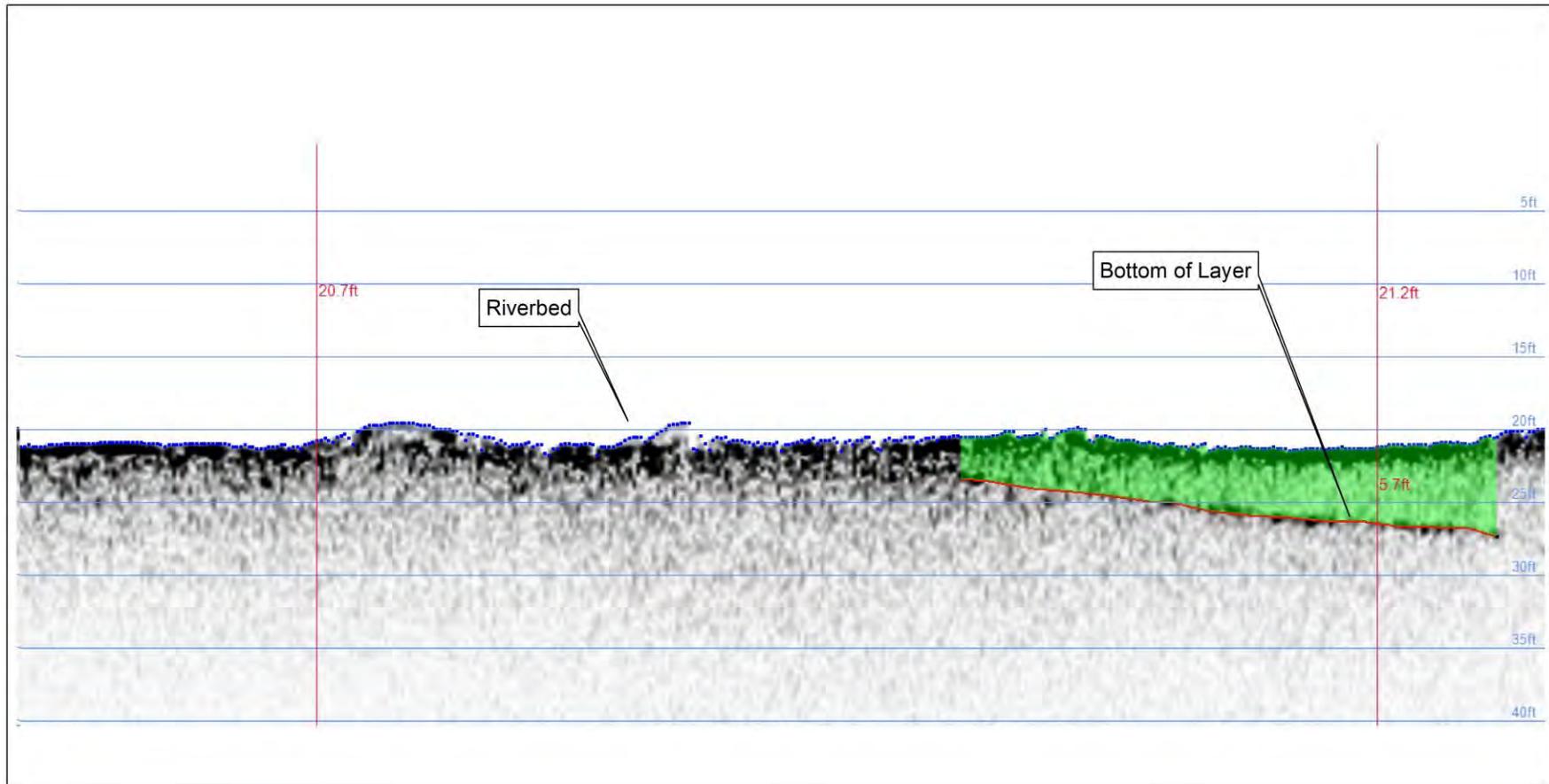
Direction of Travel: East to West

**GeoEngineers Subbottom Survey
Transect 1
Spokane River, Post Falls, ID
September 23rd, 2020**

Data Acquisition	S. Heiz
Data Processing	R. McElsee
Drafted by:	R. McElsee
Reviewed by:	J. Wilson

Notes:
 1) Blue line represents the riverbed
 2) Red sub-bottom line is the interpolated sub-bottom layer from sonar image
 3) The green polygon represents the thickness or isopach of the first sub-bottom layer.
 4) Sonar image reflects direction of travel on transect from left to right.

Figure 3: Transect 1 Sub-bottom sonar interpretation



Geodetic Settings		Survey Equipment	
Horizontal Datum	NAD83 - State Plane	SBP Sonar	EdgeTech SB-216S
Vertical Datum	N/A	Frequency Range	2-16 kHz
Coordinate System	ID West FIPS 1103	Data Collection Software	Discover Sub-bottom
Horizontal Units	US Survey Feet	Data Processing Software	Hypack 2018
Vertical Units	US Survey Feet	Mapping & Product software	ArcGIS 10.4
Vertical Control	N/A	Survey Date	SEPT. 23, 2020
Horizontal Control	N/A		

Direction of Travel: West to East

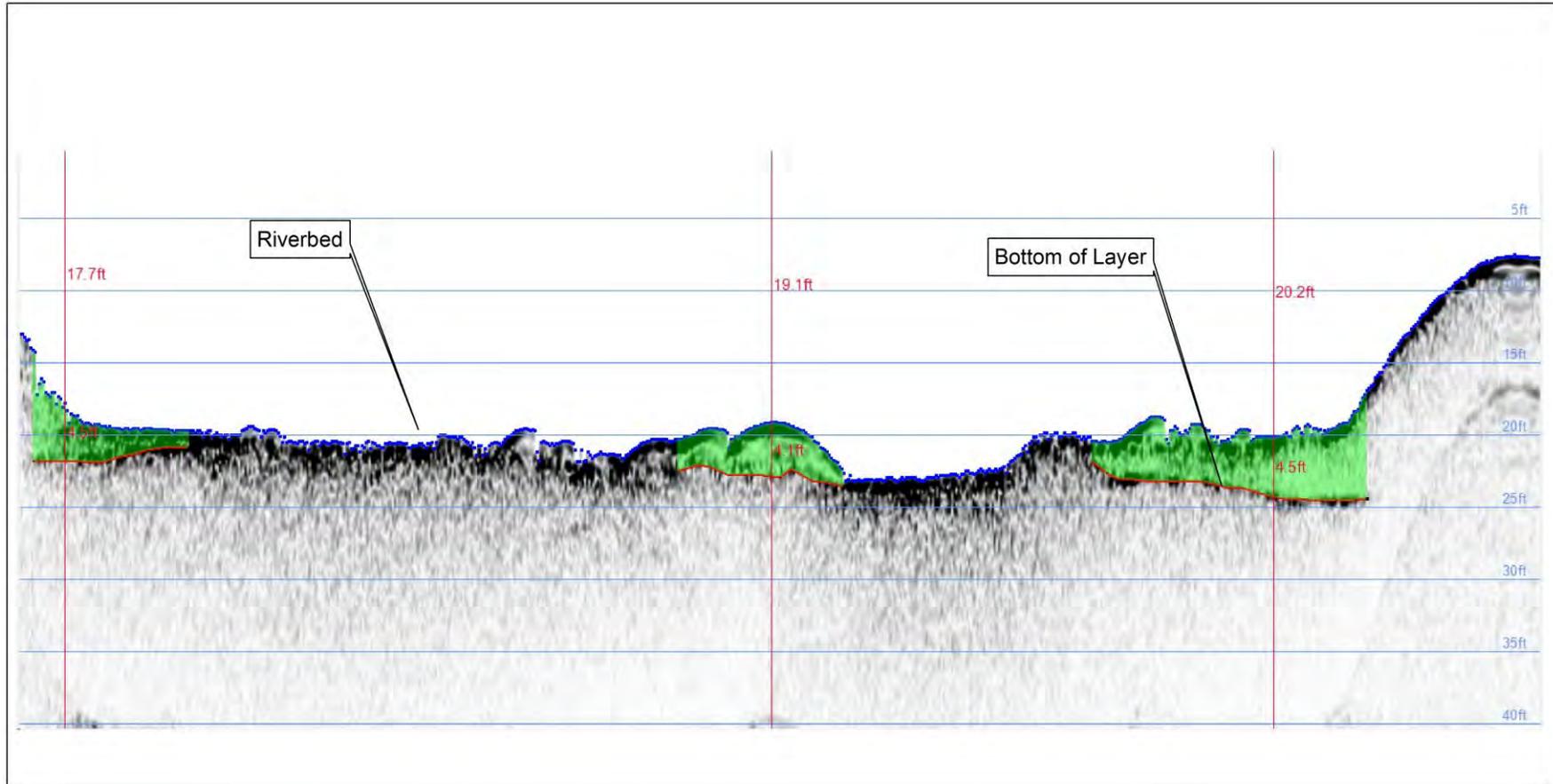
**GeoEngineers Subbottom Survey
Transect 2
Spokane River, Post Falls, ID
September 23rd, 2020**

Data Acquisition	S. Heiz
Data Processing	R. McElsee
Drafted by	R. McElsee
Reviewed by	J. Wilson

Notes:

- 1) Blue line represents the riverbed
- 2) Red sub-bottom line is the interpolated sub-bottom layer from sonar image
- 3) The green polygon represents the thickness or isopach of the first sub-bottom layer.
- 4) Sonar image reflects direction of travel on transect from left to right.

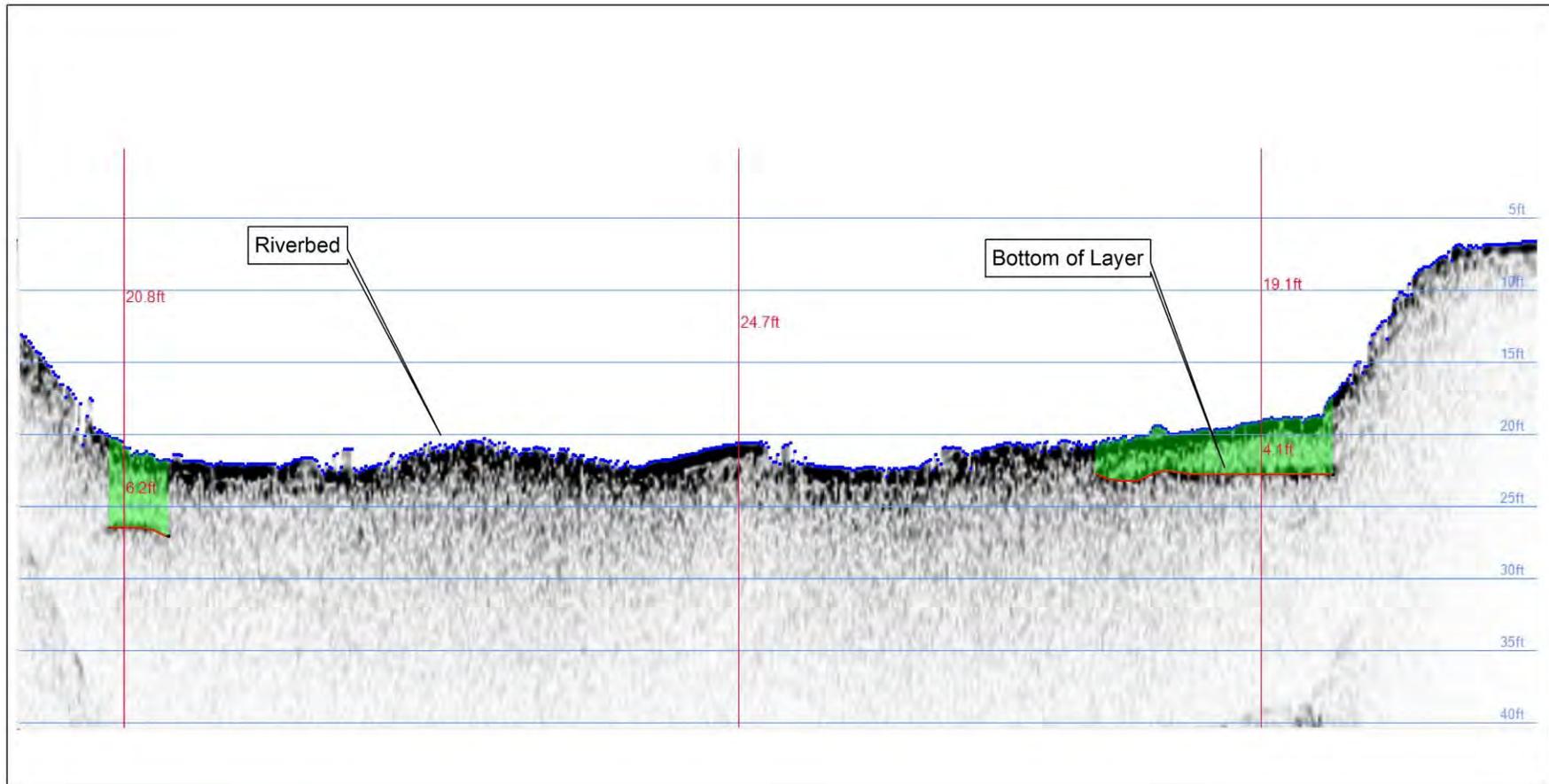
Figure 4: Transect 2 Sub-bottom sonar interpretation



	Geodetic Settings		Survey Equipment		Direction of Travel: South to North	GeoEngineers Subbottom Survey Transect 3 Spokane River, Post Falls, ID September 23rd, 2020	
	Horizontal Datum	NAD83 - State Plane	SBP Sonar	EdgeTech SB-216S			
	Vertical Datum	N/A	Frequency Range	2-16 kHz			
	Coordinate System	ID West FIPS 1103	Data Collection Software	Discover Sub-bottom			
Horizontal Units	US Survey Feet	Data Processing Software	Hypack 2018	Notes: 1) Blue line represents the riverbed 2) Red sub-bottom line is the interpolated sub-bottom layer from sonar image 3) The green polygon represents the thickness or isopach of the first sub-bottom layer. 4) Sonar image reflects direction of travel on transect from left to right.	Data Acquisition	S. Hinz	
Vertical Units	US Survey Feet	Mapping & Product software	ArcGIS 10.4		Data Processing	R. McEliece	
Vertical Control	N/A	Survey Date	SEPT. 23, 2020		Drafted by:	R. McEliece	
Horizontal Control	N/A				Reviewed by:	J. Wilson	



Figure 5: Transect 3 Sub-bottom sonar interpretation



	Geodetic Settings		Survey Equipment		Direction of Travel: North to South	GeoEngineers Subbottom Survey Transect 4 Spokane River, Post Falls, ID September 23rd, 2020			
	Horizontal Datum	NAD83 - State Plane	SBP Sonar	EdgeTech SB-216S				Data Acquisition	S. Heiz
	Vertical Datum	N/A	Frequency Range	2-16 kHz				Data Processing	R. McEliece
	Coordinate System	ID West FIPS 1103	Data Collection Software	Discover Sub-bottom				Drafted by:	R. McEliece
Horizontal Units	US Survey Feet	Data Processing Software	Hypack 2018	Reviewed by:	J. Wilson				
Vertical Units	US Survey Feet	Mapping & Product software	ArcGIS 10.4	Notes: 1) Blue line represents the riverbed 2) Red sub-bottom line is the interpolated sub-bottom layer from sonar image 3) The green polygon represents the thickness or isopach of the first sub-bottom layer. 4) Sonar image reflects direction of travel on transect from left to right.					
Vertical Control	N/A	Survey Date	SEPT. 23, 2020						
Horizontal Control	N/A								

Figure 6: Transect 4 Sub-bottom sonar interpretation

APPENDIX C
Report Limitations and Guidelines for Use

APPENDIX C

REPORT LIMITATIONS AND GUIDELINES FOR USE¹

This appendix provides information to help you manage your risks with respect to the use of this report.

Read These Provisions Closely

It is important to recognize that the geoscience practices (geotechnical engineering, geology and environmental science) rely on professional judgment and opinion to a greater extent than other engineering and natural science disciplines, where more precise and/or readily observable data may exist. To help clients better understand how this difference pertains to our services, GeoEngineers includes the following explanatory “limitations” provisions in its reports. Please confer with GeoEngineers if you need to know more how these “Report Limitations and Guidelines for Use” apply to your project or site.

Geotechnical Services are Performed for Specific Purposes, Persons and Projects

This report has been prepared for HDR Engineering for the Project specifically identified in the report. The information contained herein is not applicable to other sites or projects.

GeoEngineers structures its services to meet the specific needs of its clients. No party other than the party to whom this report is addressed may rely on the product of our services unless we agree to such reliance in advance and in writing. Within the limitations of the agreed scope of services for the Project, and its schedule and budget, our services have been executed in accordance with our Agreement with HDR Engineering dated August 4, 2020, and generally accepted geotechnical practices in this area at the time this report was prepared. We do not authorize, and will not be responsible for, the use of this report for any purposes or projects other than those identified in the report.

A Geotechnical Engineering or Geologic Report is based on a Unique Set of Project-Specific Factors

This report has been prepared for the proposed Greensferry Road Bridge over the Spokane River in Post Falls, Idaho. GeoEngineers considered a number of unique, project-specific factors when establishing the scope of services for this project and report. Unless GeoEngineers specifically indicates otherwise, it is important not to rely on this report if it was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

For example, changes that can affect the applicability of this report include those that affect:

- the function of the proposed structure;
- elevation, configuration, location, orientation or weight of the proposed structure;

¹ Developed based on material provided by GBA, GeoProfessional Business Association; www.geoprofessional.org.

- composition of the design team; or
- project ownership.

If changes occur after the date of this report, GeoEngineers cannot be responsible for any consequences of such changes in relation to this report unless we have been given the opportunity to review our interpretations and recommendations. Based on that review, we can provide written modifications or confirmation, as appropriate.

Environmental Concerns are Not Covered

Unless environmental services were specifically included in our scope of services, this report does not provide any environmental findings, conclusions, or recommendations, including but not limited to, the likelihood of encountering underground storage tanks or regulated contaminants.

Subsurface Conditions Can Change

This geotechnical or geologic report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time, by man-made events such as construction on or adjacent to the site, new information or technology that becomes available subsequent to the report date, or by natural events such as floods, earthquakes, slope instability or groundwater fluctuations. If more than a few months have passed since issuance of our report or work product, or if any of the described events may have occurred, please contact GeoEngineers before applying this report for its intended purpose so that we may evaluate whether changed conditions affect the continued reliability or applicability of our conclusions and recommendations.

Geotechnical and Geologic Findings are Professional Opinions

Our interpretations of subsurface conditions are based on field observations from widely spaced sampling locations at the site. Site exploration identifies the specific subsurface conditions only at those points where subsurface tests are conducted or samples are taken. GeoEngineers reviewed field and laboratory data and then applied its professional judgment to render an informed opinion about subsurface conditions at other locations. Actual subsurface conditions may differ, sometimes significantly, from the opinions presented in this report. Our report, conclusions and interpretations are not a warranty of the actual subsurface conditions.

Geotechnical Engineering Report Recommendations are Not Final

We have developed the following recommendations based on data gathered from subsurface investigation(s). These investigations sample just a small percentage of a site to create a snapshot of the subsurface conditions elsewhere on the site. Such sampling on its own cannot provide a complete and accurate view of subsurface conditions for the entire site. Therefore, the recommendations included in this report are preliminary and should not be considered final. GeoEngineers' recommendations can be finalized only by observing actual subsurface conditions revealed during construction. GeoEngineers cannot assume responsibility or liability for the recommendations in this report if we do not perform construction observation.

We recommend that you allow sufficient monitoring, testing and consultation during construction by GeoEngineers to confirm that the conditions encountered are consistent with those indicated by the explorations, to provide recommendations for design changes if the conditions revealed during the work

differ from those anticipated, and to evaluate whether earthwork activities are completed in accordance with our recommendations. Retaining GeoEngineers for construction observation for this project is the most effective means of managing the risks associated with unanticipated conditions. If another party performs field observation and confirms our expectations, the other party must take full responsibility for both the observations and recommendations. Please note, however, that another party would lack our project-specific knowledge and resources.

A Geotechnical Engineering or Geologic Report Could Be Subject to Misinterpretation

Misinterpretation of this report by members of the design team or by contractors can result in costly problems. GeoEngineers can help reduce the risks of misinterpretation by conferring with appropriate members of the design team after submitting the report, reviewing pertinent elements of the design team's plans and specifications, participating in pre-bid and preconstruction conferences, and providing construction observation.

Do Not Redraw the Exploration Logs

Geotechnical engineers and geologists prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. The logs included in a geotechnical engineering or geologic report should never be redrawn for inclusion in architectural or other design drawings. Photographic or electronic reproduction is acceptable, but separating logs from the report can create a risk of misinterpretation.

Give Contractors a Complete Report and Guidance

To help reduce the risk of problems associated with unanticipated subsurface conditions, GeoEngineers recommends giving contractors the complete geotechnical engineering or geologic report, including these "Report Limitations and Guidelines for Use." When providing the report, you should preface it with a clearly written letter of transmittal that:

- advises contractors that the report was not prepared for purposes of bid development and that its accuracy is limited; and
- encourages contractors to conduct additional study to obtain the specific types of information they need or prefer.

Contractors are Responsible for Site Safety on Their Own Construction Projects

Our geotechnical recommendations are not intended to direct the contractor's procedures, methods, schedule or management of the work site. The contractor is solely responsible for job site safety and for managing construction operations to minimize risks to on-site personnel and adjacent properties.

Biological Pollutants

GeoEngineers' Scope of Work specifically excludes the investigation, detection, prevention or assessment of the presence of Biological Pollutants. Accordingly, this report does not include any interpretations, recommendations, findings or conclusions regarding the detecting, assessing, preventing or abating of Biological Pollutants, and no conclusions or inferences should be drawn regarding Biological Pollutants as they may relate to this project. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria and viruses, and/or any of their byproducts.

A Client that desires these specialized services is advised to obtain them from a consultant who offers services in this specialized field.

Information Provided by Others

GeoEngineers has relied upon certain data or information provided or compiled by others in the performance of our services. Although we use sources that we reasonably believe to be trustworthy, GeoEngineers cannot warrant or guarantee the accuracy or completeness of information provided or compiled by others.



Appendix C: Public Involvement Documents



Neighborhood Meeting Summary

Greensferry River Crossing

Post Falls, ID
October 2020

Produced by
HDR



Neighborhood Meeting Summary

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Neighborhood Meeting Summary

Meeting Overview

The Post Falls Highway District (PFHD) hosted a Neighborhood Meeting to inform adjacent property owners and gather their input about a proposal to build a bridge at Greensferry Road in Post Falls. The meeting was held at the following location on Tuesday, September 15, 2020, from 6 p.m. to 8 p.m.

Q’emiln Park Trailhead Event Center
 12361 W. Parkway Drive
 Post Falls, Idaho

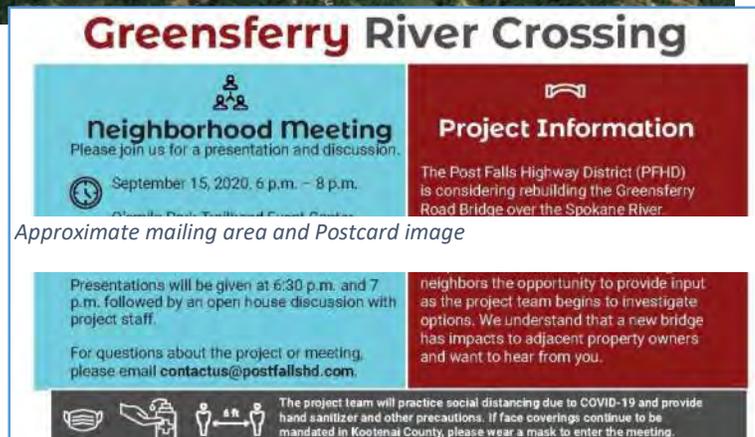
PFHD mailed 324 postcards via zip code drop to adjacent addresses shown within the red circle in the aerial photo to the right.

The format of the meeting was a combined open house with presentations scheduled at 6:30 p.m. and 7 p.m. However, due to the unexpectedly large number of participants and a lengthy question and answer session, the 6:30 p.m. presentation lasted until 7:30 p.m.



Due to COVID-19 concerns, display boards were placed outside on the deck and each participant was given a Ziploc bag containing a pen, comment form, and mask. Kootenai County was under a Mask Mandate at the time and attendees complied.

The intent of the meeting was to initiate the public involvement process and give neighbors the opportunity to provide input as the project team begins to investigate options. The project team planned a Neighborhood Meeting rather than a Public Meeting to prioritize feedback from those most affected by a potential bridge.



Approximate mailing area and Postcard image

Meeting Attendance and Participant Information

One hundred fourteen (114) people signed in at the meeting. Copies of sign-in sheets are included in Appendix C. Participants were asked the following questions on the sign-in sheet:



Neighborhood Meeting Summary

How did you hear about the meeting?

Of those who responded to the question:

- **Postcard** – 34
- **Neighbor** – 24
- **Other – please specify**
 - PFHD - 3
 - CDA Press -5
 - Flier – 3
 - Facebook - 1

Preferred method of contact/notification?

Of those who responded to the question:

- **Email** – 62
- **Phone/text** – 2
- **Mail/letter** – 8

Open House

After signing in and receiving the comment packet, attendees were asked to check in at the survey table with a member of the project team to determine if they were on a list of properties that would be surveyed as part of the concept process. Those on the list were notified that a survey would occur in the next 2 weeks.

All attendees were invited to look at display boards on the deck of the event center. Displays included the following information topics:

- Project Overview
- Project Area Map
- Alternative 1 & 2
- Alternative 3 & 4
- Alternative 5
- Project Schedule

A copy of the displays is included in Appendix A.





Neighborhood Meeting Summary

Presentation

PFHD’s team led the presentation, which started at a few minutes after 6 p.m. in the main room of the event center. A copy of the presentation is included in Appendix B.



Presenters fielded questions and comments from the audience; primary topics included:

- Concerns about property owner inclusion in the process
- Interest in the method for determining the need for a new bridge
- Alignment selection process (i.e., why Greensferry Road was selected as opposed to other alternatives like Huetter Road or Seeley Road)
- Interest in how the concept report fits into the ultimate decision making process.
- More detail about a 2021 bond election needed for project funding

Public Comments

The PFHD received 155 comments as a part of the comment period associated with the Neighborhood Meeting. Comments signed by two people were considered one comment. For example, if a husband and wife signed one comment jointly, it was counted as one submittal, not two. If one stakeholder submitted two different comments, it was counted as two separate comments.

The comment period was open from September 15 to September 30, 2020. In addition to being collected at the public meeting, comments could also be mailed, emailed and submitted via an electronic form on the PFHD’s website.

Comment Themes

Five primary themes emerged from the public comment period and are summarized in the following table:

Theme	Supporting Context
1. Preference for a no build alternative	<ul style="list-style-type: none"> • 83% (129 votes) selected the No Build alternative. <ul style="list-style-type: none"> ○ Alt 1 – 2 votes ○ Alt 2 – 3 votes ○ Alt 3 – 3 votes ○ Alt 4 – 3 votes ○ Alt 5 – 6 votes



Neighborhood Meeting Summary

<p>2. Negative Impacts of the Greensferry Road Alternative</p>	<ul style="list-style-type: none"> • Unwanted development and growth • Property value impacts • Visual impacts • Safety • Noise impacts
<p>3. Cost</p>	<ul style="list-style-type: none"> • Concerns that it will raise taxes • Total cost isn't yet known; property acquisition hasn't been calculated yet
<p>4. More information and public involvement is needed</p>	<ul style="list-style-type: none"> • Requests for more public comment and engagement to occur so communities can work together
<p>5. Suggestions for alternative locations/solutions</p>	<ul style="list-style-type: none"> • Huetter is a better location. Centrally located between 95 and Spokane Street Bridge • Make Spokane St. Bridge four lanes • Farther upriver, i.e. Ross Point, Seeley Rd

All comments are provided in Appendix D.

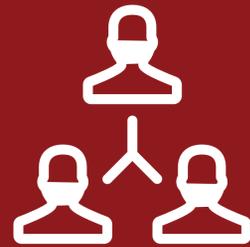


Neighborhood Meeting Summary

Appendix A – Meeting display boards

Welcome

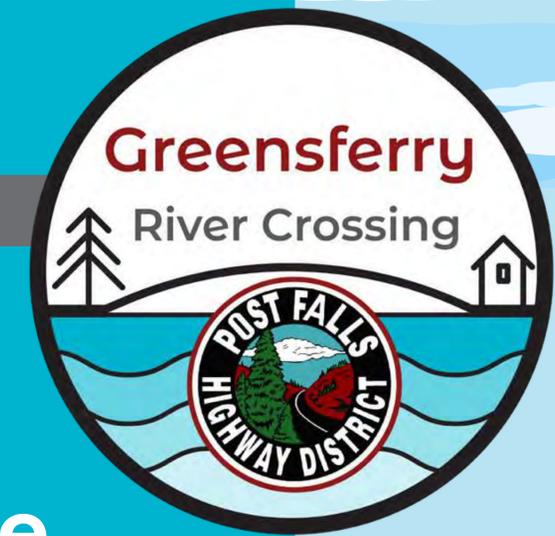
Greensferry River Crossing Neighborhood Meeting



Thank you for attending this Neighborhood Meeting. The purpose is to provide information about a proposal to rebuild a bridge across the Spokane River at Greensferry Road.



Project Overview



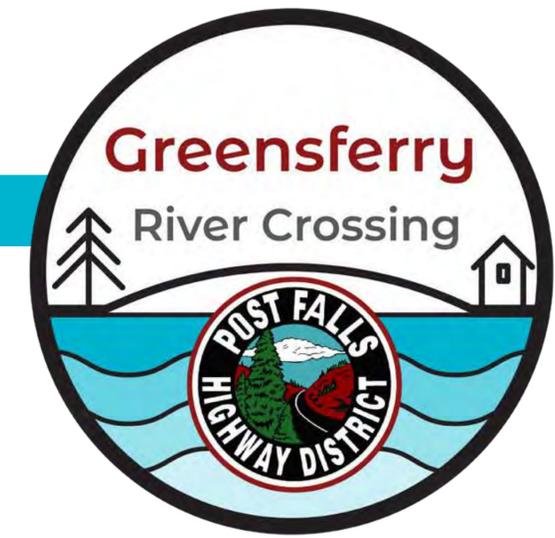
The Post Falls Highway District (PFHD) plans to rebuild a river crossing in the same location as the original Greensferry Road Bridge.

The original bridge was closed in the late 60's but since that time growth and expanding development on the south side of the river have made it critical to restore the link between the City of Post Falls and the south side of the river.

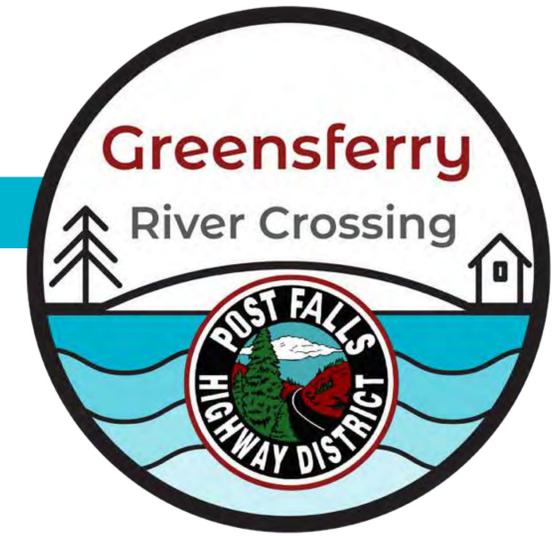


PFHD understands that this project could be impactful to adjacent property owners and is engaging neighbors very early in the decision-making process to gather your input.

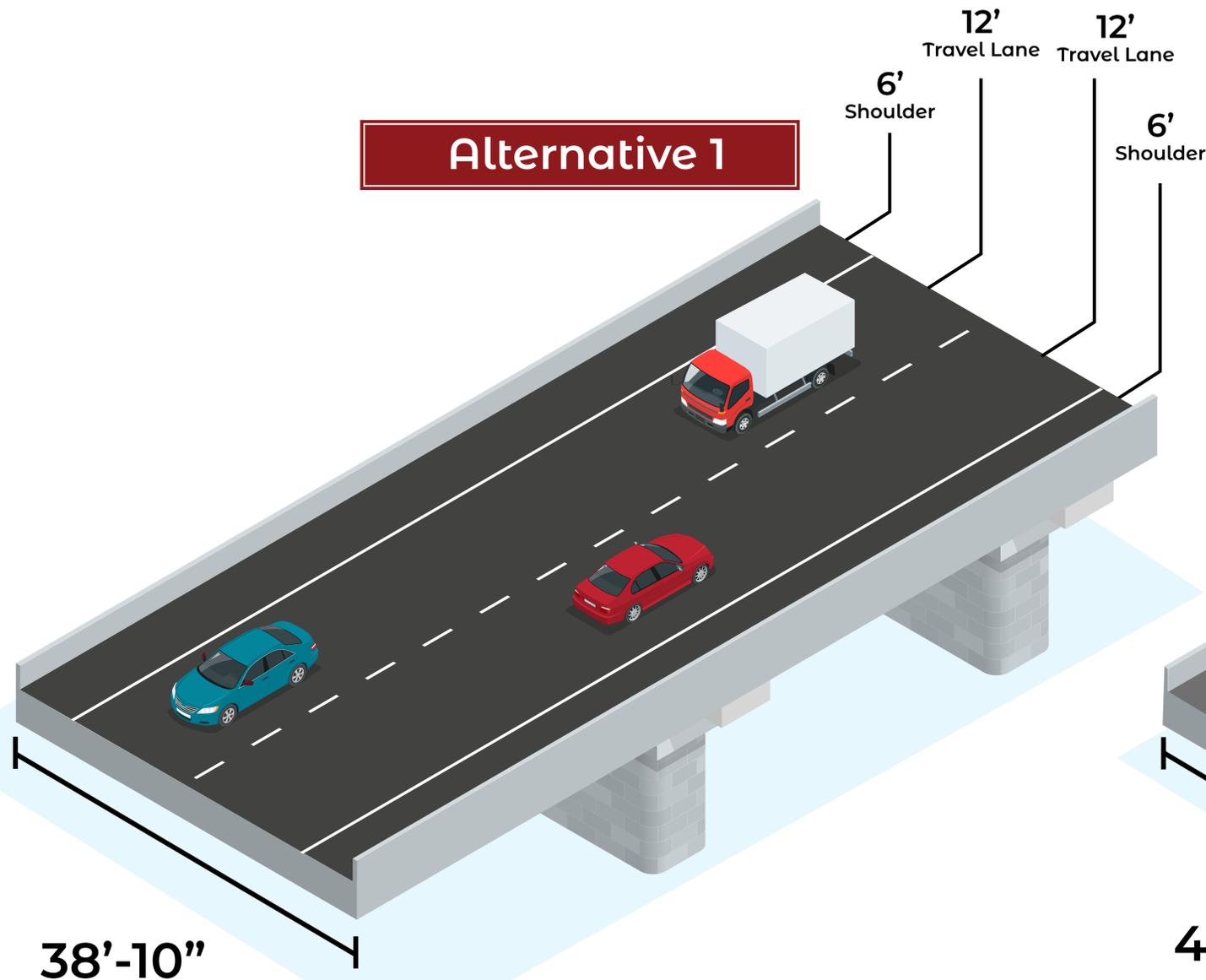
Project Area Map



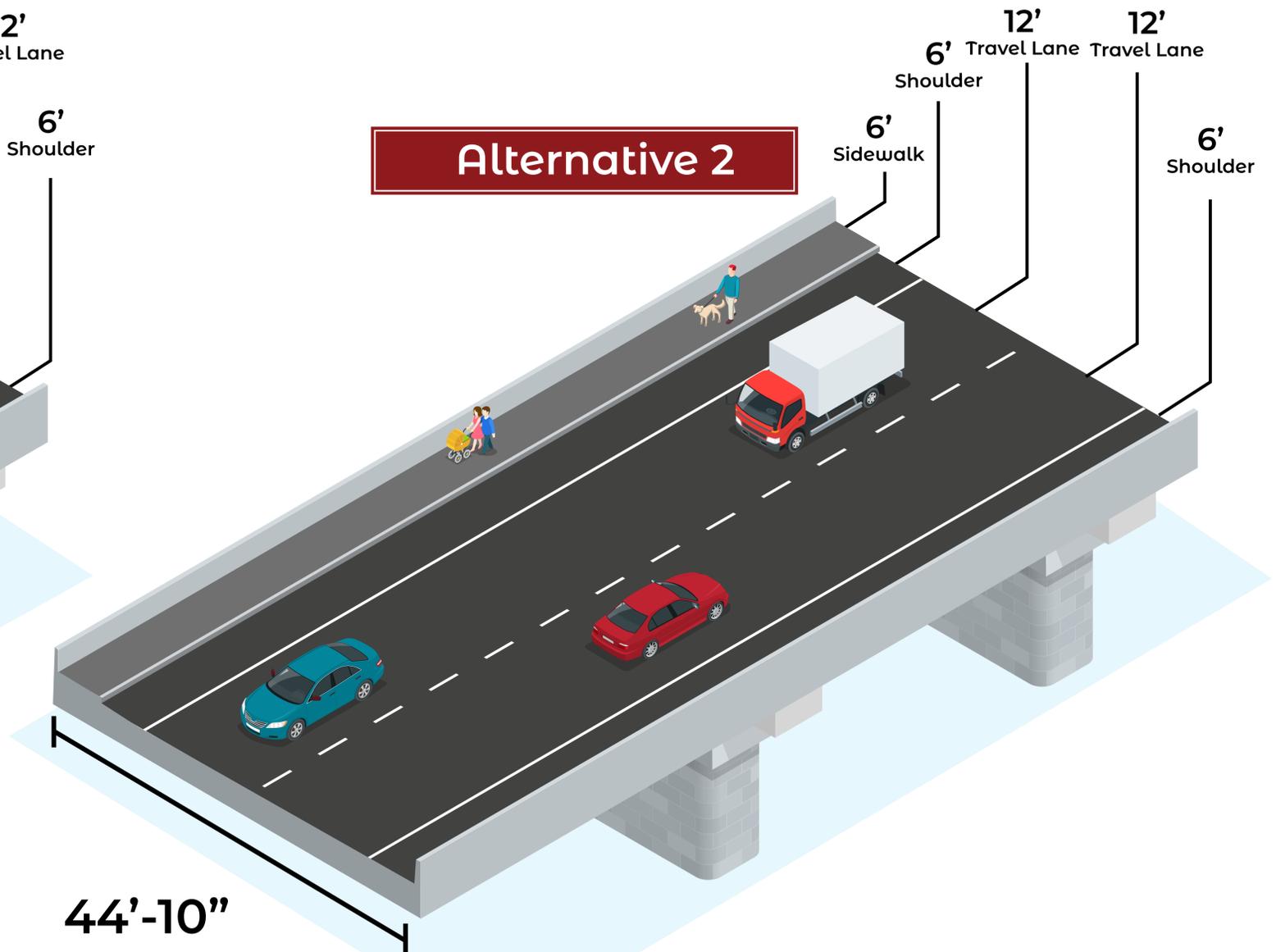
Alternatives 1 & 2



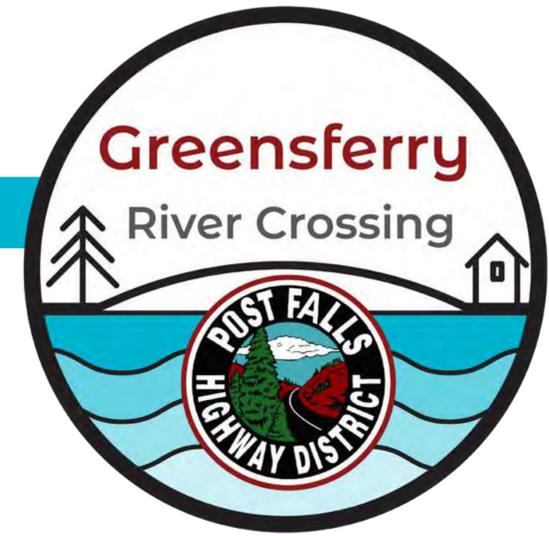
Alternative 1



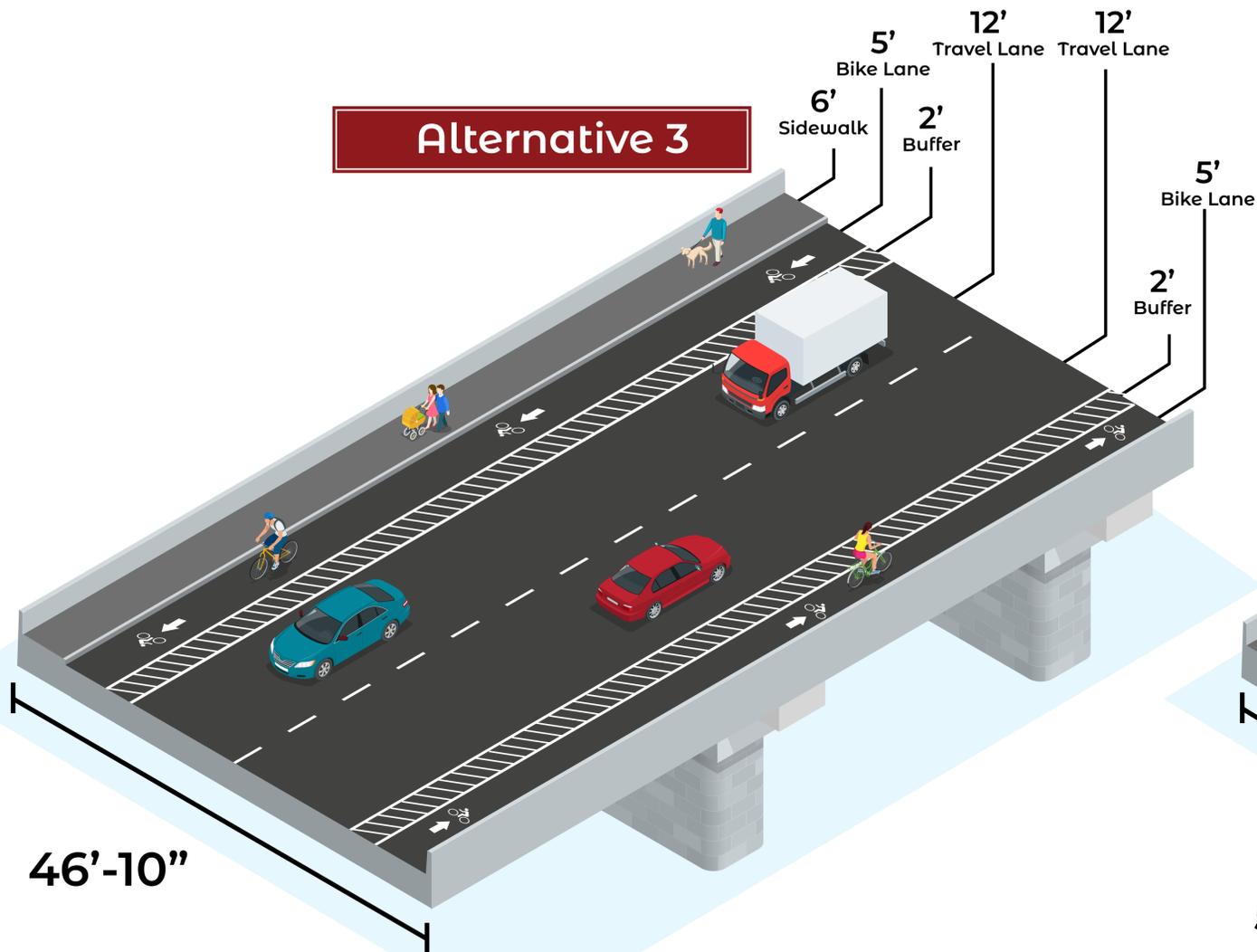
Alternative 2



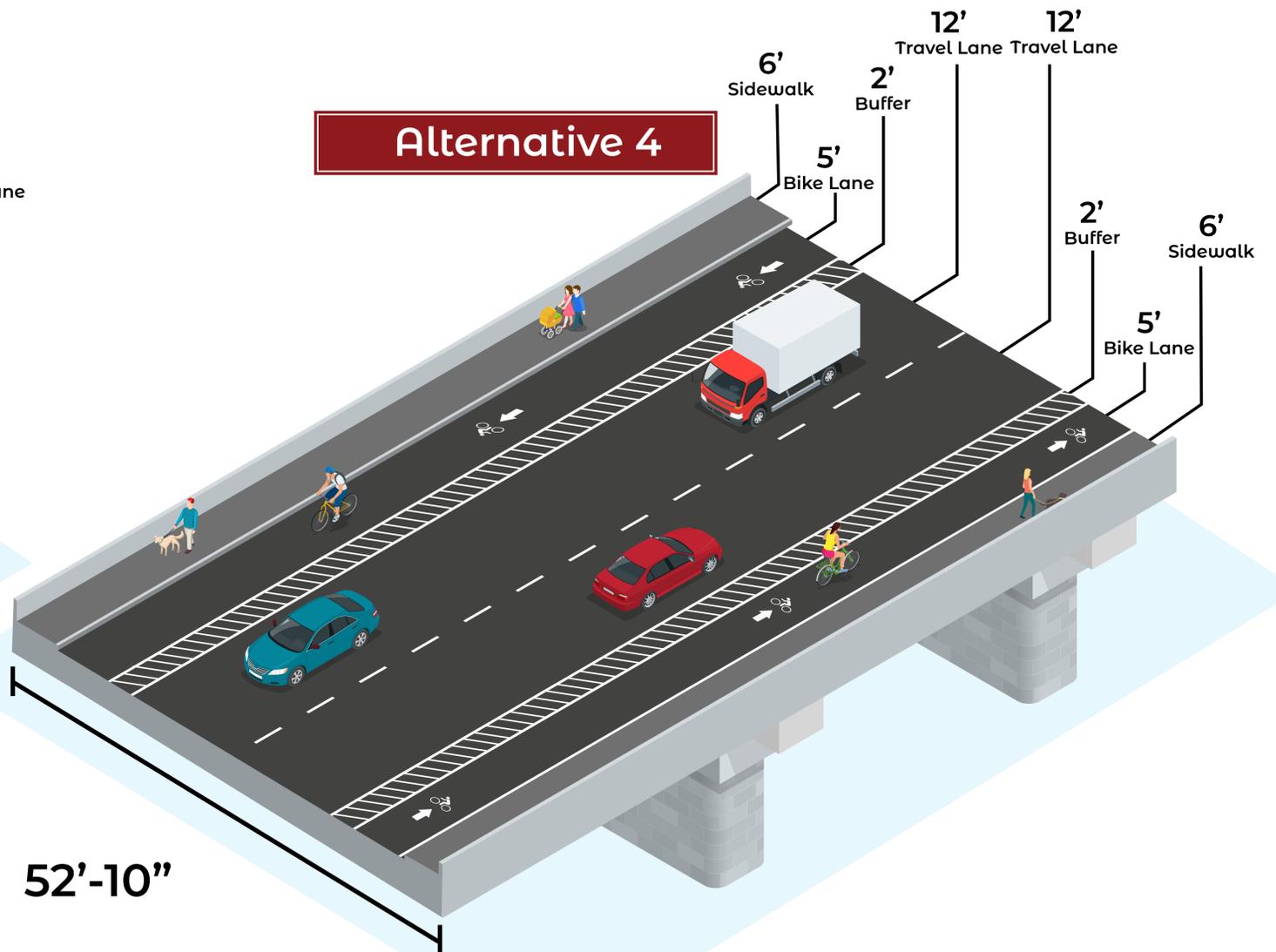
Alternatives 3 & 4



Alternative 3



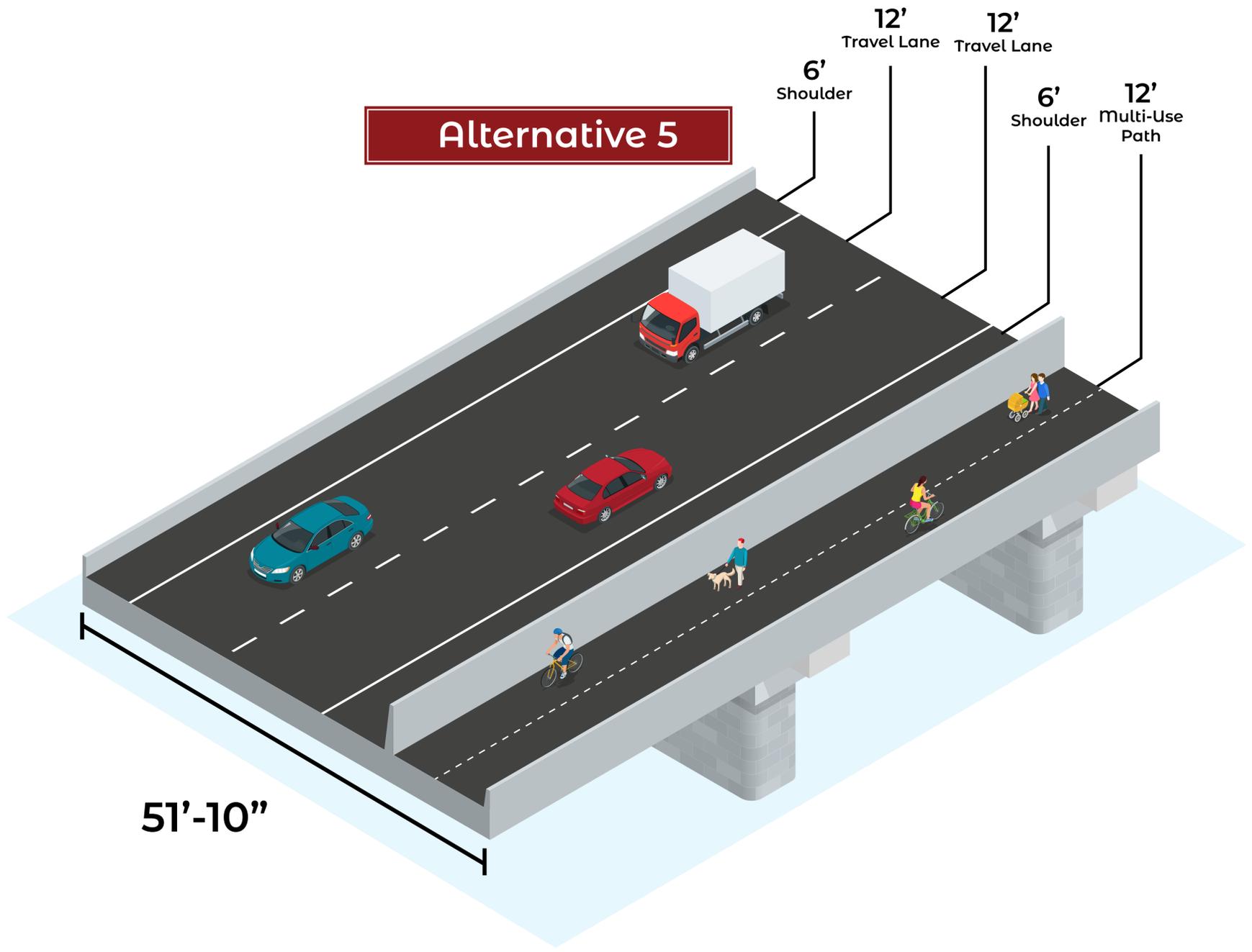
Alternative 4



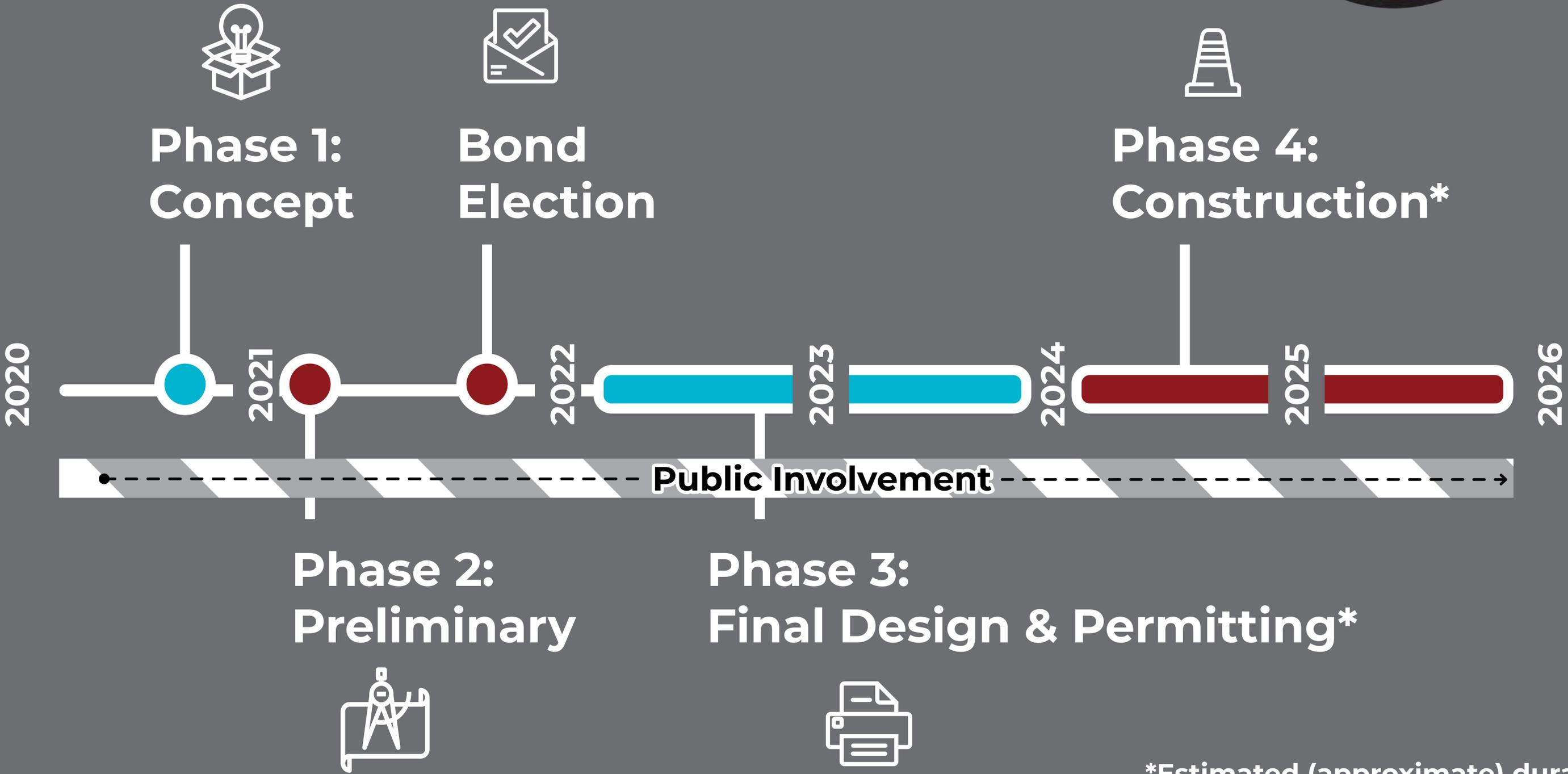
Alternative 5



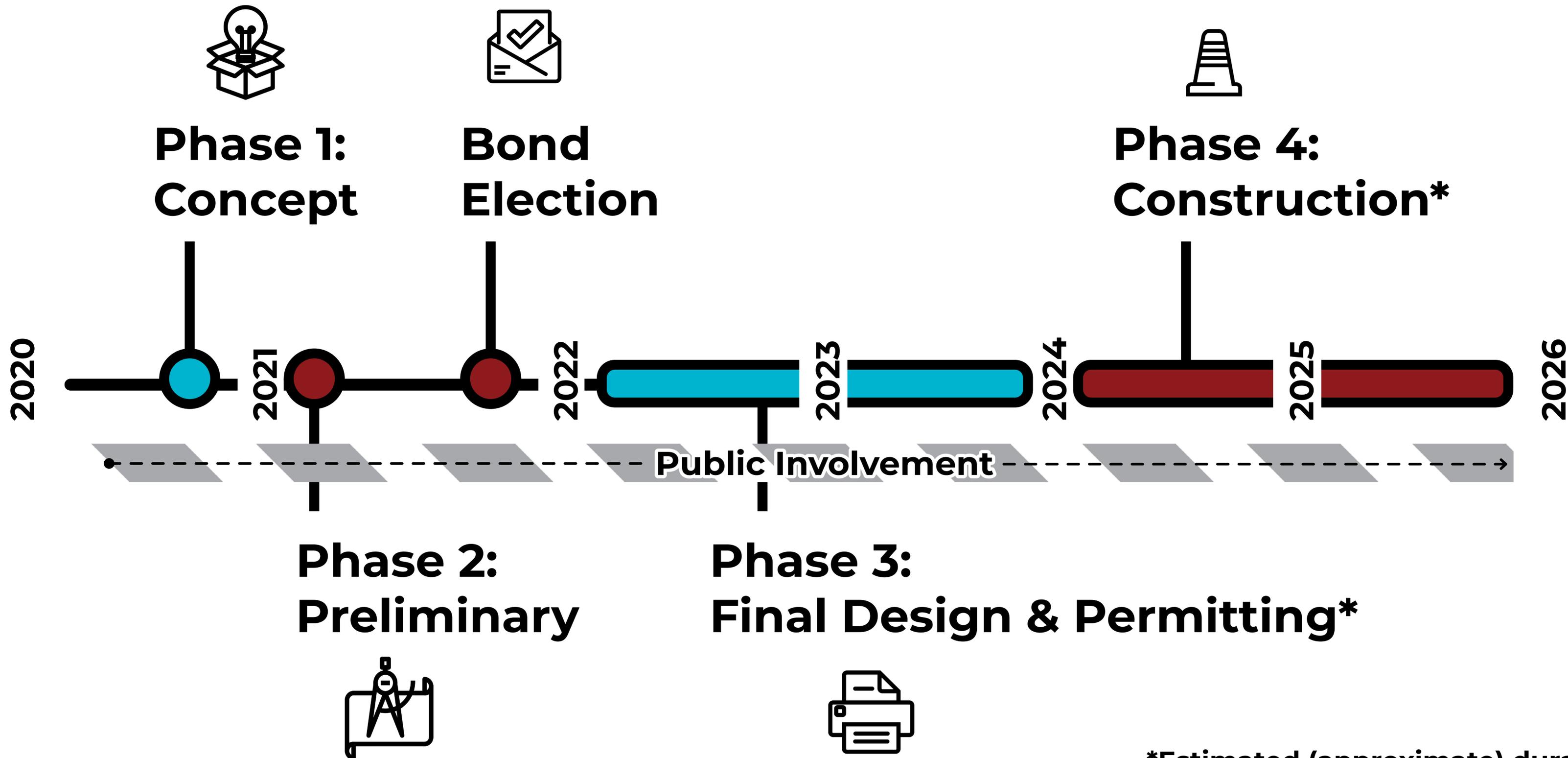
Alternative 5



Project Schedule



*Estimated (approximate) durations



*Estimated (approximate) durations



Neighborhood Meeting Summary

Appendix B – Presentation

Greensferry River Crossing

Neighborhood Meeting

September 15, 2020



Proposed Project



Post Falls Highway District (PFHD) is proposing to rebuild the Greensferry Road Bridge over Spokane River in the same location as the original Greensferry Road Bridge.



Community Input



- We are here to listen!
- Will determine how the new crossing will function and what it will look like.
- Will determine if the project moves forward to construction through the bond election.





Who have we talked to?

- **Post Falls School District**
 - Superintendent and Busing Supervisor
- **Emergency Service Responders**
 - Kootenai Fire and Rescue
 - Kootenai County Emergency Medical Services Systems
 - Kootenai County Office of Emergency Services Management
 - Kootenai County Sheriff
- **City of Post Falls**
 - Planners & Engineers
 - Mayor
- **Kootenai County Commissioners**





What have we heard?

- **Very much needed! Surprised it took this long.**
 - **Noise mitigation for adjacent property owners may be needed.**
 - **Decreases driving time.**
 - **Redistributes – does not increase traffic.**
 - **Growth is happening regardless, this project will not increase growth.**
 - **No-brainer from an EMS standpoint.**
 - **Speed limit can't increase.**
 - **Piers are navigation/safety issue – jet skis will hit them.**
 - **Must go to the people, they will not come to you! Go door-to-door.**
 - **New bridge will significantly improve busing routes for PFSD.**
-



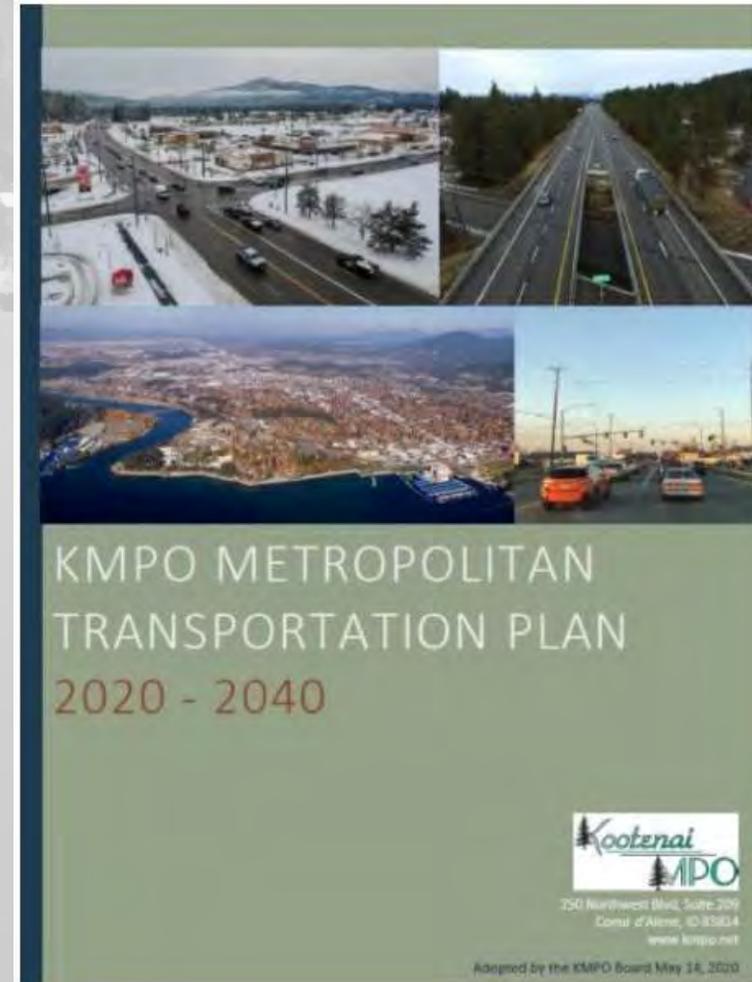
How did we get here?



**Post Falls Highway District
Transportation Plan**
September 2018



Prepared by:



How did we get here?



Event	Date
Request for Proposals (RFP)	May 2020
Consultant selection	July 2020
Key Stakeholder Interviews	August/September 2020
Neighborhood Meeting	TONIGHT!
Bridge Concept Report	December 2020
Community Working Group	Winter/Spring 2021
Public Open House	Spring 2021
Preliminary Design/Public Feedback	Summer 2021





Why at Greensferry Road?

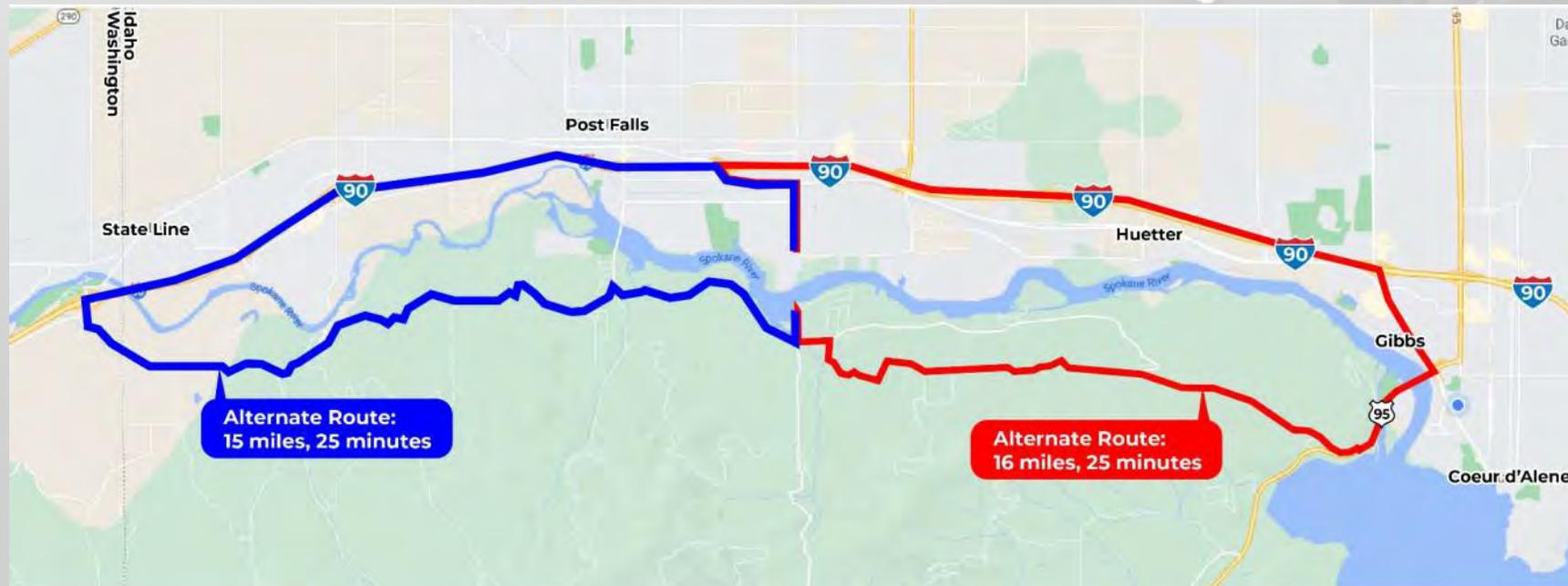
- **PFHD owns 50 ft. of right-of-way in this location.**
 - This ultimately saves taxpayer dollars.
- **It is close to the main population center in a location that best serves growth in the area and provides close access to services.**
- **Connects to a main north/south arterial, which provides access across I-90 and connects to many other regional routes (Poleline, Prairie, Hayden, Wyoming, SH-53).**
- **Widening Spokane Street Bridge does not solve mobility problems in the area.**





Benefits of Greensferry Crossing

- Improves both mobility and safety.
- Provides an additional route in the event of an emergency.
- Improves service response times for secondary emergency response teams.
- Will redistribute area traffic, reducing congestion.



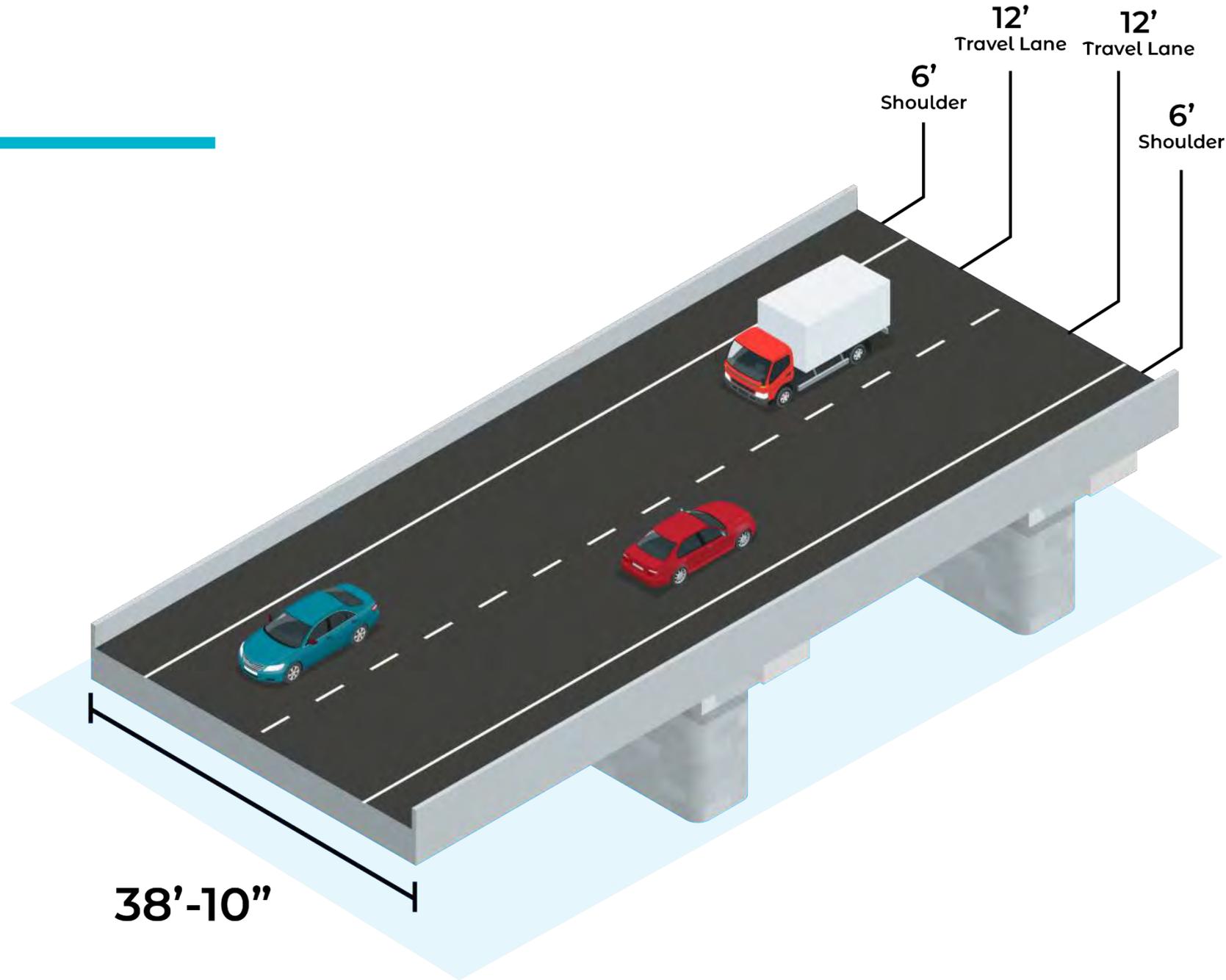
Challenges of Greensferry Crossing



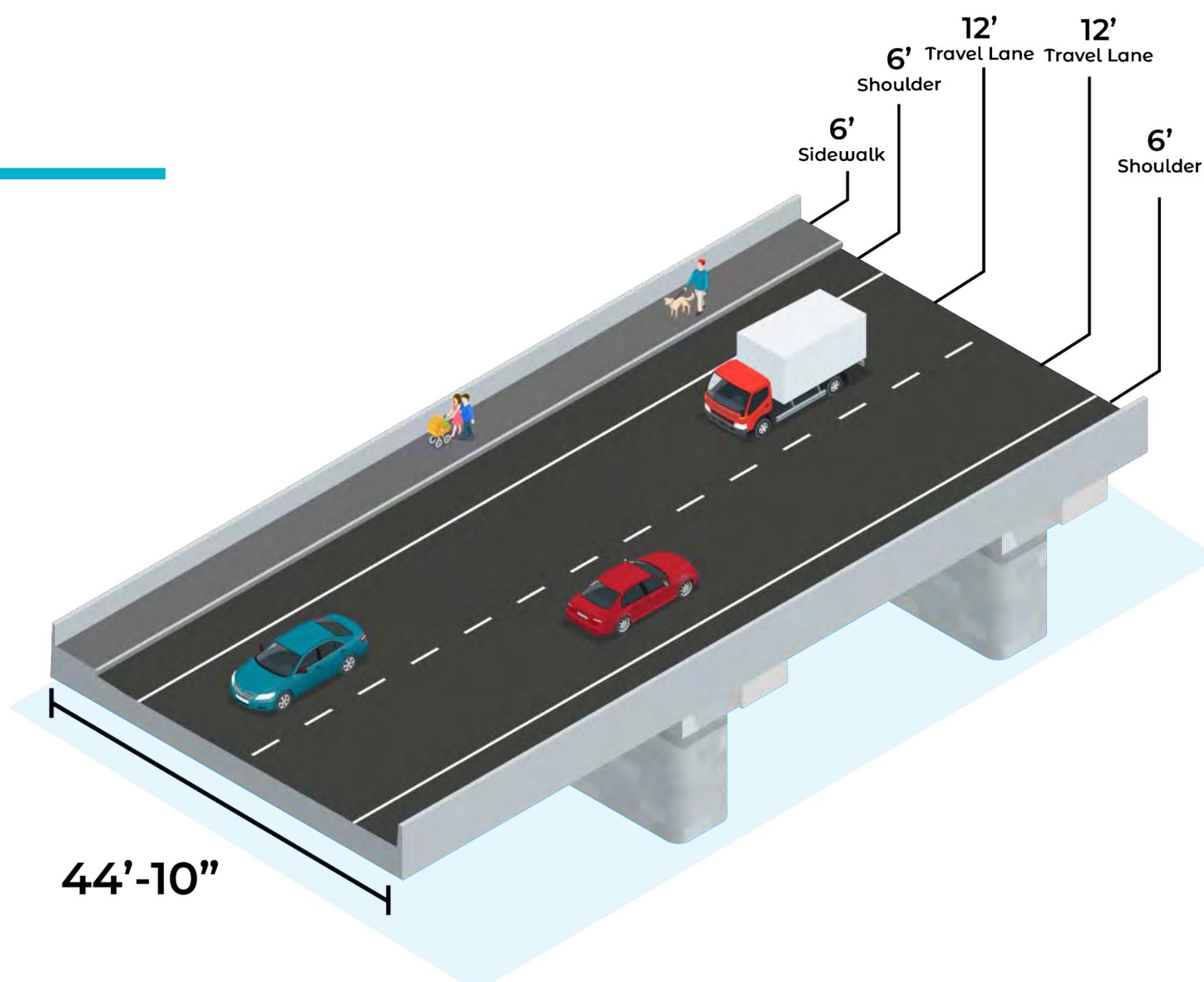
- **Potentially requires property acquisition to add to PFHD's existing right-of-way.**
- **Changes existing traffic patterns and noise levels.**
- **PFHD plans to fund the project through a bond election.**
 - No state or federal funds are planned for this project.



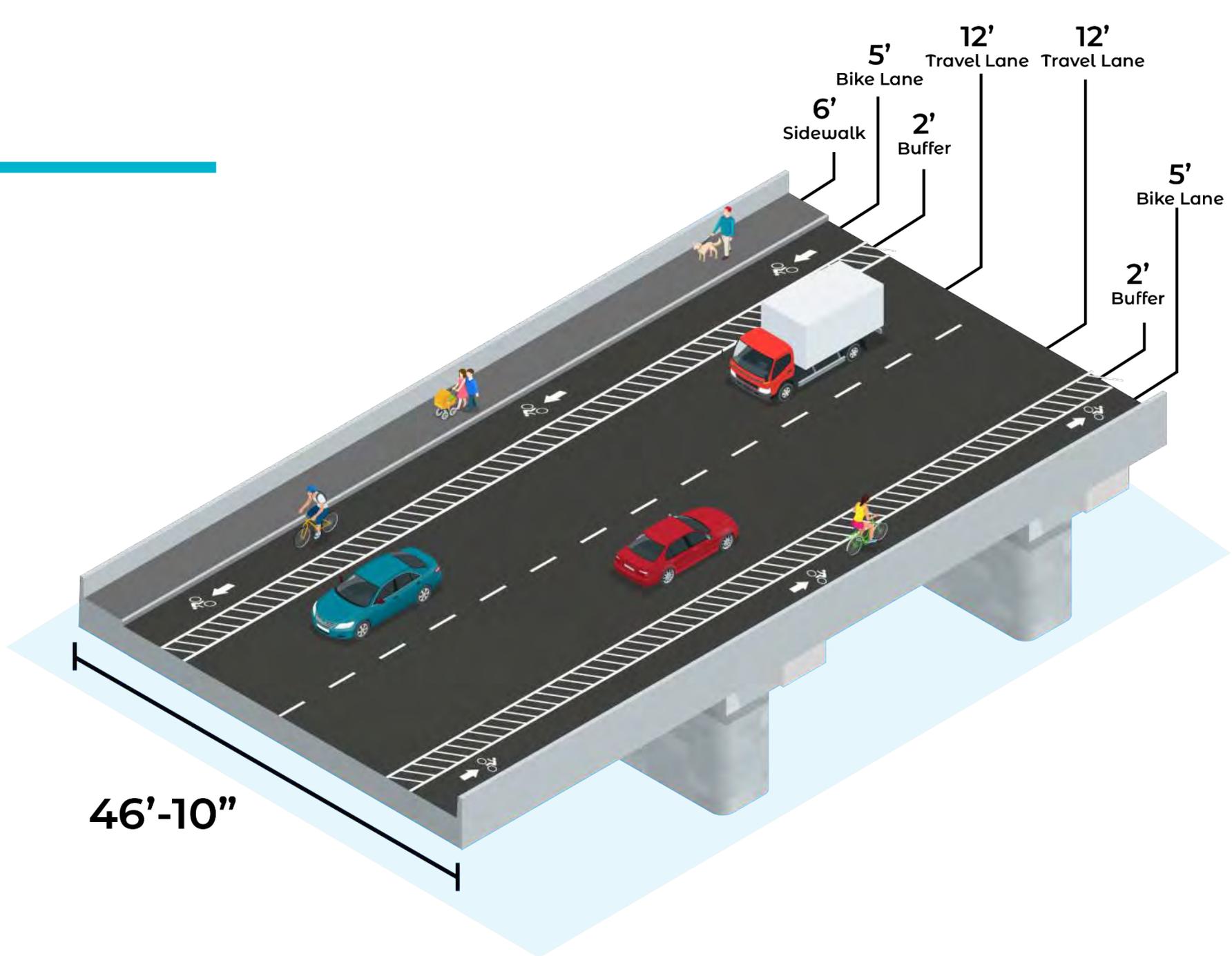
Alt. 1



Alt. 2



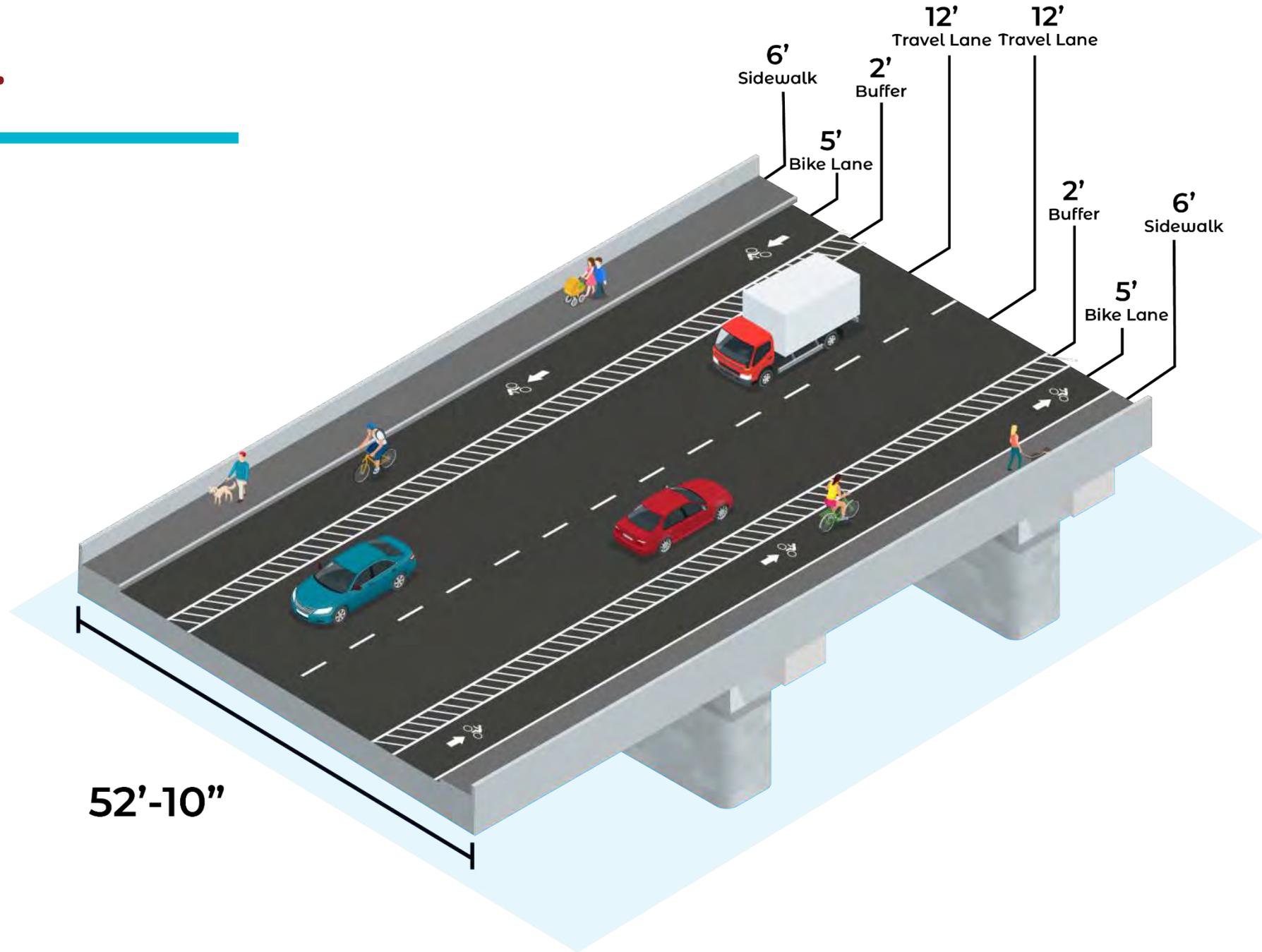
Alt. 3



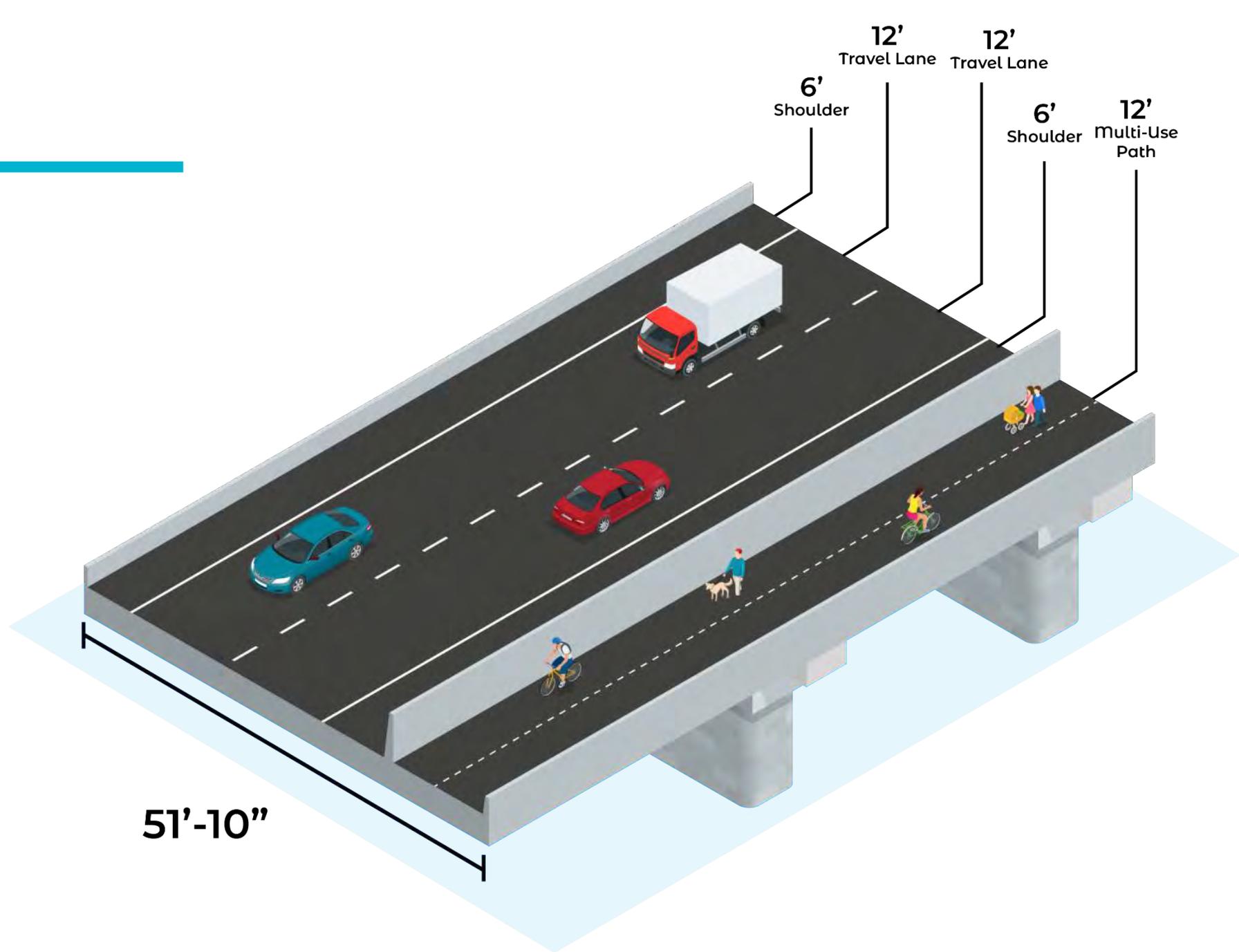
46'-10"



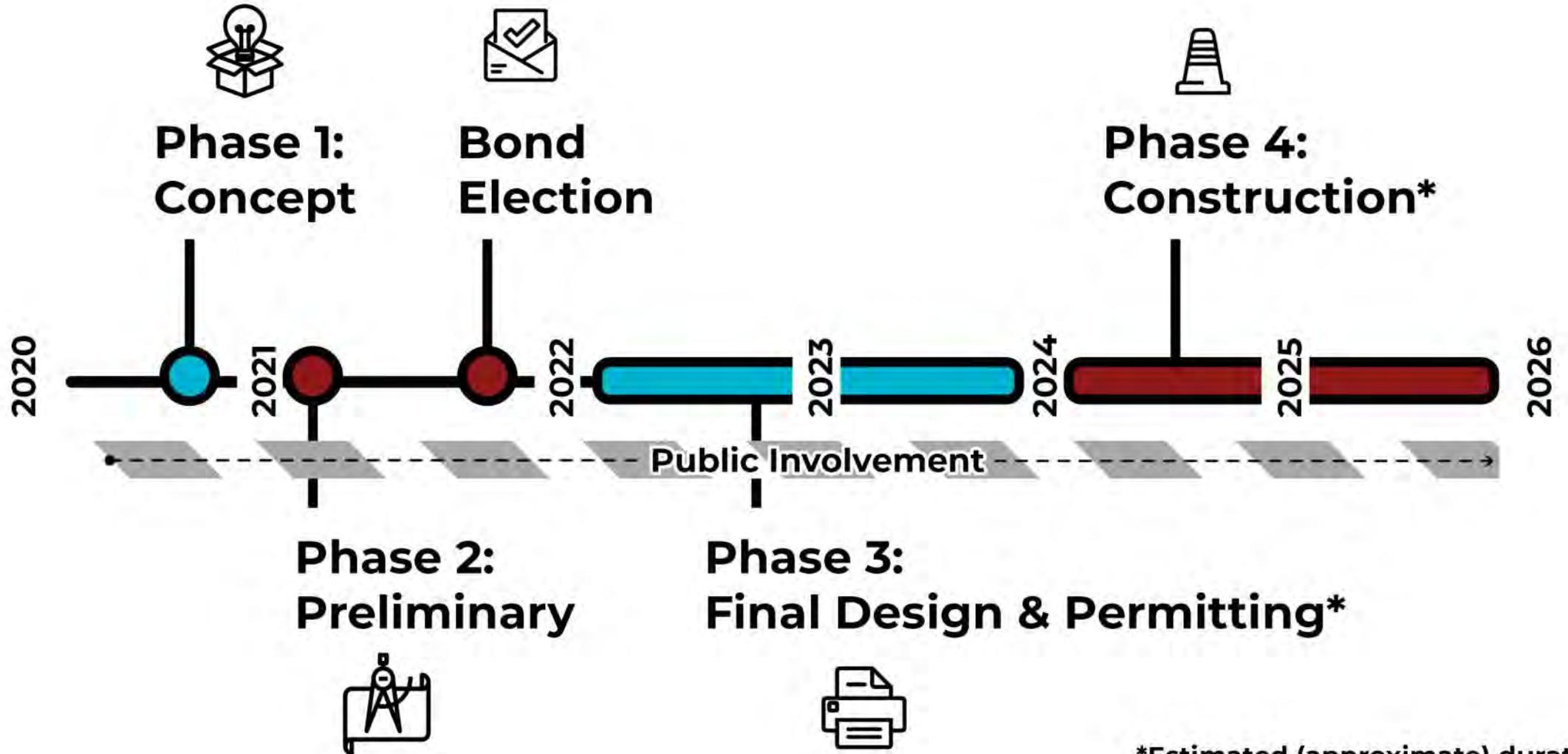
Alt. 4



Alt. 5



What's Next



*Estimated (approximate) durations

Questions





Neighborhood Meeting Summary

Appendix C – Sign-in sheets



Greensferry River Crossing Neighborhood Meeting SIGN-IN FORM

O'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, ID
September 15, 2020 | 6 p.m. - 8 p.m.

Please print as legibly as possible. Thank you!

NAME	REPRESENTING	ADDRESS (INCLUDE ZIP CODE)	EMAIL	HOW DID YOU HEAR ABOUT THE MEETING? <ul style="list-style-type: none"> • Postcard • Neighbor • Other (Please specify) 	PREFERRED METHOD OF CONTACT/NOTIFICATION <ul style="list-style-type: none"> • Mail • <input checked="" type="checkbox"/> Email • Other (Please specify)
Donna Aycock		558 S. Bret, CDA, ID		Post Card	
Edward Aycock		588 South Bret, CDA, ID		Post Card	
SCOTT SANWAYS		11335 W. - SELLAS RIDGE DR PF	SCOTT SANWAYS @ GMAIL.COM	CDA ^{love}	
Karen WILLIAMS		1931 E Sundance Dr.		POSTCARD	
PHIL THOMPSON		555 South Greensferry Road	puthompson79@ gmail.com	POSTCARD	
Terry Werner		13157 W Harmon Ave		PFHD	
Robert T Serrett		1958 Sundance Dr		Post Card	E-mail
Sandy Serrett		" "	robert.serrette@ gmail.com		
TERRENCE LITCHFIELD		1960 Sundance Dr			
PATRICIA LITCHFIELD		" "			
				titchfield@roadrunner.com	
				" "	



Greensferry River Crossing Neighborhood Meeting
SIGN-IN FORM

Q'emlin Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, ID
September 15, 2020 | 6 p.m. - 8 p.m.

Please print as legibly as possible. Thank you!

NAME	REPRESENTING	ADDRESS (INCLUDE ZIP CODE)	EMAIL	HOW DID YOU HEAR ABOUT THE MEETING? • Postcard • Neighbor • Other (Please specify)	PREFERRED METHOD OF CONTACT/NOTIFICATION • Email • Other (Please specify)
Ernst & Lynn	Myself	9109 W Paty. Dr		I like them	
Ronald Utz	Myself	9027 W. Patrick Dr	rnutz@hotmail.com		Email
Dale J. Sha		9645 W Driftwood Dr	dale@wdhomes.com	Mail	Email
Harold Shuman	Myself	9197 W Driftwood Dr			
James Mulcahy	Self	1952 E. Sunnace Dr P.F.	mulcahyj@peaprinter.com	Mail	Email
Steve Rzenowar	Self	1918 Rookery Dr. P.F.	LSRIVENORNE@GMAIL.COM		EMAIL
DAN LOUGHRAN	SELF	1908 E. Rookery Dr P.F.	d_loughran@hotmail.com		Email
KRISTI COSSETTE	SELF	9607 W Driftwood Dr CDA	kristicosssette@gmail.com		email
Gavin Cejins	Self	1715 E Sunnace Dr P.F.	bankino@gmail.com	Neighbor	Email
RON DAVIDSON	SELF	1965 E SUNNACE DR P.F.	rdd1963@GMAIL.COM		"



Greensferry River Crossing Neighborhood Meeting SIGN-IN FORM

O'emlin Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, ID
September 15, 2020 | 6 p.m. - 8 p.m.

Please print as legibly as possible. Thank you!

NAME	REPRESENTING	ADDRESS (INCLUDE ZIP CODE)	EMAIL	HOW DID YOU HEAR ABOUT THE MEETING? <input type="checkbox"/> Postcard <input checked="" type="checkbox"/> Neighbor <input type="checkbox"/> Other (Please specify)	PREFERRED METHOD OF CONTACT/NOTIFICATION <input type="checkbox"/> Mail <input type="checkbox"/> Email <input type="checkbox"/> Other (Please specify)
Dan Andrus	Home	445 So Greensferry Pt	andrusfire@gmail.com	neighbor	Email
Susan Sloyka	home	895 S. Greensferry Rd	ssloyka3@roadrunner.com		email
Archael Grant	home	9079 W. Redick Dr.	rarchael.grant@hotmail.com	neighbor	email
Jane Romey Ross	"	575 S. Greensferry Rd.	RomeyR@fak.com	"	
Eowyn Sallis		1924 Rodkey Dr.	eowynsallis@gmail.com	postcard	e-mail
Craig Sengja		11763 W. Rivers Dr.	craigsengja@msn.com	facebook	email
Raymond Leonard	Home	1902 E. Madison Ln	leonardlelan5@gmail.com	neighbor	E-mail
Collen Holmes	Home	8880 E. Marine Dr		neighbor	
Kathy Bernard	Home	706 S. Twilight Ct	Kebhernandez@gmail.com	mail	Email
John Smith		915 E. Walnut		neighbor	



Greensferry River Crossing Neighborhood Meeting
SIGN-IN FORM

O'emlin Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, ID
September 15, 2020 | 6 p.m. - 8 p.m.

Please print as legibly as possible. Thank you!

NAME	REPRESENTING	ADDRESS (INCLUDE ZIP CODE)	EMAIL	HOW DID YOU HEAR ABOUT THE MEETING? • Postcard • Neighbor • Other (Please specify)	PREFERRED METHOD OF CONTACT/NOTIFICATION • Mail • Email • Other (Please specify)
Anne Samways		11335 W. Bella Ridge Dr. ⁸³⁸¹⁴ Post Falls, ID	Anne.Samways@gmail.com	postcard	email
Mlyna Dossey		1925 East Sundance Drive 83854	myrnadossey@gmail.com	postcard	email
Terry Kay		8354 E. Marine Dr PFID 83854		postcard	mail
EDWARD R ADAMCHAK JR		719 S. GREENSFERRY RD ID 83854		POST CARD	E-MAIL
Julie Adamchak		719 S. Greensferry Rd	adamchak@roadrunner.com	post card	EMAIL
Madison Noweely		ODR PRESS	mhardy@odapress.com		email
James & Paula Toynebe		11024 W. Riverview Dr PF	JimToynebe@aol.com		email
Jerry Everhart		2449 E Woodcrest DR PF		email	
Derck & Alicia Hansen.		1901 E. Meadow Lane.	Derckhansen@gmail.com lisaax164@gmail.com		Email
Wayde Spiker		1910 E. Rodkey Drive	Derckhansen164@gmail.com jwspiker@westwaik.com		email



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Sue Loughlin	Self	1908 E. Rodkey Dr	Sbloughlin@net.net	Neighbor	email
John Jeffrey	Self	4607 W. Driftwood Dr.	john.jeffrey1967@yahoo.com	Neighbor	email
Christina Davidson	Self	1963 E Suiden Dr.	RD1963@gmail.com	Neighbor	email
Valerie Andrus	Self	445 S. Greensferry Rd.	andrusfive@roadrunner.com	Neighbor	email
Scott Sorensen	Self	10118 W. Snowshoe Rd	Cindylov@MHL.com	Neighbor	email
Cindy Sorensen	Self	" "	" "	" "	" "
Susan Stager	self	11831 W. Riverview ^{PF} 83854	swan@stager.com	mail	email
Ronnet R Stager	Self	11831 W Riverview Dr ^{PF}	Lobs@stager.com	Mail	email
JAMES TEMPLETON	SELF	1928 E. RODKEY DR	TEXJWTE@AOL.COM	MAILER	EMAIL
Todd Tombee	Self/HD	5347 E Woodland Dr.	wttombee@gmail.com	PFHD	email
Heather Leonard	Self	1902 E Meadow Ln	Leonardclar@gmail.com		email



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Dana Drake	self	9363 W Driftwood Dr	Dana56@DadanJoseph.A.Molloy@gmail.com	Postcard	Email
Joseph Molloy	Family of 7	707 S. Twilight Ct.	@gmail.com	Post card	Email
Keith Metcalf	Family	11917 W. River View Dr	KNXMETCALF@AOL.com	Post card	Email
John Humphreys	self	1738 JARSAA AVE.		OTHER	
Angela Smith	Self	1949 E. Sundance dr.	Smithlang@gmail.com	Neighbor	email
Holly + James Mulby	self	723 S Greensberry	hollymmp@outlook.com	neighbor	email
Jean + Terry Wynia		725 S. Greensberry	terrywynia@msn.com	" "	" "
Larry + Carol May		883 S. Greensberry	lmay88@gmail.com	Neighbor	
[Signature]	Self	2424 Woodcrest	TimeFlatRoofing.Com	Email	
Patrick Carter	self	1959 E. Sundance Dr.	jetrep@icloud.com	Page	email



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NAME	REPRESENTING	ADDRESS (INCLUDE ZIP CODE)	EMAIL	HOW DID YOU HEAR ABOUT THE MEETING?	PREFERRED METHOD OF CONTACT/NOTIFICATION
Kathie J Smith	Self	9363 W Driftwood Dr. CDA	Kjsirook@aol.com	Postcard	email
Eric Ansrewnicks	Pam Dockter	5225 S. GREENS FERRY 83854	emangouse@292.com	Postcard	Text
Kim Metcalf	Self	11917 W Ruverview Dr. P.F.	khkmetcalf@aol.com	Postcard	509-710-3931
David Humphreys	Household	1405 E. Rodkey Drive	dauidahumphreys@icloud.com	Postcard	Text 208-964-0711
Naonato Doreth	Self	1949 E Sundance		Postcard	208-691-2137
Carl Christian	Self	1920 Rodkey Drive	H1Claymore@comcast.net	neighbor	email
Dee Dee Christian	self	1920 E. Rodkey Dr.	LIWHalfpint@comcast.net	neighbor	email
PAT Linore Bethke		9080 Patrick Dr Sd A	bethkerroost@hotmail.com	Postcard	email
L. Alleet	Self	696 S. Kelly Rd COM83814	lew7727@RoadRunner.com		
AL Simmons	SELF	1950 E. SUNDANCE DR			
Robert Shay	Self	1480 N. FORDHAM ST.	robertallanshay@gmail.com	Newspaper	E-MAIL

206.478.0505



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NAME	REPRESENTING	ADDRESS (INCLUDE ZIP CODE)	EMAIL	HOW DID YOU HEAR ABOUT THE MEETING?	PREFERRED METHOD OF CONTACT/NOTIFICATION
PAM DOCKTER	SELF	525 S. GREENSFERRY RD. ^{Post Falls, Idaho} 83854		Neighbor	Mail Email
Buck Arendt	PAM DOCKTER	Same as Above	SAME AS ABOVE	Same	Same
Jodyn Mack	self	P.O. Box 1462 Post Falls, ID	NA SORENSEN49@GMAIL.COM	fixers cancer mail MAIL From City	NA EMAIL
LEE SORENSEN	Indy 19 Survival	645 S. GREENS FERRY RD	ALBALLI@HOTMAIL.COM	MAIL	EMAIL
GARY FORD	SELF	570 SOUTH BRET	buzancathy@msn.com	Mail	Mail
Buzz Hester	Self.	1951 E. Spruance	ELCAKER@Yahoo.com	Mail	Mail
Gloria Laker	Self	9109 W. Patrick Dr. S 872 W. Harbor Dr. Opa 83814	9997 Tyler@email	Neighbor	Mail
Tyler	Self	6190 W. Harbor Dr 83814		Neighbor	Mail
Alope Harboyl	Self	2421 E. Woodcrest Dr. 83854		neighbor	mail
Claudia Guevara	self	1952 E. 12th Ave #41 83854		neighbor	mail
Pat Smith	self				



Greensferry River Crossing Neighborhood Meeting SIGN-IN FORM

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Sheila Walker	myself	665 S. Greensferry Rd. 83854		Postcard	mail
Barbara Ford	"	570 S. Bret Ave. 83814		Postcard	letter
Paul Wagner	"	1907 E Rodkey 83854	idawyg55@gmail.com	Postcard	e-mail
Cathy Heston	myself	1951 E Sundance Dr 83854	burzencathy@msn.com	Postcard	e-mail
Kaura Lorenzen	"	1903 E Rodkey		Postcard	mail
Ren Weers	"	3869 E. MARINE DR.	clonptions@icloud.com		e-mail
MARY NELSON	"	5974 W. Andrew St.	CDA		
Dave Shults	Myself	5552 W. Highland Dr. CDA	webhappy2@gmail.com	CDA Press	e-mail
Josette Shults	myself	"	JSSINCDA@gmail.com		e-mail
Fred Shari Gaborie	selu	1904 E Rodkey Dr TF	clahoskey@gmail.com	flyer	e-mail

5



Greensferry River Crossing Neighborhood Meeting SIGN-IN FORM

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NAME	REPRESENTING	ADDRESS (INCLUDE ZIP CODE)	EMAIL	HOW DID YOU HEAR ABOUT THE MEETING? <input type="checkbox"/> Postcard <input checked="" type="checkbox"/> Neighbor <input type="checkbox"/> Other (Please specify)	PREFERRED METHOD OF CONTACT/NOTIFICATION <input type="checkbox"/> Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other (Please specify)
MELISSA VALDIVIA	SELF	9789 N. GEORGE LN	MELF77004SHINGA@GMAIL.COM		
Laura White	RYA	12200 E Hummingbird Lane	Lwhite@rweyager.com	PFHS	email
ROB EPPER	SELF	9764 CREEKSIDE RD	RENDER@ZIGAGCHOICE.COM		EMAIL
Scott Eastfield	"	1927 W. SPAN WAY RD	ScottEastfield@msn.com	Friend	11
Sharon Kalfourman	SELF	7230 664 S. BRET AVE.	ELAFUNT@N11532@ROADRUNNER.COM		



Neighborhood Meeting Summary

Appendix D - Comments



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I just moved to the corner of Sundance and Greensferry. My significant other and I just bought this as our first house with plans to start a family. Our bedrooms are about 15 feet from the road which is perfectly fine because there is very little traffic in the neighborhood after 9-10pm. But an increase in traffic will cause significant stress to my household from feeling the vibrations of traffic late at night and also the noise of vehicles passing by. I believe this would be in violation of Idaho's nuisance laws to my household by not allowing us the enjoyment of our newly purchased property that we bought with no prior knowledge of the Greensferry bridge project. We were born and raised in Idaho and as Idahoans I believe property is one of the most valuable and enjoyable things a person can own. Yet we are going to have the enjoyment of our property ruined by putting in a bridge that will increase traffic making us feel unsafe to allow any children we decide to have outside especially during winter since we live on a downhill slope and by creating a noisy and vibration filled environment for us to sleep in. Not to mention the possible property value loss we could suffer if the bridge blocks what small view of the river we have or creates an expansion of the road taking more of our meager property away from us. Please reconsider putting this bridge anywhere but here on Greensferry. I've lived here my whole life. Traffic isn't that bad, and this certainly isn't the solution being 1 mile away from the Spokane bridge. A much better place I feel for this bridge location would be off of Huetter, in a more industrial based location, where there previously was a bridge.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

No-Build

Contact

Name

Jesse Howard

Address

1966 E Sundance Dr
Post Falls, ID 83854

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Email

baseballgoliath@gmail.com

Phone

(208) 610-8399

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Provide the public with actual costs including all acquisitions.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

NO BUILD

Contact

Name

Lasha Thomas

Address

707 S Twilight Ct
Post Falls, Idaho 83854

Email

lashathomas1993@gmail.com

Phone

(208) 627-9947



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Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

no build option

CONTACT

Name:

Address:

City

State

Zip

Email:

Phone:



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Post Falls, ID 83854
contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

We have lived in the vicinity for 30 yrs. Not having the bridge has not been a problem. I understand you're considering potential development south of the river. This bridge would accelerate that. But that is a problem - who will widen the roads, ~~not~~ install sewer + water lines, build a new sewerage treatment plant, new school, new firehouse. Will Post Falls annex the ~~newly developed~~ ~~new~~ new development?

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

None of them.

CONTACT

Name: Josette Shults

Address: 5552 W Highland Drive, CDA, ID 83814
City State Zip

Email: JSSinCDA@gmail.com

Phone: 208-755-4139



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

Do not build a bridge - spend the money to maintain existing bridges and improve south side roads for increased traffic.

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

DO NOT BUILD Y N

Many (maybe most) of homeowners on south side of river chose to live in a semi-rural area, and did not expect to receive services as quickly as expected from those who choose to live in the city areas on the north side of the river. Presently there is no serious congestion of the roads on the south side. The additional bridge would just encourage additional development on the south side, hastening growth & congestion. The more taxes will be needed to improve those roads. Improve the roads first, then add a bridge if shown to be needed. Have lived here long enough to see very little risk of one of the other three Br. being out of service.

Name: DAVID SHULTS

Address: 5552 W. HIGHLAND DRIVE, CDA ID 83814
City State Zip

Email: webhappy2@gmail.com

Phone: 208-661-5544

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Up grade Riverview & make Spokane St Bridge
4 lanes

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

No Build
Y N
No Build
This proposal does not include buying out
over \$400,000,000.00 in property from the
freeway to Riverview. A bond will not pass
when you include this in proposal.

CONTACT

Name:

Dale J. Seghe

Address:

9645 W Driftwood Dr.

Email:

Dale@WDMHomes.com

City

CDA

State

Id

Zip

83814

Phone:

208-699-4120

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

ALL OF THE RESIDENTIAL AREAS ADJACENT TO GREENSFERRY ROAD
ARE AND HAVE BEEN "QUIET NEIGHBORHOODS." NO MENTION
HAS BEEN MADE TO ADDRESS NOISE ABATEMENT.
IS THIS AN OVERSIGHT OR NOT EVEN A CONSIDERATION?

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

FARTHER UP RIVER. ie ROSS POINT, SEELEY ROAD.

CONTACT

Name: TERRENCE LITCHFIELD

Address: 1960 E. SUNDANCE DRIVE POST FALLS
City State Zip

Email: t1itchfield@roadrunner.com

Phone: 208 773-9423



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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

A ~~no~~ no-build. I have not seen or heard anymore valid reasons for the bridge than there ever was before. There are not plans for compensating the homeowners for loss of privacy or sound abatement for their formerly quiet area.

CONTACT

Name: *Patricia L. Stetchfield*

Address: *160 E. Sundance Dr. Post Falls Id 83854*
City State Zip

Email:

Phone:

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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

*Do not build, we need a bridge in a
better location, even if it costs more.*

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

Do not build

CONTACT

Name: *Paul R. Wayne*

Address: *1967 E Rodney*

Email: *idlawag55@gmail*

Phone: *208-773-0967*

City: *PF*

State: *ID* Zip: *83854*



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😊 Thank you!

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

We have lived on the Spokane River in PF for 43 years, we've seen a lot of change! Negative impacts like wake boats and new structures have had a devastating impact! We would like to see an EPA report on what this means to river/water quality! Progress is necessary but must be well thought out!

Do you have a preference on the bridge alternatives (including a no-build option)?

Please explain your answer.

Huetter Corridor (more central location) Y ● N ●

Spokane St is only 1 mile from Greensferry, not efficient, waste of \$ and only serves a few.

"Making Spokane St Bridge (is another good idea!) 4 Lanes"

CONTACT

Name: Terry Kaul and Robert Kaul

Address: 8354 E. Marine Dr., Post Falls, ID 83854
City State Zip

Email: lynterry61@yahoo.com

Phone:



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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

No Greens Ferry Bridge - Explore other location.

Bridge should include sound damping.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

No BUILD

CONTACT

Name: Joseph Molloy

Address: 707 S. Twilight Ct. Post Falls ID 83854
City State Zip

Email: ~~Joe~~ j-o-e-y@hotmail.com

Phone: 805-377-4949

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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I am 100% opposed to the construction of the Greensferry Bridge. It's an obscene waste of taxpayer money to build it so close to the Spokane street bridge. There are many projects in PF that would benefit taxpayers (westbound on-ramp at seltice, widening busy 41, etc.) I have a 1-year old daughter who I'd worry about walking to school, too

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

Build a bridge FARTHER upriver! PF and CDA will expand, so it's only logical to prepare for the influx between the two cities. It doesn't make sense geographically to build it ~~at~~ at Greensferry.

CONTACT

Name: David Humphreys

Address: 1905 E. Rodkey Drive City Post Falls State ID Zip 83855

Email: davidahumphreys@idavd.com

Phone: 208-464-0311



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Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I am categorically opposed to building a bridge at Greensferry under any conditions and at any time!

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

CONTACT

Name: *Pat Bethke*

Address: *9055 Patrick* City *cda* State *ID* Zip

Email: *bethkerroot@hotmail.com*

Phone: *208-818-8249*

Fraser

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Do more research talking to people - state holders - before
spending monies surveying ect.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

no build at Greens Ferry. Its only 1 mile from Spokane
bridge. Why not split the distance between COA & P.F.
The Green ferry project will impact too many home owners &
environmental areas.

CONTACT

Name: Sue Loughlin

Address: 1908 E RODKEY DR P.F.
City

ID 83854
State Zip

Email: sbloughlin@hotmail.com

Phone: 208 755 0060



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
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Please share any suggestions/comments you have about the project:

A Greensferry crossing is definitely not the best option. A bridge between the (N) and (S) & (over) P'Alene crossings (approx 9 mi apart) would lead itself to a half way crossing, i.e. Huetter Rd. Building a bridge 1 mi from adv

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer. (no bridge preferable)

Already existing crossing is not the answer.
Also, if an EMS response time is part of the rationale for a crossing, consider building a sub-STATION on the south side of the river.

CONTACT

Name: JOHN HUMPHREYS

Address: 1738 TABBARA Ave.

City: COENA P'ALENE State: ID. Zip: 83815

Phone: 208-661-1513

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Please share any suggestions/comments you have about the project:

INTERESTING to hear my husband's Scott Samways' comments
It really hit home to have this additional access bridge
#1. Fire Dept. FIRE #4. Convenience AND taking pressure
#2. Accidents automobile OFF coming and going in (unfortunately)
#3. EMERGENCY - Hospital increasing homes and ~~the~~ TRAFFIC.
#5. Accesses to Business/schools/etc. EASE

Fire Captain
31 years
w/ FOXHANS
FIRE

Do you have a preference on the bridge alternatives (including a no-build option).

Y ● N ●

Please explain your answer.

I think ~~#~~ ALTERNATIVE #5 makes sense as (again) growth is
inevitable →

People may worry about their property AND prop. TAXES - but
w/ good engineering this could be a positive change for all.

CONTACT

Name: Anne E. Samways

Address: 11335 W Bella Ridge Drive CDA ID 83814
City State Zip

Email: Anne.Samways@gmail.com

Phone: 208-981-0508

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Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

Alt. 4

Appreciate the attention given to walking & bicycles. I may be more forward thinking than most attending the meeting. 0'

CONTACT

Name:

Kim Metcalf

Address:

11917 W Riverview Dr. P.F. 83854

City

State

Zip

Email:

knkmetcalf@aol.com

Phone:

509-710-3931



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Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

- Should be considered @ Hutter
- if it happens, we are concerned about the widening of Greensferry Ave North of business district -
- It will increase traffic to communities North and South of bridge

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

Would like ^(it) to go through @ Hutter - more commercial area - less impact on homeowners

CONTACT

Name: Marilyn Shay

Address: 1480 N. Fordham Post Falls 83854
City State Zip

Email: marilynjoyshay@gmail.com

Phone: _____



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contactus@postfallshd.com

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Please share any suggestions/comments you have about the project:

Feels as if this has all been developed long before citizens were invited to the table. Politicians + developers could care less about those of us who have to deal with these decisions.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

NO

No Build or at least Bridge Elsewhere

Not at Greensferry Crossing. Too close to Spokane Street bridge. Move further upriver toward CDA (Huetter Area). Share cost w/ CDA, Kootenai County, etc. Property taxes will increase but some of our property values will decrease. What kind of compensation will be made for those of us who lose in this fixed/ done deal?

CONTACT

Name: Myrna Dossey

Address: 1925 East Sundance Drive

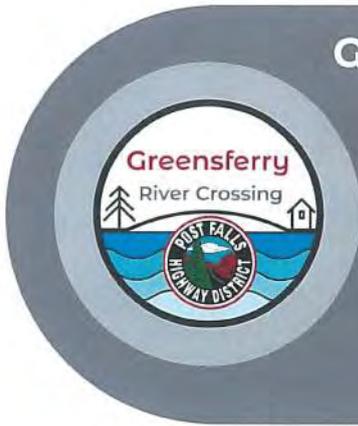
Post Falls
City

Idaho
State

83854-9534
Zip

Email: myrnadossey@gmail.com

Phone: 208-262-6549



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**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

WE ARE ALREADY FACING 57 HOMES
BEING BUILT IN OUR AREA.

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

Y N

NO BUILD OPTION
TOO MUCH TRAFFIC IN OUR NEIGHBORHOOD.
THIS WILL AFFECT SMALL BUSINESSES ON
SOLVANE ST. ALSO WE DON'T WANT
OUR TAXES TO GO UP.

CONTACT

Name: MELISSA VALDIVINOS

Address: 9789 N. GEORGE LANE
City State Zip

Email: MelFitCoaching@gmail.com ID 83854

Phone: 208640-1689

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Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y ● N ●

*Too close to bridge on Spokane St.
we haven't had this bridge in over 40 years
don't need it!*

CONTACT

Name: *IGNACIO VALDIVINOS*

Address: *9789 W George Lane* *post falls* *ID* *83854*

Email: *lggyvaldivinos@gmail.com*

Phone: *(208) 640-9356*

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Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

NO BUILD OPTION!!

- TO CLOSE TO OUR HOMES
- TO MUCH TRAFFIC ON RIVERVIEW DR
- IT WILL DESTROY HOMES IN OUR NEIGHBORHOOD
- TOO NOISY

CONTACT

Name: KRISTI CASSETTE

Address: 9609 W DRIFTWOOD DR.

Email: kristi@cassette@gmail.com City: CDA State: ID Zip: 83814

Phone:



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Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

*A more less invasive - plan
NO BRIDGE*

CONTACT

Name: *Pam Dockett*

Address: *525 S. GREENSferry Rd. Post Falls Idaho 83854*
City State Zip

Email: *pamala.dockett@ernesthealthcare.com*

Phone: *208-~~277~~ 651-6857*

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Post Falls, ID 83854
contactus@postfallshd.com

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Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

Do not Build!

- Yes we ~~we~~ need a bridge, but not at Greensferry.
- only a mile away
 - Have not included Bypassing out properties
 - Blocks my view to the River.
 - Too Noisy
 - only impacts a small amount of people.

CONTACT

Name:

John Jeffrey

Address:

9607 W. Driftwood DR.

City

State

Zip

Email:

john.jeffrey1967@yahoo.com Coeur d'Alene ID. 83814

Phone:

208-819-9826



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contactus@postfallshd.com

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Please share any suggestions/comments you have about the project:

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

Look at a clean slate and where should a bridge really be built. Greensferry is not the right choice of location. Just maybe there is NO way a bridge can be built. I am saying NO bridge at Greensferry. Wrong location. Plus the bridge will be the cheapest compared to additional costs.

CONTACT

Name: James W. Spiker

Address: 1910 E. Rod Key Drive

Email: jwspiker@hotmail.com City: Post Falls State: ID Zip: 83854

Phone: 208-819-3415

Greensferry Bridge

In order to remain objective, we have reviewed and studied both the Kootenai Metropolitan Planning Organization's (KMPO) projections as well as Post Falls Highway Districts' projections and travelled the routes being considered.

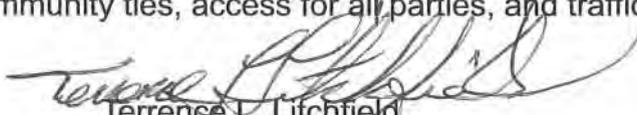
We appreciate that there are a lot of moving parts to the proposals from both organizations, however there seems to be a major disconnect in these plans.

The Greensferry Bridge seems to be the piece that does not fit in any plans.

This plan not only does not serve as a reasonable answer to access to/from either side of the Spokane River, it actually provides a disservice to residents on both sides of the river.

With the obvious increase in traffic, entire neighborhoods will be limited to restricted access to and from their property not to mention the decrease in access for emergency vehicles, school busses, pedestrian and bicycle traffic, etc.

We strongly object to this proposal and very strongly suggest you abandon this proposal and explore other options that will actually help with Emergency Services, community ties, access for all parties, and traffic needs for our growing area.



Terrence L. Litchfield
1960 E Sundance Drive
Post Falls, ID



Patricia L. Litchfield
1960 E Sundance Drive
Post Falls, ID

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Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

ABSOLUTELY NO BRIDGE
NO EXPLANATION NECESSARY.

CONTACT

Name: STEVE RIDENOUR
Address: 1918 RODKEY DR. POST FALLS ID 83854
City State Zip
Email: LSRIDENOUR@GMAIL.COM
Phone: (208) 6605010



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Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

* NO BUILD *

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

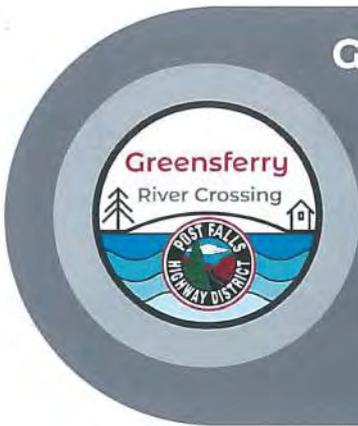
NO BUILD OPTION!! THIS PROJECT MAKES
NO SENSE IN SO MANY WAYS. I THINK IT IS BEST TO LISTEN
TO THE STAKEHOLDERS & ABANDON THIS PROJECT IN PHASE 1. THE ID
ROAD DEPT IS OPENING ITSELF TO ~~BEING~~ A LEGAL CHALLENGE SINCE THEY
AGREED IN COURT TO ABANDON THIS LOCATION FOR A BRIDGE YEARS AGO
THIS WAS A FOREVER AGREEMENT

CONTACT

Name: RON DAVIDSON
1963 E SWUNDAN CR DR
Address: POST FALLS ID 83854

	City	State	Zip
Email: rdd1963@gmail.com	POST FALLS	ID	83854

Phone:



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**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

I am strongly ~~opposed~~ to the bridge at Greensferry. I own a house on Greensferry and it will devalue my property. We need a bridge across the river but this is not the location. Huetter is a better place for it. My vote is **NO!!!!!!**

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

Huetter is a better location, centrally located between 95 and Spokane Street Bridge.

CONTACT

Name: Raymond Leonard

Address: 1902 E. Mendon Ln

Email: leonardclan5@gmail.com	City: Post Falls	State: ID	Zip: 83854
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Phone:
208-773-0903

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Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

NO BRIDGE! THE TRAFFIC IMPACTS TO THE COMMUNITY
WOULD BE DANGEROUS. INCREASES NOT ONLY TO GREENFERRY,
BUT 3RD AVE & PONDROSA (PASSED SCHOOLS).

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y ● N ●

NO BRIDGE OPTION! SEE ABOVE. MOVE IT TO HUETTER
W/ THE HUETTER BYPASS.

CONTACT

Name: JAMES T. MULCATHY

Address: 1952 E. SUNDANCE DRIVE POST
City

FALLS
State

83854
Zip

Email: mulcathyj@roadrunner.com

Phone: ~~208~~

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Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

WE DON'T WANT A NEW BRIDGE EXPAND SPOKANE OR PUT
IN THAT HEUTER, PUT IN MORE MONEY IF YOU HAVE TO.

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

① NO BUILD OPTION

② HEUTER BRIDGE

③ EXPAND SPOKANE BRIDGE

CONTACT

Name: DEREK HANSEN

Address: 1901 E. MEADOW LANE

Email: derekhansen1611@gmail.com City: Post Falls State: IDAHO Zip: 83854

Phone: 208-964-2403 +56958475973
(Whats app)

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*Thank you for attending tonight's meeting. Your comments are important.
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Please share any suggestions/comments you have about the project:

THESE TIMES CAN BE DRAMATICALLY REDUCED SAVING
LIVES AND PROPERTY
* FUEL AND ASSOCIATED POLLUTION WILL BE REDUCED
NOT HAVING TO DRIVE TO SPOKANE BRIDGE TO GET
TO POST FALLS - SAME WITH 95 BRIDGE TO CDA

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

- ALTERNATIVE (5) ALLOWS FOR MAXIMUM SIZE
IN REGARDS FOR EXPANSION IN THE FUTURE
EVENTUALLY ROOM FOR 4'2" WALK/BIKE LANE
ATTACHED TO BRIDGE
- EMS/FIRE SERVICE IS CURRENTLY A LONG RESPONSE

CONTACT

Name: W. SCOTT SAMWAYS

Address: 11335 W. BELLA RIDGE DR
City State Zip

Email: SCOTTSAMWAYS@GMAIL.COM CDA ID 83814

Phone: (208) 981-0508



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**Thank you for attending tonight's meeting. Your comments are important.
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Please share any suggestions/comments you have about the project:

No is my 1st choice.
No annexation South of River

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

If we need a bridge, do it at Huether. Better location
+ halfway to next exit.

CONTACT

Name: Craig Singer

Address: 11463 W Riverview Dr. Post Falls ID 83854
City State Zip

Email: craigsinger@msn.com

Phone: 208-704-5400



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Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

If the bridge is rebuilt it would bring thousands of cars through this quiet neighborhood.

CONTACT

Name: *Kathy Hernandez*

Address: *706 S. Twilight Ct Post Falls Id 83854*
City State Zip

Email: *kabhernandez26@gmail.com*

Phone: *208-964-1699*

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Please share any suggestions/comments you have about the project:

- 1) Build a fire department - EMT - center on Southside of Spokane River
- 2) Build a school south of Spokane River
- 3) Presentation was excellent - sorry for bad behavior in audience -

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

NO Bridge! Use Huetter as an alternative
Homeowners lose all the way around -
Please don't destroy our neighborhood -
Build Day Atlas + Seltice = where there is already
construction

CONTACT

Name: Cathy Heston

Address: 1951 E Sundance Pl Post Falls ID 83854
City State Zip

Email: buzzncathy@msn.com

Phone: (406) 490-3229

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Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

NO Build Please!

CONTACT

Name:

HOPE HARBAUGH

Address:

6190 W. HARBOR DR

City

CDIA

State

Id

Zip

83814

Email:

Phone:

*208-664-1122 / 208 704-1117
- call/text*



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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

I am very happy with the idea of a new bridge.
First Responder Response time is a major concern of mine.
I also like the idea of children on school buses perhaps
being on the road less time than usual.

* Huge concern is we need an additional evacuation route for Fire.
Do you have a preference on the bridge alternatives (including a no-build option). Y N 25
Please explain your answer.

I like alternatives 3 & 4. Walkways & bike lanes
are a very important safety factor in such a active
recreational area.

CONTACT

Name: Jim & Paula Toynbee

Address: 11024 W. Riverview Dr P.F. ID 83854
City State Zip

Email: JimToynbee@ad.com

Phone: 707 580-4032

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

No Bridge - use money to build infrastructure where the growth is - the prairie. We need schools, senior centers, etc. not a 2-lane bridge one mile from another

Do you have a preference on the bridge alternatives (including a no-build option). bridges Y N

Please explain your answer.

No build or find another spot.

CONTACT

Name: Eowyn Sallis

Address: 1924 RodKey Dr. Post Falls 10 83855
City State Zip

Email: eowynsallis@gmail.com

Phone: 208 215 0661

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I understand the need for a secondary connection between the 2 sides of the river but I want to see it at a different location.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

My vote is for the "no-build" option.

CONTACT

Name: Claudia Guevara

Address: 2421 E. Woodcrest Dr. P.F. Id 83854
City State Zip

Email: doxiediva66@yahoo.com

Phone: (208) 772-3082



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contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

I believe the bridge is well needed, as long as total design works best for all/most. The area is growing and expansions like this make sense especially when a bridge was there in the past.

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

Y N

3 or 5

CONTACT either
VirdenLori@gmail.com
208 691 8528

Name: Lori Virden

Address: 12241 W. Park Ln

Email: virdenlori@gmail.com

Phone: 208 691 8528

City: P.F. **State:** ID **Zip:** 83854



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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

NO BRIDGE! GREENSFERRY TRAFFIC IS ALREADY TOO MUCH. AND SPEED LIMIT IS NOT ENFORCED!

CONTACT

Name: Phil Smith

Address: 1952 E 15th AVE #41 P.F. ID 83854
City State Zip

Email: SMITTY REDWINGNUT@MSN.COM

Phone: 509-358-1857



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Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

I am very against the bridge, the south side of the river is getting ruined by development. Can't you see the destruction that is happening!!! Build a fire station if you are worried about 1st Responders. STOP DESTROYING THE SOUTH SIDE, why a bridge when one is 2 miles away!

Do you have a preference on the bridge alternatives (including a no-build option)?
Please explain your answer.

Y N

CONTACT

Name: *CINDY SORENSEN*

Address: *10118 SNOWSHOE ROAD* *POST FALLS ID 83854*
City State Zip

Email: *CINDYLOU11@MAIL.COM*

Phone: *909 519-3141*



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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I believe this bridge will result in decreasing the quality of life I currently enjoy via increased traffic^{noise} (at all hours of the day). I personally have no need for the bridge as I have no business on the south side of the river → no reason (or rarely) to go there. Also there is a potential for decreased property values.

Do you have a preference on the bridge alternatives (including a no-build option).

Y ● N ●

Please explain your answer.

NO BUILD! For the reasons stated above. Put adequate EMS services on both sides of the Spokane River.

CONTACT

Name: Sheila Waller

Address: 665 S. Greensferry Road Post Falls, ID 83854
City State Zip

Email:

Phone:



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contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

POORLY THOUGHT PLAN - NO COMMUNITY INVOLVEMENT
IN INITIAL CONCEPT. - IT WOULD PAY TO TALK TO
STAKEHOLDERS IN PROJECT BEFORE PAYING A CONSULTING
FIRM TO TRY TO SELL IT TO THE PUBLIC

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

1. DO NOT BUILD - COSTS TOO HIGH - IF EMERGENCY SERVICES ARE NEEDED ON THE SOUTH SIDE OF THE RIVER - BUILD SUB STATIONS FOR FIRE & POLICE ETC. WOULD BE MUCH LESS EXPENSIVE
2. BUILD THE BRIDGE IN ANOTHER SPOT. GREENSFERRY & SPOKANE STREETS ARE ONLY ABOUT A MILE APART THE NEW BRIDGE COULD BE MORE STRATEGICALLY PLACED.

CONTACT

Name: DAN LOUGAUN

Address: 1908 E. POOKEY DR POST FALLS ID 83855
City State Zip

Email: d_lougauin@hotmail.com

Phone: 208 818-4226



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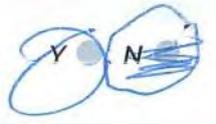
LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*



*No Build
Too MANY Questions on the
Cost of bridge & buy out of
Property - No. To a Bond*

CONTACT

Name:

Mary Nelson

Address:

City

State

Zip

Email:

Phone:

208-889 5179



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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Thank you for this meeting. I would be interested in knowing ~~if~~ any analysis on how 3rd/Seltice would be affected by the bridge, since people will still need to reach I-90. I would also like to be notified after rough costs/budget is determined.

special thanks to HDR for answering "questions" from the community.

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

Alternative 5. I appreciate the focus on pedestrian safety, while allowing a full two lanes with shoulders for vehicles/snow buildup.

The benefit to emergency services and our school district is great.

CONTACT

Name:

Address:

City

State

Zip

Email:

Post Falls

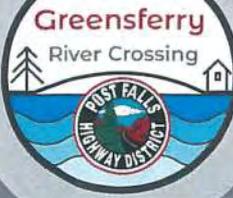
ID

83854

Phone:

*Wants to be
anonomous*

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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Do you have a preference on the bridge alternatives (including a no-build option)

Y N

Please explain your answer.

BRIDGE NOT NEEDED.

CONTACT

Name:

RONALD UTZ

Address:

9027 W. PATRICK DR.

IDAHO

ID

83814

City

State

Zip

Email:

RUTZ@Helm.com

Phone:

208-773-4819



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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I feel that this would bring traffic issues to Greensferry. A light would be needed at 3rd street to handle extra traffic which is to close to light at Seltice. Would also cause to much traffic in a congested area @ Red Key.

Do you have a preference on the bridge alternatives (including a no-build option).

Y N B

Please explain your answer.

No build - I would rather see emergency services added to the south side of the river. It would save more lives by cutting down response time by not needing to cross the river at all.

CONTACT

Name: Angela Smith

Address: 1949 E. Sundance Dr. Post Falls Id 83854
City State Zip

Email: Smithlang2078@gmail.com

Phone: 208-691-0203

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Attn: Greensferry River Crossing
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Post Falls, ID 83854
contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

Concerned city will not do upgrades needed to GF. Road
See below -

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

- 1) Bridge not necessary at this time. Greensferry Rd does not have sidewalks curbs & most of it. Who is responsible for infrastructure of the rest of the road.
- 2) Too much money. Bridge should be built more central between CDA & P.F. - NOT 1 mile from existing bridge. Spend money to fix/straighten East Riverview Dr.
- 3) already traffic congestion at intersection Greensferry & 3rd & at Post office.
- 4) Concern about ~~person~~ property value. Road would be within 20ft of garage & likely with 10ft of shop.
- 5) why wasn't public comment / input requested earlier.
- 6) Plans for bridge should be beneficial to county -

CONTACT

Name: Julie Adamchak

Address: 719 S. Greensferry Rd Post Falls ID 83854
City State Zip

Email: adamchak@roadrunner.com

Phone: 208-659-5617

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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

*Build a Fire Dept. on south side of river.
for EMT + fire. ~~The~~ Greensferry isn't made
for more traffic. If you already have a fire Sta'
Do not Build. build another*

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

*I would prefer the bridge for Haetter,
When you get off the freeway there
as planned or do not build*

CONTACT

Name: *Nannette Smith*

Address: *1949 E Sundance Dr Post Falls ID*
City State Zip

Email: *nntsmith@gmail.com*

Phone: *208-691-2137*



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contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

DROP IT.

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

No NEED. TOO EXPENSIVE. BENEFITS ONLY ONE, OR A FEW, LANDOWNER,
BUT "SOCIALIZES" THE COST.

IF THERE IS NEED FOR EMERGENCY VEHICLE ACCESS BUILD A
SINGLE-LANE, SWING-GATE, RADIO CONTROLLED BRIDGE FOR EMERGENCY
VEHICLES ONLY. ANYTHING ELSE IS TO ENRICH A FEW AT THE
COST OF THE MANY

CONTACT by email

Name: ROMEY ROSS

Address: 575 S. GREENSFERRY RD. POST FALLS, ID 83854
City State Zip

Email: RomeyR@twc.com

Phone: 208-457-1472

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Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

- 1- Build Emergency Services across River. instead of Bridge.
- 2- Widen Spokane St Bridge.
- 3- NEED to upgrade W. Riverview Rd & Services prior to Bridge/ NEED Infrastructure 1st.
- 4 Build a School across River in Lieu of Bridge.

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

*No ^{to} Build on GREEN'S ferry
[Build @ Huetter Instemo. / Add on d off Ramps @
Huetter & freeway then Add Bridge @ Huetter.*

CONTACT

Name:

Buzz Heston

Address:

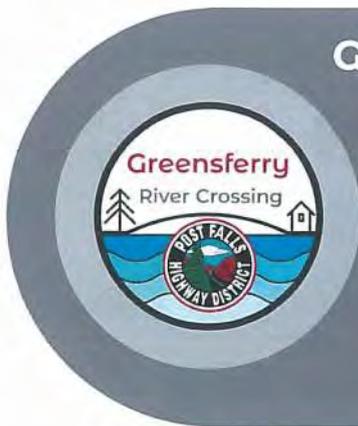
1951 E. Sundance DR. Post Falls Id. 83854
City State Zip

Email:

buzzncathy@msn.com

Phone:

509-370-4151



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Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

The bridge is neccessary, growth will come no matter. Property owners knew the easement for bridge existed.

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

Y N

Alternative 5

CONTACT

Name: *Dave Mayberry*
Address: *12241 W Park Ln* City *Post Falls* State *IO* Zip *83854*
Email: *thuyaplicata@hotmail.com*
Phone: *360-561-4302*



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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

The bridge does not belong at Greensferry. A better alternative is Haetter. The only people who would benefit from the Greensferry option would be the developers on the south side of the river.

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

See above.

Note: It is insulting to the community to have the first neighborhood meeting led by the bridge engineer & HDR's PR person.

CONTACT

Name: Jan Ross

Address: 575 S. Greensferry Rd.

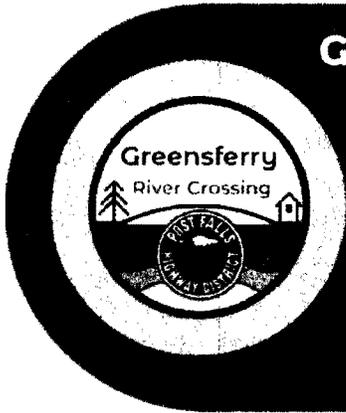
PF
City

ID
State

83854
Zip

Email: janross@twc.com

Phone:



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contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

I feel the bridge is needed to cut down on the amount of west bound traffic on river view dr, which has increased greatly over the last few years.

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

Y X N

opt 1 provides space for veh, pedestrians & cycles more cost effective.

CONTACT

Name: *Mitchael Grout*

Address: *11654 W Riverview Dr.* *Post Falls* *ID* *83854*
City *State* *Zip*

Email: *mitchwbarb@TWC.com*

Phone: *208-262-9555*

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* The impact areas like us should have been talked w/ first not those on your 'list' - Please share any suggestions/comments you have about the project:
distracted action -

Thank you for attending tonight's meeting. Your comments are important. Please print or write as clearly as possible. Thank you.

* do bridge elsewhere - less risk areas + closer to future by pass + on/off ramps more centrally located between P.F. + CDA - put satellite center S. of river also centrally located + closer to future by pass + on/off ramps - on Greensferry is too close to present one at Spokane St. - spread these out future east - absolutely crazy to impact 4 school areas N + S of Seltice on Greensferry (a huge safety issue) (Read my letter attached - I was a special education teacher who have worked w/ physical + brain injuries (yes w/ cars, trucks, etc.)

and closer to Hwy 41 too

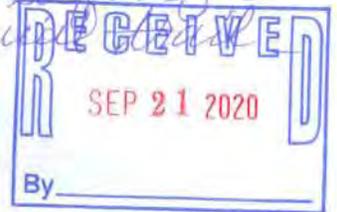
Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

'no build' on Greensferry Rd. / use a location across river on Seely, or Huettner, or Ross (more centrally located instead between Spokane St. + Coeur d'Alene - more direct connection to future by pass + on/off ramps to interstate + Hwy 41 too - these won't have the schools, safer for kids + seniors + all others on center

CONTACT



Name: JM live near Greensferry

Address: P.O. Box 1462, Post Falls, Idaho 83877
City State Zip

Email: NA

Phone: NA

question? why were the developments at Atlas + Mill Creek off Seltice not considered as part of their developments for the river crossing before they were built

To All Concerned (Greenferry River Bridge)

I want to share with all of you my concerns regarding the safety of children that increased traffic on Greenferry could impact. I have many years working with children that have been injured when walking or on bikes that have been hit by vehicles. These have been near schools + on the streets leading to + from the bus stops + residential streets. These include physical + brain injuries. Often these last a lifetime. Increased traffic means more speed ^{and} more driving while influenced by drugs, alcohol, + cell phones. Talk to any bus driver the close calls of children getting on + off buses w/ those careless in their vehicles. I have been a teacher of kindergarten through middle school over the years. Children do not always pay attention to what is going on around them + will make choices that can harm. We, the adults, have to be the ones to look out for them. People speeding, on drugs or alcohol or cell phones do not help these children stay safe.

We have school areas both North + South of Greenferry and Seltic Way including North of the Greenferry Overpass as we head into the prairie area. South of Seltic Way on Greenferry included a school area, train tracks + post office that can back up when trains cross or stop, a skate park with many children coming + going, the centennial trail that runs on both sides of Greenferry north + south as well as crosses East + West near the train tracks. These are used by seniors, people in wheelchairs, those using walkers + canes, young families w/ strollers, bikers + walkers. Who can justify the river bridge in these vulnerable areas? There are three areas east of Greenferry that could be considered with less risk + connect closer to future bypass and out of ramps. Please find other solutions. Joe

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5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

I Am NOT FOR THE BRIDGE ON Greensferry Rd.



Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

my PREFERENCE would be HETTER AREA, MORE CENTRALIZED
BETWEEN CDA & POST FALLS, ALL SO THINK IF THERE IS MORE
BUILDING ON THE SOUTH SIDE THEY SHOULD BUILD A FIRE
STATION FOR THAT SIDE, SO THEY DON'T HAVE TO RESPOND
FROM THIS SIDE!

CONTACT

Name: Kathy EVERHART

Address: 2449 E. Woodcrest Dr.

Email:

City

Post Falls

State

Zip

Phone:

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

I am frankly stunned and appalled that this bridge was even suggested. If this is the best the Board and PFHD can come up with you should all be fired!

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

Y N

No Bridge on Greensferry Rd !!! A bridge 1 mile from Spokane Street would be a complete waste of taxpayer money and would be totally irresponsible. The study in 2009 for a bridge at Huetter would be a vastly superior option and would serve the entire county.

CONTACT

Name: Jerry Everhart

Address: 2449 E Woodcrest Dr

Post Falls
City

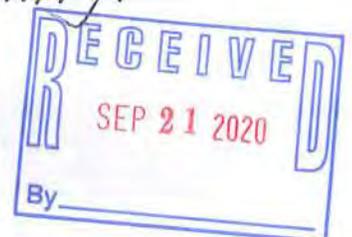
State

Zip

Email:

/

Phone:



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**Thank you for attending tonight's meeting. Your comments are important.
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Please share any suggestions/comments you have about the project:



Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

I AM FOR A NO BUILD OPTION.
I DON'T LIKE THE IDEA OF MUCH MORE TRAFFIC,
NOISE AND A UNSIGHTLY BRIDGE TO HAVE
TO LOOK AT EVERY TIME I LOOK OUT MY
WINDOW. I ENJOY THE BEAUTY THAT WE
HAVE NOW. BESIDES CONTACT I PAY VERY HIGH TAXES AND
WOULD RATHER HAVE THE MONEY GO TO
BUILDING A FIRST RESPONDER FIRE/EMS/POLICE STATION
ACROSS THE RIVER IF NEEDED INSTEAD.

Name: JAMES TEMPLETON

Address: 1928 E. RODKEY DR City POST FALL State ID Zip 83854

Email: TEXJWT @ AOL . COM

Phone: 208 - 762 - 6833 - OFFICE
208 - 777 - 1936 - HOME

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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

*yes a bridge is need from the north side of
river to the south side of river BUT not in
the area proposed.
I am against the Greensferry Bridge Project*

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N



CONTACT

Name: *Karen Williams*

Address: *1931 E Sunclane Dr. PF*
City

ID *83854*
State Zip

Email: _____

Phone: _____

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

I am opposed to the proposed Greensferry Bridge. The increase in traffic through an established neighborhood would be huge. It would dump an increase a number of cars into an already over loaded intersection at Seltice and Greensferry. It would have a massive impact on property values in a negative way. It would have a negative impact on the way of life here, i.e., no more swimming, fishing, safe walking.

Do you have a preference on the bridge alternatives (including a no-build option).

Y / N

Please explain your answer.

Obviously another bridge is needed. This is not the location. Huettler needs to be explored since it would tie into the proposed Huettler corridor and possibly save some money. It would be a less congested area and could tie into I-90.

CONTACT

Name:

Carol May

Carol L May 9-21-20

Address:

883 S Greensferry Rd

City

Post Falls

State

83854
Zip

Email:

cmayhem60@yahoo.com

Phone:

208661-0910



Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I AM OPPOSED TO THE PROPOSED GREENSFERRY BRIDGE! I THINK THE BRIDGE SHOULD BE AT THE HUETTER LOCATION THIS BE PART OF THE PROPOSED HUETTER CORRIDOR. ALSO GREENSFERRY HAS NO RAMPS TO I90, THIS TRAFFIC IS DUMPED ON SELTICE.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

NO BRIDGE IS MY OPTION!



CONTACT

Name: LARRY MAY

Larry May 9/21/20

Address: 883 S. GREENSFERRY RD POST FALLS

Email: lmay883@gmail.com City: POST FALLS State: ID Zip: 83854

Phone: 208 659 3641



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Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Not happy with a bridge of this size and cost, when really not needed. Spokane st bridge, is not far away. We would rather see a bridge like the Hutter option That bridge would open a corridor to the north side such as Hayden and north CDA, and quick access to the 90 freeway.

What purpose would it sever? One still can't access the freeway. All it will do in this area, is give a straighter shot to Walmart, which is no big deal.

A bridge like that, would require Riverview being widened.

I vote totally against it. Please come up with a better plan.

Thank you
Chris and Tammy White

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

Not happy with a bridge of this size and cost, when really not needed. Spokane st bridge, is not far away. We would rather see a bridge like the Hutter option That bridge would open a corridor to the north side such as Hayden and north CDA, and quick access to the 90 freeway.

What purpose would it sever? One still can't access the freeway. All it will do in this area, is give a straighter shot to Walmart, which is no big deal.

A bridge like that, would require Riverview being widened.

I vote totally against it. Please come up with a better plan.

Thank you
Chris and Tammy White

Contact

Name

chris white

Address

589 s bret ave
coeur d alene, ID 83814

Email

racerforchrist@gmail.com

Phone

(208) 661-4425



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Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

We do not support the Greensferry bridge development. We know our neighbors would lose their homes this can not happen. This is Cda Idaho we look out for our neighborhood. This type of expansion is totally unnecessary.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

The Spokane bridge can be expanded more easily than any other building project. There is hardly any traffic right now so we don't even understand the need for expansion. Expand in Spokane street it makes the most sense and will hurt the least people. There is already room for that.

Contact

Name

Damian Aylsworth

Address

431 S Bret Ave
Cda, Idaho 83814

Email

melissameli@gmail.com

Phone

(208) 262-8246

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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

It is my thought that the Greenferry bridge should be replaced where it was in the past. The need for the bridge has been there since the old one was removed and this need is still here. Replacing the Green ferry bridge will be the least costly option. It will also proved for a future way to connect to sewer services. This is importain since we are all concerned about our water system. This is most important, in view of future development planned for the Green ferry area.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

CONTACT

Name: Ren Hone

Address: 454 S. Bret Ave.

Coeur d'alene

Id.

83814

City

State

Zip

Email: ren12@roadrunner.com

Phone: 208-818-5139

From: Erin Kempton
To: contactus@postfallshd.com
Subject: Greensferry Bridge-Disaster Waiting to Explode
Date: Wednesday, September 30, 2020 2:18:57 PM

Hello, this email is regarding the horrendous idea of putting a bridge at greensferry road. I do not even understand how it is legal. It is going to destroy the quality of life for every person near it. I had the joy of growing up in this area. The plot on the riverside side of the proposed bridge would take away the one recreational spot we have left near our neighborhood. I have fished there for 10+ years and there are always at least 5 other strangers enjoying it. I also walk my dog there everyday and swim there at least twice a week every summer. If you build this you will destroy the thin slice of happiness left. Not to mention NOBODY in the area near the bridge would use it. We do not want to have easier access to the city. That's why we live in the mountains. The only reasonable spot for a bridge would be near Harbor Island Drive, as it is in the center- not two miles off of Spokane street, and it leads to the atlas area, which has a park, and is the most easily accessible road to get anywhere in post falls, Coeur d Alene. Hayden, Rathdrum. Also the only mountain residence that would want another bridge would be those that live on Harbir Drive since they can't drive faster than 25. Putting a bridge at greensferry will destroy the only decent area we have to live in any more. If people want to move into the mountains, the drive is part of the deal and that's how we keep it from becoming over populated. The best solution in the end would be to either raise the speed limit to 40 or put up yellow 35 mph signs and not enforce it. The only alternative I'll accept is a bridge that heads toward Hutter or Atlas. Any thing else and I will set up a damn camp on the greensferry site and you won't be able to move me.



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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I DO NOT want the Greensferry Bridge project to happen! I've lived on the corner of Greensferry and Ponderosa for over 20 years. My husband and I raised our 3 children here where they were safe to ride their bikes, walk the dog, play with neighborhood friends and walk to school. Constructing a bridge in this residential area will increase traffic, noise, and create unsafe conditions for walking and bike riding of the children here; not to mention the property values of all the residential homes will dramatically drop. The building of the bridge will not only negatively impact South Greensferry Rd., but Ponderosa Blvd. (which also runs through residential neighborhoods) will increase in traffic, noise, and become very unsafe for children who ride bikes/walk to Ponderosa Elementary School through the school year and during the summer for the free lunch program. South Greensferry Rd. needs to remain safe and unchanged for the many residents/families that live there. DO NOT build the bridge!

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

I am for the NO-BUILD option! Because there is already a bridge at Spokane St. as well as few residential homes close to the bridge, I feel that the already existing bridge should be widened. All along Spokane St. there are operating businesses, and commercial lots for sale in addition to the I-90 on/off ramps. South Spokane St. does not run through residential neighborhoods where children play and go to school. I feel this would be the most economical and practical option.

Contact

Name

Valerie Andrus

Address

445 S. Greensferry Rd.
Post Falls, ID 83854

Email

andrusfive@roadrunner.com

Phone

(208) 451-2058



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Attn: Greensferry River Crossing
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Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
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Please share any suggestions/comments you have about the project:

Please do not widen Greensferry. Many people including children recreate on the centennial trail which parallels the road. I am worried about the noise, increased traffic and safety. There are also several moose who live in this area in the winter and it would be detrimental to them with increased vehicles and higher speeds.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

Please build a bridge at Heutter. It doesn't make sense to have 2 bridges blocks away from one another. As our area grows we need to do so consciously and not just go with with solutions.

Contact

Name

Wendy Allison

Address

2663 e black forest ave
Post falls, Idaho 83854

Email

Wendysiegel1@gmail.com

Phone

(208) 954-6294



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5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

We do not want a bridge built at the Spokane River on Greenferry Road and do not want the road widened.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

My husband, myself and niece have lived on Black Forest Ave for 23 years, with our home near Greenferry Rd. We do not want a bridge built at the Spokane River on Greenferry Road. This area is a quiet residential area with families with children. This stretch of Greenferry is part of the Ponderosa Elementary School bus route with at least 2-3 bus stops on this section of Greenferry. The Post Falls Skate Park and city post office are also located across the street from each other on this section of Greenferry. There are vehicles and children in this area all year long. The nearby apartments already complain about the speed of vehicles in this area, let alone widening the street to accommodate more vehicles.

If people across the river are needing emergency services or an additional route across the river, I offer the following ideas.

- The existing bridge on Spokane Street is very close to the Fire Department on Idaho and 4th St. An Ambulance could be stationed there too. The street and bridge could be widened if needed.
- Another area for a bridge could be east of us on N Huetter Rd
- or another area could be east of use on Grand Mill Ln near the US Bank
- Another idea, a fire department could be built across the river on their side.

Thanks for considering our input.

Contact

Name

Jeanette C Zeromski

Address

2471 E Black Forest Ave
Post Falls, ID 83854

Email

jeanettezeromski@yahoo.com

Phone

(208) 719-1903



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Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
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Please share any suggestions/comments you have about the project:

Please abandon the Greensferry Bridge Project. Families have specifically moved here, on this side of the river, to provide a safer and specific environment for their children. This bridge project unfairly robs families of their chosen quality of life that they have worked hard for.

Do you have a preference on the bridge alternatives (including a no-build option).

No

Please explain your answer.

We do not fully understand the cost vs. benefit analysis of the other two alternatives.

Contact

Name

D & J Barton

Address

418 S. Kelly Road
Coeur d'Alene, ID 83814

Email

JABDKB@aol.com

Phone

(208) 773-8511



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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I am for abandonment of the Greensferry River Crossing Project. I propose the No Build Option. Some of my concerns are increased traffic, property value loss, and increased noise in an established, quiet neighborhood. I have lived on my home on East Plaza Drive for almost 17 years. I chose this location because of the neighborhood that is established with no future growth available. It is currently a peaceful neighborhood that would be greatly affected by increased traffic noise if this project gets approved. Also, the cost to the taxpayers for this project is too exorbitant. I don't see any value for this project. Therefore, I am opposed to the Greensferry River Crossing Project.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

It would be best suited for the area to install a bridge crossing at Huetter Road, especially in light of the new major development going in the Huetter Corridor in the near future. This is approximately the half-way point between Post Falls and Coeur d'Alene and would better serve both communities.

Contact

Name

Julie Hurley

Address

1902 E. Plaza Dr.
Post Falls, Id 83854

Email

dannonjewels@roadrunner.com

Phone

(208) 457-8409

From: Linda Alexander
To: contactus@postfallshd.com; bbrooks@kc.com; ldncan@kcgov.us; cfillios@kcgov.us;
kootenaicountyrepublicans@gmail.us; newsdesk@krem.com; q6news@khq.com; news4@kxly.com;
mpatrick@cdapress.com
Subject: Proposed Greensferry bridge
Date: Friday, September 18, 2020 1:11:39 PM

To all who will listen:

We have been residents of Post Falls, on Rodkey Drive, for many decades. It is a magnificent location for so many reasons. We, along with literally all of our neighbors, are dramatically opposed to the proposed replacement of the Greensferry bridge. This is a family oriented neighborhood with several hundred children who attend the nearby Ponderosa school. The risk to them alone would severely increase because of the expanded traffic. Greensferry is much too narrow to accommodate the additional traffic. The homes are all too close to the road to be able to increase the lanes. The noise would also be very disruptive not only during the construction, but well beyond completion of not only the bridge but also the new housing project on the south side of the river.

The Spokane River bridge is barely 1 mile west of this location, and could be widened to accommodate the proposed increased traffic. Another option would be to place the bridge at Huetter/Seeley street. That location is so much better because it is halfway between Post Falls and Coeur d'Alene, making it more convenient for all travelers, no matter their destination.

We all understand the need to make changes because of the obvious increase in our population, however Greensferry is the absolute WRONG and poorly thought out solution.

Respectfully,
Linda Alexander
Robert Monroe

From: Bruce Mattare
To: contactus@postfallshd.com
Subject: Greensferry rd bridge
Date: Tuesday, September 29, 2020 6:36:07 PM

As cougar gulch resident i believe the bridge should be the least impactful/smallest to the community. Preferably no bridge at all.

Sent from my Verizon, Samsung Galaxy smartphone



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Post Falls, ID 83854
contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

Against:

- * Higher Real Estate Taxes
- * Insignificant Emergency Responsiveness benefit (to cost)
- * Ineffective Use of Funds (doesn't benefit all citizens)
- * Increased Traffic
- * Displacement of People/Homes without fair compensation

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

No Build Option! As a Realtor, taxes in Post Falls are already significantly higher than CDA, Hayden + Rathdrum. It is a hardship on Buyers for affordability when considering homes in Post Falls. Also, I do not see a significant benefit to time savings in Emergency Responsiveness to that area of town. Additionally, I'm not in favor of CONTACT cities spending money →

Name: Barbara Yeager

Address: 212 W Ironwood Dr CDA ID 83814
#D135 City State Zip

Email: barb@barbyeager.com

Phone: 208-819-1973



frivolously on non-essential projects just for the sake of "using" / "taking advantage of" / "scouring" Government Funding. I'm also not in favor of the increased traffic that will cause along with displacing individuals & razing their homes when you know for damn sure you're not going to pay them market value for their homes as if the bridge were not a consideration.



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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

No build - We live where we do (and paid accordingly to be here) because of the water, the view and the peace and quiet. We live very close to where the bridge would be built bringing noise, traffic & obstructed view.

CONTACT

Name: Kathie S Smith

Address: 9363 W Driftwood Dr Coeur d'Alene, ID
City

ID 83814
State Zip

Email: kjsinnah@aol.com

Phone: 208-930-4328 (home)



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contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

Completely wrong spot to build a bridge. No bridge should be built anywhere. 1st Responders Fire/Police should build a sub station jointly, on SO side of the River at or near midway point between CDA/PF

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

OPTION 1 - NO BUILD NO public outcry for a bridge, ever
OPTION 2 - Huetter/Seelye St, would plug into the Huetter corridor/bypass seamlessly, MAXIMUM benefit
OPTION 3 - ^{at} Ross Point, the street already plugs into St Hwy A1 at Seltice, seamless connection, great benefit

CONTACT

Name: FRED & Shari Gabourie

Address: 1904 E Rodkey Dr Post Falls, Idaho 83854
City State Zip

Email: idahoosprey@gmail.com

Phone: 208 699-4944



HAND DELIVERED
cc/ file 9/25/2020

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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:



Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

We DON'T want a bridge at Greensferry, or anywhere else for that matter. We moved out here to be away from the cities. We don't want more noise or more traffic in our area. We moved out here knowing EMS, etc. would not be as fast as it is in town. We're just fine with that. NO BRIDGE CONTACT is our vote,

Name: Rebecca + Ken Wall

Address: 8820 W. Heavenly View Ln

Email: Rebecca.wall777@gmail.com City: Coeur d'Alene, ID State: ID Zip: 83814

Phone: 208-770-7910

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

I did not attend the meeting but have spoken to a few that did. This seems to be a costly endeavor and is completely unwelcome by those of us in the neighboring area. Don't appreciate my tax money already fronted for research.

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

Y N

Absolutely no build at Greensferry. Although I would not be opposed to an additional river bridge, this is hardly the location. Look further east. I hope the residents of Post Falls will have the opportunity to vote on this project.

CONTACT

Name: Lynn C. Affeldt

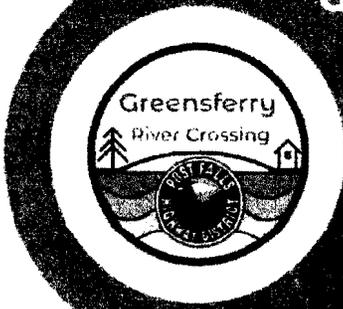
Address: 1626 E Tall Timber LP, Post Falls, ID 83854
City State Zip

Email: lcaffeldt@gmail.com

Phone: 208-691-1798



Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Q'emlin Park Trailhead Event Center
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Please share any suggestions/comments you have about the project:

Riverview Dr. is bearing a huge amount of unnecessary traffic because of only having the Spokane St bridge. A lot of high speed traffic that could be diverted by rebuilding Greensferry bridge. The quality of life for our area would improve.

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer. *Alternative #1*

This bridge is adequate for Spokane St. and has even more space. I would like to see railings of some type to protect walking areas.

CONTACT

Name: *Barbara Grant*
Address: *11654 W. Riverview Dr.*
Email: *mitchnbarb@twc.com*

Post Falls *ID* *83854*
City State Zip

Phone: *208-262-9555*

From: Robert Shay
To: contactus@postfallshd.com
Subject: Spokane River Crossing Project Comments...
Date: Tuesday, September 22, 2020 12:44:32 PM

RE: Greensferry Spokane River Crossing Project of the Post Falls Highway District

To: Michael C. Lenz

Mr. Lenz,

My experience working with my former city for 42 years as a Community Association President and involved citizen, was not to stop the construction of roads, but to work to make sure they were being built in the right place and for the right reasons. City planners and the citizen groups were always able to work together to come up with the best location and site plan.

Thank you,
Robert "Bob" Shay





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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Please do not build the bridge the impact would be disastrous!!!! If all are so worried about fire call time. Build a fire station so medic response time would be much better. Even with another bridge does not guarantee any quicker response time BECUSE THERE WILL BE SO MUCH TRAFFIC ON IT !!! Quit talking about your 55 feet of right away like it is a golden ticket to build...it is crazy to have two bridges two miles away from one another. Go further down where there is less impact if you must.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

I want a NO BUILD. LOOK ALREADY WHAT ASPEN HOMES HAS DONE TO THIS BEAUTIFUL AREA THEY HAVE RAPED IT OF ALL THAT WAS BEAUTIFUL
Don't ruin the beauty of this area any more

Contact

Name

Cindy Lou Sorensen

Address

10118 west snowshoe
Post falls, Idaho 83854

Email

Cindylou11@mail.com

Phone

(909) 519-3141



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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contactus@postfallshd.com

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Please share any suggestions/comments you have about the project:

I am opposed to the Greensferry River Crossing project. I propose the No Build Option. I have lived in my home on East Plaza Drive for nearly 17 years. I chose this location because of the established, quiet neighborhood. The Greensferry River Crossing project would increase traffic greatly, which would disrupt the quiet neighborhood. The increased traffic would cause traffic back-ups at the Greensferry Road/Seltice Way traffic signal. The increased traffic would also cause a dangerous situation for pedestrians and bicyclists. The cost to taxpayers is much too costly and unwanted. Also, the property values will be greatly reduced due to the aforementioned reasons. I suggest that the Greensferry River Crossing project be abandoned. I propose the No Build Option.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

Due to the new development that will be going in at Huetter Road, a bridge crossing would be better suited for that location. Huetter Road is approximately half-way between Coeur d'Alene and Post Falls and would serve both of those communities, especially with the influx of people in that immediate area. Please take into consideration that the Huetter Road location would be more advantageous than the Greensferry Road location.

Contact

Name

Daniel Grey

Address

1902 E. Plaza Drive
Post Falls, Id 83854

Email

ABodyshopinpostfalls@gmail.com

Phone

(208) 640-5207

From: Zac Eifler
To: contactus@postfallshd.com
Subject: Greensferry Bridge comments
Date: Tuesday, September 29, 2020 5:28:31 PM

Good afternoon,

I am writing this email to respond to requested comments on the Greensferry bridge crossing. This email-comment must become a matter of record on this!

My address is 979 S. Greensferry Rd

I am 100% opposed to this bridge being paid for being built. There are no options that are acceptable to me. This is a complete waste of Tax payer funds.

There is no valid reason to build this bridge in this location. We have a bridge crossing about two miles away and Riverview drive is never congested. How can the commissioners believe this is a good way to spend funds? The commissioners refuse to maintain or even do anything with existing roads that are in their possession. I have property on two of the Highway district's roads and all pleas to get assistance with washouts, retaining walls collapsing or simple upkeep have fallen upon deaf ears Why do the commissioners turn their backs on constituents who have to deal with horrible road conditions on roads the PFHD refuses to do anything with?

Why have the PFHD commissioners failed to recognize the current public access easement in their possession at the Huetter, south of the river is a very good place to spend funds on a bridge? Why is not a valid location? It is in the middle of the other existing bridges. Was there a proper study made to assess this location?

Why are the Commissioners so intent on building a bridge at the cost of millions if not 10s of, for a bridge that will go to a very rural part of the county? What is the motivation behind this? Is this a way to get the agenda of the City of Post Falls in play to annex us into the city, raise our property taxes and levy new restrictions upon us? There are no other reasonable explanations. You have ignored Huetter crossing viability, lack of congestion upon Riverview Drive and the very close proximity of the Spokane St. bridge.

I have lived in this location for 16 years. The reason I moved here was to get away from the city and wasteful spending of my tax dollars. This is a rural area with few homes and the zoning will not allow massive growth like Post Falls has. If this continues, I will do everything in my power to get each one of the commissioners out of office. I will not stand for wasteful decisions and spending of my money!!! This whole project is a horrible idea and is lacking common sense. I have been made aware that a social media campaign is in the process of taking off, it is to inform the constituents of your lack or reasoning, will to ignore the constituents and wasteful spending. Listen up Commissioners, we will not stand for your authoritarian motto, we are not your pawns, we are those who are to be listened to with due care. The majority does not wish to spend this massive amount of money on the bridge that is two miles from the other. They instead wish for existing road improvements and reasonable spending of our money. Build the bridge at Huetter where it is better positioned geographically.

Zac Eifler



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

IN FAVOR & SUPPORT THE PROJECT

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

LIKE # 2 OR 3 NEED PEDESTRIAN / BIKE LANE
WITH BRIDGE

CONTACT

Name: ROB ELDER

Address: 9764 W CREEKSIDE RD COA ID 83814
City State Zip

Email: RELDER@21GOLDCHOICE.COM

Phone: 208-661-0800



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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*Thank you for attending tonight's meeting. Your comments are important.
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Please share any suggestions/comments you have about the project:

Don't build it....

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

This project makes sense only if considered as an infrastructure (sewer, H2O, etc) conduit allowing the eventual annexation to Post Falls and the unbridled housing that is now going on in Rathdrum and Hayden. This area of the county is neatly differentiated from urbanity. The bridge would remove that quality and that does not seem necessary.

I, therefore, strongly support the "NO BUILD" option.

Contact

Name

Skip Elford

Address

496 South Kelly Road
Coeur d'Alene, Idaho 83814

Email

gmwct05@gmail.com

Phone

(503) 522-1506

From: Dean Elkin
To: contactus@postfallshd.com
Cc: bbrooks@kc.gov; lduncan@ksgov.us; cfillios@kcgov.us; kootenaicountyrepublicans@gmail.com; newsdesk@krem.com; q6news@khq.com; news4@kxly.com; mpatrick@cdapress.com
Subject: Regarding the proposed bridge at Greensferry
Date: Wednesday, September 23, 2020 5:15:27 PM
Sensitivity: Personal

As a family that has lived on the Spokane River since 1956, we are adamantly opposed to what seems to be a developer driven bridge. Since the old bridge was removed, I have yet to hear anyone on the south side of the river, wish there was a bridge at Greensferry, especially when it would be a little over a mile from the Spokane street bridge. Put the horse in front of the cart this time, Maybe widen Riverview, from Spokane street to Greensferry, or further to Rainbow, and while we're at it, put the sewer system in. Is this the legacy we want to leave for future generations...high density housing with septic tanks, and drain fields, which in time will begin to fail !! This proposed bridge should never be built !!!! There are no positives to this bridge, just negatives.....unless you're a developer looking to line your pockets, and in the process decimate a beautiful community !!
Dean Elkin

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*Thank you for attending tonight's meeting. Your comments are important.
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Please share any suggestions/comments you have about the project:

I think this bridge is need to connect the South side of the River to Post Falls. Moreover, since Greensferry now has a freeway overpass, it is a prime location to help join both sides of the Spokane River together and to provide access for emergency services to the residents of the South side.

This area is growing so fast, including the land south of the river. Another bridge is needed badly, and Greensferry is the best location to unite our community.

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

I think alternative 5 is the best alternative. Riverview Drive already has lots of cyclists. Adding a bridge at Greensferry will certainly increase cycling traffic, with much of it coming across the Greensferry bridge. I think it's a wise idea to have a dedicated set of bike lanes on the bridge. Moreover, if you look at cycling use on the Spokane Street bridge cyclists often are in the road blocking vehicular traffic.

Lastly, the reason why a separated/divided multi-use lane from the roadway is important is to protect the safety of pedestrians and cyclists. I have personally seen many drivers drifting out of the lanes as they cross Spokane Street. Additionally, a separated path will also keep the multi-use path clean and free from vehicular debris. If you look at either the Spokane Street bridge or the HWY 95 bridge, you'll see the bike lane areas competely littered with vehicular debris and gravel. As a result, I've seen cyclists edge into the vehicle lanes to avoid debris.

CONTACT

Name: Jonathon Frantz

Address: 4694 W. Foothill Dr. Coeur d'Alene, Idaho 83814

City

State

Zip

Email: JonathonFrantz@gmail.com

Phone: 208-874-7378

From: Shirley Walson
To: SHIRLEY@POSTFALLSHD.COM
Subject: Fwd: NO BRIDGE AT GREENSFERRY
Date: Monday, September 14, 2020 8:24:14 AM

----- Forwarded message -----

From: Fred Gabourie <idahoosprey@gmail.com>
Date: Sunday, September 13, 2020 at 2:52:26 PM UTC-7
Subject: NO BRIDGE AT GREENSFERRY
To: contactus@postfallshd.com <contactus@postfallshd.com>
Cc: bbrooks@kcgov.us <bbrooks@kcgov.us>, lduncan@kcgov.us <lduncan@kcgov.us>, cfillios@kcgov.us <cfillios@kcgov.us>, kootenaicountyrepublicans@gmail.com <kootenaicountyrepublicans@gmail.com>, newsdesk@krem.com <newsdesk@krem.com>, q6news@khq.com <q6news@khq.com>, mhardy@cdapress.com <mhardy@cdapress.com>, mpatrick@cdapress.com <mpatrick@cdapress.com>, donoptions@icloud.com <donoptions@icloud.com>, FriendsOfGreensferry@gmail.com <FriendsOfGreensferry@gmail.com>, tomc@spokesman.com <tomc@spokesman.com>

The Post Falls HD, has selected a proposed bridge site alone, leaving out many critical stakeholders from the process who should have been included all along from the beginning regarding site selection. After 50 years, a new bridge site is a REGIONAL issue, not a local Post Falls issue, where should a new bridge be built?? where is the clear best place to build it, benefitting the population the most and creating optimum traffic efficiency?? when the taxpayers are going to fork over \$ 25-30 MILLION dollars for new bridge it better be in the right place.

The stakeholders so far left out is the KMPO, Kootenai County Commissioners, City of CDA, the first responders fire and sheriff, and the citizens TAXPAYERS of the area. All of the above should be involved from the beginning get it repeat GET IT? in the site selection process and collectively decide where the very best site would be, for this a HUGE project transportation issue, we gotta get it right.

HUETTER already had a bridge for years and years, until taken down. The Huetter bypass is already in place and should be enhanced as soon as possible that's why the KMPO should be included in a bridge study. A bridge at Huetter should be plugged in to the Huetter bypass, traffic efficiency..

Criteria for a new bridge should be as follows: the most strategic location, centrally located, at or near mid-river between CDA and Post Falls, conveniently located, where most motorists are benefitted, and where 1st responders can get to the south side of the river quickly and take care of the whole middle part of the river east and west efficiently..

Right now there are 2 bridges over the Spokane River 9 miles apart, the US hwy 95 bridge at CDA and the Spokane St bridge at Post Falls. A new bridge at Greensferry would ONLY be a little over a mile from the Spokane st bridge at Post Falls, and still a long 8 MILES east to the bridge at US Hwy 95. NOT STRATEGIC, NOT CENTRALLY LOCATED, not convenient not traffic efficient at all.....a total waste of taxpayer \$\$\$ doesn't help the 1st responders at all. Definitely NOT WORTH 25-30 MILLION \$\$\$\$.

Consider the convenience to cross the Spokane River at Huetter/Seeley st, drive north to Seltice, the Huetter by pass gives the motorist 3 travel options.....turn right, east, you are at Riverstone, the Hospital district, the

County offices, and CDA downtown. , within minutes. Option 2: or drive north up Huetter all the way to HWY 53 and Rathrum. be there in a few more minutes or option 3, turn left west to be in Post Falls within minutes. Also Huetter connects with Prairie Ave, Hayden Ave and Lancaster avenue be in Garwood, Hayden, Dalton Gardens, or north CDA within a few minutes.

COMPARE the above to a bridge at Greensferry, remember the bridge would still be 8 miles from the bridge at US Hwy 95, not strategic at all, not centrally located to the mid-area of the river and still a long long ways to downtown CDA, Rathrum, Garwood, Hayden Dalton Gardens and north CDA this is NOT transportation efficiency. 1st responders are NOT benefitted there is no efficiency.

FOLLOW THE MONEY \$\$\$\$\$\$ some of the residents living on the south side of the river believe that the PFHD commissioners are in bed with the real estate developers and that something funny is going on they can't figure out just why the PFPD would propose a bridge , only 1 mile from the Spokane st bridge, unless there was something that benefits the commissioners , it just does not make sense to most intelligent people..

Fred and Shari Gabourie



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5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

Do not build the bridge. Greensferry Rd is not designed to be a major thoroughfare, but was designed as residential area. Doubling the traffic in a residential area near a school is dangerous. Furthermore, there is not enough room to adequately expand the road.

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

Y N

No build option. Aside from greensferry ~~being~~ being a residential area, there is no room to safely expand that road. Instead expand Spokane St. Bridge, & have the developer ~~at that~~ set aside land for a fire/EMT Sub station. A sub station on that side of the river would help people farther out toward Cougar Gulch.

CONTACT

Name: Shane Goetz

Address: 1628 E Tall Timber Loop Post Falls ID 83854
City State Zip

Email: Shanergoetz@yahoo.com

Phone: 425-923-6641



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Please share any suggestions/comments you have about the project:

In our opinion, Greensferry Road is no longer a sensible location to install a bridge! Huetter Road would be a much better location and distance from existing bridges and it will not go through an existing residential development that is not equipped with the lighting and sidewalk infrastructure needed to safely support this option. Even with the proper lighting and sidewalks, the increase in traffic would not only be unsafe and detrimental to our lives and property values, it would completely take away from the rural lifestyle that we cherish so much.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

My husband Mike and I both vote on the NO BUILD OPTION. We both strongly oppose rebuilding a bridge at Greensferry Road. We live in the Greenferry Terrace development. Although we're in a residential development, it is a quiet and rural area with average lot sizes of 1/3 acre. We do not have sidewalks, street lights and other amenities that are imperative with increased traffic. This bridge will DRAMATICALLY increase vehicle and foot traffic in our neighborhood! Drivers will take every available "shortcut" through our development creating a safety hazard. We will also basically be merged with with the City of Post Falls which is not what my husband envisioned 45 years ago when he moved into our home. Just because there was a bridge at this location up until 1967 does NOT mean it is a good fit now. Please consider the negative impact this will have on our unique neighborhood!

Contact

Name

Lisa and Mike Gould

Address

8906 W. Michael Way
Coeur D Alene, ID 83814

Email

skadeeska@hotmail.com

Phone

(208) 660-1155

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Please share any suggestions/comments you have about the project:

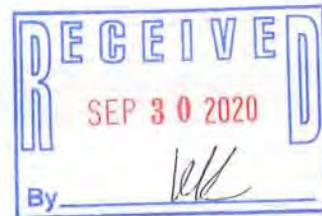
My husband & I live on Greensferry Rd. Having a new bridge across the river giving easy access to Greensferry Road could drastically effect our quiet, safe, neighborhood and property values. Building a Greensferry Bridge could also make it much easier to bypass the "Port of Entry". We already have semi-trucks coming through our neighborhood for this reason. The people who purchased property in this area did so for the purpose of being away from the hussle and bussle. Please reconsider and decide not to build this bridge.

Sincerely, Susan & Steve Greene

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

Please do not build it!



CONTACT

Name: Steve & Susan Greene

Address: 7501 S. Greensferry Rd.

Coeur d Alene

Idaho

83814

City

State

Zip

Email: bethechangenow@protonmail.com

Phone: 208 664-2084



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Please share any suggestions/comments you have about the project:

W. River view is busy enough (plenty of people walking/riding bikes as well as fast drivers & wild life) Not a good place to make more busy (of greensferry bridge)

The businesses are near Hwy 95 thus if a bridge were to be constructed, using Hutter Rd would be my suggestion.

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

Y N

Hutter Rd bridge should be wide enough for traffic & walkers/foot (bike) traffic. May as well build it wide enough so no "scrap & rework" is needed. Let's be wise about the use of tax \$/moneys. -Thanks.

CONTACT

Name: Marlene Blanton

Address: 553 S. Kelly Rd

Email: marlene.blanton@yahoo.com

Phone: unlisted / 360 631 8586

City COA

State ID

Zip 83814





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Post Falls, ID 83854
contactus@postfallshd.com

**Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.**

Please share any suggestions/comments you have about the project:

This project makes most sense, (if there truly is a case for an additional bridge across the Spokane River), to be built using Huetter road. The stretch of road between the Spokane street bridge and Hwy 95 is about 5 miles, and a bridge crossing about 1/2 way between the two existing bridges makes sense.

**Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.**

Y N

Huetter road is the best alternative, (if indeed another bridge needs to be built). Alternative 1 or 2 makes sense, because it will accommodate people walking, people riding bicycles, and people driving motorized vehicles.

CONTACT



Name: Kent Blanton

Address: 553 So. Kelly Rd

City CDA

State ID

Zip 83814

Email: twoplussamechange@frontier.com

Phone: 208 809 7777



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contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

No Build! This is a residential area. Spokane Street is already commercial. Use the funds to expand Spokane Street bridge. Adding another bridge 2 miles apart from one another is not relastic. Look further East if another bridge is really necessary at this time for the current growth in PF.

Please keep Grennsferry street just that, a STREET!

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer. NO BUILD!

Y N

CONTACT

Name: Jackie Guilbeault

Address: 1628 E. Tall Timber Loop Post Falls ID 83854
City State Zip

Email: jackieguilbeault@yahoo.com

Phone: 425.923.3510



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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Not enough of the public is aware of this project.

Do you have a preference on the bridge alternatives (including a no-build option).

No

Please explain your answer.

No build,
higher taxes
more road maintenance
noise
property value decrease
increase of traffic
difficulty accessing Greensferry from side roads
safety for children, walkers and bike traffic
where are the studies?

Contact

Name

India Sorenson

Address

645 S GREENSFERRY RD
POST FALLS, ID 83854

Email

panamail2012@gmail.com

Phone

(208) 262-9170

From: Joseph Brown
To: contactus@postfallshd.com
Subject: Greensferry River Crossing Comments - Affected Tax Payer and Landowner
Date: Tuesday, September 29, 2020 3:08:14 PM

I attended the public meeting on Tuesday, September 15, 2020 at Q'emiln Park, and am voicing my opposition to the project.

In January 2018, I attended the PFHD public meeting, and explained to the PFHD consultant, Laura Winter of Ruen-Yeager & Associates, Inc. that the bridge should not be built at Greensferry but either at N. Seeley St. or N. Huetter Rd. This location is the most logical location for a river crossing. I asked her if the PFHD project would be dropped at some point, knowing that the other two locations make much more sense. She said she didn't know and that it was very, very preliminary, and that I should look at the more comprehensive transportation plan compiled by the county.

Two years later, it's disheartening that the PFHD continues to waste taxpayer dollars on this illogical project and disingenuous in the way key stakeholders have been engaged. It is now very clear that the PFHD plans to continue to waste my tax dollars and build this ill conceived project.

Please stop wasting my money, enriching engineering firms, and lining the pockets of land developers on the south side of the Spokane River.

Please respond confirming receipt of this correspondence.

Regards,

Joe Brown
7710 E Marine Dr, Post Falls, ID 83854



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

There is a bridge to cross very close currently. The amount of homes would be impacted by widening Greensferry is not acceptable, without even considering the economic burden on the tax payers.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

Huetter or Ramsey would be closer to the middle of Spokane street and hwy 95. Greensferry is the recless unthoughtout option.

Contact

Name

Jeramy Allison

Address

2663 E Black Forest
Post Falls, ID 83854

Email

Jeramyallison79@gmail.com

Phone

(208) 724-4130

From: no-reply@editmysite.com
To: contactus@postfallsd.com
Subject: New Form Entry: Contact Form
Date: Wednesday, September 23, 2020 2:47:51 PM

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Jerry Everhart

Telephone #

5038016666

Email

jerry2953@hotmail.com

Comment

At a recent meeting the property owners on Greensferry Rd stated they would not support a bridge at Greensferry, yet there is now a crew working there doing what appears to be drilling.

Why are you continuing to Waste taxpayer money on a bridge that will not be built?

How much taxpayer money has been wasted on this asinine project?



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Our options is "No build option". We do not want a bridge at Greensferry.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

We do not want the bridge because we enjoy our quiet neighborhood. The traffic would increase and it would not be as safe for our young children here. Please consider building at Huetter if you think a bridge is necessary to help with traffic getting across the Spokane River.

Contact

Name

John and Mary Williams

Address

9069 W Michael Way
Coeur d'Alene, Idaho 83814

Email

webspider2001@roadrunner.com

Phone

(208) 773-7779



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

We live on the corner of Greensferry and Black Forest in my opinion, there is already too much traffic and a bridge would create much more. There are two of us in this household. We don't have young children, but there are a number of children in the area.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

My preference would be no bridge, but a four lane going through the Post Falls business district would be preferable to any other location

Contact

Name

Judy and Leonard Ober

Address

2423 E Black Forest Ave.
Post Falls, Idaho 83854

Email

jtangenober@gmail.com

Phone

(406) 594-1455



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I really don't see a need for another bridge across Spokane River so close to Spokane street bridge. It seems a better location would be the Huetter location. There is roughly 5 miles between Spokane street bridge and Hwy 95, with the Huetter option being more center located between the two bridges, and the attractions, businesses the public would want access to.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

i think alternative 1 or 2 would be the right solution. these options would allow ample traffic to cross the river whether by car, bicycle, or foot.

Contact

Name

Kent Blanton

Address

553 S. Kelly Rd
Coeur d Alene, ID 83814

Email

twoplussomechange@frontier.com

Phone

(208) 809-7777

From: Vince Konyonenbelt
To: contactus@postfallshd.com
Subject: Greensferry Bridge
Date: Sunday, September 20, 2020 9:02:08 AM

What will be the high water clearance of the proposed bridge? Will it be high enough to allow for vessel traffic? My boat is 30 feet tall...

Thanks.

Vince Konyonenbelt
509 990 7954

From: Shirley Walson
To: shirley@postfallshd.com
Subject: Fwd: Stop the Greensferry bridge
Date: Monday, September 14, 2020 8:25:15 AM

----- Forwarded message -----

From: Andrew Tiffany Kotschevar <atkotschevar@gmail.com>
Date: Sunday, September 13, 2020 at 2:10:17 PM UTC-7
Subject: Stop the Greensferry bridge
To: contactus@postfallshd.com <contactus@postfallshd.com>
Cc: bbrooks@kc.gov <bbrooks@kc.gov>, lduncan@kc.gov.us <lduncan@kc.gov.us>, cfillios@kc.gov.us <cfillios@kc.gov.us>, mpatrick@cdapress.com <mpatrick@cdapress.com>

I'm writing because I received notification that you are considering building a bridge that will connect Greensferry road over the Spokane River. I think this idea doesn't make sense at all. The bridge that crosses Spokane street is so close to Greensferry that it doesn't make sense to have another one around a mile away and waste the tax payers money. If you are doing this to help connect the residents on the south side of the river to the north why not go further down around Huetter and make a better middle ground for another bridge?? It seems as though we would only need something like this to help emergency personnel get to the south quicker and it is not that much different to go to Spokane street. I feel like this project would be such a huge waste of tax payers money!! It's a long way to Rathdrum, Hayden and CDA still from Greensferry. Huetter proposes a much better area for central location to other cities and the hospital district. Please take this into consideration when moving forward. Thank you!
-Tiffany Kotschevar

Sent from my iPhone



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Hello, my name is Liisa Ferguson and I grew up at 555 S Greensferry Road. I grew up on Greensferry (south of the river), I know the safety of walking down to the river access as a child and the quietness of the streets, the river view from my 2nd story bedroom window, and witnessing the seasons change on Blossom mountain. Recently, I have moved back to this same residence after living 17 years in Portland, OR where I have seen so much industrial and commercial growth in neighborhoods that do not look the same and where generations of families are pushed out. Currently, there are six residents living in our home that faces Greensferry Road. My parents built our home back in 1995, and with the house right on Greensferry, land acquisition would occur for the expansion of the street and the property value will have a significant negative impact. Small neighborhood nuances like a "Little Free Library" which is established in the front lawn would be taken down and no longer operational. These are small but significant to the neighborhood residents that live north of Spokane River. I vote for "No Build Option," for the Greensferry River Crossing.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

I vote for a "no build option" as the closest bridge crossing is just under two miles away at Spokane Street. A bridge crossing at Huetter would be an alternative midpoint river crossing between the Spokane Bridge and Hwy 95 crossing. I am also requesting that this project not be rushed and allow more public comment and engagement to occur so communities can work together. More than ever do the voices of the people need to be heard by the leadership making decisions, collaboration is critical. Please listen to our concerns Post Falls Highway Department.

Contact

Name

Liisa Ferguson

Address

555 S Greensferry Road
Post Falls, ID 83854

Email

liisanoel85@gmail.com

Phone

(971) 219-4740

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

We vigorously oppose a bridge at Greensferry. It will completely change the character and safety of our neighborhood and increase the traffic so much that it will greatly impact the ability to walk in the area, which is vital to the health and well-being to many of us in the neighborhood. It would decrease the property values in the immediate vicinity of the bridge, and invite easier access to criminals thereby bringing the impacts of crime to the neighborhood. In addition, the noise and traffic from construction is likely to last multiple years. Our house is on the south side of Greensferry Bay and one of the reasons for our purchase here was to get away from visible traffic. Horrifyingly, the bridge and its attendant noise and traffic would be directly in our sight line from our patio. Of course, all of this is personal to us and may not be persuasive enough. The best argument against the bridge is that it will cost the taxpayers tens of millions of dollars simply to save the six-minute trip from Greensferry to Spokane Street. It's not worth it.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*



We prefer the **NO-BUILD** option. This is not the best location for another bridge across the Spokane River since it is very close to the existing Spokane Street bridge. A much better option for a bridge would be further to the east to more equally split the difference between Spokane Street and Highway 95.

CONTACT

Name: JIM + VICKI LARSON

Address: 9723 W. GEORGE LANE

Post Falls
City

ID
State

83854
Zip

Email: vicki@positivelypr.com

Phone: 208-771-0798

Shirley Walson

From: Shirley Walson <shirley@postfallshd.com>
Sent: Sunday, September 13, 2020 3:07 PM
To: shirley@postfallshd.com
Subject: Fwd: Greensferry River Crossing

----- Forwarded message -----

From: Mike Moore <mooremil@roadrunner.com>
Date: Saturday, September 12, 2020 at 4:24:29 PM UTC-7
Subject: Greensferry River Crossing
To: contactus@postfallshd.com <contactus@postfallshd.com>
Cc: bbrooks@kc.gov <bbrooks@kc.gov>, lduncan@kc.gov <lduncan@kc.gov>, cfillios@kc.gov <cfillios@kc.gov>

To whom it may Concern,

I am writing this message to express my concern about the proposed building of a new bridge crossing the Spokane River in my neighborhood. I am new to this particular neighborhood (10/2019) coming from Coeur d'Alene. Had I known prior to the purchase of this home, I would have reconsidered the purchase and possible impact to property values. The reason we moved from CDA was due to the increased in traffic, noise and riff raff happening in our local area (15th and Shaddock). With this proposed crossing, there will be a significant increase in traffic on an lightly traveled and quiet roadway (Ponderosa Blvd to Rodkey Drive). My concern is that not only will there be additional traffic but also the addition of trouble being brought to this quite neighborhood. I cannot image what the thoughts of my neighbors who will have this crossing right next to their yards will be.

I can't help but wonder why that within a mile (Spokane Street) we would require another bridge to be built at tax payer expense? If access to the east side of the river is the objective, wouldn't having a bridge halfway between Highway 95 and Spokane Street provide a better solution and access for those wishing to cross? Wouldn't it be logical to build this bridge in an area where there would be little to no impact on existing neighborhoods?

I am firmly against this project for whatever that is worth. Please reconsider this project.

Thank You,

Michael Moore

1927 E Rodkey Drive

Post Falls, ID

Shirley Walson

From: Shirley Walson <shirley@postfallshd.com>
Sent: Sunday, September 13, 2020 3:09 PM
To: shirley@postfallshd.com
Subject: Fwd: New Form Entry: Contact Form

----- Forwarded message -----

From: no-reply@editmysite.com <no-reply@editmysite.com>
Date: Saturday, September 12, 2020 at 11:02:30 AM UTC-7
Subject: New Form Entry: Contact Form
To: contactus@postfallshd.com <contactus@postfallshd.com>

You've just received a new submission to your Contact Form.

[Mark as Spam](#)

Submitted Information:

Name

Troy Evans

Telephone #

2086250377

Email

taes...@hotmail.com

Comment

Greetings, I have been a voting taxpaying resident of Kootenai county since 1988. The Greensferry Bridge is a waste of taxpayer dollars. Any new bridge belongs at Huetter-Seely st to maximise the projected Huetter north-south alternate route that has been acknowledged as the best for the MOST area residents. It would be half-way between the existing bridges. With millions of dollars at stake, the community needs to carefully plan for the future with the benefit of ALL residents in mind. Thank You.

Email

sore...@gmail.com

Comment

Dear Sirs,

Proposed Greensferry Bridge.

As it stands I am totally opposed to the Greensferry River crossing. I will be at the meeting on 9/15/2020 to hear the presentation and comment. One question is how did the item get moved from Prelim/Not Yet Scheduled on the 2019-2023 Capital Improvement plans to Immediate 2020?

Thanks for your time and attention.

Lee Sorenson

Shirley Walson

From: Shirley Walson <shirley@postfallshd.com>
Sent: Sunday, September 13, 2020 3:19 PM
To: Contact Us
Cc: David Humphreys; Michael Lenz; daniel.r.baker@hdrinc.com; shirley@postfallshd.com
Subject: Re: Greensferry Bridge Meeting

Thank you for the contact, David. The flyer is correct, Tuesday, September 15 from 6-8 pm. A resident contacted the newspaper and the reporter did not reach out to HDR Engineers, our consultant on the project, or to the District. HDR and our Director were made aware of it first thing Saturday morning when the paper reached homes. Our consultant has contacted the paper. Hopefully, a correction will be in Monday's paper. This first meeting was for close residents; more public meetings will be held in the near future.

Shirley Walson
District Clerk
Post Falls Highway District

On Saturday, September 12, 2020 at 9:31:46 AM UTC-7 David Humphreys wrote:

Hi,

My name is David Humphreys and I am a resident of Post Falls. I plan to attend the neighborhood meeting that discusses the potential for a greensferry Bridge.

My concern is that the CDA press just ran a story that said the meeting is on Monday (photo attached), but your mail flyer States that it's on September 15 from 6-8 pm. Which is the correct time?

If the newspaper is wrong, people will unknowingly go to an empty park on Monday. If it's actually on Monday, most people who received the flyer will go on Tuesday to an empty park. This confusion and lack of participation wouldn't reflect the level of concern from the public over this bridge.

Please clarify this date as soon as possible and consider sending out a social media reminder and/or press release to confirm the meeting date.

Thanks,

David Humphreys
208 964-0311

Shirley Walson

From: Shirley Walson <shirley@postfallshd.com>
Sent: Sunday, September 13, 2020 3:23 PM
To: shirley@postfallshd.com
Subject: Fwd: Greensferry Bridge

----- Forwarded message -----

From: Eowyn Sallis <eowynsallis@gmail.com>
Date: Thursday, September 10, 2020 at 5:22:03 PM UTC-7
Subject: Greensferry Bridge
To: contactus@postfallshd.com <contactus@postfallshd.com>

As homeowners on the river who pay a large amount of taxes to live here we are dismayed at the prospect of the rebuilding of the Greensferry bridge. It is a large amount of taxpayer money to spend that will only benefit a few people. Why is this money not being spent in the high growth areas of Post Falls prairie and Rathdrum? This bridge will have limited capacity and there is already a bridge one mile downriver.

Rob and Eowyn Sallis
Sent from my iPhone

From: Shirley Walson
To: [Baker, Daniel](#); [Borders, Stephanie](#)
Subject: FW: New Form Entry: Contact Form
Date: Thursday, September 17, 2020 8:57:41 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

See below.

Shirley Walson, District Clerk
Post Falls Highway District
5629 E Seltice Way
Post Falls ID 83854
208-765-3717
208-765-0493 fax

From: Shirley Walson [mailto:shirley@postfallshd.com]
Sent: Thursday, September 17, 2020 6:51 AM
To: momarian@yahoo.com
Subject: FW: New Form Entry: Contact Form

Good morning, Maureen~

Thanks you for your question. We are forwarding all Greensferry Bridge questions to the consulting engineering firm. You will hear from them shortly

Shirley Walson, District Clerk
Post Falls Highway District
5629 E Seltice Way
Post Falls ID 83854
208-765-3717
208-765-0493 fax

From: no-reply@editmysite.com [mailto:no-reply@editmysite.com]
Sent: Wednesday, September 16, 2020 8:23 PM
To: contactus@postfallshd.com
Subject: New Form Entry: Contact Form

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name
Maureen Marian

Telephone #

2084492676

Email

momarian@yahoo.com

Comment

Why did th e residents NOT know about the \$500 million to buy proerty? Where did the funds come from?



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I am firmly opposed to this project. This would negatively impact this area. Ponderosa Elementary School is close by and the increase in traffic would impact the safety of the children who walk and ride bikes to school. People would use Ponderosa as a short-cut to get to the freeway going right by the school. The post office on Greensferry is already congested with traffic at certain times making it difficult to egress, and there is the skateboard park on Greensferry where dozens of kids congregate. What happens when the train blocks traffic causing a backup on Seltice or the Greensferry overpass? It doesn't make sense to put a bridge here when you have one only a mile down the road. Consideration should be given to a bridge not in a residential area and evenly divided between the I95 bridge and the Spokane street bridge.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

Exploring the Huetter corridor area, or a location more midway between Greensferry and I95.

Contact

Name

MARK STEIN

Address

420 S JENNIE LN
POST FALLS, ID 83854

Email

deanos420@gmail.com

Phone

(208) 773-0460



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

My husband and I are opposed to putting in the Greens Ferry bridge. It will cause more traffic in our quiet neighborhood, along with the noise. Having more traffic will increase the chances of accidents. We have small children in our neighborhood and increased traffic is an added worry we don't need.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

We would like to see the Huetter Corridor explored as an alternative option. Currently the traffic south on the Spokane River bridge and on W. Riverview has increased. Having some of the traffic rerouted to Huetter could relieve some of this.

Contact

Name

Sheila & Bob McDaniel

Address

9046 W Michael Way
Coeur d Alene, ID 83814

Email

mcdanish@roadrunner.com

Phone

(208) 818-4317



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I feel the bridge at Green Ferry should be a no-build. It would adversely affect the people along Green Ferry Road. It would increase the traffic on the south side of the river, which has already become heavy. It will increase the noise and threat to the wildlife. I feel the Huetter access would be better. I feel the Huetter access would be better.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

I feel the bridge at Green Ferry should be a no-build. It would adversely affect the people along Green Ferry Road. It would increase the traffic on the south side of the river, which has already become heavy. It will increase the noise and threat to the wildlife. I feel the Huetter access would be better. It would impact fewer land owners and it is halfway between Highway 95 and Spokane Street bridge.

Contact

Name

Nadine Ferry

Address

585 South Kelly Road
Coeur d'Alene, Idaho 83814

Email

nrafnanaof6@gmail.com

Phone

(208) 704-1895



Thank you for attending tonight's

meeting. Your comments are important. Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

My home is located on the corner of Greensferry and Rodkey Drive. The greatest concern I have, other than the danger the increase in traffic will cause to the children at the Elementary schools and skate park, is the loss in value to my property because of a new bridge. Since my parents purchased this house in 1964, they had two occasions when they had a car accidentally end up in their driveway or garage. Since I have owned the home, luckily I have not had that experience. With the addition of a new bridge, I can see that happening more often. We would not feel comfortable swimming in our swim area being so close to the bridge. Currently people do not abide by the 25 mph speed limit on the south end of this road. I do not see that getting any better with all the additional traffic a new bridge will create. I'm concerned about how much of my property I'd have to "give" to the highway district. As close as the road is now, it would be like the cars will be driving through my kitchen. My suggestion is to build the bridge someplace else.

Do you have a preference on the bridge alternatives (including a no-build option). Y N Please explain your answer. YES If a bridge is truly needed, why not build a bridge more centrally located between Post Falls and Coeur d'Alene? One that wouldn't cause existing homeowners to lose value or even the use of their home. The way that Post Falls is growing, I can see there being a need for that probably in the not so distant future. If the need is for easier access for the fire and emergency vehicles, maybe it would make more sense to build a fire station on the south side of the river, instead of a new bridge.

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



MEETING DATE/LOCATION

Tuesday, September 15, 2020
O'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

→ YES... THIS PROJECT IS ONE THAT NEEDS A CONCLUSION - Abandon it.

① It is too late to start

② It will cost too much money

③ Emergency vehicles (etc.) are NOT driving this forward

④ Much loss for all on Greensferry, much profit for developers

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

→ YES. My preference and urgent suggestion: stop this project now.
My reasons are given below → on the next pages...
THE NO-BUILD OPTION IS MY PREFERENCE

CONTACT

Name: PHIL THOMPSON

Address: 555 South Greensferry Road

Email: philtonline@gmail.com

Phone: (208) 659-0683

City
POST FALLS

State
ID.

Zip
83854



① IT IS TOO LATE TO START.

If this had been a real option 20 yrs. ago, then provisions would have already been established. Why were the options to build a bridge abandoned? Could it be the bridge was agreed to be abandoned forever as noted in the public meeting? Why resurrect the option now? Easements are too little of a beachhead - they should be sold and profits given to a more realistic and logical place - Hvetter. - Already, plans to expand the road into a main artery are happening - it would be more plausible, and more logical for a bridge there - It's half-way ~~from~~ from the CDA ~~bridge~~ bridge and Spokane bridge... A lot easier for all flow of traffic that will be accessing these bridges on the other side (south side) of the river.

Also, this neighborhood is established - 25 yrs. established - kids walk on the sidewalks, play in the area. All of this neighborhood charm will dissolve and diminish - and vanish. I have a "Little Free Library" by the side walk of my house. Living on Greensferry not far from the River, people use it many times a week. For you, it's a bridge. For us - it's a gone neighborhood. It's too late - all that move in to this area acknowledge NO BRIDGE NEIGHBORHOOD.

② IT WILL COST TOO MUCH MONEY.

Estimates. That is all you have... yes, professional estimates, but only estimates on THE BRIDGE ONLY? WHAT ABOUT extended easements for the bridge? WHAT about a Environmental Impact Statement? WHAT about the serious issue with the sewage pump station? WHAT about the ROAD itself, a 25 m.p.h. Residential ROAD

→ that will have to be added to for artery traffic from Seltice to the bridge... what And where will THAT money come from? If building and extending the road - all the easement will be taken... are you buying 5 more feet of my property for a sidewalk? Then how will I access a busy artery street from my residential house? What about sound barriers in the residential neighborhood? What about a stop-light at Ponjarc's and Greensferry?

All of the expenses were NOT in this preliminary report. ~~the~~ These are serious expenses - all that Post Falls residents are expected to pay - and what about those land owners who will build "ESTATE" housing on the south side... what do they pay? No mention of any money from them - and no mention of all the expenses - Just a bridge. There is more impact and more money spent on this project... than a bridge.

③ Emergency vehicles are the primary reason for the bridge - really? Stations can be built on the other side with less cost and more efficiency! If it was time for an ambulance to get to a heart-attack person on that side - an ambulance on the south side of the River is a LOT more expedient.

And - the hospital is closer on the south side - Down the River Road to Kootenai - closer than I-90! Realistic logistics and cost with all options on the table are a better procedure. You have assumed a bridge is best... Other options eclipse this idea... and are better solutions - continued →

(F) Much loss for all those by the River, and those living on or by Greensferry Road.

As I have stated - there is more to be lost than gained. On paper - the Road Commission places a 'bridge' over the Spokane River and assumes it answers the road problems... but wait - could it be that in ~~an~~ answering the road problems... it creates BIGGER PROBLEMS? Look at these issues -

- Skate Park on Greensferry by the Post Office already has kids on skate boards crossing a busy road. As a main artery - a child's safety hazard has been made - a kid is going to be hit - accidents will happen at 3rd and Greensferry a lot more... with more traffic. I see these kids on Greensferry daily...

= What about school kids? So... the bridge goes in - the school, Ponderosa School - gets hundreds of kids from the South River! They will travel down Greensferry to the bridge! And so we have NOT residential cars, but artery traffic buzzing by children going to school - no stop signs, crossings - to Ponderosa School - another nightmare NOT ADDRESSED.

= What about construction traffic? There is a specific load weight for residential - and with a bridge - all (yes most, if not all) will go right by my house! - continued

Who will care that this once was a quiet neighborhood?
No one. Who will pay for the road damage of all the
construction trucks down Greengrass? Certainly that has
been glossed over - as the profit is on the South-Side of the
River, as the tax-base expands and Post Falls stretches
it's borders across the Spokane River... all... right by
my house.

These are not quick-answers; "let's build a bridge and then
solve the problems later" kind of a situation. Hasty-immediate
solutions - have long-term consequences - of which I heard
NOTHING on the table... except one of four options... for
a bridge. I sincerely do aspire you to re-read my
letter which (by proxy) represents 100 people at this
meeting. Which will then lead to decisions and actions...

- Will you listen to the people you serve here in Post Falls?
- Will the "needs of the greater" eclipse your reason and logic
from "the needs of these 100"?
- Will you actually reach out and invest in a Resolution to
not just a bridge - but the entire infrastructure of a
city... in which people live? (we live here...)
- Will you put aside these notes, and in turn, leave no
other option for these "minority" other than legal channels?
- Will you be like Solomon... or Rehoboam? (I urge here, Solomon.)
(1 Kings 3:16-28) (1 Kings 12:1-15)

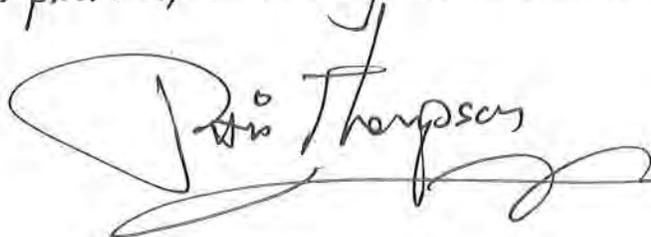
continued

For even if you do not believe in the Bible, you must believe in history, and people in the past can give us "living lessons" for today!

As I conclude, I have given you an honest - heart-felt answer to this inquiry. I even hand-wrote these pages to show my sincerity and my evaluation of this bridge. I urge you not to build this bridge on Greensferry Road over the Spokane River. I believe it will not be a solution, but constantly a problem, a residential problem, for years to come.

Thanks for reading this letter from a concerned citizen who lives of Greensferry near the river. Please ponder on your steps as you make them in this situation. I do pray wisdom will be forthcoming! I will be waiting to hear from you.

The resident of 25 years, proud of Post Falls in the past and present, wanting to remain so in the future.

Dan Thompson



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Myself - and many of my neighbors - find your "proposed" GF Bridge to be extremely irresponsible and unacceptable. The bridge would only serve to disrupt hundreds of families in our long-established residential neighborhood. Not ONE resident has been consulted about the major negative impact this would cause. We are vehemently opposed to this bridge proposal and will continue to oppose it!

Do you have a preference on the bridge alternatives (including a no-build option).

Y / N

Please explain your answer.

No-Build!

Stop pandering to developers and start listening to the citizens of Kootenai County!

CONTACT

Name: *Patrick J. Carter*

Address: *P.O. Box 1351*

Email: *jetrep&1@qpho.com*

Phone: *208.262.1618*

City

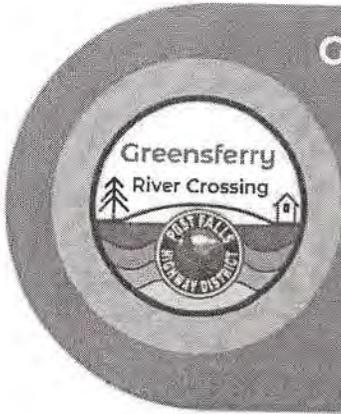
PF

State

ID

Zip

93917



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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contactus@postfallshd.com

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Please share any suggestions/comments you have about the project:

Do you have a preference on the bridge alternatives (including a no-build option).

Please explain your answer. Absolutely want the no-build option!

Y X N

1. Significant and permanent diminished quality of life for residents who reside south of the river
2. Increased Tax burden on residents - \$16 million is grossly understated. It will cost millions to obtain the required land to build the bridge and adjoining roads.
3. Wrong location - would serve more residents if build at Ross Point Rd. or Huether Rd. Adding 2 more lanes to the Spokane St. bridge would be the least expensive alternative.
4. Build a fire station south of the river, if EMT/Fire response time is an issue.

CONTACT

Name: Donna and James Rauk

Address: 11741 W Romin Rd.

City Post Falls State ID Zip 83854

Email: donnarauk@hotmail.com

Phone: 510.846.6698



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Q'emiln Park Trailhead Event Center
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Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

6 people in our household.

Why are we making it easier for people to build on the other side of the river? Our roads already Cannot support the population growth that had already happened.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

I think we ought to be requiring developers pay for any changes that need to take place in our roads, I don't want my tax dollars going toward making it any easier for population growth. It's already gone too far. Ask anyone that lives in post falls...we moved here because it wasnt crowded.

Contact

Name

REBECCA STRAIN

Address

307 W 19TH AVE
POST FALLS, ID 83854

Email

strain.becca@gmail.com

Phone

(208) 704-1586

From: Shirley Walson
To: [Baker, Daniel](#); [Borders, Stephanie](#)
Subject: FW: Opposition to proposed Greens Ferry bridge
Date: Friday, September 18, 2020 8:48:28 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

No form attached, just their message.

Shirley Walson, District Clerk
Post Falls Highway District
5629 E Seltice Way
Post Falls ID 83854
208-765-3717
208-765-0493 fax

From: 'M & M Reynolds' via Contact Us [mailto:contactus@postfallshd.com]
Sent: Thursday, September 17, 2020 8:43 PM
To: contactus@postfallshd.com
Cc: bbrooks@kc.gov; lduncan@kcgov.us; cfillios@kcgov.us
Subject: Opposition to proposed Greens Ferry bridge

We would like to state our opposition to the proposed Greens Ferry bridge. We do not believe there is a need for a bridge so close to the current Spokane Street bridge. As homeowners located in close proximity to the proposed bridge site, we have no desire for the increased traffic this unnecessary bridge would bring to the area south of the Spokane River. A better use of funds would be improvements to Riverview Drive to include a bicycle lane for safety.

Sincerely,

Mike and Misty Reynolds

525 S. Kelly Road

Coeur d'Alene, ID 83814



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

As a homeowner on Sundance Drive in Post Falls Idaho near the new Greensferry bridge proposal, I'm writing this response in formal opposition to the proposed re-building of the Bridge across the Spokane River at this location and time.

I'm in support of the opposition of the majority of homeowners and other concerns that were at the September meeting in regards to the Greensferry crossing. We don't want to see the structure built due to the potentially massive change of traffic flow and the impact through the valley that this could create in our community and our specific locations. It's suspected that a plan of many years ago is being rekindled and that it would redirect a large portion of the traffic off of the current highway 95 to come through our area and cross the mountain and tie back into highway 95 in the Cougar Bay area. As most of us recognize, the population growth of our area and the traffic through highway 95 in Couer d'Alene, has continued to increase with drivers seeking alternative routes. These issues that have been created by expansion without planning, and / or beyond expectation on Highway 95 are not what the citizens of Post Falls should expect from our highway district in planning for the future travel plans.

Most would agree, there needs to be overpasses and underpasses on 95. This would help alleviate the east / west flow of traffic and the growing number of stop lights which has resulted in the bottlenecks of the north / south flow of traffic. This traffic spilling over from Couer d'Alene and highway 95 is now causing traffic issues on all other arterials east, N.Huetter Rd, Atlas, Highway 41, Greensferry and others all the way to Stateline. This needs to be addressed beyond the Post Falls Highway district prior to these actions being funded and moved forward with. What is Couer d'Alenes plan, what is Rathrdums plan, what is the states plans, why does Post Falls feel like we need to move forward without the inputs that the public had demanded at the meeting? Why will the Post Falls tax payers be ask to pay the full bill for a bridge that the residents on both sides of the river do not support? The basic questions on this project are in regards to traffic control, safety and the dictating or driving reasons were not even attempted to be answered at the meeting. The only answer the highway department wanted to know was how big do you want this bridge.

The highway districts apparent timeline is to have this sent to bond and to the voters later on this year so they can have a slam bam thankyou mam project moving forward. We don't want to see another bottleneck and mess like the problems in Couer'd Alene. The Post Falls highway district in conjunction with the other government entities needs to present the master plan with "Alternatives" so that the public can choose what is right for our communities. The idea of doing something one piece at a time and not addressing the issues up front is a fatal mistake, similar to what highway 95 is now.

I must apologize for the assumptions that are being made here. This is due to the lack of planning and sharing of information done by the highway department prior to and at this meeting in regards to this proposed project.

On the surface it appears that the Post Falls highway district is possibly caving to the land developers that are eyeing the properties on the southside of the river as well. If this is the case, I for sure don't want my tax dollars subsidizing a developer's get rich quick plan and all the resources it takes to protect a huge forested housing development.

The bulk of the testimony on the southside of the river seemed to be by residents at the meeting stating that they had purchased that property because of its remote location and the life it offers. In addition, another topic brought up by the developers was the concerns of fire, police and ambulance services that could be improved with better access. This is true, but they could also improve them by establishing and funding remote stations there if these services are deemed to be necessary based on legitimate data. The traffic numbers on the present primary route of the Spokane St. bridge has not grown significantly over the years and doesn't warrant an additional access at this time. This is based on recent highway traffic count surveys that were noted at the meeting by a concerned citizen that had researched the highway department's data.

Speaking from my heart, I am very disappointed in the ram rod approach that has started this discussion. Earlier in the summer residents in the immediate area around the proposed bridge were notified that there would be a meeting on September 15th to discuss this proposal via a post card invitation. Upon attending this event, many of us felt as if the plan was already set in stone and that all we were "Allowed" to have input on was how big we wanted the bridge to be. The overwhelming majority, I'm estimating at about 100 residents, made it very clear that we were opposed to this project altogether. We don't want this to move forward at the Post Falls tax payers expense, especially with such lack of information on the consequential costs that still have not been determined or addressed. To me the fundamental concerns are what alternatives are there to this location, how will our personal losses be handled, the environmental impact on the river, and the safety concerns of the users and the proximity to schools. At this meeting, which was the public's first invitation for input, we had discovered that the Highway District had already committed about \$180,000 to an engineering firm to survey the area, give us our build options, and progress with their plan. Today as I'm writing this, they appear to already be drilling core samples and moving farther forward than what was even mentioned at our indoctrination meeting to this project.

Below I'm listing the considerations and questions that I have, and can recall, that were brought up in the meeting. The citizens vocalized these but were not recorded as testimony with the Post Falls Highway District. These concerns and issues were not addressed in the meeting presumably because they had never thought of them, chose not to address them, or they did not want to ask the tax paying public's opinion prior to the development of this plan. The bridge itself has a guess estimated price tag of 20 million dollars, which doesn't even start to scratch the surface of the true cost after the concerns are addressed. Presently, I would hate to estimate the final cost and burden that will be put upon the tax payers of Post Falls.

- 1) The present owners property values will be eroded due to heavy traffic flows and congestion. Is there relief or compensation figured into this for those concerns?
 - 2) The impact of noise issues and potential sound barriers and costs accompanying a project of this magnitude need to be addressed if it were to proceed.
 - 3) The lack of environmental impact studies on the river crossing has concerned the group as well, especially since this has moved to the design stages ahead of the feasibility study stages.
- A) Discussion was made at the meeting of historical limitations of an aquatic species that were an issue with the Spokane Street bridge during its reconstruction. Has this been looked into or accounted for?

- 4) The removal and disposition of the original Greensferry bridge that was supposedly left in the bottom of river at the time of its demise. Has this been considered?
- 5) The possible historical lawsuit settlement with the Idaho Supreme Court that supposedly was made with the City of Post Falls to avoid liability and fines due to the collapse and lack of maintenance on the original Greensferry and Spokane street bridges. The minimal understand that I have of this topic, basically stated that the city of Post Falls agreed to “Never” pursue the reestablishment and reconstruction of the Greensferry Bridge to avoid liabilities and fines imposed at that time.
- 6) The safety concerns of school children and their travels with 3 schools noted on Greensferry and another one on Ponderosa which is a primary arterial route to Greensferry. The Ponderosa school was a very distinct immediate concern based on the proximity to the new Highway 41 interchange project. The traffic from the interchange would be melding into the routes near the school to go to the potential Greensferry crossing. How is this to be mitigated?
- 7) The traffic and safety concerns of the bike / walking paths of the historical Centennial Trail that accompanies the Greensferry and Ponderosa streets was a grave concern to many. How do you plan to address the non motorized usage of the area?
- 8) What types of traffic controls will be projected and required to allow access to our properties and to deal with the following areas of concern?
 - A) Access to the US Post Office?
 - B) Railroad Crossing approximately 200 feet from Seltice Way near the Post Office?
 - C) Access to the skate boarding park just beyond the railroad track?
 - D) Since 3rd street is a major arterial, in the block beyond the Post Office, how will it’s traffic be regulated?
 - E) How will the traffic be addressed at the intersections of Ponderosa, Greensferry, Meadow, Marine Drive, Rodkey and all other streets south of Seltice?
- 9) As the residents of Rodkey, Sundance and south Greensferry know, there is a sewage lift station issue and tank problem at the corner of Rodkey and Greensferry. This tank / pumping station currently expels large amounts of odor and may hamper the construction of a bridge. For many years the odor has never been adequately addressed. The proposed bridge will need to address this issue and the cities potential expansion plan of the sewer lift station.
 - A) It’s surmised that with this bridge, other city services such as water, sewer, etc. will be attempted to be offered to the south side of the river to further please the developers on that side. Shouldn’t there be a plan made public of the full intentions and who should pay for these services? With the current sewer issues we have in this area, we sure don’t want sewage transferred from over there to compound and further devaluation of our property.
- 10) If the bridge proceeds, how will the infrastructure be improved and paid for on the southside of the river? The bridge options given show these nice plans to divert foot and bicycle traffic across the river. In my travels over there, this would be an accident waiting to happen as it is presently developed. The highways there currently can barely accommodate 2 way traffic and for sure it can’t handle the conflict created by the additional traffic and recreators that this will bring.
- 11) Will the bridge be tall enough to accommodate the passage of the tour boat business and personal watercraft originating from down river at the Red Lyon resort and marina areas?

ALTERNATIVES

- 1) Pursue the optional location at N.Huetter Rd, in coordination with other local and state governments to determine a best fit scenario for the future and to seek a larger pool of funds to draw upon.
Positive Considerations for a Huetter Rd crossing.
 - A) Less volume of residential impact with the N.Huetter Rd bypass.
 - B) N.Huetter Rd has the ability to have an interchange with I-90 if that bypass is developed. (Greensferry's proximity to the other interchanges on the freeway is too close to the existing interchanges according to National Highway regulations)

- C) The projected crossing at N.Huetter Rd is closer to the Hospital with less traffic interruptions than what would be projected at Greensferry.
- D) Hueter would be a relative straight passage through the valley with currently less developed lands from the new interchange of Highway 53 and Highway 95 north of Couer d'Alene.
- E) Since Greensferry is west of Rathdrum and N.Huetter Rd east of Rathdrum the N.Huetter Rd crossing would bypass a large sum congestion traffic that is presently being diverted threwh Rathdrum with the Highway 53 interchange at Highway 95.
- F) The Huetter location would also provide better access to the Couer d'Alenes airport as it continues to expand.

2) If there is no bridge, possibly improve and establish south side emergency services as needed with upgraded facilities and additional staff if required

I know this letter becomes confusing for those not familiar with this area's traffic flow. I suggest that you physically take a tour of these areas and determine for yourself the best plan for the future and for our pocket books.

I by no means want to minimize anyone's concerns on this issue and would like to see folks supplement, correct and enlighten us all with good information on the topics that have been raised. The lack of information has led me to present my rebuttal in this fashion. Without teaming up with the other government entities in a legitimate public forum, with logged testimony, actual projections and the ability to present ideas openly to be discussed, the voters are in for a tragedy.

In conclusion, if this comes to a bond issue in the near future, please reject it and make our government plan the project prior to rushing it threwh. I don't like the idea of government using the philosophy of "Build It" and it will come. It's kind of like selling you a car with no engine or options and then you can figure out how to install them later.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

Do not rebuild the bridge.

Contact

Name

Robert Sarrett

Address

1958 Sundance Dr.
Post Falls, ID 83854

Email

Robert.Sarrett@gmail.com

Phone

(541) 786-4507

From: Sandy Sarrett
To: contactus@postfallshd.com; friendsofgreensferry@gmail.com; Bob Sarrett
Subject: Attn: Greensferry River Crossing
Date: Wednesday, September 30, 2020 12:01:29 PM

Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION
Thursday, September 10, 2020
Greensferry River Treatment Plant Center
1280 W. Parkway Drive
Post Falls, ID 83854

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:
Post Fall Highway District
Attn: Coordinator, River Crossing
1212 E. Central Way
Post Falls, ID 83854
postfallshd@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important. Please print or write as clearly as possible. Thank you. Please share any suggestions/comments you have about the project.

Do you have a preference on the bridge alternatives (including a no-build option). Please explain your answer. Y N

1) No bridge on Greensferry.
If we have no choice and bridge happens:
2) 2 lanes with walking trail on one side - Alternative #2
3) Easy access when crossing or merging onto Greensferry heading North.
4) Noise barrier

CONTACT

Name: Sandra Sarrett
Address: 1958 E. Sundance Dr. Post Falls, ID 83854
Email: sandy.sarrett@gmail.com
Phone: (541) 786-4507

I would prefer no bridge on Greensferry. Please find another alternative.
Suggestion: Heuter

If we have no alternative and bridge must happen at this location please consider the following:

- 1) Alternative #2
- 2) Easy access when crossing or merging onto Greensferry.
- 3) Noise barrier.

Thank you for your consideration of these suggestions.

Sandra Sarrett
1958 E. Sundance Dr.
Post Falls, ID 83854
(541) 786-4507

From: ssloyka3@roadrunner.com
To: contactus@postfallshd.com
Subject: Attn: Greensferry River Crossing
Date: Monday, September 28, 2020 5:27:03 PM

I am vehemently opposed to the Greensferry River Crossing Project. I live on the south side of the river and we consider ourselves a community, not just a quiet neighborhood. All of that would be permanently changed, Those of us who live here do not mind driving a mile into Post Falls to cross the river.

A bridge would negatively affect my property value, as I own about half of the property on the east side of the road. This property is my retirement nest egg, and it would be financially devastating for it to lose its value. Having 2 bridges so close together does not seem to make as much sense as a bridge located half way between Coeur d'Alene and Post Falls.

I would prefer no bridge at the proposed location .

Susan Sloyka
892 S Greenferry Rd
Coeur d'Alene, Idaho 83814
ssloyka3@roadrunner.com
208-661-4725

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

NO

NOT ENOUGH STUDIES
TOO FEW PEOPLE INFORMED
BAD LOCATION - HUETTER IS BETTER

CONTACT

Name: LEE SORENSON

Address: 645 S. Greensferry PF

83854

Email: SORENSL49@GMAIL.COM

City

State

Zip

Phone: 208-501-5424

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Post Falls, ID 83854
contactus@postfallshd.com

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Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

The Bridge over Greensferry would seriously damage the peace and tranquility of the Res. emdnts. that have built and cherished there Home over ~~the~~^{over} years, we have been allowed to build & extend our Homes - Now you want to destroy - everything I say. NO TO THE BRIDGE.

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

NO BUILD. No explanation other than what I have said above - use another route - there is plenty other places over the River.

CONTACT

Name: E.C. SPRINGER

Address: 880 S Greensferry Road.

City CDA.

State ID

Zip 83854

Email: E.Springer@yahoo.com

Phone: 208 916 6669 -



Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

SEE ATTACHED COMMENTS

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

NO BUILD (SEE COMMENTS)

CONTACT

Name: GARY & BARBARA FORD

Address: 570 SOUTH BRET AVENUE

Email: a1601176@HOTMAIL.COM

Phone: 208-460-3757

City

COEUR D'ALENE

State

ID

Zip

83814

Comments after Greensferry River Crossing Neighborhood Meeting on Sept 15

Here are our comments on the bridge proposal:

We think there is a need for a bridge between Spokane Street and Highway 95.

We think you need to a proper study to determine the possible locations for a bridge and the advantages and disadvantages of each.

Once that study is completed and available, then would be the time to talk to the public about these options to see what they prefer.

You should not separate the bridge from the other components of the river crossing i.e. the road development and construction and its physical and social costs.

To ask people to comment on the design of the bridge without understanding all the other details such as land acquisition and design details to mention a few, makes a mockery of the public involvement process.

We favor the "no bridge" option until you provide a more complete and better thought out proposal.

Gary and Barbara Ford

570 South Bret

Coeur d'Alene, ID 83814

Alboll16@hotmail.com

Barbara Ford
Gary I Ford



Greensferry River Crossing Neighborhood Meeting COMMENT FORM



MEETING DATE/LOCATION

Tuesday, September 15, 2020
O'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:



Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

No Build! Bridge open =
annexation. Annexation means
no forestry exemption. No tax
exemption = no CONTACT home! We

Name:

are homeless. A. Durtseh

Address:

1188 Riverview Drive

City

State

Zip

Email:

none

Phone:

none

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Q'emiln Park Trailhead Event Center
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*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

The form would not take my set of comments, so they are attached to this form. Please consider them as if they were presented on your form. Thank you.

Please see attached comments.

Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

Only one option is supportable -- No Action. PFHD presented little credible need for the bridge and even that would be better addressed by building a fire/emergency station on the south side of the river. To proceed as far as this endeavor has gone without a well-developed set of needs is not a credible approach.

While it's nice of you to ask about alternatives, in general, we've been provided little useful information on a well-developed set of alternatives, with objective analyses, so it is perhaps inappropriate to ask this question until you can provide that information. With emphasis on "credible and objective". And assuming there is a credible set of needs, of course.

CONTACT

Name: Susan Stiger

Address: 11831 W. Riverview Drive

Post Falls

ID

83854

City

State

Zip

Email: susan@stiger.com

Phone: 208 773 9855

Greensferry River Crossing Neighborhood Meeting Comment Form

1. The need for a new bridge across the river has not been justified. Other than a comment about improving emergency response time, there was no discussion of the factors that are credibly driving a need for a second bridge across the Spokane River. For a legitimate project of this size and impact, there's got to be more than that. Appears to be putting the cart way before the horse, which would make a reasonable person suspicious about what is really driving this project....
 - o Putting a fire station/emergency response center on the south side of the river would be a much less expensive and more effective solution to the emergency response concern.
 - o We've lived here for over 20 years, travel Spokane Street several times a day and have never experienced blockage on that route. Do you have credible data to show that the route is blocked frequently, many times a year?
 - o When asked at the meeting for traffic data, none was provided. A member of the public did have some data which showed traffic across Spokane Street bridge had grown perhaps 10% in the last 10 or 15 years. That's not very significant in the big picture.
 - o If we were to accept the issue of emergency response times as a strong justification for a bridge across the river, then you should be considering bridges every 2-5 miles up and down the river through the district.... That certainly makes no sense.
2. A credible, well-developed, complete evaluation of alternatives needs to be done before funds are spent on further stages of this project, assuming the need for a new bridge can even be justified (see comment 1). It is irresponsible to do otherwise, although you appear to be on that path. With a well-justified set of needs (not present in this case), the next step is a well-developed set of alternatives (not done). As best we can tell from comments at the meeting, that critical step was quickly dismissed because the HD believes the Greensferry location would "be so much less expensive" than other options. They presented no data to support that. It's very hard to believe, especially when considering expanding Spokane Street Bridge as one option or other locations with much less residential impact and associated cost to the highway district, including Huetter and Pleasant View. From the response at the meeting, the very extensive cost to acquire a full right of way, Seltice to Riverview and perhaps even beyond, and to cover the associated impacts to all affected property owners was not credibly considered for Greensferry. Of course, the no action alternative looks even less expensive, which takes one back to the Comment 1.
3. Any large project of this type needs to be well coordinated and aligned with regional transportation plans by others, including the US-95 Cd'A bypass. Even if well-justified, any river crossing will be very expensive and have a lot of engineering, environmental, socioeconomic and other impacts, including impacts to the river and the many who use it. We've heard for years and support State plans to build a US95 bypass around Cd'A. That plan has to consider a river crossing, too, and they don't grow on trees, so to speak. When we asked if PFHD has coordinated their bridge thinking with State plans for the bypass, we've repeatedly been told 'no'. As a taxpayer and someone who cares about quality of life in Kootenai County and environmental issues and well-developed, thoughtful plans for the future, I think it is irresponsible to proceed with any discussion of another bridge crossing without full coordination and alignment with the State's bypass plans.
4. That leads me to another comment – putting a bridge in at Greensferry means you've got a bridge going basically nowhere. It's not connected to anything. There isn't much on the south side of the river and Riverview Drive and Greensferry are narrow windy roads that cannot safely handle much traffic in any direction. On the north side, you've got extensive residential neighborhoods. The absence of any plan that doesn't provide direct, easy access to I-90 makes no sense. Are you thinking of trying to direct traffic to whole areas that are not designed to handle such traffic? Even if that traffic should materialize, because again, where is the bridge sending traffic that the data we were provided indicates really hasn't significantly increased?
5. The PFHD forever abandoned that location legally. We've owned our house for more than 25 years. We are both engineers and before we purchased it, we did some research on the Greensferry Bridge, for obvious reasons. We were told then by both HD and county personnel that a bridge would never be built there again, that the location had been abandoned in perpetuity. We have since found the HD district records showing it was "forever abandoned and shall no longer constitute a portion of the road system of

this District". You likely have a creative way of interpreting that determination, which was used to settle a ruling by Idaho Supreme Court. I can tell you we took that in good faith before we purchased our home, and I suspect many others did, too.

6. Stakeholder approach used at the meeting was not designed to establish trust or credibility with the HD. In fact, it had just the opposite effect. Even with a smaller group, they should have had microphones and recording equipment. It was nearly impossible to hear. In dancing around their responses when questioned, the moderators left the impression they were not even getting a good record of comments made at the meeting advertised to gather comments. The presenters were clearly in selling mode, and doing a poor job of that.
7. Even worse, the moderators were totally disingenuous with their repeated comment that "you will ultimately decide if a bridge is built here". The clear implication was that the residents who live near the proposed bridge crossing would have the power to decide, yet we know that is not true. We are only a portion of those who would vote on a bond election. We are not stupid, so please don't treat us as if we are. We have no choice but to believe the presenters' behavior reflects the attitude of the PFHD and that is very concerning.
8. Similarly, telling us you consulted with Key Stakeholders already and presenting us with several designs to consider was insulting. You made it pretty clear we were not considered stakeholders whose input mattered. You'll have to work pretty hard to demonstrate that the comments you've solicited from us have actually been considered as important input to your decision whether or not to go forward to any next step.

Thank you for the opportunity to comment.

SG Stiger, PE
11831 W. Riverview Drive, Post Falls, ID 83854
susan@stiger.com
208 773 9855



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I think a bridge @ Huetter would be a much more efficient use of our tax payer dollars. There are already businesses there, it's not as densely populated/residential and it's closer to half-way between Spokane St Bridge and Hwy 95 Bridge.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

I think a bridge @ Huetter would be a much more efficient use of our tax payer dollars. There are already businesses there, it's not as densely populated/residential and it's closer to half-way between Spokane St Bridge and Hwy 95 Bridge.

Contact

Name

Tiancy Thomas

Address

322 N Promenade Lp, 101
Post Falls, ID 83854

Email

tymom4@msn.com

Phone

(208) 691-6181



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Stop this project. It has so many negatives (only a few listed below). The Spokane St bridge can be widened through Riverview, or serious discussion of a Huetter bridge should be explored. There has been little to no time for reasonable Public input. Stop this project and let the citizens of Post Falls be heard and have dialogue with the transportation Dept and City leaders. We know our infrastructure is important, but trying to push through any project of maginature without public comment is doomed to angry residents/smells fishy/and more time allows more wisdom and constructive ideas to be heard and discussed.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

NO BUILD OPTION. AGAIN: NO BUILD OPTION.

This is yet ANOTHER project that the city of Post Falls and the County has made decisions and hired workers (some out of state!) for a project the public has no advanced input from the people. The representation at the Sept 15 meeting is only a very small representation of people that are totally against ever putting a bridge at Greensferry. Only a very minute segment of the citizens of Post Falls were even informed about a meeting! Don't proceed any further with this project!

We have been in our home for 25 years. A bridge at Greensferry would destroy our neighborhood. There would be so many negatives, long time residents being forced from their homes, or having to give up property. Children walking, biking to school would be in constant danger of the increased traffic-there are over 400+ children living in this immediate area. Decreased property values on the North side of Greensferry. Only the new high density building on the south side would benefit. The claim that the city owns 50 feet on the S side of Greensferry- No mention that there are 60 feet of city owned property at Huetter. In fact there is a proposed fee increase dealing with a Huetter corridor connecting the I 90, wouldn't a bridge at Huetter make more since then- adding to that corridor? Less residents would be affected, building roads/bridges would be already in progress? Now that would save money all around! Need I go on? I surely can. I was unable to be at the meeting, so add my vote to a NO BUILD OPTION.

Contact

Name

Valerie Thompson

Address

555 S Greensferry Rd
Post Falls, ID 83854

Email

pvthompson79@gmail.com

Phone

(208) 659-1832

From: no-reply@editmysite.com
To: contactus@postfallshd.com
Subject: New Form Entry: Contact Form
Date: Tuesday, September 29, 2020 5:39:26 PM

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Nancy Walker

Telephone #

12107847102

Email

walkern48@yahoo.com

Comment

I am commenting in regards to a bridge to cross Spokane River on Greensferry. I worked over there on other side of the river as a caregiver and it would have been nice to cross the river at Greensferry as my client lived close to Greensferry. I do not work there now but a bridge there would be awesome instead of having to go down farther and then back track . Those that live across the river would appreciate it too I am sure. Thanks for asking the public's opinions.



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Why build a bridge so close to an existing bridge? what a waste of funds. I am against this project.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

no-build on greensferry find an area closer to the middle of spokane st and HWY 95, better yet spend the money improving riverview and let them drive to the closest bridge. Dont dump the traffic in my quiet neighborhood.

Contact

Name

Brenda Wine

Address

south 793 rainbow rd
coeur alene, Idaho 83814-9771

Email

bbrat84@aol.com

Phone

(208) 661-2478

From: "christine hamilton" via Contact Us
To: contactus@postfallshd.com
Subject: NO Greensferry Bridge
Date: Tuesday, September 29, 2020 8:00:46 PM

Good evening,

I would like to let you know how much those of us who live near Greensferry are NOT interested in having a bridge on Greensferry.

It will more than double the amount of traffic on Greensferry and Riverview.

Please, do NOT build the bridge on Greensferry.

Christine Hamilton
608 S Kelly Rd
Cd'A ID 83814



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I utilize Greensferry south of I-90 to get home. Traffic has greatly increased in the last couple of years. There is a bike lane on either side of the road. There needs to be proper sidewalks for safe pedestrian access. I think the bridge is too close to Spokane street bridge and a location more at a central point would be a better option like on Huetter Rd.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

I utilize Greensferry south of I-90 to get home. Traffic has greatly increased in the last couple of years. There is a bike lane on either side of the road. There needs to be proper sidewalks for safe pedestrian access. I think the bridge is too close to Spokane street bridge and a location more at a central point would be a better option like on Huetter Rd. There should be a more central location to make it easier for emergency crews to access all points on the south of the river.

Contact

Name

Megan Barrett

Address

403 S. Timber Lane
Post Falls, ID 83854

Email

megan.b@tmbarrett.com

Phone

(208) 446-8336

September 29, 2020

Attn: Post Falls Highway District

Attn: Greensferry River Crossing

My name is Edward R. Adamchak Jr. and I live at 719 S. Greensferry Rd, Post Falls, ID. I also own a parcel of property adjacent to my residence at 2808 Marine Drive. These properties are located in the Post Falls Highway District.

I do not support construction of a bridge across the Spokane River at Greensferry Rd, otherwise called Greensferry River Crossing. NO BUILD.

Here are the reasons for my lack of support:

1. A bridge across the river at this location will negatively impact my property value, lifestyle and current living situation. I have lived at this residence for over 43 years. It is a quiet peaceful neighborhood with limited traffic and noise. Construction of a new bridge will negatively impact my household.
2. I do not believe that the current situation with traffic warrant a bridge at Greensferry Rd. It does not appear that there are any traffic studies completed by a competent engineering firm. This is a standard procedure for a project like Greensferry River Crossing.
3. I do not believe that there has been a transparent release of information on the cost of a new bridge. Engineers from HDR Inc. have stated that they do not have any estimates of the cost. This firm has construction software that can easily give an approximate cost of a bridge. They could give estimates of all 5 designs with little work. In fact, two years ago they were hired to give the highway district preliminary costs for a new bridge. I actually talked with Darius Reun, Kelly Brownsberger and a representative of HDR Inc. on the point located on the north side of the river at Greensferry Rd.
4. The cost; that is yet to be determined, is too much. I am against any increase of taxes at this time.
5. The Kootenai Fire and Rescue District Board of Fire Commissioners are currently researching a bond proposal to build new fire stations in their district. A Post Falls Highway District Bond Proposal could conflict with Kootenai Fire and rescue bond proposal. First Responders First. New stations would improve safety for the *entire* fire district.
6. There is a huge lack of information and cost estimates of what would be needed to upgrade Greensferry Road on both sides of the river. There is an extraordinary lack of curbs and sidewalks in both directions. These are safety issues that need to be addressed and there has been no mention of these potential costs.
7. Daniel Baker, HDR Inc. project manager, said that the bridge will be designed to handle sewer and water lines that will cross the Spokane River. I don't believe the Post Falls Highway District should be involved in participating in potential future growth of our community. I am firmly against this as a Post Falls Highway District patron.
8. There has been a lack of adequate public input on this issue. The September 15, 2020 Greensferry River Crossing meeting was a total disgrace. HDR, Inc. was ill prepared and lacked necessary equipment and structure to allow all attendees to participate at the meeting. There was supposed to be two presentations but only one was given. Many participants in the rear of

the meeting room could not hear or see the presentation. HDR did not recognize or acknowledge many of the participants who had questions about the project. Also, there has been no presentations about this project to the Highway District patrons in other areas of the District. They have not been given an opportunity to give their input on a possible multimillion-dollar bond issue.

To conclude, my wife, Julie Adamchak, has also sent her comments and I support her comments. **I do not support the construction of Greensferry River Crossing.**

Sincerely,

Edward R. Adamchak Jr.

719 S. Greensferry Rd.

Post Falls, ID 83854

September 29, 2020

Attn: Greensferry River Crossing

At the September 15, 2020 meeting regarding the proposed bridge at Greensferry Road input was requested of the stakeholders who would be impacted by this project. I live at 719 S. Greensferry Rd. and also own the property at 2808 Marine Drive and would be **significantly** impacted by the construction of this bridge. The overwhelming input given at that meeting was against building the bridge. We were given the opportunity to submit written input. There were no official meeting notes taken by the engineering company who facilitated the meeting. I did submit handwritten comments, however, I do not know what is being done with those notes. I would like to take this opportunity to more formally submit input so that there may be official documentation of those comments.

I do not agree that a bridge at Greensferry is necessary for the following reasons:

- Location is only a mile from the current bridge at Spokane St. and would not serve the majority of the residents on the south side of the river. If a bridge is to be built it should be at a location more central between Coeur d'Alene and Post Falls. This is a regional issue, not solely a Post Falls issue. The tax burden to build a bridge should be shared by all county residents. There was no one at the meeting to speak to what other locations had been considered and there is no mention in the highway district meeting notes going back to 2017 about other locations that have been considered by the county. The highway district seems dead set on a bridge at this location without any due diligence given to working with the county about the needs of the region.
- During the meeting it was presented that one of the reasons to choose Greensferry Rd. is that it is the center of the population of Post Falls. The majority of the growth in Post Falls is north of Seltice Way. This bridge primarily will serve only the county residents living south of the river. What is the center of population of the Spokane river corridor? Their main concern is that they already own the right of way and want to put in the bridge without having to purchase any additional right of way.
- There is no plan for who (city of Post Falls, highway district) would pay for the improvements (stop lights, sidewalks, etc.) along Greensferry Rd. to support the additional traffic. There is already significant congestion at the intersections of Greensferry and Ponderosa Blvd, Third Street and at the Post Office. Is there commitment to making these necessary improvements and for their long-term maintenance?
- Concern for the safety of children walking to and from Ponderosa School and for the children using the skate park. Will there be stop lights, pedestrian crossings, enforced speed limits? Input at the meeting was given that speed limits on Spokane Street are not currently enforced.
- Information was given by a stakeholder that the traffic on the Spokane St bridge had increased 9% in 16 years. No other traffic data was presented to support the bridge at this location.
- Widening and straightening of E. Riverview Dr. would improve response time for emergency services and as well as building a fire station on the south side of the river.
- The highway district is seeking to build the bridge without having to purchase the homes/additional right of way. This was noted in the highway district meeting notes from March 2020. My property value would be significantly negatively impacted and frankly, it would be difficult to sell our property with the increase in traffic and noise. Is this inverse condemnation?
- What type of noise mitigation would be built to significantly lessen the noise from the traffic?
- The residents on the south side of the river purchased their property knowing the distance they would have to drive to cross the river and chose their location to have a more rural lifestyle. This comment was made by stakeholders at the meeting.
- Do the Kootenai electric customers know that they will absorb the cost of utility relocation in their utility bills to relocate the power lines?

- Is the highway district is being fully transparent with the public about their intentions and will all stakeholder input be taken into consideration before the highway district commissioners make their decision to move forward? Conversations about the bridge have apparently been going on for two years without public input.
- The highway district should be holding public input meetings instead of having the engineering company HDR seek input on 5 bridge alternative designs before the stakeholders have an opportunity to give input on the necessity or the best location for a bridge. During the meeting we were advised that public comment regarding the bridge would not be heard at the September 16, 2020 highway district meeting. Will this topic be on a highway district meeting agenda **before** significant public dollars are spent on further engineering work?
- The engineering company could not answer as to whether an environmental impact study would be completed. This should be required.
- Highway district meeting minutes indicate that the issue of floodway needed to be addressed at the Kootenai County Planning and Zoning Flood Ordinance meeting in September 2019. Was this issue addressed and what was the outcome? Meeting notes are not available on line. Meeting minute notes from 11/17/2020 state that there has not been any significant erosion on the approach at Greensferry. Who made that determination?

In summary I do not support a bridge at Greensferry Road. NO BUILD.

Thank you for an opportunity to provide these comments.

Sincerely,

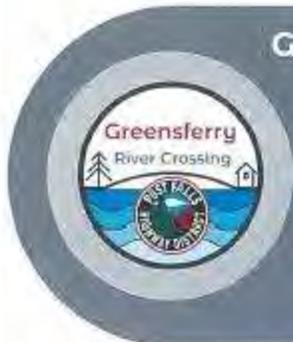
Julie Adamchak

719 S. Greensferry Rd

Post Falls, ID 83854

208-773-3281

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



MEETING DATE/LOCATION

Tuesday, September 15, 2020
O'Connell Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

Move the location. IN 1967 the road district said the bridge was ^{UNNECESSARY} ~~UNNECESSARY~~.
They were sued to fix bridge or build a new one, they lost. In stead of
a new bridge they ~~scare~~ built East River Drive. The bridge is still
^{UNNECESSARY} ~~UNNECESSARY~~, Build it farther west. Spend the money elsewhere. I will
not support a bond, I will CAMPAIN against it, I will start now!!

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

No build - 1) Too expensive 2) not needed at this time, 3) wrong location
should be Hitten Road or somewhere between (the middle) of Post Falls + CDA.
City can't afford to upgrade GREENSFERRY RD. Where are they at this meeting??
4) Not enough public input to start now, 5) **NOT ENOUGH PUBLIC INPUT!!**
6) Better projects to spend money on, 7) This project will harm my property
and lifestyle. I have lived there 43 years, 8) Noise pollution from traffic
AND REFLECTION of noise off the ~~water~~ CONTACT

10) This project ~~should be~~ ^{should be PART OF The KMPD plan.}

Name: EDWARD R ADAMCHAK JR

Address: 719 S GREENSFERRY ROAD

PF
City

ID
State

83854
Zip

Email: adamchak@roadrunners.com
roadrunners.com

Phone: 208-625-0628

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I object to holding a meeting ostensibly to elicit input when the preparation for the project is so far ahead of any resident contact. It breeds distrust in your constituency when a proposal has already advanced far past the stage where those of us who will be impacted could possibly have any ownership in the process or the outcome. I suspect that this project, building a bridge at Greenferry, has unfortunately been baked in the cake.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

I'm in favor of the no-build option for several reasons. First I can find no justification for the location. A bridge at Greenferry would connect 2 neighborhoods, neither an access to the freeway nor to major arterials. Second, a bridge at Greenferry is slightly over a mile from the Spokane St. bridge. I see no purpose in building a second bridge that close to a current bridge. I'm not certain that the highway district can own the 55 feet it claims will reduce cost to the taxpayer as the bridge site was abandoned many years ago. In any case, the cost of claiming eminent domain to the million dollar properties on both sides of the bridge approach far exceeds any such cost savings. Based on the many objections, one wonders where motivation for this project comes from. Those of us who live in the Greenferry Terrace area suspect that big money from developers has been the carrot. Unfortunately we who live here will feel the stick.

CONTACT

Name: Sheila Wood

Address: 8967 W. Driftwood Dr.

Coeur d'Alene, ID 83814

City

State

Zip

Email: sheiladwood3419@gmail.com

Phone: 208-699-0686

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I attended the Green's Ferry River Crossing meeting at Q'emilen Park. I was very disappointed. The meeting consultant's comment appeared to be completely disingenuous. She made statements that were not consistent with what was presented the meeting. What we were shown where concepts to carry out the project, and the consultant stated that the Hight Way District wanted our input on the project. However, you already supposed both the need for the project, and community acceptance. Neither of those we were seen or wanted. (P.S. what meeting organizer has a large meeting in a big room and does not see the need for a speech reinforcement system? You need a new consultant.)

The highway district board did not show any data that supported the need for that bridge. If, the only

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

Put small parks on the old right- away where people can picnic and fish and donate those parks to Kootenai County. Then maybe you will not feel the need to "do something even if it is wrong." Give up on a "bridge-to-nowhere" and get Kootenai Fire and Rescue to put a small facility at the corner of Greensferry road and Riverview.

Work with the county to develop the Huetter-Rt-95 bypass and use the right-a-way you have there at to get across the river. And/or get involved with the planed upgrades for the bridge on highway 95 at Blackwell Island.

CONTACT

Name: Robert R. Stiger

Address: 11831 Riverview Dr

Post Falls

ID

83854

City

State

Zip

Email: bobs@stiger.com

Phone:

Baker, Daniel

From: 'Summer Bushnell' via Contact Us <contactus@postfallshd.com>
Sent: Tuesday, September 29, 2020 11:04 AM
To: contactus@postfallshd.com
Subject: greens ferry bridge

Questions:

- 1) Will imminent domain be used to build this bridge?
- 2) Will Urban Renewal District money be used to build this bridge? If not, how will it be funded?

I prefer option 4, but would say no bridge if imminent domain is going to be used.

Summer Bushnell
5006 E Portside, Post Falls, Idaho, 83854
208-699-9814

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

We believe that the better solution to develop that other south side of the river would be to build a fire station, a helicopter pad, and small emidiate care station. It would be cheaper and more efficient than a bridge. It would provide the needed services to the developement areas. Provide more long term resident jobs than the bridge work would. There would not be a need for a federal, Tribal, and State enviromental study of the river and lands. That would save us millions. Also the PFHD would not have to do a study to clean the river after construction plus clean the debris from the river. More tax dollars saved.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

Do not build another bridge. Alternative for developers would be to build their own road connections to Hwy 95 and to I 90 at the Stateline. That southern shoreline of the river is largely summer homes and they are vacant most of the winter months. Do not waste our tax dollars on another bridge accross the river.

CONTACT

Name: Larry Brown

Address: 15277 North Washington Street

Rathdrum

Idaho

83858

City

State

Zip

Email: 2brownz@gmail.com

Phone: 208-843-1879

Baker, Daniel

From: Corina Brown <corinacbrown@gmail.com>
Sent: Wednesday, September 30, 2020 11:53 PM
To: contactus@postfallshd.com
Subject: Greensferry Crossing Comments. NO BUILD Impacted Landowner and Tax Payer

I have been following the progress on the Greensferry Crossing project since January of 2018.

The only option for a Spokane River crossing would be NO BUILD at Greensferry Road.

Moving forward with the planning and construction of a Spokane river crossing at Greensferry is inconsistent with the planning set out by the Kootenai Metropolitan Planning organization (KMPO). The planning for the replacement of a Spokane river crossing at US 95 is listed as a \$59 million dollar project. The construction of a new bridge even half as wide as the US 95's 5 lanes would start at the \$30 million range and increase due to needed land acquisition, federal environmental permitting, and the increases in costs. These increased construction costs would be compounded because the Spokane river crossing at Greensferry project is not being included in the KMPO's 12 board approved projects. This lack of approval inhibits accessing federal grants to assist in the construction.

KMPO's line item 39 of the proposed projects listed for 2040 has a vague project listed for PFHD Greensferry Rd from Spokane River to South Reconstruct to 3 lanes for \$3,320,000 . If this is a placeholder for the bridge construction it must be missing at least one zero! If it is for improving Greensferry south of the River, it would be a very expensive couple miles to the beginning of the Worley Highway district.

I am also opposed to the construction of the bridge project due to the lack of tie in to the Huetter Bypass project. The Huetter Bypass has been planned for and provides a means to add a connection to I 90 equidistant between Hwy 41 and Northwest Boulevard. Providing a Spokane River crossing at Huetter provides a connection to an approved corridor funnel from Highway 95 north of Hayden. The build out for adequate connectors into the Greenferry neighborhood is not planned for south of Prairie through 2025 in any of the scheduled projects for the PFHD. A project of this magnitude needs to be approved by the KMPO to be presented for approval to the ITD before it is able to access any matching federal funds. I question a project that is triple or more the complete budget for the PFHD without being routed to access federal construction funding. It stinks of poor fiscal management on the part of the Post Falls Highway District.

Get rid of the stink, drop the Greensferry Bridge project!

Please respond by confirming receipt of these comments.

Corina Brown
7710 E Marine Drive
Post Falls, ID 83854



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Post Falls, Idaho

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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Thank you for allowing us the opportunity to comment on the proposed bridge on Greensferry Rd. We definitely feel that this would not be a good idea given the nature of the community (both people and wildlife) and the road and other aspects of infrastructure in our area. We specifically moved to this neighborhood for its country atmosphere and we feel that the road will eventually change this neighborhood and gradually diminish our quality of life, the safety of ourselves and our neighbors (including lots of little kids that play or ride their bikes in the street) and the animals (pets, deer, moose, quail, etc.) in the neighborhood. The peace, quiet, and fresh air would also be diminished due to the increase noise and air pollution from car and truck traffic. Thank you again for your consideration.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

We would prefer the no-build option, but having a bridge becomes unavoidable, then the Huetter Corridor would be preferable.

Contact

Name

Antonio Antiochia

Address

782 S Rainbow Rd
Coeur D'Alene, ID 83814

Email

ir0nchef2005-2020@yahoo.com

Phone

(703) 341-9622



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

LEAVE COMMENTS, MAIL OR EMAIL BY SEPTEMBER 30, 2020 TO:

Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

My family and I (3 people in the family), are passionately against the building of the Greensferry bridge. We feel it would have a negative impact on our area. The access that it would provide would increase the exposure to our area which would lead to more traffic and possibly more crime to the area. It could also lead to more construction which would result in a decrease in property values and a stress on our well. Not to mention the negative affect it would have on the wildlife that we all watch out for share our neighborhood with.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

We are in favor of the NO BUILD option. For those of us that chose to live on the south side of the river, we know of our limited options over the river and feel it is a small price to pay to have peace and quiet.

Contact

Name

Lori Micken

Address

481 A Bret Avenue
Coeur d'Alene, ID 82814

Email

micken4life@gmail.com

Phone

(208) 699-4877



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I am a 30+ year resident of Post Falls and a CDA native. There are two people in my household and we are approximately 1 block off of Greensferry Road. There is already more traffic on Greensferry than just 5 years ago and more to come with the addition of yet another subdivision off of Ponderosa. There are many school children in this area who walk to school which would be endangered by additional traffic coming from a new bridge across the river. This bridge would create more traffic, noise pollution and danger to children or others who ride bikes, walk, skateboard, etc on this section of Greensferry. It makes no sense to build another bridge so close to the Spokane St. bridge unless, of course, if you are a developer and have plans for the other side!

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

Huetter road would be more suited to a bridge alternative as it could become a major thoroughfare going north. There are fewer families that would be impacted by noise, traffic, etc.

Contact

Name

Marsha Dornquast

Address

1623 E. Tall Timber Loop
Post Falls, Idaho 83854

Email

franksmypug@hotmail.com

Phone

(208) 818-2517



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

I think that it would be very dangerous to put the bridge at Greensferry. It doesn't make sense when there is a bridge only 2 miles away on Spokane Street that would be less disruption and more cost effective to expand at that bridge.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

I support the no-build option. I have young children in my home and putting the bridge in at Greensferry would increase the traffic and increase the danger to my children playing outside. If a housing development goes in at that corner as well, the amount of traffic is going to be overwhelming on a normally safe and quiet street. I also fear what it will do to our property value as this will put many houses on a main arterial. I do not see any positive in putting the bridge in at Greensferry, only negative for the residents in this area. I do not want to fear my children playing outside because of increased traffic.

Contact

Name

Kellie Carter

Address

495 S Kelly Rd
Coeur d Alene, ID 83814

Email

kelliegirl_0404@yahoo.com

Phone

(208) 691-3096



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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O'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

It makes ~~no~~ ^{NO} sense to build another bridge
so close to the Spokane St. bridge.
Where is anyone going to travel when they travel
south across the river at that location?

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*

Y N

I do not want a bridge built at Greensferry.
It is too close to the Spokane Street bridge.

CONTACT

Name: James Rocca

Address: 11843 W. Riverview Post Falls, ID 83854
City State Zip

Email: jvnh30@aol.com Jim Rocca

Phone: ~~XXXXXXXXXXXX~~

Baker, Daniel

From: Andy & Jody Netzel <anetzel@hotmail.com>
Sent: Wednesday, September 30, 2020 6:36 PM
To: contactus@postfallshd.com
Subject: Greenferry bridge project

I live on Kelly road, the next street over from Greenferry. I ask you to please NOT build the bridge at Greenferry. It will greatly impact traffic in my neighborhood. If more access is needed, expanding the Spokane St. bridge or a crossing at Huetter are better options.

Andrew Netzel



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

Please abandon the bridge project. I am strongly opposed of building the Greensferry Bridge. We have 3 people living in my house and I'm concerned about the increased traffic, noise, and property loss. I understand that there was a bridge there at one time but that was long before they built homes all around the area. It's an established neighborhood already. What concerns me more than anything is that it looks like the decision has already been made. I hear there was an individual at the site surveying the area. Why was there someone there surveying before hearing feedback from residents? Waste of money.

Do you have a preference on the bridge alternatives (including a no-build option).

Yes

Please explain your answer.

NO-BUILD

Building a bridge at Greensferry will just bring more traffic, noise and decreased property value into an already established neighborhood. We're a family of 3 and we believe there are other alternatives like building the bridge at Heutter. Building the bridge at Heutter makes more sense with all the growth from Post Falls and Coeur D 'Alene. I bet Post Falls or CDA will probably want to build a bridge there eventually any way.

Contact

Name

Joyce Rasada

Address

1904 E. Sundance Dr.
Post Falls, Idaho 83854

Email

jrasada@msn.com

Phone

(562) 244-3111

Baker, Daniel

From: Rene Braun <shinebrighter2@gmail.com>
Sent: Wednesday, September 30, 2020 5:08 PM
To: contactus@postfallshd.com
Subject: Re: Greens ferry river crossing

I am opposed to having a bridge built on greens ferry because of increased traffic congestion. There is already a bridge at Spokane street. I feel it is unsafe for the children that live on that street.

Bryan Matthews and Rene Braun
929 s greensferry rd
Post falls, Idaho

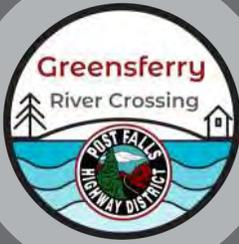
Baker, Daniel

From: 'Irene Matthews' via Contact Us <contactus@postfallshd.com>
Sent: Wednesday, September 30, 2020 4:58 PM
To: contactus@postfallshd.com
Subject: Greensferry river crossing

I am opposed to having a bridge built-in greens ferry because of increased traffic congestion. no bridge, too much traffic and there is bridge already at spokane st.

Edgar and Irene Matthews

Greensferry River Crossing Neighborhood Meeting COMMENT FORM



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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:

My only comment about the project would be, why are you coming to us now for comments, when you have already spent a lot of out tax dollars preparing for it. You are still spending our tax dollars as they are taking core samples and doing topographical surveys. This tell me that the decision has been made and what we think doesn't matter. It will cost us so much more in the property values of our homes (they will drop substantially) and the safety of our children. This is due to the increase in traffic through the area. I guess the only money that is important is the land developer's money that wants the bridge. His houses will be worth more. I can guarantee you, the city council will go down, if this goes through. We vote them in to look out for us, the current residents, not big money developers.

*Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.*



My preference would be a no build option at Greensferry. There is already a bridge about a mile away, and then no bridge for about 7 miles. It would make more sense to put the bridge further down. Otherwise, you will eventually need another bridge, costing even more money. Now you have an opportunity to put one where there is no established neighborhood and people wouldn't have to loose their homes or their equity. The neighborhood with continue to be safe for our children. As far as EMS is concerned, if it is homes they want over there, then put in infrastructure over there. Let the developers money pay for that.

CONTACT

Name: Janine Moore

Address: 1927 Rodkey Dr

Post Falls

ID

83854

City

State

Zip

Email: j9moore@roadrunner.com

Phone: 208-262-9753



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

MEETING DATE/LOCATION

Tuesday, September 15, 2020
Q'emiln Park Trailhead Event Center
12361 W. Parkway Drive
Post Falls, Idaho

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Post Falls Highway District
Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

*Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.*

Please share any suggestions/comments you have about the project:



Do you have a preference on the bridge alternatives (including a no-build option).
Please explain your answer.

Y N

Lived here all my life moved here for job
1972 -

We don't want or need a bridge. Tell the
city to go BACK!

CONTACT

Name: LAURE Hedge

Address: 9135 W Patrick

City: ADA

State: ID Zip: 83814

Email:

Phone: 208-773-7784

Baker, Daniel

From: Shirley Walson <shirley@postfallshd.com>
Sent: Thursday, September 24, 2020 3:04 PM
To: lydiabenson@hotmail.com
Cc: Shirley@Postfallshd. Com
Subject: FW: New Form Entry: Contact Form

Thank you for your comment. It will be sent to the design consultant to include with their report.

Shirley Walson, District Clerk
Post Falls Highway District
5629 E Seltice Way
Post Falls ID 83854
208-765-3717
208-765-0493 fax

From: no-reply@editmysite.com [mailto:no-reply@editmysite.com]
Sent: Thursday, September 24, 2020 2:45 PM
To: contactus@postfallshd.com
Subject: New Form Entry: Contact Form

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Lydia Benson

Telephone #

2088184789

Email

lydiabenson@hotmail.com

Comment

RE: Greensferry Bridge proposal.

I think building a bridge across the river at Greensferry is a BAD idea.

1. Its all residential area with children walking and on bicycles all the time.
2. Its also highly trafficked with Centennial trail bicyclists who have to cross at

Ponderosa Blvd.

3. Spokane Street expansion is better because of the Commercial nature of that street.

4. All of the property values anywhere near the road will plummet.

5. Feels like the only ones to benefit will be land developers; not current land owners.

6. If the land developers want it so bad, make them pay for 100% of the cost and maintenance.

Thank you!

Lydia Benson

1914 Sundance Drive, Post Falls, ID 83854



Greensferry River Crossing Neighborhood Meeting COMMENT FORM

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Attn: Greensferry River Crossing
5629 E. Seltice Way
Post Falls, ID 83854
contactus@postfallshd.com

Thank you for attending tonight's meeting. Your comments are important.
Please print or write as clearly as possible. Thank you.

Please share any suggestions/comments you have about the project:

I BELIEVE THAT ANOTHER BRIDGE IS A GOOD IDEA
IF THE REASON FOR BUILDING IT IS BASED ON A SOLID PLAN
FOR GROWTH AND NOT ON DEVELOPERS DEMANDS OR PREFERENCES.
THIS MUST BE BASED ON THE NEEDS OF CITIZENS AND WELL DEFINED
GROWTH PLAN. HOWEVER, GREENS FERRY IS THE WRONG LOCATION.

Do you have a preference on the bridge alternatives (including a no-build option).

Y N

Please explain your answer.

THE OPPORTUNITY TO PLACE THE BRIDGE AT GREENS FERRY PASSED
WHEN THE CURRENT RESIDENTIAL DENSITY PLAN WAS DECIDED,
PROBABLY 30 TO 40 YEARS AGO. NOW THE DIRECTION SHOULD
BE TO FIND A LOCATION THAT IS CURRENTLY UNDEVELOPED
OR COMMERCIAL ZONED. THAT WOULD BE BEST FOR EVERYONE.
EASIER TO ACQUIRE LAND AND IN THE BEST INTEREST OF
ATTRACTING NEW ^{CONTACT} BUSINESSES AND JOBS.

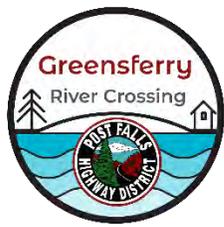
Name: Robert Shay

Address: 1480 N. FORDHAM ST., Post Falls, ID 83854
City State Zip

Email: robertallanshay@gmail.com

Phone: 206.478.0505

Needs Further Explanation, Please Call.



Overview

The Post Falls Highway District (PFHD) is proposing to rebuild the Greensferry Road Bridge over the Spokane River in the same location as the original Greensferry Bridge. PFHD owns approximately 50 feet of land or right-of-way in that location. Building in this location ultimately saves taxpayer dollars; building in this location minimizes the amount of land that needs to be purchased for the project. It is expected that PFHD will hold a bond election in 2021 to fund bridge final design and construction costs.

PFHD and consultant HDR determined it would be beneficial to conduct interviews to inform stakeholders and identify issues early in the process. The stakeholder interviews were the first activity as part of the public involvement process.

Interviews were conducted by all or a combination of the following project team members:

Mike Lenz, PFHD Director
Daniel Baker, P.E., HDR Project Manager
Stephanie Borders, HDR Public Involvement Manager

The interviews were conducted on following dates:

August 18, 2020

- Bill Melvin – City Engineer, City of Post Falls
Robert Palus – Assistant City Engineer, City of Post Falls
- Dan Ryan – Kootenai Fire and Rescue

August 19, 2020

- Tiffany Westbrook – Kootenai County Office of Emergency Services
- Mayor Ronald G. Jacobson, City of Post Falls
- Shelly Enderud – City Administrator, City of Post Falls
- Bill Keely – Director, Kootenai County Emergency Medical Services

August 27, 2020

- Dena Naccarato, Superintendent, Post Falls School District
- Susan Weberdeen, Busing Supervisor, Post Falls School District



September 2, 2020

- Sheriff Ben Wolfinger – Kootenai County

Additional outreach included phone conversations and emails with:

- Commissioner Chris Fillios – Kootenai County
- Commissioner Bill Brooks – Kootenai County

Issues and Themes

Stakeholders were asked a series of questions and the interview team identified some common themes. Notes from the interviews are attached as part of Appendix A.

Bridge Proposal

When asked their thoughts about rebuilding the bridge, the reaction was positive. Comments included the following:

- Very needed!
- Highly needed, very helpful for EMS.
- Makes sense to connect to the Greensferry Overpass.
- No issues with the project overall. Thinks it's a good idea. Doesn't know much though.
- Might decrease traffic/congestion on Riverview Drive.
- Redistributes traffic, doesn't increase it so that's important.
- Thinks it would be very helpful – doesn't understand why people think property values will be lower because it makes it more accessible.
- Fantastic from a (school) bus standpoint. (GF Overpass is amazing and this is no different) Post Falls has a bad reputation because they have no bridges.
- Fires! Would be ugly to get out under current situation.
- Might change emergency service routes but most effect would be on secondary service. Would dramatically improve response times for secondary service.
- Provides another crossing if Spokane Street Bridge is under maintenance or has other issues.
- No brainer from an EMS standpoint. Surprised it took this long.
- Speed limit can't increase and you need a fence for jumpers.

Bridge Design

- Have to have pedestrian accommodations.
- Would be nice to have a fishing dock/public access.
- Consider noise mitigation for neighbors.
- Aesthetics might be important. When Wadsworth built the GF overpass they added nice artwork.
- Selling point might be a pathway. Might connect or be an asset to the Centennial trail/regional multi-modal plan.



Post Falls Highway District
Key Stakeholder Interviews Summary

Public Outreach

- Open houses, neighborhood meetings.
- Had lots of complaints about the overpass project but people love it now.
- Be honest, upfront, and fair.
- More important to stress alternative route for emergencies rather than emergency response times.
- Some will not want more people in the area. There are people who are for it but some are apprehensive.
- Talk to HOAs – do they see it as a benefit?
- Hot topics: People need to turn the curve and realize this is not a small town anymore.
- Neighbors very upset in the early 90s when this topic was broached – really didn't want to be annexed into city.
- Must go to the people – they will not come to you.

Bond Advice

- Good luck – we've had three failed bonds.
- Must go door-to-door to raise voter awareness.
- As long as you aren't raising taxes terribly much (it shouldn't be too hard).
- Have public meetings in different locations to reach more people.
- Have to make a good case for the benefits.
- It is best if the bond runs at the same time as other ballot issues- there will be better turnout.

Seasonal Activity

- Sheriff – ¼ of patrol time is on Spokane River – extremely high traffic.
- Be aware of boating season.
- Events/weddings on south side at event venue.
- Know that jet skis will likely hit the piers. Have problems with that at other bridge locations.



Post Falls Highway District
Key Stakeholder Interviews Summary

Appendix A

Questionnaire/notes



Key Stakeholder Interviews

Meeting Date: 8/18/2020
 Attendees: MELVIN, PAULUS, BAKER, BORDERS, LENZ
 Organization: HDR, CITY OF POST FALLS, PFHD
 Meeting Location: PF CITY HALL

Project Background

The Post Falls Highway District (PFHD) is considering rebuilding the Greensferry Road Bridge over Spokane River. The original bridge was closed in 1967 and demolished in 1971; since that time, growth and development on the south side of the river have made it critical to restore the link between the City of Post Falls and the south side of the river.

This new crossing would drastically improve both mobility and emergency service response times in the area. The new bridge is planned to be in the same location as the original Greensferry Road Bridge. PFHD will work with the community to help determine project and bridge design priorities to make the project successful. It is expected that PFHD will hold a bond election in 2021 to fund bridge final design and construction costs.

1. What are your thoughts about rebuilding the bridge?

Very needed! Bookends w/ us 95, need additional route across river, emergency route needed. Needed for capacity distribution. Agree to lots of bike traffic - like multimodal lane, very important. But they pay more for these features. Stormwater will be an issue (w/ space). Future utilities - accommodate on bridge.

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?

Hear from folks - "don't want those people coming across river". Adjacent owners south of bridge - positive! NE corner, Ed Adamczyk - leaning forwards against. *Traffic impact analysis - Greensferry to Selkirk - needed! (Mike Lenz agrees)*

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?

Not many boat ramps in area, shouldn't be much of a concern.

Don't know about Goetz



Key Stakeholder Interviews

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?

City of PF - no bonding experience.

5. How do you want to be engaged with the project as it develops?

presentation @ Council meetings. Would like website as well. Involved w/ roadway on N. side - have a project that need to move / interface with.

* add website to PFHD page

6. Any advice for us as we begin to engage the public? Lessons learned from other projects – what works, what doesn't?

Talk to public in words they understand, not engineering talk.

7. Who else should we talk to?

North Idaho Centennial Trail Foundation
PF Chamber of Commerce
Office of Emergency Management
Kootenai Co LPA (Tiffany Westbrook)
PF parks department, larger city staff as whole

Additional Notes:

Aesthetics important for boaters. Lighting may be a concern - discuss with public?



Key Stakeholder Interviews

Minimizing construction impacts - hear from public

Growth - "mixed" - angst w/ growth (Prairie)
community evolving, letting go

Fishing pier @ South side?

★ Online presentation → utilize for many different groups
→ Phase 2?

PF City → Stephanie, media relations

Last Master Plan update - wastewater analysis



Key Stakeholder Interviews

question about phasing
which OB explained
HW standpoint Bond approved
refunded - not still move
award. EMS

Meeting Date: 8-18-2020
Attendees: Bill Melvin, Rob Paulus
Organization: City of Post Falls
Meeting Location: Post Falls City Hall

Project Background

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1. What are your thoughts about rebuilding the bridge?

waste water
very needed - state line to lake CDA 95/state line crossing
drives on both sides nice to cross EMS valuable
If District heavy maintenance on Spokane needed

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?

don't bring more people / mix on road have a concern
he knows people and positive
caption
aprehensive on corner ^{Ed} Adamtech - learning

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?

1
traffic impact analysis? to Seltice/Greenferry
needed >



Key Stakeholder Interviews

selling point > limited to 50 ft of ROW
10 foot multiuse path - selling point purchase
ROW - Build for need not budget
tremendous improvement

aesthetics more fit into landscape
overpass - form over in abutments - wide with
lighting - dark shies

North Idaho Centennial Trail/regional multi modal

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?

tax payer - school - demonstrate NEED EMS connectivity
needs to have multi-modal - pay more > show storage
wide shoulders - storm drainage - community swales
- staff meetings utility dept make considerations - might want to

5. How do you want to be engaged with the project as it develops?

presentation Mayor/Council
website? - link - get all the updates / impacts to
roadway want to know what to do - draft CIP
may need to project

6. Any advice for us as we begin to engage the public? Lessons learned from other projects - what works, what doesn't?

talk with them simply - staff meetings / open house
creating virtual presentation - email

7. Who else should we talk to?

Madame County Tiffany Westbrook
Chamber, Office of Emergency Management
PARTS - PLANNING - larger

Additional Notes:

how soon until construction when

2 hot topics - turn the curve - not a small town anymore
anxiety in the prairie - starting to evolve, realize it's going to
happen -

100,000+



Key Stakeholder Interviews

opportunity to provide public access to water?
ROW is hanging up - kayak pier to fish off?

media specialist
Stephanie -



Key Stakeholder Interviews

early 90's neighbors -

Meeting Date: 8-18-2020
 Attendees: Dan Ryan
 Organization: KCF+R
 Meeting Location: _____

make appreciation w/ community then make comments by drafts -

Project Background

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when the bridge collapsed Hughes greenhouse relied on volunteer - still faced w that today

1. What are your thoughts about rebuilding the bridge?

_____ anything happens - limited ability to respond to that side

_____ having another choice - added stations 16 + 41 - 4th + Idaho

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?

_____ don't want to be annexed or didn't

_____ bridge would cut down. alt route is something happens - wildfire - get someone built in Row?

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?

1 here a couple of years ago - burned down wedding venue @ Riverview meets highland smelter creek - outdoor wedding lost barn - 200 people

2005 bond funded for training tower. Paid dept. belongs to Union - though money public spent blue



Key Stakeholder Interviews

Firewise + Highland

4th of July normal.

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?
passed one 85 to build Station 1 + refurbished engines - 2 + 3

5. How do you want to be engaged with the project as it develops?
1st 1 Station volunteers no longer door to door very successful. Grocery stores, civic meetings Rotary, Lion Chamber more congested - more people might want it

6. Any advice for us as we begin to engage the public? Lessons learned from other projects - what works, what doesn't?
Home owner associations - do they see it as a benefit

7. Who else should we talk to?
Dina at the school district sup - busing / where is the bus changes to CDA
Nacaroto
* transit - bus system - would they use it
Sheriff's dept. Tiffan Westerbrook

Additional Notes:

2 Is it in KMPD's master plan - increase on vehicle registration \$50.00



Key Stakeholder Interviews



Key Stakeholder Interviews

Meeting Date: 8/18/2020

Attendees: DAN RYAN, BAKER, BORDERS

Organization: KL FIRE & RESCUE

Meeting Location: KL FIRE & RESCUE

Project Background

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1. What are your thoughts about rebuilding the bridge?

*Early 90's - Public Information meeting - upset neighbors!
In 70's, had to stage an engine on S. side when SS went down.
Needed! Having another choice to cross is critical. Cuts down
on response times.*

→ didn't want to be annexed on S. side river.

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?

** Don't promise quicker response times **

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?

*traffic down for weddings on south side.
4th of July - heavy traffic along river*



Key Stakeholder Interviews

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?

FL Emergency - Bond passed in 85, 90, late 90's.

Volunteers helped w/ door to door outreach.

2005 Bond failed - training poorer.

↳ firefighters were unionized, public didn't like where money was going.

5. How do you want to be engaged with the project as it develops?

Open houses, neighborhood meeting

6. Any advice for us as we begin to engage the public? Lessons learned from other projects - what works, what doesn't?

Discuss alternate route (focus less on response time).

Brought up shop owner in POW.

7. Who else should we talk to?

HOA associations

Rae @ School District

Nacerata - new school super intendant.

↳ Bussing advantages

Local transit bus system

Sheriff's department

tiffany westbrook - disaster planning

Additional Notes:



Key Stakeholder Interviews

Development, south side - emergency management gets to comment.
Fire took Barn @ South side several years ago.
GF overpass - skeptical at first, then love overpass! High traffic.

- Baker - check Kulp's master plan - bridge included
- Borders - forward Dan Ryan postcard



Key Stakeholder Interviews

Stan, owns Doyle's - mixed opinions in household.

Bond is only pulling PFHD voters, not county-wide

Meeting Date: 8/19/2020

Attendees: BAKER, LENZ, BORDERS, PF MAYOR, PF CITY ADMIN

Organization: CITY OF POST FALLS, PFHD, HDR

Meeting Location: POST FALLS CITY HALL

Project Background

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Gentleman @ city hall - had city b/c no GF bridge

1. What are your thoughts about rebuilding the bridge?

Highly needed, very helpful for EMS. More accessible = higher prices? Housing developments on S. Side...
* Will not INCREASE traffic, but re-distribute

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?

Not enough POW, traffic concerns - heard these from public.
One big challenge = getting votes, people engaged.
* GF 1-70 bridge - touted decrease in response time, public asked for backup.

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?



Key Stakeholder Interviews

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?

** Don't assume that common sense & logic will work*

5. How do you want to be engaged with the project as it develops?

Contact through Shelly

6. Any advice for us as we begin to engage the public? Lessons learned from other projects – what works, what doesn't?

*Perception will be that we are building to facilitate growth.
Engage public
→ Adding to ballot as standalone will bring out naysayers
Virtual outreach by ITD has been successful*

7. Who else should we talk to?

*Ben P Shemff's Dept
Love groups
Chamber*

Additional Notes:

Greensferry I-90 bridge - perception: was "bridge to nowhere", but complaints have stopped.



Key Stakeholder Interviews

☐ Send postcard

Key messages:

1. decrease in driving time
2. re-distribute traffic, not increase
3. growth will happen regardless, will not increase



Key Stakeholder Interviews

EM office, preparing and mitigating for natural disasters, NOT first responders

Meeting Date: 8/19/2020
Attendees: BAUER, BORDERS, TIFFANY WESTBROOK
Organization: KC Office of Emergency Management
Meeting Location: Virtual

Project Background

The Post Falls Highway District (PFHD) is considering rebuilding the Greensferry Road Bridge over Spokane River. The original bridge was closed in 1967 and demolished in 1971; since that time, growth and development on the south side of the river have made it critical to restore the link between the City of Post Falls and the south side of the river.

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1. What are your thoughts about rebuilding the bridge?

No issues w/ the project, overall, good idea, doesn't know much though, so not a strong opinion. Good for evacuation purposes.

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?

Wake issues due to recreation - erodes river bank. Looking @ instituting a speed limit, homeowners are unhappy. → no wake zone

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?

None that she is aware, just high recreation in summer.



Key Stakeholder Interviews

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?

No experience w/ bonds

5. How do you want to be engaged with the project as it develops?

Don't see a need, no impacts for their office

6. Any advice for us as we begin to engage the public? Lessons learned from other projects – what works, what doesn't?

7. Who else should we talk to?

None

Additional Notes:



Key Stakeholder Interviews



Key Stakeholder Interviews

"another escape route"

Low water in area of bridge

Meeting Date: 8/20/2020

Attendees: BAKER, BORDERS, BILL KEELY

Organization: KC EMS SYSTEM

Meeting Location: KC EMS

Project Background

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1. What are your thoughts about rebuilding the bridge?

Any quicker route is great! Ambulances come from both sides;
5th & 16th - ambulance. If bridge goes in, anything west of
CoF will decrease backup EMS, response time.
↳ 2nd & 3rd tiers, drastically affects response,
but does nothing for primary.

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?

Jetskis will hit the bridge.

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?

None, except low water issues?



Key Stakeholder Interviews

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?

EMS bonds have been easy to get - any time savings people are for → DOOR TO DOOR outreach!

5. How do you want to be engaged with the project as it develops?

Don't go out of way, but they would appreciate it.

6. Any advice for us as we begin to engage the public? Lessons learned from other projects – what works, what doesn't?

DOOR TO DOOR OUTREACH

7. Who else should we talk to?

NICE Bus (North Idaho Community Express) - no service S. of River

Additional Notes:

Podkey - people ^{will} want to be mad.



Key Stakeholder Interviews



Key Stakeholder Interviews

Meeting Date: 8-20-2020
 Attendees: DB, SB, Bill Keeley (Chief)
 Organization: KMECS
 Meeting Location: KMECS

Project Background

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an ambulance 4th + Idaho - going over Spokane

1. What are your thoughts about rebuilding the bridge?
might change service area if 4th and Id-41 - could come across change then backup ambulance change - decrease would come from Ramsey + Kathleen - more resources

16th + 41 - have no respons 3rd + Foster

nothing for

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?
makes sense to connect Greensferry OP

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?
N/A



Key Stakeholder Interviews

May have about jet ship - low (tree stumps)
been told when they cut south side dumped them
there

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?

These bonds are easy
DOOR-TO-DOOR WORKS wonders

5. How do you want to be engaged with the project as it develops?

6. Any advice for us as we begin to engage the public? Lessons learned from other projects – what works, what doesn't?

Rocky!!
Fires - yes it's more haphazard BUT
ugly to get out

7. Who else should we talk to?

NICE BUS, transfer / Riverstone + Seltice

Additional Notes:



Key Stakeholder Interviews



Key Stakeholder Interviews

1969 - 35k res
today - 150k res
double in next 5 yrs

PFSO → land north of river,
no land on S. side (no new
schools)
on S.
side

Meeting Date: 8/27/2020
Attendees: BAKER, LENZ, DENIA N, SUSAN WEBERDEEN
Organization: PFSO
Meeting Location: PFSO HQ

Project Background

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1. What are your thoughts about rebuilding the bridge?

Fantastic from a bus standpoint. In one way / loop. Deena - "no
brainer". GF overpass - AMTZUNG, RIVER CROSSING no different.
"How fast can you build it?" Riverview is congested,
boat launch is access point. W. Riverview residents should
be banging in the streets. 50' ROW is too tight! must have
bilboes & snow storage!

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?

No negatives.

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?

Boat launch relatively close to bridge location



Key Stakeholder Interviews

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?

As long as we are not raising taxes "too terribly much".
Public meetings at different locations

5. How do you want to be engaged with the project as it develops?

Any way they can, CWG? Just can't impede them
passing a supplemental levee in March 2021. (probably
going to raise levee)

6. Any advice for us as we begin to engage the public? Lessons learned from other projects – what works, what doesn't?

Be upfront and honest, fair.

7. Who else should we talk to?

NW Specialty Hospital - area coming up as a medical
corridor.

Additional Notes:

Bus lines adjusting routes due to high traffic
! safety concerns



*★ DOOR TO DOOR
OUTREACH*
Key Stakeholder Interviews

*1/4 of patrol time has been
on Spokane River. Extremely
high traffic.*

Meeting Date: 9/2/2020
Attendees: Baker, Lenz, Wolfinger
Organization: KC Sheriff
Meeting Location: KC Sheriff

*Floods in 74 - event that
caused damage along
river.*

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1. What are your thoughts about rebuilding the bridge?

*Traffic will increase, population increasing south of river.
Have to have pedestrian accommodations!
Surprised it took this long to begin -
No brainer from EMS standpoint.
Don't discharge stormwater straight into river.*

2. Do you have any specific issues or concerns you want to make us aware of concerning a replacement bridge?

*Greensferry? River view - will need mitigation. If adjacent
roads are closed, will need turnaround capabilities.
Speed limit issues - no increased speed limit.
Noise mitigation for residents? Fencing for jumpers.
★ Piers are navigation issue - safety concern*

3. Are there any seasonal activities or events we should be aware of as we develop the project schedule?

Boating Season



Key Stakeholder Interviews

4. Do you have any thoughts on bonding and steps we should take to help the success of the bond election?

"Good luck" - 3 failed bonds for KC jail. Must go to the people, they will NOT come to you!
City elections in 2021 - good year to bond.

5. How do you want to be engaged with the project as it develops?

★ Pull reports on response times @ Driftwood drive

6. Any advice for us as we begin to engage the public? Lessons learned from other projects – what works, what doesn't?

Hard sell = residents on Redkey drive

7. Who else should we talk to? → people don't want to be blindsided

Chris Wade - Kootenai Fire (already talked to Dan Ryan)

Hauser Fire

City of CDA

Hauser City Council

Senior Citizen Centers, American Legion

Additional Notes: County Planning - David Callahan

River owners association



Key Stakeholder Interviews

Wolfmeyer used to review development plans for safety concerns.

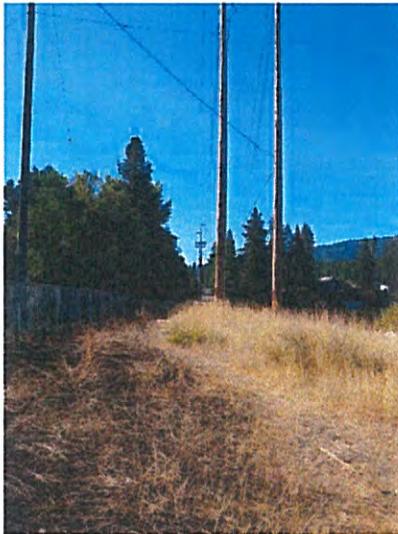
Lt. Ryan Higgins - medical contact coordination
↑
call for response times!
(call main number)

GREENSFERRY BRIDGE PROJECT

What will be done at the intersection of Greensferry and Riverview to mitigate the anticipated additional traffic?

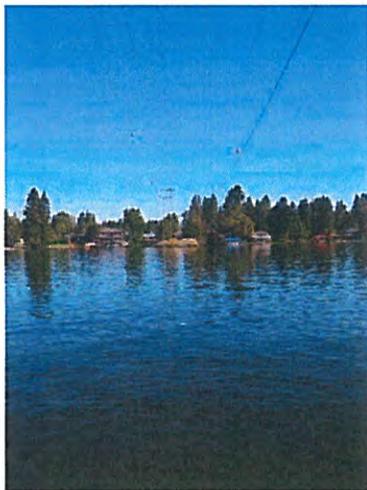
Traffic circle

Will there be a widening of Greensferry from the Spokane River to Riverview? The current right-of-way seems pretty narrow.



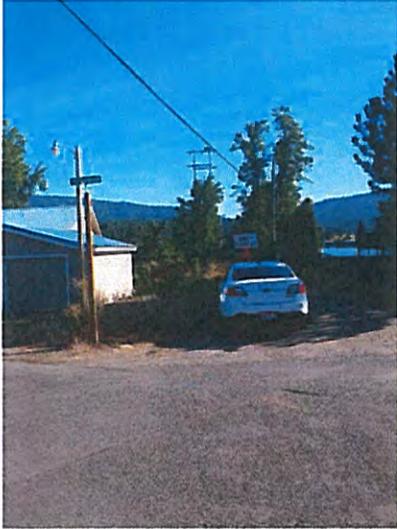
Will the high-tension power lines need to be relocated?

Will the high tension power lines need to be relocated where they cross the river?

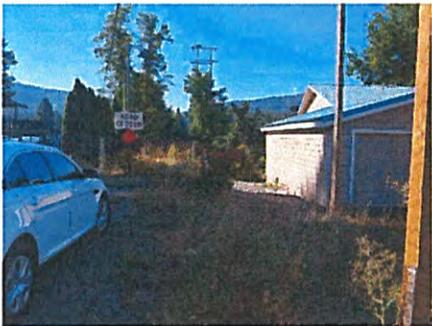


What will be the traffic mitigation at the intersection of Driftwood Drive and Greensferry Road?

Is there sufficient width in the right of way on Greensferry Road south of Rodkey Drive?



Will the telephone lines adjacent to Greensferry Road south of Rodkey Drive need to be relocated?



The speed limit on Greensferry, both north and south of the river is 25 MPH. Will that remain?

The homes on the north side of the river are built very close to the right of way. What will be done to mitigate vehicle noise for these homes?

Will the bridge have a pedestrian walk-way? If so, will it be constructed to minimize the ability of people jumping off of the bridge?

Will the bridge design cause any obstruction to navigation in the Spokane River? If so, what will be done to warn boaters of the obstruction?



Appendix D: Program Estimate

TOP SHEET - Project Estimate Summary

Key Number: Project Name:

Date of estimate/update: Intended bid date: Design Stage:

Contingency (based on level of development and complexity)		
Maturity Level or Design Stage		Contingency
NA	NA	0%
1% to 10%	Planning	50%
10% to 25%	Scoping	40%
25% to 60%	Preliminary	30%
60% to 90%	Intermediate	20%
90% to 100%	Final	10%
100%	PS&E Submittal	5%

The values in this table represent suggested contingency and can be adjusted to reflect project complexity. Example: a seal coat in the planning stage may only need 15% contingency instead of 50%.

Output:

Anticipated Annual Wage Rate Adjustment: (PE, RW, & CE)

Wage Rate Above Inflation:

Effective Rate:

Inflation	
Years until intended bid date:	3.25
https://www.usinflationcalculator.com/inflation/historical-inflation-rates/	
Annual Inflation (CN):	<input type="text" value="3.50%"/>
Effective CN Inflation Rate:	11.827%
Annual Inflation (LP):	<input type="text" value="10.00%"/>
Effective RW Inflation Rate:	36.301%
$Effective\ Rate = (1 + Annual\ Rate)^{Years} - 1$	

BASE ESTIMATE

Base CN Construction estimate (unadjusted, unloaded, and uninflated): **\$ 16,500,000.00**

CN - Change Order/Quantity Variance (CO/QV) (Typically 5% of CN estimate): **\$ 825,000.00**

CN - Non-bid Items (Typically 3.5% of CN): **\$577,500.00** or Actual Value >>> **\$ 577,500.00**

The sum of PE and PC should range between 5-15% of the base CN estimate dependent upon project complexity.

The sum of CE and CC should range between 5-15% of the base CN estimate dependent upon project complexity.

Estimated PE cost:**	\$ 1,980,000.00
Estimated PC cost:	<input type="text" value=""/>
Estimated CE cost:**	\$ 1,650,000.00
Estimated CC cost:	<input type="text" value=""/>
Estimated UT cost:	\$ 50,000.00
Estimated RW cost:	<input type="text" value=""/>
Estimated LP cost:	<input type="text" value=""/>

TOTAL PROJECT BASE ESTIMATE: \$ 21,582,500.00

CONTINGENCY

+ 40% based on design stage.					+ 1.6% based on wages & time.		
CN (Construction)	CN (CO/QV)	CN (Non-Bid Items)	UT	CC	CE	PE	Total "CN"/CE/CC/UT
\$ 6,600,000.00	\$ 330,000.00	\$ 231,000.00	\$ 20,000.00	\$ -	\$ 26,400.00	\$ 31,680.00	\$ 7,207,400.00
				\$ -			\$ 31,680.00
				\$ -			\$ -

TOTAL PROJECT CONTINGENCY: \$ 7,239,080.00

PRESENT VALUE (Base + Contingency): Amounts to be Programmed and/or Obligated

Rounded to nearest whole number

CN (Construction)	CN (CO/QV)	CN (Non-Bid)	UT	CC	CE	PE	Total "CN"/CE/CC/UT
\$ 23,100,000.00	\$ 1,155,000.00	\$ 808,500.00	\$ 70,000.00	\$ -	\$ 1,676,400.00	\$ 2,011,680.00	\$ 26,809,900.00
				\$ -			\$ 2,011,680.00
				\$ -			\$ -

TOTAL PROJECT PRESENT VALUE: \$ 28,821,580.00

FUTURE VALUE (Base + Contingency + Inflation)

Rounded to nearest whole number

CN (Construction)	CN (CO/QV)	CN (Non-Bid)	UT	CC	CE	PE	Total "CN"/CE/CC/UT
\$ 25,831,991.00	\$ 1,291,600.00	\$ 904,120.00	\$ 78,279.00	\$ -	\$ 1,874,665.00	\$ 2,249,597.00	\$ 29,980,655.00
				\$ -			\$ 2,249,597.00
				\$ -			\$ -

TOTAL PROJECT FUTURE VALUE (WITH INFLATION): \$ 32,230,252.00

****PE and CE costs are approximate and are to be negotiated at a later date.**

TOP SHEET - Project Estimate Summary

Key Number: Project Name:

Date of estimate/update: Intended bid date: Design Stage:

Contingency (based on level of development and complexity)		
Maturity Level or Design Stage		Contingency
NA	NA	0%
1% to 10%	Planning	50%
10% to 25%	Scoping	40%
25% to 60%	Preliminary	30%
60% to 90%	Intermediate	20%
90% to 100%	Final	10%
100%	PS&E Submittal	5%

The values in this table represent suggested contingency and can be adjusted to reflect project complexity. Example: a seal coat in the planning stage may only need 15% contingency instead of 50%.

Output:

Anticipated Annual Wage Rate Adjustment: (PE, RW, & CE)

Wage Rate Above Inflation:

Effective Rate:

Inflation	
Years until intended bid date:	3.25
https://www.usinflationcalculator.com/inflation/historical-inflation-rates/	
Annual Inflation (CN):	<input type="text" value="3.50%"/>
Effective CN Inflation Rate:	11.827%
Annual Inflation (LP):	<input type="text" value="10.00%"/>
Effective RW Inflation Rate:	36.301%
<i>Effective Rate = (1 + Annual Rate)^{Years} - 1</i>	

BASE ESTIMATE

Base CN Construction estimate (unadjusted, unloaded, and uninflated): **\$ 16,500,000.00**

CN - Change Order/Quantity Variance (CO/QV) (Typically 5% of CN estimate): **\$ 825,000.00**

CN - Non-bid Items (Typically 3.5% of CN): or Actual Value >>>> **\$ 577,500.00**

The sum of PE and PC should range between 5-15% of the base CN estimate dependent upon project complexity.

The sum of CE and CC should range between 5-15% of the base CN estimate dependent upon project complexity.

Estimated PE cost:**	\$ 1,980,000.00
Estimated PC cost:	<input type="text"/>
Estimated CE cost:**	\$ 1,650,000.00
Estimated CC cost:	<input type="text"/>
Estimated UT cost:	\$ 50,000.00
Estimated RW cost:	<input type="text"/>
Estimated LP cost:	<input type="text"/>

TOTAL PROJECT BASE ESTIMATE: \$ 21,582,500.00

CONTINGENCY

+ 20% based on design stage.				+ 1.6% based on wages & time.		
CN (Construction)	CN (CO/QV)	CN (Non-Bid Items)	UT	CC	CE	Total "CN"/CE/CC/UT
\$ 3,300,000.00	\$ 165,000.00	\$ 115,500.00	\$ 10,000.00	\$ -	\$ 26,400.00	\$ 3,616,900.00
				\$ -	\$ 31,680.00	\$ 31,680.00
				\$ -		\$ -

TOTAL PROJECT CONTINGENCY: \$ 3,648,580.00

PRESENT VALUE (Base + Contingency): Amounts to be Programmed and/or Obligated

Rounded to nearest whole number

CN (Construction)	CN (CO/QV)	CN (Non-Bid)	UT	CC	CE	Total "CN"/CE/CC/UT
\$ 19,800,000.00	\$ 990,000.00	\$ 693,000.00	\$ 60,000.00	\$ -	\$ 1,676,400.00	\$ 23,219,400.00
				\$ -	\$ 2,011,680.00	\$ 2,011,680.00
				\$ -		\$ -

TOTAL PROJECT PRESENT VALUE: \$ 25,231,080.00

FUTURE VALUE (Base + Contingency + Inflation)

Rounded to nearest whole number

CN (Construction)	CN (CO/QV)	CN (Non-Bid)	UT	CC	CE	Total "CN"/CE/CC/UT
\$ 22,141,707.00	\$ 1,107,085.00	\$ 774,960.00	\$ 67,096.00	\$ -	\$ 1,874,665.00	\$ 25,965,513.00
				\$ -	\$ 2,249,597.00	\$ 2,249,597.00
				\$ -		\$ -

TOTAL PROJECT FUTURE VALUE (WITH INFLATION): \$ 28,215,110.00

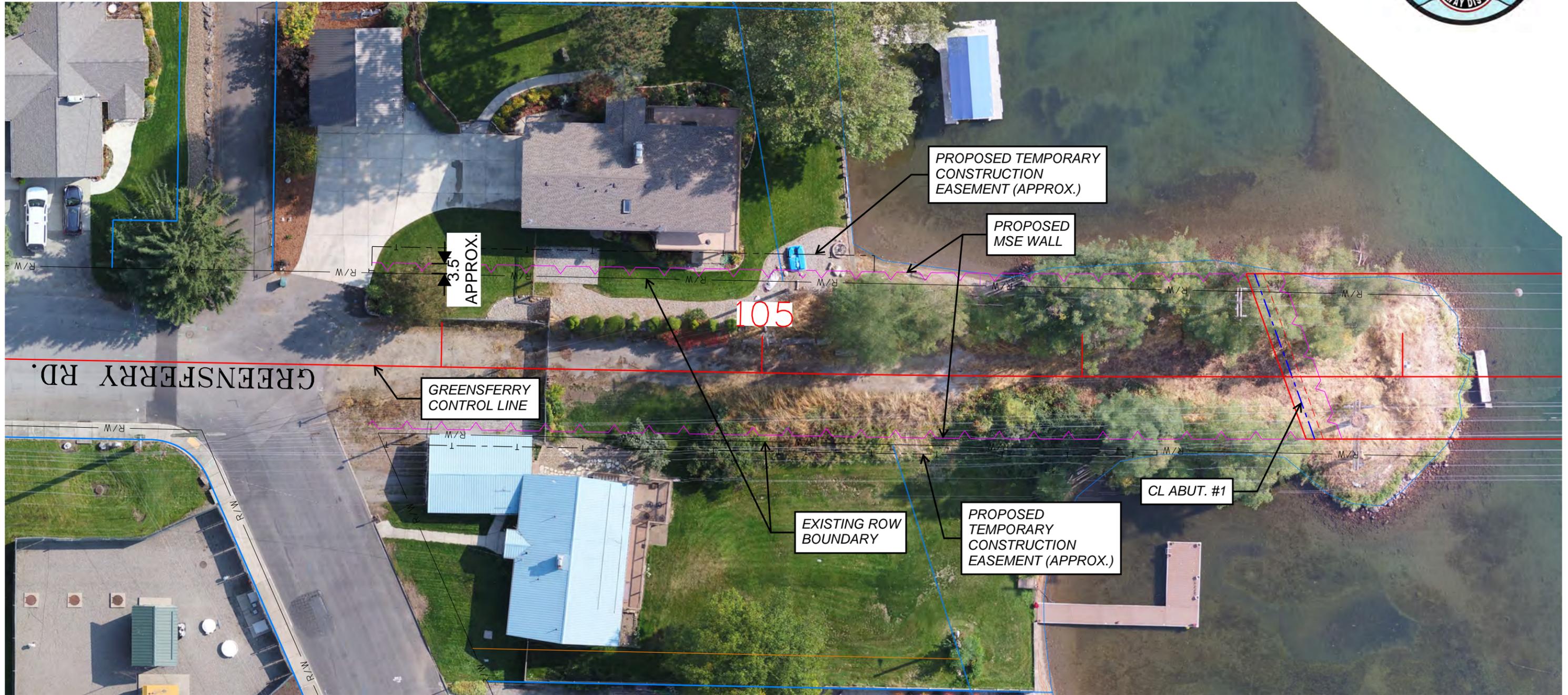
****PE and CE costs are approximate and are to be negotiated at a later date.**

Key:

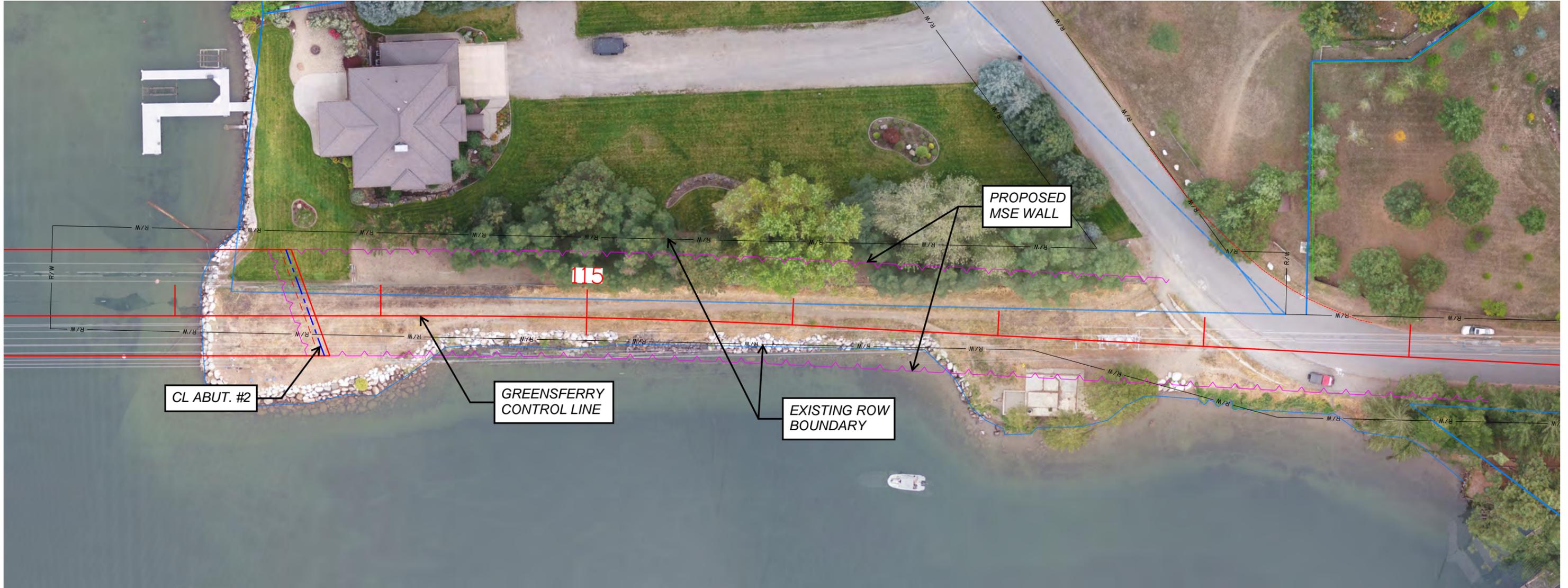
- CN - Construction estimate
- CC - Construction engineering consultant
- CE - Construction engineering
- PC - Preliminary engineering consultant
- PE - Preliminary engineering
- LP - Land purchase, Right-of-way acquisition
- RW - Real estate services, titling
- UT - Utilities



Appendix E: Right-of-Way Exhibit



NORTH ABUTMENT



SOUTH ABUTMENT