Appendix A: Consultation and Coordination

The matrix below contains a summary of the comments received and responses provided during the draft corridor report comment period. All but one of the comments were received at two public meetings held on April 13th and April 14th, 2011 in Winifred and Big Sandy. At the meetings, the names of the people providing the comments were not requested.

Comment #	Summary of Comments Received	Response
1	For the resurfacing options, where will the gravel come from? There is limited gravel in the area.	The study did not go into detail for material sourcing. Gravel sourcing should not be a problem.
2	Several people are dissatisfied with the road project in Hilger. They do not want Secondary 236 to be constructed in a similar manner to the Hilger project.	Thank you for your comments. They will be included in our study.
3	I am concerned that the money from this project will leave the community.	Generally, large contractors from within or out of the state hire many of the people for their workforce from the local area to save on costs.
4	If we move forward, how soon will we get any money? If the counties determine priorities for the secondary roads, do we communicate the priorities to you Carl (Seilstad)?	Federal and state funding sources are available, including legislative appropriations and the Secondary Roads Program. Preliminary priorities are defined in the study. As money becomes available, the counties will work together to redefine the priorities and construct the road in a logical manner. The public should go to the county representative with input on project priorities.
5	I am concerned about the Rehabilitate-to-Gravel option. I don't want the county (Fergus) to be in the same situation as Choteau County is in with the "Wide Spot". The gravel maintenance in this segment is a significant cost to the county.	There are new options available to upgrade a gravel road. All-weather surface treatments, such as bituminous surface treatments or soil stabilization can be placed onto the road to reduce chuck holes after rain. It is not pavement but it will help maintain the surface.
6	What surface treatments are available if pavement is not used?	A gravel surface can be built and covered with several different treatments, including: • Macadam - three layers of liquid asphalt and gravel, similar to a seal coat on a paved road. • Magnesium-chloride as a soil stabilizer.
7	What is used on runways - lime?	A soil stabilizer called cement treated base. There is more maintenance on this than on pavement and it is good for light traffic roadways. It is not meant for heavy farm-to-market roads.

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Comment #	Summary of Comments Received	Response
8	A question regarding Bundle 7: Why is the Spot Improvements Scenario ranked lower than the Reconstruct-to-Gravel or the Reconstruct-to-Pavement options?	Bundle 7 also ranked poorly under the Reconstruct-to-Gravel scenario. The reason the Reconstruct-to-Pavement Scenario resulted in a higher score is a result of the formal scoring system for the Secondary Roads Program. The ranking system used in this corridor study was developed by all of the counties in Montana and MDT for the purpose of ranking projects on the secondary roads network. Road surface is one of the criteria. The Spot Improvements and Reconstruct-to-Gravel Scenarios would only maintain a gravel surface.
9	Can you use county time or money for the projects?	Yes, the counties can contribute to the projects.
10	With regard to funding these projects, how many other studies like this are done in Montana? What are the chances of receiving funding?	Statewide, there have been five other studies like this one completed so far. These types of corridor studies are completed on an "as-needed basis." Having a study like this helps increase the chances of receiving funding. It shows what you have and what you need if funding becomes available.
11	Can you explain how the Secondary Roads Program works?	Previously, a percentage of the money allocated for secondary roads was given out to each county. The money would accumulate for a long time until there was enough for a road project. In 1999 a change in the legislature resulted in the program we have today. This program pools the money and spends it on projects submitted and ranked by the counties. This system allows for each county to compete for a project as money by MDT District becomes available. This road is also eligible for Federal Lands Highway Program funds because it provides access to the Upper Missouri River Breaks federal lands area. Federal Highway Funding is currently allocated by continuing resolution. This means that the amount of federal funding available to the state will be limited until a new highway bill is passed. Earmarks are difficult to come by and have recently been a topic of discussion as to whether they should continue. Should earmarks become available in the future, there will

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Comment #	Summary of Comments Received	Response
		be an effort to move this project forward. TIGER Grants are another potential funding source. This study is a big step in the process of getting a TIGER grant. It shows support for the highway and can also be used to reduce the amount of time needed for the environmental documentation.
12	If you get funding for gravel, who maintains the road? Would it be the highway department? I don't want to have a mess like we have in Segment 7, the "Wide Spot".	Maintenance responsibilities for a gravel road will continue to be under county jurisdiction.
13	When the money does come in, does the county determine what improvements are constructed? Does the funding determine this?	As the money becomes available from the federal government it goes to the state for distribution. MDT has worked with the counties to improve roads section by section as money becomes available. First, reconstruction to gravel and then following it up with an all-weather surface. Finally, as more money becomes available the road is paved one section at a time, until it is finished. There are still other roads on the secondary roads project list that need to be completed before this one can move forward. The counties will need to prioritize this route when they're up for Secondary Road funding consideration. A lot of public support will be needed to move it forward, especially since earmarks have been given a bad rap as of lately.
14	Why work on a corridor study when we know what we want?	With a corridor study, MDT gathers up all of the information from the corridor to present to the state, counties, public and other stakeholders for their input. This is then summarized in the corridor document and published for the public. This process completes about 90 percent of the work needed for an environmental study and therefore saves considerable money in the upfront stage of a potential project. Additionally, this allows for smaller projects and smaller environmental documents. A large environmental document has the risk of "going stale" if the project is not completed within a set time frame. The result is money wasted and the environmental document must be refreshed before a project can be built.

The matrix below contains a summary of the comments received and responses provided during the draft corridor report comment period. All but one of the comments were received at two public meetings held on April 13th and April 14th, 2011 in Winifred and Big Sandy. At the meetings, the names of the people providing the comments were not requested.

Comment #	Summary of Comments Received	Response
15	What are we to do as the public? Should we write letters, or what? You need to inform us of what to do.	The counties need to contact the congressional delegation in Washington D.C. Also, the public needs to write letters and send to the county commissioners.
16	Do you want the letters, or should we send them to Washington D.C.?	Please send them to the county commissioners. Address them to the congressional delegation and the counties will take them to D.C. together.
17	Have federal dollars been requested for this project?	Federal money has been requested for the last three years. Requests are in now.
18*	I am pro-pavement for this route. Lewistown, Havre, Big Sandy, and Winifred have shopping and other destinations that would be served by this route. Having an increased number of choices with a paved road would increase the travel between these points. People who live along the route would benefit by being able to travel a paved road. In addition, the closest emergency services available could be used without having to consider the road. Anytime our choices can be increased, and it is a paved roadway, travel between those points will be increased. More tourists would want to experience the great Missouri River Breaks if the road was paved. As for the money, I believe anytime we improve infrastructure, we are contributing to positive growth.	Thank you for your comments. They are included in our study records.

* Comment provided via email by Sue Ann McGillivray.

From: Sue Ann McGillivray [mailto:samcg6@gmail.com]
Sent: Wednesday, April 27, 2011 12:38 PM
To: commissioners@co.fergus.mt.us; dtschus@itstriangle.com; Kahle, Tom
Subject: Winifred-Big Sandy Corridor Planning

My family farm/ranch is located 10 miles(15 minutes) northwest of Winifred. It has been a gravel road, since I can remember, with improvements to the missile base. It's always a pleasure to reach pavement on the Big Sandy side, when I travel between Winifred and Big Sandy usually on my way to Havre. I travel this route for convenience coupled with the scenery. I believe scenery is always a plus when traveling, as it provides entertainment along the route. It is, however, a secondary route because of the road.

I am pro pavement of this route. Lewistown has shopping, a hospital, an airport and a highly rated stockyard. Havre has shopping, a hospital, a train depot and Montana State University-Northern with all the amenities of a college. Big Sandy has a hospital and nursing home, gas stations,churches, and grocery stores. Winifred has a grocery store, gas station and churches. Since emergency services need to be provided as quickly as possible, it would be nice to pick the closest services without a thought about the road. Anytime our choices can be increased, and it is a paved roadway, travel between those points will be increased.

I believe the people who live along this route would collectively "breathe a sigh of relief" to be able to travel a paved road while getting their children to school, selecting hospital services, procuring groceries, clothing, and other necessities, and increasing selection of recreational activities. I believe more tourists would want to experience the great Missouri River Breaks if the road was paved.

As for the money, I believe anytime we improve infrastructure, we are contributing to positive growth.

Comment Summary from First Public Meetings

The following is a summary of the comments received at the public involvement meetings held on July 6th, 2010 at the Winifred Community Center and July 7th, 2010 at the Big Sandy High School auditorium. It also includes comments received on the comment forms mailed out prior to the meetings as well as comments provided on the feedback questionnaires distributed at the meetings. The estimated attendance was 65 people at the Winifred meeting and 35 people at the Big Sandy meeting.

General:

1. There is substantial support for improving the road, particularly for paving. No comments were received that were not in support of improvements.
2. Stop studying – make improvements.
3. Any improvements should start to the south of the river.
4. Paving can wait until other improvements are made.
5. Recreational traffic has been increasing despite decreases in population.
6. Secondary 236 is used to move cattle. Any improvements to the roadway should leave enough room so that cattle can be moved into the ditch.

Safety

1. There are numerous safety issues along the corridor.
2. A safer roadway is needed for school bus trips and students driving to school who live along the corridor. School bus trips to locations out of the area avoid using the corridor altogether.
3. There have been 3 known rollovers near Chip Creek.
4. There have been 7 known accidents (only 1 reported) in the section to the north and south of RP 53. This is due to the poor horizontal and vertical alignment of the road. More warning signs would help.

Traffic Operations

1. There are conflicts between agricultural and recreational traffic.
2. Current road conditions result in increased response time for emergency vehicles.
3. At a minimum, more signage is needed for curves and speeds.
4. Recreational traffic can be problematic. These drivers do not move over when oncoming traffic approaches.
5. Speeds are excessive for the road conditions.

Geometrics

1. There are steep side slopes along the roadway.

2. The 90-degree curves on the south end of the corridor are dangerous.
3. The curves and “roller coaster” hills need to be removed.
4. A wide road isn’t necessary, but passing lanes are needed on the steep hills.
5. The entire segment between RP 35 and RP 40 has horizontal and vertical alignment problems that cause sight distance problems (numerous locations were referenced).
6. Hunters sometimes stop in the middle of the road in blind spots caused by vertical curves.

Road Surface Conditions

1. The wide (newer) section of the road on the north end of the corridor is a mess (referred to as “bog pit”).
2. The wide (newer) section of the road on the north end of the corridor is worse than the old section. It was poorly built and has resulted in high maintenance costs.
3. Several sections of the road are flat or concave. This is not good for drainage (water runs down the middle of the road) and causes soft spots.
4. The Claggett Hill section is shady and dangerous (icy) in the winter.
5. The gravel surface damages vehicles. There is too much gravel in some places and not enough in others.
6. The gravel needs to be maintained to create positive drainage.
7. At the curve at RP 33.6, vehicles can slide off the road in muddy conditions even when traveling at low speeds.
8. There are poor surface conditions in bad weather between RP 51 and RP 53.
9. On the hill just to the south of RP 55, the road surface quickly turns to washboard in hot, dry weather conditions.

Economic Benefits

1. Improvement of the corridor would increase the potential for energy production.
2. With improvements, the corridor would become a major north-south connector that would benefit the entire state.
3. Road improvements would decrease the cost of hauling cattle to market in Billings because these trips must now be made out-of-direction to avoid using the roadway.
4. Many people drive longer distances to avoid using Secondary 236. This reduces economic benefits to the communities.
5. Paving of the road would greatly reduce the wear-and-tear on vehicles and equipment caused by the existing gravel road.
6. The costs associated with improving the road (higher traffic volumes, noise, etc.) would be small compared to the benefits.

Other

1. The state needs to reach an agreement to purchase land on the north side of the river at Judith Landing so that it can be improved and properly maintained/operated to serve tourist traffic accessing the river.
2. Adventure Bound and Missouri River Outfitters should be contacted.
3. There are many deer along the roadway.

Henry Armstrong

From: "Henry Armstrong" <harmhist@mtintouch.net>
To: <www.mdt.mt.gov/mdt/comment_form.shtml>
Sent: Wednesday, June 23, 2010 6:05 PM
Subject: Commemt

6-23-2010

"Winifred to Big Sandy Corridor Planning Study in Fergus and Chouteau counties"

Greetings: It appears the same old idea will never die - namely paving 66 miles of MT 236. This plan of Lewistown to Big Sandy has been championed by the Lewistown Chamber of Commerce at every opportunity for 60 years.

I cannot imagine the Chouteau County Commissioners would consider dumping a great deal of scarce money on a project that will primarily benefit Lewistown (Fergus Co.) and Havre (Hill Co.) when we have hundreds of miles of rural roads in Chouteau Co. that are in crucial need of rebuilding and upgrading for the current type of vehicles now in use on them such as tractor-trailers, semi & full trailers.

The present condition of many of our rural roads when you add a half inch of rain, makes it necessary to use a 4 wheel drive to get over the main feeder roads and on to the pavement. Granted a small portion of sparsely populated Chouteau County would benefit. Perhaps a project at a later time.

I continue to oppose any expenditures of Chouteau County moneys on this route. If the Montana Department of Transportation feels this route is so necessary when there is already a nearly parallel route to the west already paved, then I propose the State of Montana pays the bill.

Respectively submitted.

A Chouteau resident and taxpayer
Henry Armstrong

Henry Armstrong

June 18, 2010

Carl Seilstad
Fergus County Commissioner
712 W. Main
Lewistown, MT 59457

Dear Commissioner Seilstad,

The Barrick Family fully supports improvements and paving of State Highway 236. We use this road to travel to property owned by the family in Chouteau County.

Thank you for your support of having this road paved.

Sincerely,

Shirley Barrick

Shirley Barrick

Leo R Barrick

Leo Barrick

Darrell Barrick & Veda Barrick

Darrell Barrick

Comment Form
Winifred to Big Sandy Corridor Study

Fergus and Chouteau Counties, in association with the Montana Department of Transportation, have initiated a process to develop the Winifred to Big Sandy Corridor Study. We are interested to learn about any comments you may have about the corridor, such as existing issues or where you think improvements may be needed. Please fill in your comments below and return this form to the address at the bottom of the page.

I strongly support improving the Big Sandy - Winifred highway, for these reasons: 1) Safety - the current road has unsafe turns and can be much affected - negatively - by weather; 2) Convenience - this would greatly reduce Lewistown - Havre travel time; 3) Economy. The impact of an improved - really, a new - north-south travel route will be a much-needed ~~shot~~ shot in the arm for Winifred + Big Sandy (directly) but also to Lewistown. It will greatly improve access to the river and monument, two important keys to the long-term economic development of our area. Making the "BN Road" a true all-weather, all-season highway is long overdue. Thank you for this opportunity to comment.

Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500
Portland, OR 97201-5502

Dave Byerly
709 Entrance Ave.
Lewistown MT
59457

Comment Form
Winifred to Big Sandy Corridor Study

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Gentlemen:

Sept 5, 2010

I was instrumental in getting the road black topped the first 16 miles. I think it is logical to finish black topping to Winifred, however I don't think it is good counsel to build a big fill up the hill - the old trail has served for many yrs. It cuts off many miles going north & serves a lot of people. I was Comm. for three terms & we had a minimum of problems

God Luck in your venture!

Ex - Cty Comm.

Alan L. Akadere

14685 Judith Landing Rd

59520

Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500
Portland, OR 97201-5502

Comment Form
Winifred to Big Sandy Corridor Study

Fergus and Chouteau Counties, in association with the Montana Department of Transportation, have initiated a process to develop the Winifred to Big Sandy Corridor Study. We are interested to learn about any comments you may have about the corridor, such as existing issues or where you think improvements may be needed. Please fill in your comments below and return this form to the address at the bottom of the page.

I have felt that redoing 236 from Big Sandy to Winifred would be a big benefit to both Towns.

I managed Buisness's for 30yrs and used 236 a big portion of my Buisness's and know first hand the problems of travel with weather conditions and road conditions. There were times that we had to postpone deliveries for 1-3 days because of road conditions

Today Traffic has increased with bigger Trucks, farm Equipment, Tourism, etc.

I feel that redoing this Corridor would be a big help to local farms, Ranchers, Tourest, but more important a help to Big Sandy & Winifred. I feel Black Topping would open a better North-South Trade route that would help the State too

LeRoy Huff
Big Sandy

Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500
Portland, OR 97201-5502

Winifred to Big Sandy Corridor Study

MATTHEW TRANSPORTATION, INC. Feedback Questionnaire

Name : DAN & PAT MATTHEW (optional)
Address: PO BOX 1225
BIG SANDY, MT 59520

See attached letter regarding questions

The Winifred to Big Sandy Corridor Study is a collaborative process for developing a long-range plan to identify cost-effective solutions to transportation issues and needs along the corridor.

As part of the planning process, we would like your input on the broad range of issues that need to be addressed.

How well do you think Secondary 236 meets current transportation needs within the area?

Are there any current problems such as safety or roadway design?
If so, please indicate where these are located.

- over -

Do you foresee any different types of problems along Secondary 236 in the future?

Are there any environmentally sensitive areas along the corridor such as wetlands, stream crossings, or wildlife routes?
If so, please identify the type of area and where these are located.

Are there any specific goals or objectives for the corridor that you would like to see included in the study?

Other Comments?

Please return questionnaires to:
Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500
Portland, OR 97201-5502
(503) 243-1934 (fax)

July 20, 2010

Bob Schulte
DKS Associates, Inc
1400 S.W. Fifth Ave Suite 500
Portland, OR 97201-5502

Dear Mr. Schulte:

Enclosed are our comments regarding Highway 236 South of Big Sandy, MT. We are School Bus Contractors and drive this road steady for 9 months. We travel to the PN Bridge four times everyday, 5 days a week.

As we would love to see this sections of road paved we have concerns of the viability of doing so without some serious restoration to the current road. When we first started driving this road with our school buses, which was in 1983, the old road was in play. In 1986, the new section as we call from the end of the pavement to Eskay Road was installed. The first number of years the road was maintained and a pleasure to travel. Since the mid-90's the road has slowly deteriorated.

Here are our concerns:

1) Accommodates the needs of the people in this area adequately

2) Section of road 12 miles off pavement has some bog holes to the first hill going east through Sheep Coulee between Midway Ranch and telephone building; the section after the telephone building to the end of the new section is extremely wide, numerous soft spots, and too much gravel.
The section of road from Eskay Road to the top hill is in fairly good shape could have yields signs on the approaching roads.

From the bottom of Jappe's hill to Chip Creek needs to be graveled and widen. Four mile hill should be straightened and widen.

3) If improvements are made to this road traffic will increase. Our concerns are which law enforcement agency will monitor this road. Our major concern is Safety for the kids, as well who will maintain the road in winter time????

4) There are nesting birds, antelope and deer crossing the roadway in all seasons and sometimes cattle on the roadway

5) Our main goal is making sure this roadway is Safe to travel and Maintained adequately

Comments:

We feel this road has been maintained to push for paving. We have fought for many years with having this roadway maintained in a safe and prudent manner, which we have not won.

Winifred to Big Sandy Corridor Study

Feedback Questionnaire

Name : PAUL SEILSTAD (optional)
Address: 102 TRUCK BY PASS
WINIFRED, MT 59489

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As part of the planning process, we would like your input on the broad range of issues that need to be addressed.

How well do you think Secondary 236 meets current transportation needs within the area?

FAIR - THERE ARE TIME WHEN IT IS VERY ~~Rough~~ Ruff IT would CERTINALLY SEE MORE TRAFFIC IF IT WERE PAVED.

Are there any current problems such as safety or roadway design?
If so, please indicate where these are located.

SAFETY IS A BIG CONCERNE of MINE eSPECIALLY DURING HUNTING SEASON. I MANAge the CO-OP IN WINIFRED AND WE HAVE TO DELIVER PRODUCT of 236 TO THE RIVER. THERE ARE MANY HILLS, CURVES, ECT, IT SEEMS LIKE NON LOCALS THINK NO ONE USES THE ROAD AS THEY often DRIVE OVER THE HILLS IN THE MIDDLE of THE ROAD, PARK ON THE ROAD WITH DOORS OPEN often OVER a HILL. IF IT WERE PAVED IT WOULD ELIMINATE a BUNCH of POTENTIAL ACCIDENTS.

- over -

Do you foresee any different types of problems along Secondary 236 in the future?

NOT IF IT WERE PAVED

Are there any environmentally sensitive areas along the corridor such as wetlands, stream crossings, or wildlife routes?
If so, please identify the type of area and where these are located.

THERE ARE MANY DEER ALL ALONG 236.

Are there any specific goals or objectives for the corridor that you would like to see included in the study? PAVE IT AS SOON AS POSSIBLE.

Other Comments? BY PAVING 236 IT WOULD DEFFINATELY BENNEFIT MY BUSSINESS AS WE SELL GAS + DIESEL AS WELL AS MANY OTHER ITEMS. IT WOULD BE A LOT EASIER ON OUR DELIVERY EQUIPMENT IT WOULD CHEAPEN FREIGHT ON FERTILIZER COMING OUT OF CANADA WHICH COULD BE PASSED ON TO PRODUCERS. TRAVEL TIME TO HAURE WOULD BE CUT BY 1/3 BY PAVING 236 IT WOULD ALSO MAKE IT SAFTER

Please return questionnaires to:
Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500
Portland, OR 97201-5502
(503) 243-1934 (fax)

Winifred to Big Sandy Corridor Study

Feedback Questionnaire

Name : Pete Peterson (optional)
Address: 907 W. Main
Lewistown MT 59457

The Winifred to Big Sandy Corridor Study is a collaborative process for developing a long-range plan to identify cost-effective solutions to transportation issues and needs along the corridor.

As part of the planning process, we would like your input on the broad range of issues that need to be addressed.

How well do you think Secondary 236 meets current transportation needs within the area?

As local business owner in Lewistown, I have had numerous comments about Never traveling the southern section of road Due to condition of road. They would rather drive south to save milage & fuel to get home. Due to condition of road in Fergus county, they opt to travel further distance to avoid those conditions. This reduces economic opportunities for communities on southern side.

Are there any current problems such as safety or roadway design? Nothing that has not
If so, please indicate where these are located. been identified already

- over -

Do you foresee any different types of problems along Secondary 236 in the future?

Are there any environmentally sensitive areas along the corridor such as wetlands, stream crossings, or wildlife routes?
If so, please identify the type of area and where these are located.

Are there any specific goals or objectives for the corridor that you would like to see included in the study?

Other Comments?

Please return questionnaires to:
Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500
Portland, OR 97201-5502
(503) 243-1934 (fax)

Daren

From: Rich Roth [rroth@ixranch.com]
Sent: Wednesday, July 07, 2010 2:23 PM
To: Daren & Tracy Schuster; Bob Schulte; Carl Seilstad
Subject: Winifred to Big Sandy Corridor Study
Attachments: image001.gif

As a business owner and community member in Big Sandy, MT I would like you all to know how important this stretch of highway would mean to us. We not only do a lot of business in Billings, MT but our employees use this road to get their children to school. As a business who uses this stretch of road, we would see a decrease in our tire costs and vehicle maintenance costs associated with driving on rough gravel roads. I have often said I would like to see the entire Chouteau Co paved. I need to get one of those pave the planet bumper stickers. As a cattle rancher and person who need to get his cattle to market, Billings is a major hub for our product. Granted our cattle do not stay in MT, but they reach the world through Billings. We estimate that $3 to $4/cwt (hundred weight) is taken off our price because of the distance our cattle have to travel around to get to Billings. A paved highway from Big Sandy to Winifred would greatly improve our chances of getting paid more for our product. Other than our own personal benefit, I can see a door being opened for more tourism and traffic that would improve our tax base as well as other retail business. I think this improvement would also increase the development of our communities that would increase home purchases and enrollment in our schools.

All that said there will likely be those who oppose any such highway for fear of increased traffic and garbage, increased crime, etc. I think these are small issues and in a different light increase jobs in terms of police and other service agencies. One issue that may be an issue and cost some money is the upkeep of the road. I am guessing that a number of farmers who haul grain may haul over the weight limit. If this were not policed it may ruin the road or cause higher maintenance costs. But again, it may create a job to patrol the road.

If you have any further questions, please don't hesitate to contact me. Again, we very much support this project.

Sincerely,

Richard Roth
IX Ranch Co.
PO Box 489
Big Sandy, MT 59520
(406) 390-2955 c
(406) 378-3228 w
www.ixranch.com

Comment Form
Winifred to Big Sandy Corridor Study

Fergus and Chouteau Counties, in association with the Montana Department of Transportation, have initiated a process to develop the Winifred to Big Sandy Corridor Study. We are interested to learn about any comments you may have about the corridor, such as existing issues or where you think improvements may be needed. Please fill in your comments below and return this form to the address at the bottom of the page.

Dear Bob:

I would like to go on record as being all in favor of upgrading the Winifred to Big Sandy road. (Namely the Winifred to Big Sandy Corridor.) The PN Bridge on the road that is there now was a great asset for a crossing. Now we need a good oiled road on both sides of the bridge.

Many people now use the road and I think more would use it if it was upgraded.

Thank you

Sidney Gedstad

Box 106

Winifred, MT.

59489

Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500
Portland, OR 97201-5502

Winifred to Big Sandy Corridor Study

Feedback Questionnaire

Name : P Stubbs (optional)
Address: Winifred

The Winifred to Big Sandy Corridor Study is a collaborative process for developing a long-range plan to identify cost-effective solutions to transportation issues and needs along the corridor.

As part of the planning process, we would like your input on the broad range of issues that need to be addressed.

How well do you think Secondary 236 meets current transportation needs within the area?

With the promotion of the National Monument there has been an increase in recreational road use. There are many blind hills & corners and the 45mph postings are not being obeyed. Another concern is that many individuals new to the area feel that because of the remoteness of the area they are the only ones on the road at the time and tend to travel down the middle of the road or park in the middle of the road to take pictures and sight see. We need a wider road, more gravel or asphalt and turn outs for tourists & sight seers.

Are there any current problems such as safety or roadway design?
If so, please indicate where these are located. Narrow roads and lack of gravel in some areas make it dangerous for unsuspecting travelers. I don't believe your current figures for accidents on 236 are correct as many slide offs do not get reported. We have helped pull a number of travelers out of the ditches.

- over -

Do you foresee any different types of problems along Secondary 236 in the future?

There are many areas where the gravel has become very sparse and this road will need to be regraveled in the near future if it is not paved. When cleaning road ditches I see that much of the gravel is now in the ditches.

Are there any environmentally sensitive areas along the corridor such as wetlands, stream crossings, or wildlife routes?
If so, please identify the type of area and where these are located.

Are there any specific goals or objectives for the corridor that you would like to see included in the study?

Other Comments?

Please return questionnaires to:
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(503) 243-1934 (fax)

Winifred to Big Sandy Corridor Study

Feedback Questionnaire

Name : Gladys Walling (optional)
Address: 8554 PN Bridge Road
Winifred MT 59489

The Winifred to Big Sandy Corridor Study is a collaborative process for developing a long-range plan to identify cost-effective solutions to transportation issues and needs along the corridor.

As part of the planning process, we would like your input on the broad range of issues that need to be addressed.

How well do you think Secondary 236 meets current transportation needs within the area?

The current road conditions include rough, bumpy, washboard situations especially in the hot, dry summer when the road can't be maintained. Yoks causing slowdowns and swirving show up. Many vehicles traveling from Lewistown to Havre go a different, smoother route. After rains, there are slick spots – again vehicles go a different way. Those of us who live in the area plan on a longer travel time at those times. Many times people stop and ask us if this is really the road to Big Sandy as they are expecting a better road. Some maps have the road marked as paved and that caused one accident when people walked 10 miles to our house for help because they slid off the icy road in cold, winter weather.

Are there any current problems such as safety or roadway design? If so, please indicate where these are located.

Although the road is 24 feet wide, many times there are only three tracks to follow. When we meet people, especially those from out of the area, they stay in two tracks forcing us to take one track and move onto the shoulder. We do this especially on hills and poor-visability curves to avoid colliding with someone who drives as if they are the only one on the road. The bad curves and spots were marked on the map after the Winifred meeting.

- over -

Do you foresee any different types of problems along Secondary 236 in the future?

Are there any environmentally sensitive areas along the corridor such as wetlands, stream crossings, or wildlife routes?
If so, please identify the type of area and where these are located.
I don't know of any.

Are there any specific goals or objectives for the corridor that you would like to see included in the study?

Other Comments?
I think a paved road with a center line would provide a safer road and much shorter way to travel between Lewistown and Big Sandy-Havre.

Please return questionnaires to:
Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500
Portland, OR 97201-5502
(503) 243-1934 (fax)

Winifred to Big Sandy
Corridor Study 236

Public Involvement Plan

Prepared for
Fergus County
Chouteau County

Prepared by
DKS Associates
TRANSPORTATION SOLUTIONS

June 2010

Table of Contents

List of Figures

1.0 Introduction

The Montana Department of Transportation (MDT), Fergus County, and Chouteau County have initiated a process to develop the Winifred to Big Sandy Corridor Study. The study will determine cost-effective ways to address transportation needs within the Secondary 236 corridor between Winifred and Big Sandy, Montana.

MDT has established the corridor planning process in order to investigate improvement options for the corridor in a Pre-National Environmental Policy Act (NEPA)/Montana Environmental Policy Act (MEPA) study, as provided for in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). If improvement options are forwarded into project development, the corridor planning process will provide information into the NEPA/MEPA process, help advance viable improvement options into NEPA/MEPA, and provide the opportunity for partner involvement at all stages.

One of the first steps in the planning process is to develop a public involvement plan that identifies the public involvement activities needed to communicate information about existing and future corridor needs. The purpose of this public involvement plan is to establish a process that provides opportunities for the public to participate in all phases of the corridor study process. This is accomplished by providing complete information, timely public notices, opportunities for making comments, and full access to key decisions.

1.1 Corridor Study Purpose

A Corridor Planning Study is a high-level evaluation of safety, environmental and geometric concerns along a transportation corridor where needs, possible improvement options and costs are identified. Community input and consensus is an important consideration in this process. *It is important to note that the Corridor Planning Study is part of a planning process and is not a design or construction project.* Another consideration is how costs and the availability of funding affect the nature of any possible improvements and phasing of the possible improvements.

The Big Sandy to Winifred Corridor Planning Study allows for earlier planning-level coordination with the public, resource agencies and other entities. The study may develop specific factors that can be used in the future if a subsequent environmental review process is required.

The NEPA/MEPA process is intended to assist public officials in making decisions taking into account the human and natural environment and the public's need for safe and efficient transportation. The Big Sandy to Winifred Corridor Study is a pre-NEPA/MEPA study that will include a high level environmental scan of potential issues.

For the public involvement component of the study, several strategies are proposed to reach the most people and elicit meaningful participation. These strategies are designed to:

- Educate the public about the key steps in the study process
- Increase the public's ability to ask questions and provide input
- Effectively communicate study findings

1.2 Study Background

Secondary 236 is a major collector on the Montana Secondary Highway System and serves as the north-south corridor between Hilger and Big Sandy. The corridor consists of both gravel and paved surfacing. The width of the roadway varies from 21 to 38 feet. The corridor passes through the Upper Missouri River Breaks National Monument.

For a number of years, residents along corridor have sought to have the roadway improved. The existing two-lane roadway is unpaved for 50 miles between R.P. 24 in Winifred and R.P. 74 south of Big Sandy. The remaining 16 miles of the roadway from R.P. 74 to R.P 90 in Big Sandy is paved. The roadway geometry is poor in many locations, with horizontal and vertical alignment not meeting MDT design standards. Maintenance of the gravel portion of the roadway, which is the responsibility of Fergus and Chouteau Counties, is difficult and costly.

Local officials believe that the lack of accessibility due to the poor roadway conditions has dampened economic development in the area. These conditions also result in numerous potential safety problems. The safety problems are compounded by the growing number of

recreational visitors to the scenic southern rim of the Upper Missouri Wild and Scenic River, who share the road with local farmers and ranchers. There has also been an increase in the number and size of trucks and farm equipment that use the road, resulting in traffic operations problems in the roadway sections with narrower width or geometric alignments that do not meet MD design standards.

1.3 Study Area

The limits of the study area have been established as the town of Winifred (R.P. 24) on the south end of the corridor and the town of Big Sandy (R.P. 90) on the north end of the corridor (see Figure 1). The study area boundaries extend one-half mile to either side of the roadway. Physical features within the study area include the Upper Missouri Wild and Scenic River and the Claggett Hill area, just to the south of the river.

1.4 Goals of Public Involvement and Outreach Effort

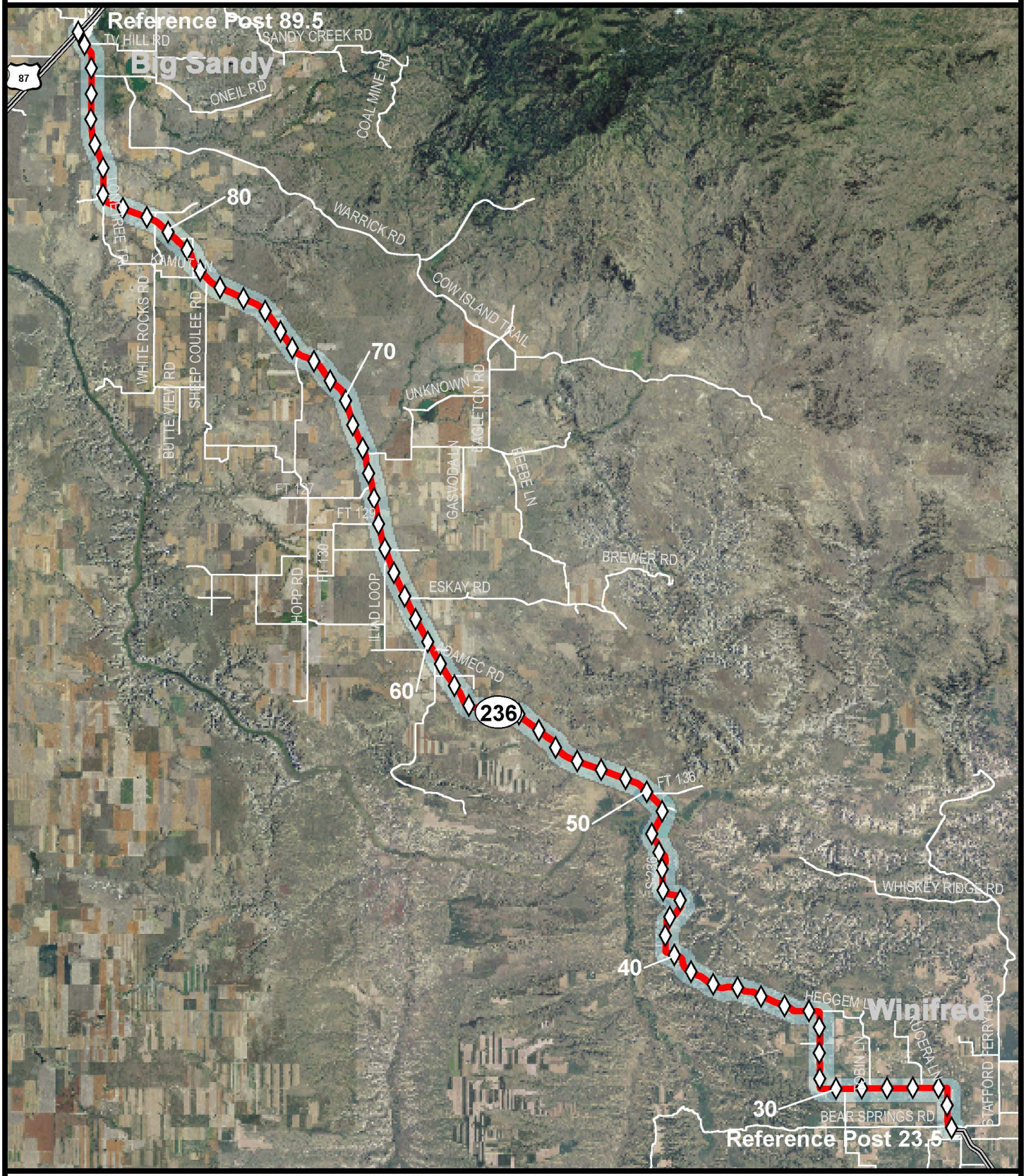
The goal of MDT and the consultant is to generate significant and on-going public involvement throughout the corridor study process. Education and public outreach are essential parts of MDT's responsibility to inform the public about the process. MDT seeks to enable the public to voice their ideas and values regarding issues within the study area. MDT strives to achieve early and continuous public involvement in all major actions and decisions.

2.0 Public Involvement Procedures

The public involvement plan describes the public information and input opportunities that will be provided as part of the development of the Winifred to Big Sandy Corridor Study. This plan encourages active participation in identifying and commenting on corridor issues at every stage of the planning process. Participants in this public involvement process include:

- Towns of Winifred and Big Sandy
- Local school districts
- County fire departments

Winifred - Big Sandy Corridor Study



Chouteau County
Fergus County
DKS Associates
TRANSPORTATION SOLUTIONS

Study Corridor
Study Area Boundaries
Reference Markers
Other Roads

Miles
0 1 2 3 4 5

N

29/88

- County sheriff departments
- Landowners affected by the study area boundary.
- Residents and business owners within Fergus and Chouteau Counties.
- Targeted outreach groups such as the Friends of the Missouri Breaks Monument, and any other groups or individuals that may be identified through the corridor planning process.
- Resource agencies

Public meeting materials (meeting notices, newsletters, comment sheets, etc.) will be mailed to the groups identified above.

Methods of notifying the public of study status, upcoming meetings, and other information are detailed below. Individuals who attend public meetings will be added to the study list. The general public will be kept informed of all aspects of the study, and their input will be sought throughout the process. The public and interested parties will provide input to DKS through the methods outlined below.

2.1 Study Contacts

Contact information for MDT and DKS will be provided to the public. Telephone numbers and e-mail addresses of study contacts will be published in all information that is released and are also included here:

Fergus County Commissioners, 712 West Main Street, Lewistown MT 59457-2562; (406) 535-5119; Contact – Carl Seilstad, commissioners@co.fergus.mt.us

Chouteau County Commissioners, 1308 Franklin, P O Box 459, Fort Benton MT 59442-0459; (406) 622-3631; Contact – Daren Schuster, dtschus@itstriangle.com

DKS Associates, Inc., 1400 S.W. 5th Avenue, Suite 500, Portland, OR 97201-5502; (503) 243-3500; Contact – Bob Schulte, rjs@dkspdx.com

Montana Department of Transportation (MDT), Statewide and Urban Planning, 2960 Prospect Avenue (P.O. Box 201001), Helena, MT 59620-1001; (406) 444-9211; Contact – Tom Kahle, tkahle@mt.gov

Montana Department of Transportation (MDT), Billings District Office, 424 Morey Street (P.O. Box 20437), Billings, MT 59104-0437; (406) 657-0232; Contact – Gary Neville, gneville@mt.gov

Montana Department of Transportation (MDT), Great Falls District Office, 200 Smelter Avenue NE (P.O. Box 1359), Great Falls, MT 59403-1359; (406) 454-5929; Contact – Bob Vosen, rvosen@mt.gov

2.2 Publications

Meeting announcements will be developed by DKS and advertised as display ads at least two weeks prior to meetings. The ads will announce the meeting location, time, and date, the format and purpose of the meeting, and the locations where documents may be reviewed (if applicable). The following newspapers will carry the display ads:

Lewistown News Argus – print and on-line http://www.lewistownnews.com/

The Mountaineer (Big Sandy) – print and on-line http://www.smalltownpapers.com/newspapers/newspaper.php?id=266

The Great Falls Tribune – print and on-line http://www.greatfallstribune.com/

The Havre Daily News – print and on-line http://www.havredailynews.com/

Also, two newsletters will be produced that describe work in progress, results achieved, preliminary recommendations, and other related topics. Each newsletter will be saved as a PDF and posted on the study website.

2.3 Stakeholder Contact List

A stakeholder contact list will be produced that will include individuals, businesses, or groups identified by Fergus County, Chouteau County, MDT, and/or DKS. The following groups or businesses (at a minimum) will be included in the initial list, providing that addresses and/or e-mails are obtainable from each group:

- Town of Winifred
- Town of Big Sandy
- City of Lewistown
- City of Havre
- Hill County Commissioners
- Winifred School District (District 115)
- Big Sandy High School School District (District 2)
- Big Sandy Elementary School School District (District 11)
- Lewistown School District (School District 1)
- County fire departments and emergency medical personnel
- County sheriff departments
- Businesses:
    - Missouri River Canoe Company
    - Triangle Telephone Cooperative
    - Mountain View Co-op
- Friends of the Missouri Breaks Monument

Phone interviews will be conducted with representatives of each stakeholder group and the responses received will be recorded.

2.4 Document Availability

In general, all study deliverables will be available in hard copy format at the MDT Statewide and Urban Planning Section Office (2960 Prospect Avenue). It is anticipated that hard copies may also be made available at the following locations

- Big Sandy City Hall
- Chouteau County Commissioners Building
- Winifred Library
- Winifred Community Center

Approved electronic copies of study deliverables will be posted on the study website at the address show below within 7 days of receiving approval to do so:

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

The following statement required by the Americans with Disabilities Act (ADA) will be included on all published materials:

> *The MDT and DKS attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request. For further information, call (503) 243-3500, ext. 291 or TTY (800) 335-7592, or by calling Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and/or meeting.*

2.5 Meetings

2.5.1 Work Group Meetings

Work Group meetings will be scheduled every 2 weeks for the duration of the 12-month study period. Individuals included in the meetings will be:

- Tom Kahle (MDT Helena Planning), 406-444-9211 tkahle@mt.gov
- Zia Kazimi (MDT Helena Planning), 406-444-7252 zkazimi@mt.gov
- Bob Schulte (DKS Associates), (503) 243-3500 rjs@dkspdx.com
- Wayne Noem (MDT Helena Secondary Roads Engineer), 406-444-6109 wnoem@mt.gov
- Gary Neville (MDT Billings Engineering), 406-657-0232 gneville@mt.gov
- Robert Vosen (MDT Great Falls Engineering), 406-454-5929 (office) 406-788-8785 (cell) rvosen@mt.gov
- Eric Thunstrom (MDT Helena Environmental), 406-444-7648 ethunstrom@mt.gov
- Jean Riley (MDT Helena Planning), 406-444-9456 jriley@mt.gov
- Miles Wacker (MDT Helena Planning), 406-444-0414 mwacker@mt.gov
- Bob Burkhardt (FHWA Helena), 406-441-3907 bob.burkhardt@fhwa.dot.gov
- Carl Seilstad (Fergus County Commissioner), 406-535-5119 (office) (406) 672-5244 (cell) commissioners@co.fergus.mt.us, 712 West Main Street, Lewistown MT 59457-2562
- Daren Schuster (Chouteau County Commissioner), 406-622-3631 (cell 390-0275) dtschus@itstriangle.com, Chouteau County, 1308 Franklin, P O Box 459, Fort Benton MT 59442-0459
- Gary Slagel (BLM Montana), 406-538-1950 Gary_E_Slagel@blm.gov, Bureau of Land Management, P O Box 1160, Lewistown MT 59457

The meetings are intended to track progress and address study issues and questions. The meetings are considered an important aspect for the exchange of information and ideas during the development of the study. Throughout these meetings, the issues, problems, and possible solutions will be identified and discussed.

2.5.2 Resource Agency Meeting/Involvement

After the first formal public meeting has been held on the study, a meeting will be scheduled and held with the resource agencies that are stakeholders in the study. The meeting will be organized by MDT and facilitated by DKS.

2.5.3 Public Meetings

Two formal public meetings will be held throughout the study. The first public meeting will be held early on in the study process and will serve to introduce the study and relevant features and process. The meeting will also serve to receive information from local residents about the study area. The second public meeting will occur after the Draft Corridor Study Report and

Draft Statement of Purpose and Need have been completed. The meetings will be held in Winifred and Big Sandy on consecutive evenings. The public will be asked to comment about the recommendations in the Draft Corridor Study Report and the Draft Statement of Purpose and Need. After the presentation, participants will move to individual display stations in their area of interest to review and comment on the recommendations. Public comments and concerns will be recorded.

2.6 Consideration of Traditionally Underserved Populations

It is recognized that additional efforts must be made to involve traditionally underserved segments of the population in the corridor study process, including the disabled, racial and ethnic minorities, and low-income residents. Including these groups leads to planning that reflects the needs of everyone. The following steps will help with these efforts:

Plan Meeting Locations Carefully

- Public meetings will be held in locations that are accessible and compliant with the Americans with Disabilities Act.

Be Sensitive to Diverse Audiences

- At public meetings, agency staff and DKS will attempt to communicate as effectively as possible. Technical jargon will be avoided and appropriate dress and conduct will be adhered to. A variety of visualization techniques may be used to present information on the study, including aerial photographs, maps, graphics, full-size posters, color handouts, and PowerPoint presentations.

2.7 Study Schedule

Adherence to the study schedule is important to stay on track and keep all study participants engaged. The study schedule is shown in Figure 2. It is DKS's intent to adhere to this schedule.

Figure 2:
Winifred to Big Sandy Corridor Study
Project Schedule

Task	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-10	Feb-10	Mar-10
	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4 5	1 2 3 4	1 2 3 4	1 2 3 4 5	1 2 3 4	1 2 3 4 5	1 2 3 4 5	1 2 3 4	1 2 3 4	1 2 3 4 5
1. Project Management													
2. Develop Existing and Projected Conditions Report													
a. Develop Draft Existing and Projected Conditions Report													
b. Conduct Public Involvement Meeting #1													
c. Consult with resource and other agencies													
d. Compare maps, inventories, and data with those from state, tribal, and local agencies													
e. Submit Draft Existing and Projected Conditions Report to Work Group for review, revise based on comments													
3. Identify Needs, Issues, Goals, and Screening Criteria													
a. Identify needs, issues, and goals													
b. Develop screening criteria and objectives													
c. Submit draft list of needs, issues, and goals and draft list of screening criteria and objectives to Corridor Planning Team for review; revise based on comments													
4. Determine Improvement Options Advanced and Not Advanced													
a. Develop preliminary options													
b. Analyze preliminary options and potential impacts													
c. Select preliminary options advanced and not advanced													
5. Recommend Improvement Options													
a. Identify potential impacts and mitigation opportunities of recommended options													
b. Prioritize recommended options													
c. Prepare list and map of recommended options													
6. Prepare Draft Corridor Study Report													
a. Prepare Draft Corridor Study Report													
b. Prepare Draft Statement of Purpose and Need													
c. Submit Draft Corridor Study Report, Draft Statement of Purpose and Need to Working Group for review; revise based on comments													
d. Obtain comments from resource and other agencies													
e. Conduct Public Involvement Meeting #2													
f. Revise Draft Corridor Study Report and Draft Statement of Purpose and Need													
7. Make Recommendations													
a. Prepare list of recommendations and next steps													
b. Compare Corridor Study Report to MDT Planning Study Checklist and make necessary revisions													

3.0 Overall Study Communication

3.1 Summary

The public involvement plan for the Winifred to Big Sandy Corridor Study establishes guidelines and procedures for encouraging public participation. The following communication strategies and techniques may be used to distribute information to the community and seek a higher level of engagement. The Consultant will use techniques that best suit the corridor study development.

- All approved, relevant deliverables and associated materials will be posted on the study website at:

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

- Public meeting announcements and press releases for the newspaper will be developed.
- Informational meetings will be held with the public to receive input from the affected community.
- Study documents will be provided to MDT for posting to the study's website and distributed to the Work Group to provide a better understanding of study issues and recommendations and provide study participants with feedback and an opportunity for continual comment. Hard copies of all materials will be made available at the MDT Statewide and Urban Planning Section (2960 Prospect Avenue).
- Fact sheets may be used to explain corridor-related issues.
- Corridor property owners will receive mailings prior to the public meetings

Responses to questions and comments from the public concerning the public participation process and study deliverables will be made via written response in an appendix to the corridor plan report. In some instances, DKS may respond directly to an individual or group by letter, telephone call, or periodic newsletter.

Informational Meetings

Winifred to Big Sandy Corridor Study

Wednesday, April 13, 2011 7:00 p.m.

Winifred Community Center

210 Main Street, Winifred

Thursday, April 14, 2011 7:00 p. m.

Big Sandy High School Auditorium

398 1st Avenue, Big Sandy

Agenda format will be the same for both meetings

Fergus and Chouteau counties, in partnership with the Montana Department of Transportation (MDT) will discuss the Winifred to Big Sandy Corridor Planning Study. The purpose of the meeting is to inform the public on the draft improvement options for the corridor, take questions and solicit input from the communities on the improvement options.

The meetings are open to the public and the public is urged to attend either meeting. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Tom Kahle, MDT at (406) 444-9211 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Bob Schulte, DKS Assoc., Inc. 1400 S.W. Fifth Ave., Suite 500, Portland, OR 97201-5502 or online at
www.mdt.mt.gov/pubinvolve/winifred/
Please indicate comments are for the Winifred-Big Sandy Corridor Planning Study and submit comments by April 28, 2011.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

April 1, 2011

FOR IMMEDIATE RELEASE

For more information:

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

Informational meetings to discuss the Winifred to Big Sandy Corridor Planning Study

Great Falls - Fergus and Chouteau counties, in partnership with the Montana Department of Transportation (MDT), are conducting an informational meeting to discuss a Corridor Planning Study regarding 66 miles of S-236 beginning at reference marker 24 near Winifred in Fergus County to reference marker 90 near Big Sandy in Chouteau County. The meetings will be held as follows:

* Wednesday, April 13, 2011, starting at 7 p.m. at the Winifred Community Center, 210 Main Street, in Winifred, MT.
* Thursday, April 14, 2011, starting at 7 p.m. at the Big Sandy High School auditorium, 398 1st Avenue, in Big Sandy, MT.

Both meetings will have the same agenda and will follow the same format. These meetings are being held to inform the public on the draft improvement options for the corridor. The meetings will also allow the counties and MDT to field questions and solicit input from the communities on the improvement options.

Community participation is a very important part of the process, and the public is encouraged to attend. Opinion, comments and concerns may also be submitted in writing at the meeting, by mail to Bob Schulte, DKS Associates, Inc., 1400 S.W. Fifth Avenue, Suite 500, Portland, Oregon, 97201-5502, or online at www.mdt.mt.gov/pubinvolve/winifred/
Please indicate comments are for Winifred to Big Sandy Corridor Planning Study and submit comments by April 28th, 2011.

The draft corridor report contains information on draft improvement options for S-236 within the study area. The purpose of the study is to develop potential improvement options for improving the corridor based on information gathered from the public, counties, and other agencies.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Tom Kahle at (406) 444-9211 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

---------END----------
Project name: Winifred to Big Sandy Corridor Study
Project ID: SPR-PL 6102(12)
Fergus and Chouteau counties

Winifred

Winifred to Big Sandy Corridor Study

Name	Mailing Address
Donald Quick	20614 DY Trl Winifred MT 59489
Rusty Stutic	Box 101 Winifred MT. 59489
Carl Seilstad	712 W Main Lewistown MT 59457
Johny Kinkelaar	280 Foran Lane Hilger MT 59451
Daren Schuster	Box 129 Big Sandy, MT 59520
Daryl Smith	PO Box 71 Winifred MT. 59489
Rosie Foreman	P.O. Box 114 Winifred, MT. 59489
Tim Blazirevich	POBox 85 Winifred MT 59489
Bill Foreman	PO Box 114 Winifred Mt. 59489
Gladys Walling	8537 PN Bridge Rd, Winifred 59489
Jonathan Carlstrom	P.O. Box 11 winifred MT 59489
Kristin Carlstrom	P.O. Box 11 winifred MT 59489
Glenn Wickburg	Box 94 Winifred Mont 59489
Ed Butcher	Box 89 Winifred MT
Shirley Bevel	Box 3 Winifred, MT.

Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500 Portland, OR 97201-5502

Winifred to Big Sandy Corridor Study

Final Public Meeting Sign In Sheet

Wednesday April 13, 2011
7:00 to 9:00 p.m.
Winifred Community Center

Name	Mailing Address
JAMES DAVIS	1585 HANOVER LEWISTOWN
Pete Peterson	907 W MAIN Lewistown
DON PFAU	Box 780 "
Wayne Riley	121 Hillcrest Lewistown
Jacques Ruffatto	P.O. Box 900 Lewistown
Jerry Jenkins	672 Ruby Gulch Rd Lewistown
Terry Simac	8190 DY Trail Winifred
CATHY NEVILLE	MDT-BLGS 424 MORRIS ST.
JIM LYNCH	MDT - HELENA
Alice E. Christensen	Winifred
Sandy Youngbauer	49 Dairy Dr Lewistown 59457
Lester Slivka	4126 P.N. BRIDGE Rd WINIFRED
Patricia Slivka	4126 PN Bridge Rd Winifred
Steve Ehlert	Box 67 Winifred, MT

Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500 Portland, OR 97201-5502

Big Sandy

Winifred to Big Sandy Corridor Study

Final Public Meeting Sign In Sheet

Thursday April 14, 2011
7:00 to 9:00 p.m.
Big Sandy High School Auditorium

Name	Mailing Address
Tracy L Schuster	PO Box 139 Big Sandy, MT 59520
Daren J Schuster	" " "
Carl Seilstad	
Arland Gasvoda	4496 Eagle Tail Rd Big Sandy MT 59520
Matt Ladenburg	MDT 1649 US Hwy 2 Nw Havre 59501
Beverly Phalen	Box 94 Big Sandy, MT
Tony F Stroker	MDT 1649 US Hwy 2 NW Havre 59501
Robert Williams	4841 COW ISLAND TRAIL Big Sandy MT. 59520
Jolene D Williams	249 Williams Dr. Big Sandy MT 59520
Randy Williams	249 Williams Dr Big Sandy MT, 59520
Clyde L Kohler	Box 351 Big Sandy 5920
Michael Witschen	Box 403 Big Sandy 59520
Shane Ophus	PO Box 7 Big Sandy MT 59520
Kat + Dan Matthews	1225 Big Sandy Mt 5952

Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500 Portland, OR 97201-5502

Winifred to Big Sandy Corridor Study

Name	Mailing Address
Ron Pearson	Box 405 Big Sandy 59520
David Schwarzbach	P.O. Box 219 Big Sandy 59520
Lyle O'Rhus	PO Box 406 Big Sandy 59520
Ken Darlington	Big Sandy
Darleen Darlington	Judith Landing Rd Big Sandy
Brenda Yirsa	" " " "
Ken Yirsa	" " "
Alan Huffmann	Havre MT
Rob Gregory	Box 356 Big Sandy 59520
Justin Yirsa	Judith Landing Rd 59520
Petra Yirsa	" " "
Vance Butler	1642 Hopp Rd Big Sandy 59520
Laura Aune	PO Box 478 BS 59520
Courtney Gasseda	7750 Eagleton Rd Big Sandy, MT 59520
Brian Gasseda	" "
Gale Moen	Big Sandy MT 59520
Glenn Braun	Big Sandy MT.

Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500 Portland, OR 97201-5502

Winifred to Big Sandy Corridor Study

Name	Mailing Address
MARK GASVODA	BIG SANDY. mt
Jim + MARLA DRGA	Big SANDY, MT
Larry & Marie Jappe	34386 Judith Landing Rd. Big Sandy
Pete Gasvoda	Box 37 Big Sandy, MT
Dana Darling	1100 maulfeld. Big Sandy MT 59520
Lisa Dalin	" " "
Rage Ophus	
Bob Schulte	333 Kamstra Ln, BS, MT 59520
Ann Quinn	Big Sandy MT 59520
Sonia Dilyan	Big Sandy, mt 59520
Pete Ophus	Big Sandy, MT 59520

Bob Schulte
DKS Associates, Inc.
1400 S.W. Fifth Avenue, Suite 500 Portland, OR 97201-5502

STUDY CONTACTS:

Carl Seilstad
Fergus Co. Commissioner
(406) 535-5119
commissioners @co.fergus.mt.us

Daren Schuster
Chouteau Co. Commissioner
(406) 622-3631
commissioners @co.chouteau.mt.us

Tom Kahle
MDT Project Manager
(406) 444-9211
tkahle@mt.gov

Gary Neville
MDT Billings District Office
(406) 657-0232
gneville@mt.gov

Bob Vosen
MDT Great Falls District Office
(406) 454-5929
rvosen@mt.gov

Bob Schulte
DKS Project Manager
(503) 243-3500
rjs@dkspdx.com

Check out the study website at: http:// www.mdt.mt.gov/ pubinvolve/winifred/

(Continued from Page 1)

using three different scenarios:

- Spot improvements only
- Reconstruct/rehabilitate to gravel
- Reconstruct/rehabilitate to pavement

Under the first scenario, only the improvements for specific locations (spot improvements) contained within the project bundles would be implemented. The second and third scenarios would include construction of spot improvements as well as reconstruction of the roadway to a gravel or paved surface in the remaining portions of the segment.

Project Bundle Rankings

Project bundle rankings were developed for each of the implementation scenarios (see Pages 2 and 3). The actual order of implementation, however, will depend on future funding and county priorities. The rankings were developed using the Secondary Roads Ranking System agreed upon by Montana's counties in 2005. The ranking criteria included:

- Crash rate along the segment
- Size and character of the project
- Geometrics - number of hills, curves, or intersections that would be improved
- Volume of traffic
- Amount of additional maintenance that would be required with the proposed project

Final Public Meeting

Wednesday, April 13, 2011
7:00 pm – 9:00 pm
Winifred Community Center
210 Main Street, Winifred

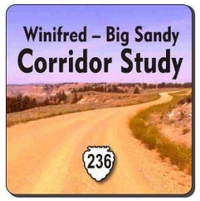
Thursday, April14, 2011
7:00 pm – 9:00 pm
Big Sandy High School Auditorium
398 1st Avenue, Big Sandy

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

The MDT and DKS attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request. For further information, call (503) 243-3500 or TTY (800) 335-7592 or by calling Montana Relay at 711. Accommodations requests must be made at least 48 hours prior to the scheduled activity and/or meeting.

What's Next

*After the **Corridor Study** is complete, funding will need to be identified and secured before entering into the next phase of project development, which would consist of the appropriate environmental documentation and preliminary engineering activities.*



WINIFRED TO BIG SANDY CORRIDOR STUDY NEWSLETTER 2

IN THIS ISSUE:

Study Background

Fergus and Chouteau Counties, in cooperation with the Montana Department of Transportation (MDT), initiated the Winifred to Big Sandy Corridor Study to investigate improvement options on a portion of Secondary 236 between reference post (R.P.) 24.0 and R.P. 89.5. This effort is strictly a planning study meant to identify improvement options and provide recommendations to decision makers .

The corridor study includes the following elements:

- Analysis of transportation and environmental conditions.
- Consultation and coordination with local officials, stakeholders, and the public.
- Identification of corridor needs and improvement options.
- Development of planning level cost estimates and investigation of potential funding sources.

Areas of concern identified along the corridor included:

- Poor roadway geometry, including 90-degree curves
- Poor roadway surface conditions
- Maintenance and operational issues

Improvement Options

A preliminary list of improvement options was developed to address the identified concerns. The general improvement types identified for issue locations along the corridor included:

- Roadway widening
- Replacing existing roadway base and surface
- Flattening hills
- Reducing sharp curves
- Removing roadside hazards
- Improving intersection sight distance and turning radii
- Straightening skewed intersections

The improvement options were screened using a process that considered factors such as cost, constructability, environmental impacts, and how well the improvement would meet the identified issue.

Project Bundles

Improvements adjacent to each other were grouped into logical packages called project bundles. Eight project bundles were created covering five to ten mile segments along the corridor. There is no bundle for the northernmost portion of the corridor (R.P 83.5 to R.P. 90.0) because no improvements were identified for this area.

Implementation Scenarios

The project bundles could be implemented

(Text continues on Page 4)

Corridor Needs:

- ***Improve roadway safety***
- ***Improve roadway surface conditions***

*The **public draft of the Corridor Study** will be made available on April 6, 2011 for review and comment. Copies of the draft can be accessed via the study website at:*

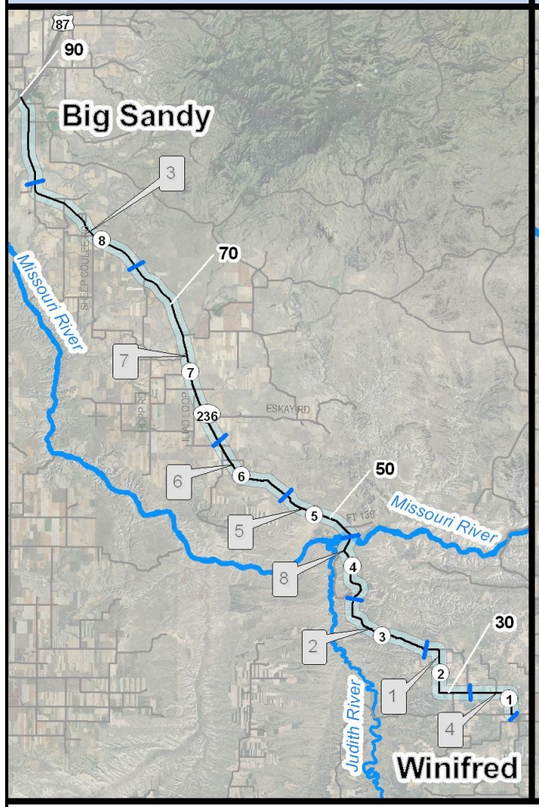
http://www.mdt.mt.gov/ pubinvolve/winifred/

Hard copies of the study will be available at the Winifred Community Center and the Big Sandy City Hall.

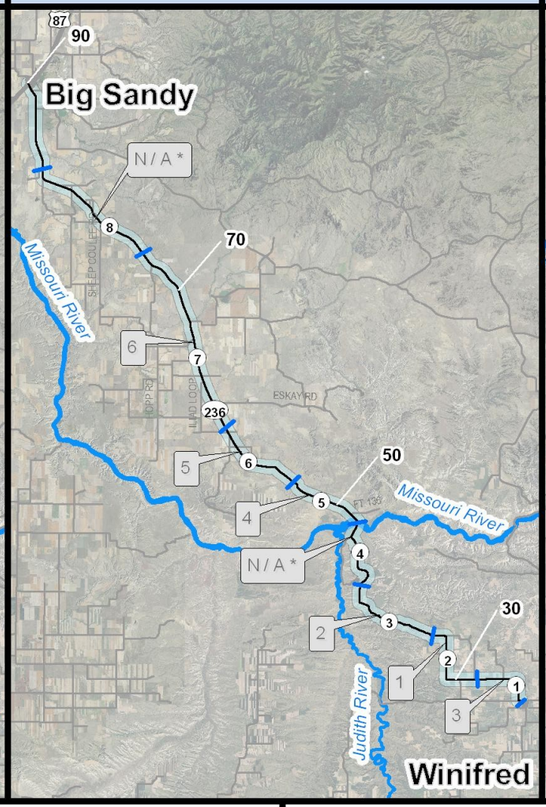
The deadline for receiving comments is April 28, 2011.

Project Bundle Rankings by Implementation Scenario

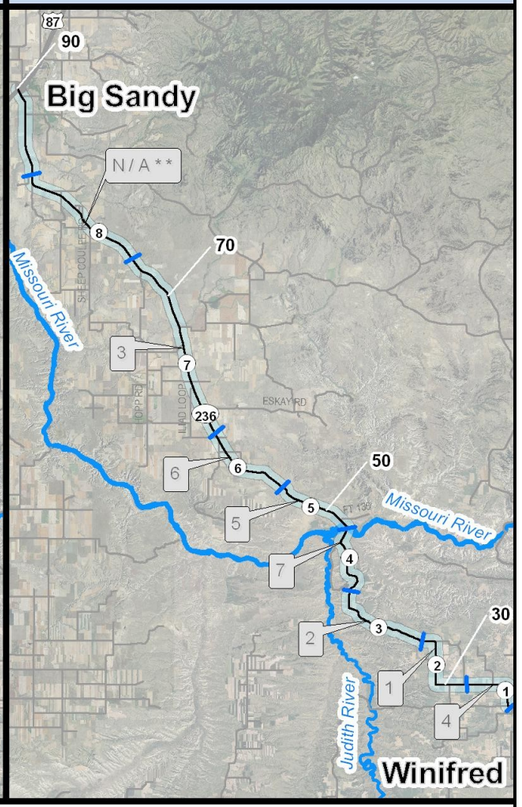
Spot Improvements



Reconstruct to Gravel



Reconstruct/Rehabilitate to Pavement



Chouteau County

Fergus County

DKS Associates
TRANSPORTATION SOLUTIONS

Miles
0 1 2 3 4 5

N

Project Bundle Begin/End Points
Project Bundle Number
Project Bundle Rank

Study Corridor
Study Area Boundaries
Other Roads
Rivers

Note: *Reconstruct/Rehabilitate to Gravel does not apply for this segment.
**Reconstruct/Rehabilitate to Pavement does not apply for this segment.

Project Bundle	County	Scope	Estimated Cost*	Rank
Spot Improvements Only				
1	Fergus	Spot Improvements	$2,240,000	4
2	Fergus	Spot Improvements	$3,400,000	1
3	Fergus	Spot Improvements	$5,710,000	2
4	Fergus	Spot Improvements	$60,000	8
5	Chouteau	Spot Improvements	$2,170,000	5
6	Chouteau	Spot Improvements	$950,000	6
7	Chouteau	Spot Improvements	$2,280,000	7
8	Chouteau	Spot Improvements	$140,000	3

Project Bundle	County	Scope	Estimated Cost*	Rank
Reconstruct/Rehabilitate to Gravel (incl. Spot Improvements)				
1	Fergus	Reconst. to Gravel	$4,470,000	3
2	Fergus	Reconst. to Gravel	$5,430,000	1
3	Fergus	Reconst. to Gravel	$8,670,000	2
4	Fergus	Spot Improvements	$60,000	N/A
5	Chouteau	Reconst. to Gravel	$4,400,000	4
6	Chouteau	Reconst. to Gravel	$3,580,000	5
7	Chouteau	Rehab. to Gravel	$3,080,000	6
8	Chouteau	Spot Improvements	$140,000	N/A

Project Bundle	County	Scope	Estimated Cost*	Rank
Reconstruct/Rehabilitate to Pavement (incl. Spot Improvements)				
1	Fergus	Reconst. to Pavement	$6,690,000	4
2	Fergus	Reconst. to Pavement	$7,450,000	1
3	Fergus	Reconst. to Pavement	$11,620,000	2
4	Fergus	Rehab. to Pavement	$4,660,000	7
5	Chouteau	Reconst. to Pavement	$6,620,000	5
6	Chouteau	Reconst. to Pavement	$6,210,000	6
7	Chouteau	Rehab. to Pavement	$9,920,000	3
8	Chouteau	Spot Improvements	$140,000	N/A

*Note: The costs shown on this page are planning level cost estimates only (2010 dollars) and do not include right of way costs.

WINIFRED TO BIG SANDY CORRIDOR STUDY

Final Public Meetings
April 13 and 14, 2011



Purpose of Meeting

- Describe corridor needs and improvement options
- Obtain comments on improvement options



Presentation Outline

1. Process Overview
2. Needs and Objectives
3. Issue Locations
4. Improvement Options
5. Recommendations
6. Next Steps

Needs and Objectives

- Improve Roadway Safety
  - Improve road geometry
  - Realign public intersections
  - Provide consistent roadway width
  - Improve roadside clear zones
- Improve Roadway Surface Conditions
  - Allow for all-weather travel
  - Reduce roadway maintenance costs
  - Improve emergency response times

Issue Locations

- Locations considered
- Assignment of need categories

Improvement Options

- Examples of Improvements
  - Improve curves
  - Flatten hills (reduce grade)
  - Realign intersections
  - Widen road
  - Replace road base and surface

Improvement Options

- Evaluation of Options
  - Screening criteria

Criteria
• Addresses Concern
• Constructability
• Potential for project bundling
• Additional benefits
• Consistency with ultimate corridor configuration
• Implementation time frame
• Minimization of environmental impacts
• Cost

Project Bundles

- Bundling Procedure
  - Proximity of improvements
  - Nature of improvements
- Eight Project Bundles

Project Bundle 1

- RP 24.0 - 29.5
  - Flatten hills (reduce grade)
  - Improve 90-degree curves

Project Bundle 2

- RP 29.5 - 34.5
  - Flatten hills (reduce grade)
  - Improve 90-degree curves
  - Reduce roadside hazards
  - Reduce drifting snow

Project Bundle 3

- RP 34.5 - 41.8
  - Flatten hills (reduce grade)
  - Improve tight curves
  - Install guardrail to minimize roadside hazards



Project Bundle 4

- RP 41.8 - 48.0
  - Install chain-up areas at top and bottom of Claggett Hill



Project Bundle 5

- RP 48.0 - 53.5
  - Flatten hills (reduce grade)
  - Improve tight curves
  - Install advance warning signs at S-curve



Project Bundle 6

- RP 53.5 - 60.0
  - Flatten hills (reduce grade)
  - Improve tight curves
  - Realign county roads at skewed intersections to improve safety



Project Bundle 7

- RP 60.0 - 74.0
  - Realign county roads at skewed intersections to improve safety
  - Replace road surface with alternative material to reduce wash boarding

Project Bundle 8

- RP 74.0 - 83.5
  - Realign county roads at skewed intersections to improve safety

Implementation Scenarios

- Spot improvements only
- Reconstruct/rehabilitate to gravel with spot improvements
- Reconstruct/rehabilitate to pavement with spot improvements



Cost Estimates

- Planning Level Cost Estimates
  - Less refined
  - More "unknowns"
  - Right-of-way cost not included



Cost Estimates

Implementation Scenario	Corridor Cost	Cost per Mile
Spot improvements only	$16.95 Million	N/A
Reconstruct/rehabilitate to gravel including spot improvements	$29.83 Million	$404,000 per mile
Reconstruct/rehabilitate to pavement including spot improvements	$53.31 Million	$808,000 per mile



Ranking of Project Bundles

- Ranking Criteria
  - Safety
  - Scope
  - Geometrics
  - Traffic
  - Maintenance





Ranking of Project Bundles

Project Bundle	County	From RP	To RP	Scenario		
				Spot Improvements Only	Reconstruct/ Rehabilitate to Gravel	Reconstruct/ Rehabilitate to Pavement
1	Fergus	24.0	29.5	4	3	4
2	Fergus	29.5	34.5	1	1	1
3	Fergus	34.5	41.8	2	2	2
4	Fergus	41.8	48.0	8	N/A	7
5	Chouteau	48.0	53.5	5	4	5
6	Chouteau	53.5	60.0	6	5	6
7	Chouteau	60.0	74.0	7	6	3
8	Chouteau	74.0	83.5	3	N/A	N/A

Note: Project priorities will be set by both county commissions.

Ranking of Project Bundles

Next Steps

- Funding
- Project Development




Questions/Comments






Frequently Asked Questions (FAQs)

What is a Corridor Planning Study?
A Corridor Planning Study is a high-level evaluation of safety, environmental and geometric concerns along a transportation corridor where needs, possible improvement options and costs are identified before a project can proceed. Community input and consensus is an important consideration in this process. It is important to note that the Corridor Planning Study is part of a planning process and is not a design or construction project. Another consideration is how costs and the availability of funding affect the nature of any possible improvements and phasing of the possible improvements.

The Winifred to Big Sandy Corridor Study allows for earlier planning-level coordination with the public, resource agencies and other entities. The study may develop specific factors that can be used in the future if a subsequent environmental review process is required.

What does a "pre-NEPA Corridor Study" mean?
NEPA is the National Environmental Policy Act. Modeled after NEPA, MEPA is the Montana Environmental Policy Act, and it only applies to state agencies and state actions. NEPA is a federal law that outlines policies, goals, and procedures to insure environmental information is available to public officials and citizens before decisions are made and actions are taken. The NEPA process is intended to assist public officials in making decisions taking into account the human and natural environment and the public's need for safe and efficient transportation. The Winifred to Big Sandy Corridor Study is a pre-NEPA/MEPA study that will include a high level environmental scan of potential issues.

Who is conducting this study?
Fergus and Chouteau Counties, with support from Montana Department of Transportation (MDT), are conducting this study. DKS Associates (DKS) is assisting Fergus and Chouteau Counties and MDT in completing the planning effort by the end of March, 2011. Who has ownership and responsibility for maintenance of this stretch of Secondary 236? Secondary 236 is a major collector on the Montana Secondary Highway System and serves as the north-south corridor between Hilger and Big Sandy.

The southern portion of the corridor from Winifred (R.P. 24) to R.P. 48 is gravel and is maintained by Fergus County. The northern portion of the corridor from R.P. 48 to Big Sandy (R.P. 90) is in Chouteau County. It comprises both a gravel section from R.P. 48 to R.P. 74 that is maintained by the county and a paved section from R.P.74 to R.P. 90 that is maintained by MDT. View study area map.

and locations for all public outreach will be announced prior to the events through the local media and the project mailing list.

Those with a specific interest in the project are encouraged to join the project mailing list. They can do so by submitting their name and contact information to Bob Schulte at the mailing address or e-mail address shown below, or completing and returning the project comment sheets from the public meetings.

When is the best time to give comments?
There is no formal time period for the study team to receive comments. The study will take 12 months to complete and comments will be considered throughout the process.

How can I stay informed and be part of the process?
To keep the public informed about the study, project information is being published on this web site, in local media venues, and in newsletters. The public may also provide input or questions by email which will be recorded in the study record, and the study mailing address. A copy of each comment will also be shared with these individuals:

Carl Seilstad
Fergus County Commissioner

Daren Schuster
Chouteau County Commissioner

Tom Kahle
MDT Project Manager

Bob Schulte
Project Manager, DKS Associates
1400 S.W. Fifth Avenue, Suite 500
Portland, OR 97201-5502
Email | 503.243.3500

Fergus County
Chouteau County

Public Meeting

Winifred to Big Sandy Corridor Study

Tuesday, July 6, 2010 6:00 p.m.
Winifred Community Center
210 Main Street, Winifred

Wednesday, July 7, 2010 6:00 p.m.
Big Sandy High School Auditorium
398 1st Avenue, Big Sandy

Fergus and Chouteau Counties invite the public to attend a public meeting to discuss the Winifred to Big Sandy corridor. The purpose of the meeting is to inform the public on the corridor study scope and purpose, take questions, and solicit input from the community on the existing conditions and concerns within the corridor.

The meeting is open to the public. Fergus and Chouteau Counties attempt to provide accommodations for any know disability that may interfere with a person's participation in any county service, program, or activity. For reasonable accommodations to participate in this meeting, please contact Paul Grant at (406) 444-9415 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided on request.

Comments may be submitted in writing at the meeting; by mail to Bob Schulte, DKS Associates at
1400 S.W. Fifth Avenue, Suite 500, Portland, OR 97201; or online at www.mdt.mt.gov/pubinvolve/winifred/
Please indicate comments are for the Winifred to Big Sandy Corridor Study.

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FOR IMMEDIATE RELEASE

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

Public meeting to discuss the Winifred to Big Sandy corridor planning study

Great Falls – Fergus and Chouteau counties, in partnership with the Montana Department of Transportation (MDT), is conducting two public meetings to discuss a Corridor Planning Study regarding 66 miles of Secondary 236 highway beginning at reference marker 24 near Winifred in Fergus County to reference marker 90 near Big Sandy in Chouteau County. The meetings will be as follows:
Tuesday, July 6, 2010 at the Winifred Community Center, 210 Main Street, Winifred from 6:00 p.m. to 8:00 p.m.; and Wednesday, July 7, 2010 at the Big Sandy High School auditorium, 398 1st Avenue, Big Sandy from 6:00 p.m. to 8:00 p.m. Both meetings will have the same agenda and will follow the same format. The purpose of the meetings is to inform the public on the corridor planning study project scope and purpose, as well as, take questions and solicit input from the community on the existing conditions and concerns within the corridor.

Community participation is a very important part of the process, and the public is encouraged to attend. For more information including study area maps please go to the study website:

www.mdt.mt.gov/pubinvolve/winifred

Members of the public with specific interest in the corridor planning study project are encouraged also to join the project mailing list by submitting their name and contact information to Bob Schulte at rjs@dkspdx.com

Opinion, comments and concerns may also be submitted in writing at the meeting, by mail to Bob Schulte, DKS Associates, Inc., 1400 S.W. Fifth Avenue, Suite 500, Portland, Oregon, 97201-5502 , or online at

www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate comments are for Winifred to Big Sandy Corridor Planning Study in Fergus and Chouteau counties.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Paul Grant, Public Involvement Coordinator, (406) 444-9415 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

----------END----------

Project name: Winifred to Big Sandy Corridor Study
Project ID: SPR-PL 6102(12)
Fergus and Chouteau counties

Please Sign In

Winifred 6/7/2010

Winifred to Big Sandy Corridor Study

Name	Mailing Address
Gladys Walling	8557 PN Bridge Rd., Winifred MT 59489
John Jensen	712 W Main, Lewistown, MT 59457
John Kinkeloos	280 Foran Lane Hilger
Joe Moline	#65 Wickens Lane Lewistown, MT.
Zane Fulbright	312 10th Ave N. Lewistown 59457
Don Peau	P.O. Box 780 " "
Jacques Ruttew	P.O. Box 900, Lewistown, MT 59457
Terry Selph	117 Park str Lewistown, MT 59457
Sidney Seelstad	Box 106, Winifred, Mt. 59489
Ron & Kay Pearson	Box 408, Big Sandy MT 59520
Janet Bergum	Box 56 Winifred, MT 59489
Casey Terry	230 cottonwood st Lewistown MT
Oscar Conte	Box 14 Winifred mt 59489
Larry Udelhoven	PMB 52 WINIFRED mt 59489
Pat Sluka	412 E PN Bridge Rd Winifred 59489
Les Sluka	" " " " " "
Arlie & Christeen	Box 33 Winifred MT 59489
Helen Rich	Box 133 Winifred MT 59489
K.T. Carlstrom	P.O. Box 123 Winifred, mt
Anna Morris	712 W Blvd Lewistown 59457
Shirley Bexes	P.O Box 3 Winifred, MT 59489
John & Josie Chalmers	879 Skaggs W. Lewistown 59457
Paul Seilstad	102 Track Box Pass Winifred MT 59489
Duane Bergum	Box 18 Winifred 59489
Bret Carpenter	Box 95B Lewistown,
Neil Rich	Box 133 Winifred MT 59489
Pat Peterson	901 W. Main Lewistown MT
Daryl Smith	PO Box 71 Winifred MT 594[illegible]
Tony Pierce	P.O. Box 999 Lewistown, MT 59457

Winifred to Big Sandy Corridor Study 6/7/2010

Name	Mailing Address
BRUCE UPELHOVEN	BOX 4 WINIFRED MT 59489
Terry Atkinson	324 W Main Lewistown MT 59457
Ryan Osmundson	2288 Ubet Rd Buffalo MT 59418
Keith Carlton	204 3rd AN Winifred
Keith Meckling	Box 84 Winifred mt 59489
Joe Dickson	BOX 77 Winifred MT 59489
Dale Smith	Box 58 Winifred MT 59489
Bill Foreman	116 - 6th Ave N, Winifred 59489
Matt Wickens	Box 92 Winifred
Kurt Myllymaki	Box 462 Stanford 59479
Ed Heggem	BOX 178 Winifred MT 59489
Connie Heggem	BOX 178 Winifred 59489
Daren Schuster	Chouteau County
Robert Bogh	Box 4 Winifred
Carl Seilstad	Fergus Co Commissioner

Count = 44

Winifred to Big Sandy Corridor Study

Please Sign In

Name	Mailing Address
Alan Hoffmann	920 4th St. #106 Havre, MT 59501
Jim Darga	Big Sandy, MT
Marla Darga	609 ILIADROE BIG SANDY
Tracy Schuster	PO BOX 129 Big Sandy
[illegible] Gasvoda	21024 Judith Landing Rd
Georgia Gasvoda	" " " " "
Pete Garvoda	Box 87 Big Sandy, MT
Regina Jappe	Box 569, Big Sandy MT
Pat Matthew	Box 1225 Big Sandy, MT
Dan Matthew	Box 1225 Big Sandy MT
Mack Quinn	321 Kamut Lane
Sonny Bridgeford	Box 884 Big Sandy, MT 59520
Richard Ray	PO Box 489
Rob Gregory	Box 356
Lynn Quinn	333 Kamut Lane Big Sandy
[illegible]	P.O. Box 501
Karen Kilbee	PO Box 124 FORT Benton
Joanne Kilbee	PO Box 456 Big Sandy
Larry Bitz	250 D&B Lane Big Sandy MT 5952
Ed Butcher	Box 89 Winifred
Ryan Osmundson	2288 Bet Rd Buffalo MT 59418
Daniel Leader	Box 484 Big Sandy
CLYDE WEBSTER	P.O BOX 351
Kim Brier	Box 433 Big Sandy
LAWRENCE JAPPE III	34386 JUDITH LANDING RD
Marie Jappe	34386 Judith Landing Rd

Count = 26

FAQs

What is a Corridor Planning Study?
The corridor planning process was developed in an effort to better coordinate and link the planning process with the NEPA/MEPA process. It is important to note that the Corridor Planning Study is developed strictly as a planning study and **not** a design project. The results of the study will be used to determine the level of environmental documentation to be used prior to continuation of the NEPA/MEPA process and project implementation.

The Winifred to Big Sandy Corridor Study allows for **earlier** planning-level coordination with the public, resource and other agencies, and will develop specific factors that can be used in the subsequent environmental review process as projects are moved forward from the study.

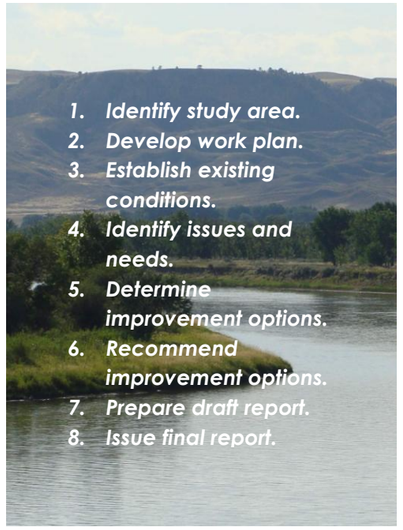
What is the outcome of the study?
The results of the study will be used to determine the level of environmental documentation to be used prior to any projects moving forward. The corridor planning study will identify improvement options and the potential for environmental impacts, and identify potential mitigation efforts to minimize such environmental impacts.

The study serves as a planning process, not a design or environmental process. Recommendations will consider the least environmental impact and feasibility.

Check out the study website at:

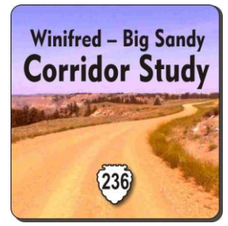
www.mdt.mt.gov/pubinvolve/winifred

What steps will be taken during the Corridor Study?
In order to maintain a smooth and efficient transition from transportation planning to project development/environmental review, the MDT has established several steps that will be followed to produce an effective corridor study plan. These include:



What does a "pre-NEPA Corridor Study" mean?
NEPA is the National Environmental Policy Act. Modeled after NEPA, MEPA is the Montana Environmental Policy Act, and it only applies to state agencies and state actions. NEPA/MEPA is a federal law that outlines policies and goals to be complied with to protect our environment. The NEPA/MEPA process also makes sure that environmental information is available to the public before decisions are made and carried out. The Winifred to Big Sandy Corridor Study is a pre-NEPA/MEPA study that will include a high level environmental scan of potential issues that may arise as a project is moved forward from this study and identifies potential mitigation opportunities.

The MDT and DKS attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided up on request. For further information, call (406) 441-1400 or TTY (800) 335-7592 or by calling Montana Relay at 711. Accommodations requests must be made at least 48 hours prior to the scheduled activity and/or meeting.



WINIFRED TO BIG SANDY CORRIDOR STUDY NEWSLETTER 1

IN THIS ISSUE:

Study Description

Fergus and Chouteau Counties, in association with the Montana Department of Transportation (MDT), have initiated a process to develop the Winifred to Big Sandy Corridor Study. The study area is established along Secondary 236 from Reference Post (RP) 24 (Winifred) to RP 90 (Big Sandy). The corridor planning study will look at transportation issues within the Secondary 236 corridor.

Secondary 236 is a major collector on the Montana Secondary Highway System and serves as the north-south corridor between Hilger and Big Sandy. The corridor consists of both gravel and paved surfacing. The width of the roadway varies from 21 to 38 feet. The corridor passes through the Upper Missouri River Breaks National Monument.

For a number of years, residents along corridor have sought to have the roadway improved. The existing roadway is unpaved for 50 miles between R.P. 24 in Winifred and R.P. 74 south of Big Sandy. The remaining 16 miles of the roadway from R.P. 74 to R.P 90 in Big Sandy is paved. The roadway geometry is poor in many locations, with horizontal and vertical alignment deficiencies. Maintenance of the gravel portion of the roadway, which is the responsibility of Fergus and Chouteau Counties, is difficult and costly.

Local officials believe that the lack of accessibility due to the poor roadway conditions has dampened economic development in the area. These conditions also result in a number of potential safety issues. The safety issues are compounded by the growing number of recreational visitors to the scenic southern rim of the Upper Missouri Wild and Scenic River, who share the road with local farmers and ranchers. Also, roadway locations with narrower widths or geometric needs are resulting in traffic operations concerns due to the increased number and size of trucks and farm equipment.

STUDY SCHEDULE

The study schedule is a twelve-month effort that began in March 2010. The study team strives for a final document and study completion by March 2011.

A Corridor Study is NOT….
~ A NEPA Study or Environmental Study
~ A Preliminary or Final Design Project
~ A Construction or Maintenance Project
~ A Right of Way Acquisition Project

STUDY CONTACTS:

Carl Seilstad
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(406) 535-5119
commissioners@co.fergus.mt.us

Daren Schuster
Chouteau Co. Commissioner
(406) 622-3631
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Tom Kahle
MDT Project Manager
(406) 444-9211
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Gary Neville
MDT Billings District Office
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gneville@mt.gov

Bob Vosen
MDT Great Falls District Office
(406) 454-5929
rvosen@mt.gov

Bob Schulte
DKS Project Manager
(503) 243-3500
rjs@dkspdx.com

Fast Facts

- There are 1,577 miles of gravel secondary routes in Montana out of a total of 4,674 miles of secondary routes.
- The statewide average roadway width of secondary routes is 25.6' and Secondary 236 has an average width of 26.0'.
- The statewide annual average daily traffic on secondary routes is 450 vehicles. Annual average daily traffic on Secondary 236 is 240 vehicles.
- The statewide average crash rate for secondary routes is 1.53 crashes per million vehicle miles traveled (MVMT). The crash rate for Secondary 236 is 0.90 crashes per MVMT.
- The corridor study document will NOT determine which improvement options will be forwarded for further action. This decision will be determined by the counties and the availability of resources.

Public Involvement Opportunities

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

A study web site has been developed to provide on-line opportunities to comment on the needs of the Winfred to Big Sandy corridor and later on the draft plan recommendations. Dates, times, and locations for all public outreach will be announced prior to the events through the local media and the study mailing list.

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

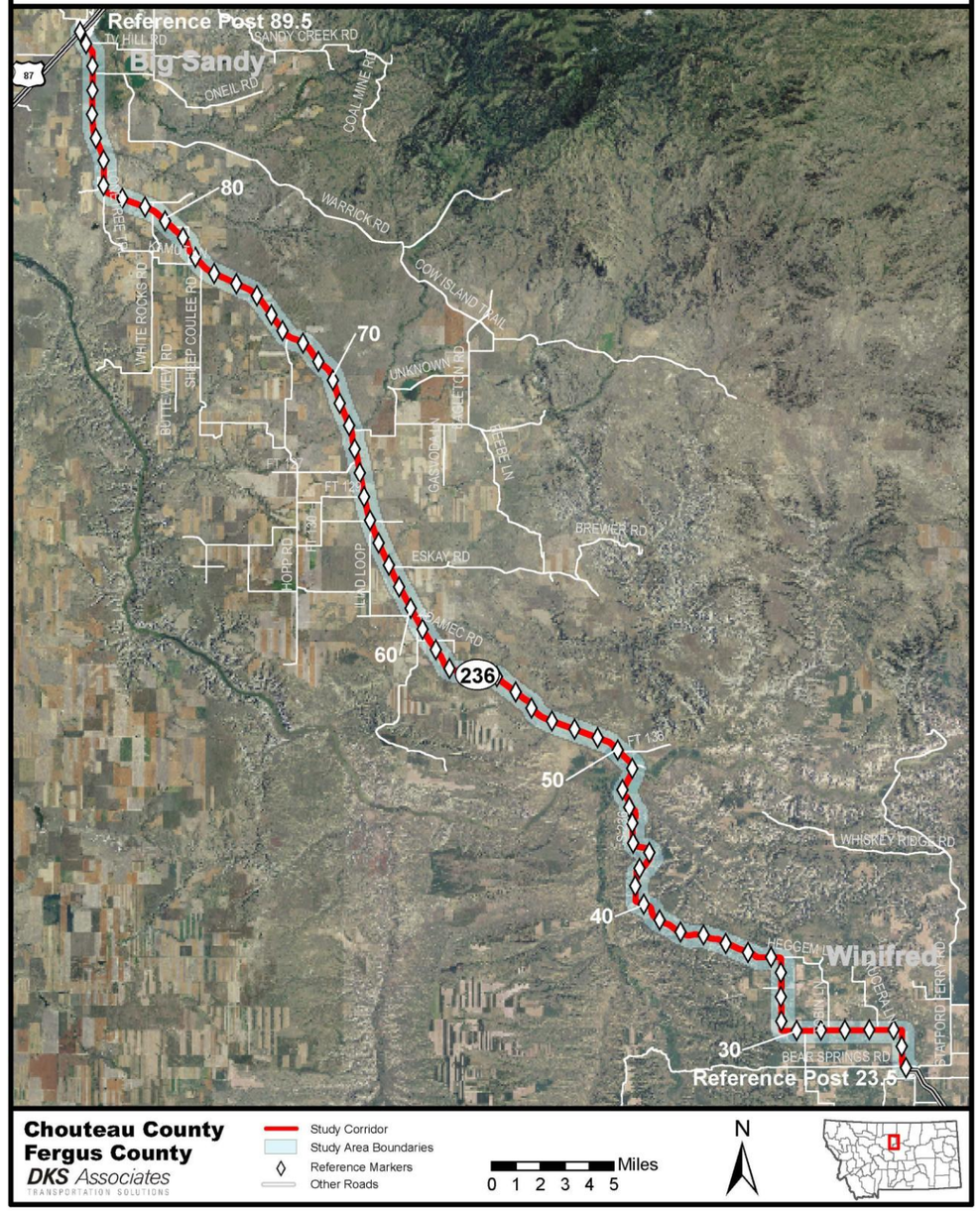
Two sets of public meetings will be held over the course of the study. The first set of public meetings is scheduled for Tuesday, July 6, 2010 from 6-8 pm at the Winifred Community Center and Wednesday, July 7, 2010 at the Big Sandy High School auditorium.

Check the *Lewistown News Argus, Mountaineer, Great Falls Tribune, Havre Daily News*, and the study website periodically for information relating to the time and location of future public meetings.

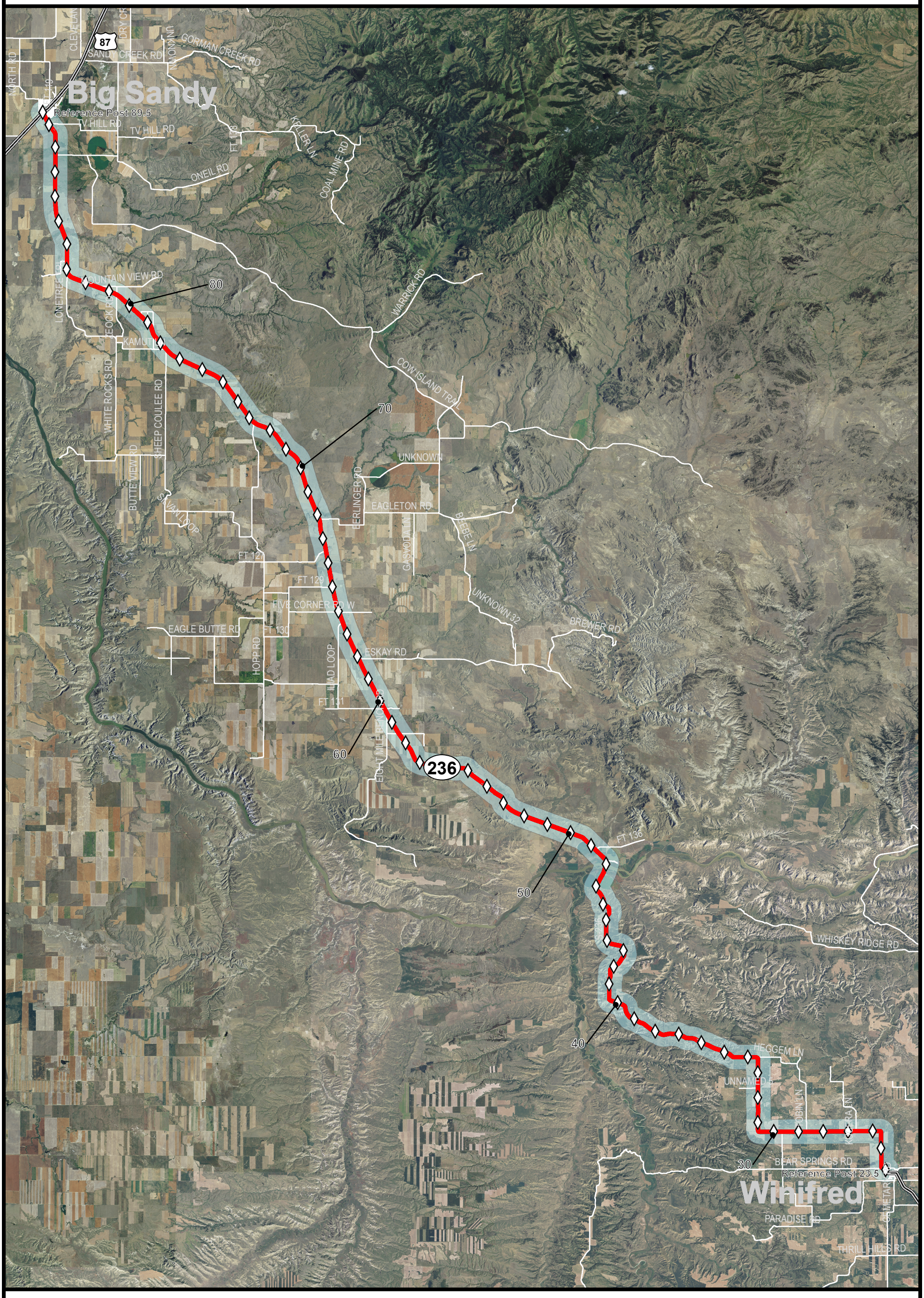
Public Meeting #1
Tuesday, July 6, 2010
6:00 pm – 8:00 pm
Winifred Community Center
210 Main Street, Winifred

Wednesday, July 7, 2010
6:00 pm – 8:00 pm
Big Sandy High School Auditorium
398 1st Avenue, Big Sandy
The public is encouraged and welcome to attend. *We hope to see you there!*

Winifred - Big Sandy Corridor Study



Winifred - Big Sandy Corridor Study



Winifred to Big Sandy Corridor Study

Public Meeting No. 1

July 6th and 7th, 2010



Purpose of Meeting

1. Introduce the Winifred to Big Sandy corridor study
2. Describe the study and schedule
3. Explain the public involvement process
4. Obtain comments from the public in attendance

Outline of Presentation

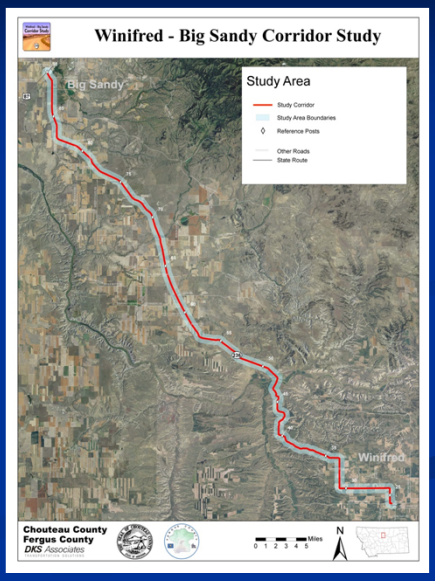
1. Goals and purpose of the study
2. Overview of the Winifred to Big Sandy corridor
3. Corridor planning process
4. Public involvement process
5. Study tasks and schedule
6. Overview of existing conditions

1. Goals and Purpose of Study

- Engage the public throughout the study
- Identify existing and future needs and constraints
- Recommend improvements to meet needs
- Develop planning level cost estimates
- If a project moves forward, information can be used for project development

2. Overview of the Corridor

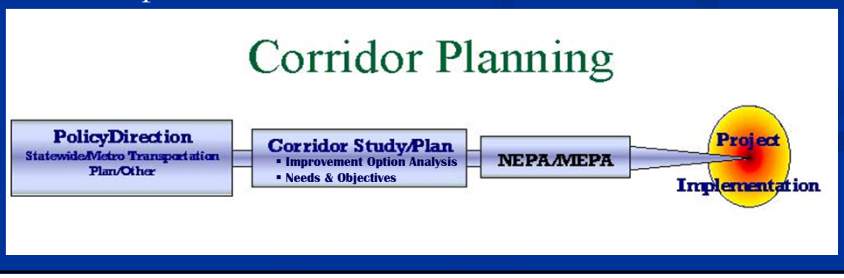
- Roughly 66 miles long
- Classified as a rural major collector
- Consists of gravel and paved surfacing
- Serves both agricultural and recreational traffic
- Passes through the Upper Missouri Breaks National Monument
- Traffic volumes are low – 50 to 300 vehicles per day



3. Corridor Planning Process

A corridor study:

- Is a high-level evaluation of a transportation system within a designated corridor
- Identifies factors and issues affecting the system
- Includes recommendations for how the system might be changed to meet short- and long-term transportation needs



Corridor Studies are:

- NOT a NEPA/MEPA study or environmental study
- NOT a preliminary or final design project
- NOT a construction or maintenance project
- NOT a right-of-way acquisition project

Benefits of Corridor Studies

- Identifies cost-effective and feasible strategies
- Considers community concerns and values
- Fosters greater cooperation among agencies and other stakeholders
- Extends participation of agencies and stakeholders through planning and design process
- Considers social, economic and environmental effects at an early stage
- Can reduce the cost of environmental process

4. Public Involvement Process

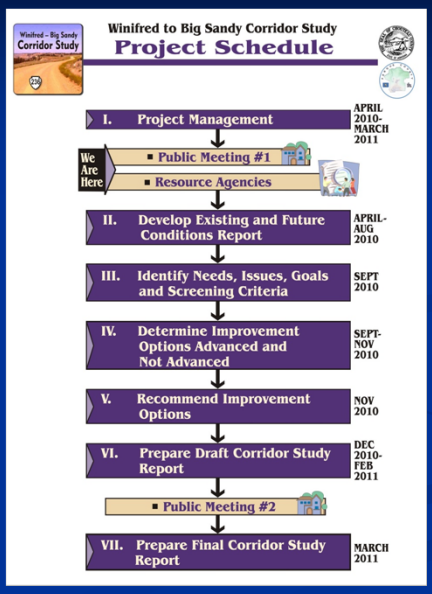
Stakeholders:

- Town of Winifred
- Town of Big Sandy
- City of Lewistown
- City of Havre
- Hill County Commissioners
- Local School Districts
- County Fire Depts.
- Emergency Medical Units
- County Sheriff Depts.
- Missouri River Canoe Co.
- Triangle Telephone Co-op
- Mountain View Co-op
- Friends of the Missouri Breaks Monument
- Missouri River Stewards

Public Involvement Activities

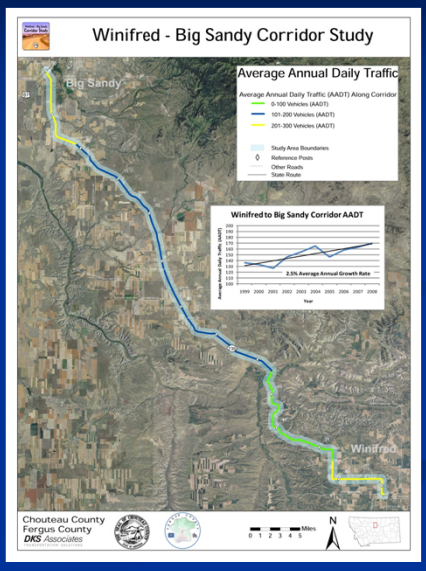
- Two sets of public informational meetings (Winifred and Big Sandy)
- One-on-one outreach to stakeholders
- Study newsletters
- Study website (http://www.mdt.mt.gov/pubinvolve/winifred/)

5. Study Tasks and Schedule

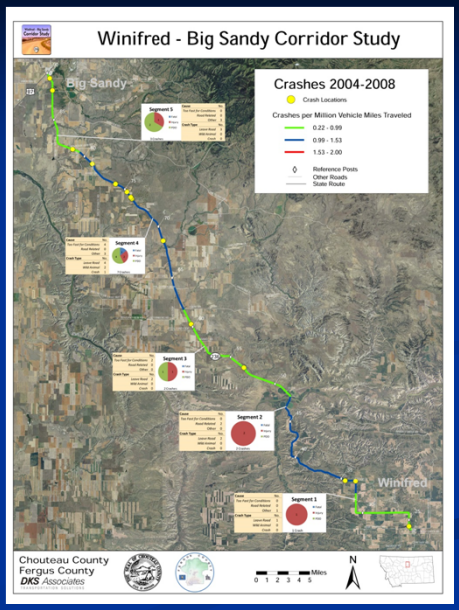


6. Overview of Existing Conditions

- Traffic volumes
  - Volumes range from 50 to 300 vehicles per day
  - Volumes are highest near Winifred and Big Sandy
  - Volumes are lowest to the south of the river
  - Traffic growth rate of about 2.5% per year



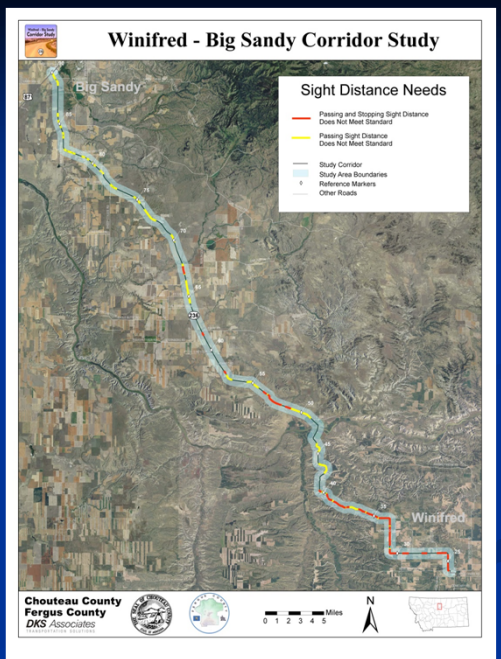
- Safety Conditions
  - 15 reported crashes between 2004 and 2008
  - All but 1 crash was a single vehicle crash
  - Corridor crash rate is 0.8 crashes per million vehicle miles traveled
  - Statewide average crash rate is 1.53 crashes per million vehicle miles traveled



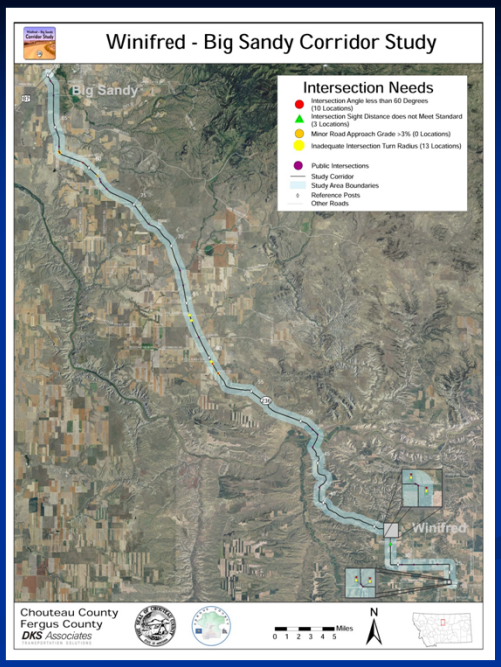
- Roadway Width
  - MDT roadway width standard is 24-feet
  - All major segments are 24-feet wide or wider
  - Widest portion of roadway is 44-feet
  - Several short sections near coulees or culverts with widths of less than 24-feet

- Horizontal Curves
  - MDT has standards for sharpness of curves
  - 18 locations do not meet this standard
  - All of these locations are on the south end of the corridor

- Sight Distance
  - 50+ locations where hilliness of roadway causes stopping sight distance standard to not be met
  - Other locations where roadside obstructions cause sight distance standard to not be met
  - Passing sight distance does not meet standard for roughly 60% of the corridor



- Intersection Needs
  - 3 locations where intersection sight distance does not meet standard
  - 10 intersections are skewed – mainly north of the river
  - 13 intersections where the turning radius is tight

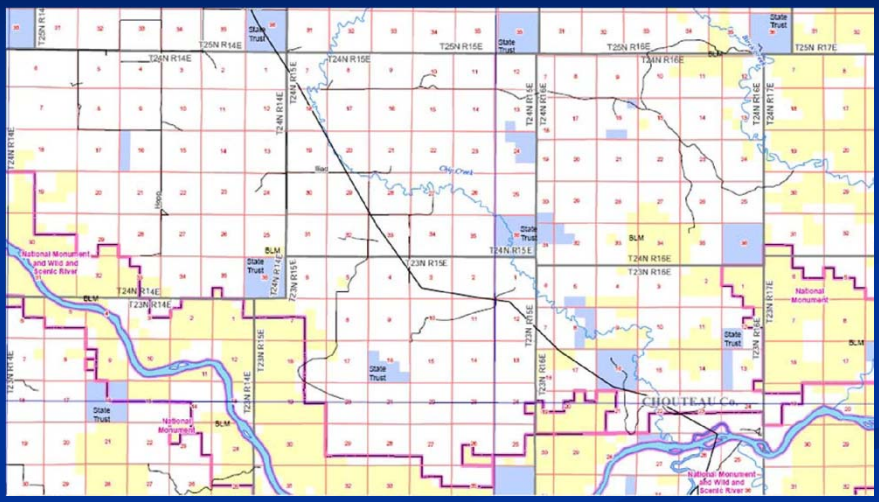


Environmental Conditions

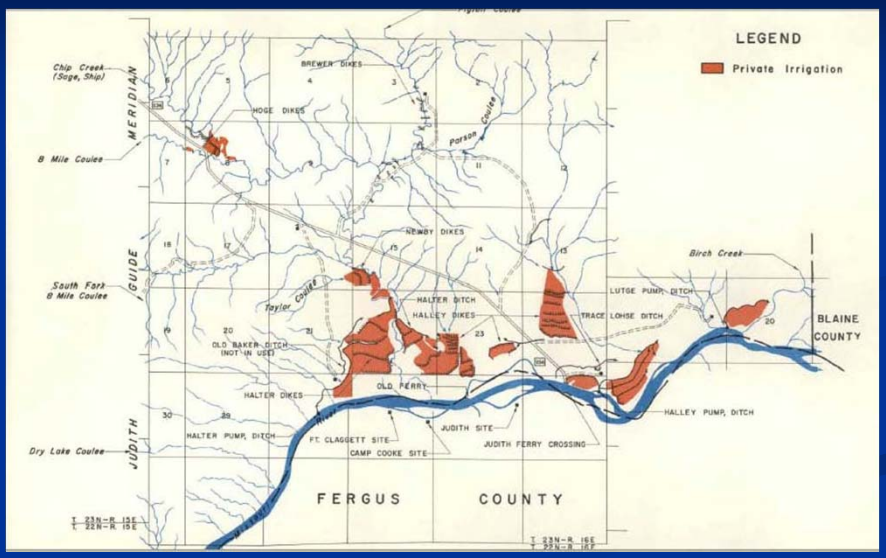
What is an environmental scan?

- Provides a basic description of the environmental setting of the corridor
- Covers physical, visual, biological, cultural and archaeological resources, and existing population characteristics
- Identifies environmental constraints that may affect the feasibility of improvement options
- If a project is forwarded from this study, more detailed environmental analysis may be required

Physical Resources – Public Land Ownership



Water Resources - Irrigation



Biological Resources – Big Horn Sheep Distribution

Findings of the Environmental Scan

- Soils classified as prime and important farmland exist within the study area
- Irrigated farmland exists adjacent to the corridor – impacts to irrigation facilities should be minimized
- Several areas along the corridor are susceptible to liquefaction during earthquakes
- Some water bodies within the study area have impaired beneficial uses due to pollutants
- The Missouri River from Fort Benton to the Charles M. Russell National Wildlife Refuge is designated as a Wild and Scenic River

Findings of the Environmental Scan

- A portion of the study area is located within the Upper Missouri River Breaks National Monument
- A bighorn sheep herd exists within the study area
- There are 2 threatened and endangered species within or near the study area and multiple species of concern
- The study area can be expected to contain a number of cultural resources
- Since 2000, the population of the study area has declined

Steps Before Next Meeting

1. Documentation of comments/concerns received from public
2. Investigation of corridor needs identified at the public meetings
3. Identification and screening of improvement options
4. Finalize Draft Report

Contact Information

- Carl Seilstad, Fergus County Commissioners, (406) 535-5119, commissioners@co.fergus.mt.us
- Daren Schuster, Chouteau County Commissioners, (406) 622-3631, dtschus@itstriangle.com
- Bob Schulte, DKS Associates, Inc., (503) 243-3500, rjs@dkspdx.com
- Tom Kahle, MDT Statewide and Urban Planning, (406) 444-9211, tkahle@mt.gov
- Gary Neville, MDT Billings District Office, (406) 657-0232, gneville@mt.gov
- Bob Vosen, MDT Great Falls District Office, (406) 454-5929, rvosen@mt.gov

Stakeholder/Contact: Winifred Fire Dept./Lester Slivka **Phone** 406-462-5347 **Date Contacted** 7/23/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Not often in the winter.(for fires)*
    - *Travel road daily (both sides of river)(for personal use)*

2. What is the primary purpose of your travel along Secondary 236?

    - *Mostly to the Missouri Breaks area, which is notorious for lighting strikes*
    - *Highway 236 is the primary access to the breaks area*
    - *Also go out for medical calls for tourists and river calls*
    - *Any other emergency needs*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *Road situation impacts response time. It is much slower on this road than normal.*
    - *Many vehicle accidents on the corridor*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *The 90 degree curves, blind areas, wash boarding and chuck holes are safety concerns.*
    - *The chuck holes can throw vehicles traveling faster than the conditions would allow.*
    - *Counties can't keep up on maintenance because of all of the traffic on the road.*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *If improved (blacktop type road), there would be more traffic and then more accidents.*
    - *There shouldn't be much more of an increase if the road is improved.*
    - *Many vehicles that leave the road are not reported. Several of the accidents were there is little or no property damage are not reported. These include accidents that the fire department responds to. The fire department does not keep record of these run off the road accidents.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Fix the blind corners and blind spots in the road.*
    - *Remove roadside hazards*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *There is not much on the southside.*

Stakeholder/Contact: Lewistown Schools/Kathleen Schaeffer **Phone** 406-535-2321 **Date Contacted** 8/3/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *We do not use Secondary 236 much due to the gravel. We did use it this May to go to a training in Havre, but we were in a District passenger vehicle. It does cut a lot of miles off - but not feasible for our school buses or our MCI activity buses, again due to the gravel.*

2. What is the primary purpose of your travel along Secondary 236?

    - *Answered above.*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *The current surface of gravel does not meet our transportation needs.*
    - *Were the surface to be changed to asphalt, we would incorporate Secondary 236 into our routes for activity trips.*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *The fairly recent change, (3 years), in the big hill descending into the PN is a great improvement.*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *The area about 10 miles out of Big Sandy and proceeding into Big Sandy is a bit narrow, especially when considering the size of our activity buses.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Re-surfacing to asphalt from gravel*
    - *Possibly considering changing to a more gradual degree, some of the curves coming out of Winifred.*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *Not to our knowledge.*

Stakeholder/Contact: City of Lewistown/Kevin Myhre **Phone** 406-535-1760 **Date Contacted** 7/22/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Once per year*

2. What is the primary purpose of your travel along Secondary 236?

    - *To go to Haver*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *It is a gravel road. The last time I used it, the gravel was too thick on the northern end of the road.*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *Not designed as a highway. It was designed as a local road.*
    - *Not designed for high speed*
    - *90 degree curves are too slow for a highway*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *More traffic could possibly lead to more accidents.*
    - *The road has the width for two-way traffic*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Signage would help:*
        - *Guide signs would be helpful for people from out of the area*
        - *Curve warning signs would also be good*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *No*

Stakeholder/Contact: Missouri River Company/ Don Sorenson **Phone** 406-378-3110 **Date Contacted** 7/22/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Five times per week in the summer*
    - *We've been driving this corridor for the last 30 years.*

2. What is the primary purpose of your travel along Secondary 236?

    - *Pick up folks at the bridge.*
    - *We come in from the north.*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *After 30 years of driving the corridor, it finally has gravel.*
    - *There is too much gravel in the wide section; this is dangerous at high speeds.*
    - *There is more liability to move people on this road than to have them in the boats on the river.*
    - *I have to buy new windshields and tires for the vans every year.*
    - *I pull over and stop for all oncoming traffic*
    - *I don't mind the gravel: I've gotten used to driving it as it is.*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *Farmers and ranchers are good at driving the road.*
    - *The road is too narrow in sections and there is too much gravel in the wide section.*
    - *Too many people would use the road if it were to become paved. They would come enjoy the scenic views and the river.*
    - *Spot improvements would help the county.*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *I don't think it will get worse.*
    - *The river usage is down*
    - *Have an issue with paving. This will increase my liability to take people on the road, because other cars will be driving faster*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Take care of excess gravel on the main part.*
    - *Build up the soft spots with fill. I've seen it done in other places. Darlingtons two to midway two. Can use the same fix as Labina.*
    - *Fix steep hill it is too washboard (last big hill before river.*
    - *Also fix road to Virgill. There is no gravel and no ditches. People can't get to my business. There are 5,000 floaters per year.*

- *This road has a huge impact on the economy*
- *Locals won't put up with broken windshields*
- *Hill on other side (south) of river is steep. I'm not sure why it (road) is there. It is dangerous in the winter. We can't shuttle hunter's rigs through that area in the winter because of the hill.*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *Eagle Creek is the only one that comes to mind. This may not be an issue.*

Stakeholder/Contact: Mountain View Coop/Jim LaBuda **Phone** 406-378-2404 **Date Contacted** 7/23/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Travel road daily*

2. What is the primary purpose of your travel along Secondary 236?

    - *We deliver fertilizer and propane to areas mostly north of the river on SR 236*
    - *We also deliver chemicals and scout fields*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *The road is rough most of the time, however it is pretty decent when it is graded.*
    - *The county doesn't have the recourses to maintain it at this level*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *Nothing in particular. There are places where the road is wider than it needs to be, and also section where there are too much gravel*
    - *Very washboard last fall, which slows down operation with tandem trucks*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *The problems will stay the same until the road is paved.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *The road would be better if it were paved. This would be the ideal solution.*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *No, there is one crick under the road in the built up section, but it is in culverts.*

Stakeholder/Contact: Friends of the Missouri Breaks/Dennis Tighe **Phone** 406-462-5347 **Date Contacted** 7/23/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *5 to 10 times per year*

2. What is the primary purpose of your travel along Secondary 236?

    - *Recreation in the Monument and/or travel to Big Sandy*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *The road is in poor condition*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *The road on the north side of the river from Eagleton Rd. intersection to the river is hazardous when wet from rain or snow. The road can be dangerous crossing the 8 mile coulee north of the PN bridge..*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *More travel from persons accessing the Upper Missouri River Breaks National Monument. Because of the type of soil, any changes to the road will require ongoing maintenance because of the tendency for the soil to slide. Additional traffic may cause the road to deteriorate quicker. The signage for accessing the Monument is poor and there are no interpretive signs for the Wild and Scenic River or the Monument.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Landscape friendly, low impact signs or pull-outs for interpretive signs identifying the Wild and Scenic River Corridor, its history and the designation of the Upper Missouri River National Monument with a description of its important features. Renovation and construction of the road corridor should include use of native plants and protection from the spread of weeds. Visual impacts on the natural landscape should be minimized.*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *Antelope frequently cross the road north of the river. Fencing should not restrict antelope movement.*

Stakeholder/Contact: Fergus Co. Sheriff/Tom Kilham **Phone** 406-535-3415 **Date Contacted** 7/22/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *A couple of times per week.*

2. What is the primary purpose of your travel along Secondary 236?

    - *Emergency response and routine patrol.*
    - *Fire emergency as well as search and rescue*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *We have always been able to get through, just slower sometimes than others*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *Just the general condition of the road.*
    - *Nothing seems to happen in the day light (relating to accidents on the road)*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *I started working for the sheriff's office in 1991. There has been an ever increasing number of recreational users on the road.*
    - *There are also more and more heavy trucks on the road.*
    - *Heavier units and tourists can lead to increased problems.*
    - *People have also landed their planes on the road. It is not illegal, as long as they don't interfere with traffic.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *They should fix the blind hills and 90 degree corners.*
    - *Be mindful of the traffic concerns and of land owner rights.*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *No, just the occasional rattle snake crossing.*

Stakeholder/Contact: Chouteau Co. Sheriff/ Vern Burdick **Phone** 406-622-5451 **Date Contacted** 7/22/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Once per week on routine patrol*
    - *Three times per month on emergency responses*

2. What is the primary purpose of your travel along Secondary 236?

    - *Routine patrol and emergency responses*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *The condition of the road limits speeds and response times for emergency calls.*
    - *The road is rough to maintain, especially in the wide spot.*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *The dust is a safety concern. It is hard to see when a large truck or other vehicle kicks up a lot of dust.*
    - *The grades are also dangerous. There are blind curves and hills.*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *This is an agricultural based county. Farming implements and normal traffic use this road as their main corridor.*
    - *The road has a combination of tourist and local traffic*
    - *I've seen the congestion increase over the years.*
    - *Local traffic knows how to drive the road, but the other people often don't.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Pave it all.*
    - *Widen the road down to the river and maintain existing wide portion better.*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *I have not seen anything. There are no named rivers or river crossings, but there are Cooley crossings.*
    - *I have not seen any environmental problems.*

Stakeholder/Contact: Town of Big Sandy/Ann Marie Robinson **Phone** 406-378-2350 **Date Contacted** 7/22/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Often*

2. What is the primary purpose of your travel along Secondary 236?

    - *Major access for floating the river*
    - *To travel to Billings for medical needs or other services not available in the local area*
    - *Trips to Winifred*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *Appreciates the maintenance performed by the counties, SR236 is one of the best gravel roads in the county*
    - *There is lots of traffic on the road*
    - *The road is not sufficient for the amount of traffic on it*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *High traffic and heavy use of the recreational area*
    - *People don't understand how to travel on gravel roads. They travel too fast, and are not familiar with the area.*
    - *There are also large trucks on the road. The size and number of trucks has increased over time.*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *The outfitters out of Fort Benton use the road.*
    - *In the future, maintenance costs will increase.*
    - *Safety problems will be a problem as traffic increases, especially if maintenance does not keep up with the road problems.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *This corridor will be a direct route to Billings.*
    - *I assume that any fixes to the road would address the need for paving and safety*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *Maybe the Black Footed Ferret or the Western Hognose Bull Snake.*
    - *Not aware of anything else.*

Stakeholder/Contact: Town of Winifred/Neil Rich **Phone** 406-462-5445 **Date Contacted** 7/28/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Daily, I farm some land about eight miles north of town*

2. What is the primary purpose of your travel along Secondary 236?

    - *Cows in the winter*
    - *Harvesting and moving livestock in the fall*
    - *Farming during the rest of the year*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *It is currently adequate for the 10-15 miles north of Winifred.*
    - *There are safety issues in the new stretch*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *Maintenance is an issue*
    - *Blind hills in lots of places are also a problem*
    - *The road is only 1.5 lanes wide and piss poor in places*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *Maintenance of the road and keeping it clear for travel will always be a problem.*
    - *Snow drifting is a problem in the winter*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Fix the blind corners*
    - *The town would like to see the truck route become the main route for the highway through town. This was improved as part of the missile project. There is a safety issue for people on main street.*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *None that I know of; the road doesn't cross any creek or, wetlands.The are not really any sheep or black footed ferrets either*

Stakeholder/Contact: Big Sandy Fire Dept./Larry Ophus **Phone** 406-378-2186 **Date Contacted** 7/22/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Depends on thunderstorms*
    - *Four to five times per year on average. Could be as high as twelve for fire responses.*
    - *Up to 24 for ambulance responses.*

2. What is the primary purpose of your travel along Secondary 236?

    - *Emergency response for fire and ambulance.*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *Have been able to get through on the road, however, response times are not as fast as desired.*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *Lots of gravel on the road is a problem, especially in the wider sections. There are about one or more accidents there per year.*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *I don't see any changes in the current problems.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Pave the road.*
    - *This fix also comes with increased speeds for cars. You need to mark the blind hills and corners.*
    - *It would be even better for you to improve those locations.*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *No*

Stakeholder/Contact: Triangle Telephone Coop/Lars Allestad **Phone** 406-394-7807 **Date Contacted** 7/22/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Daily for both the Triangle Telephone Cooperative, and Hill County Electric Company. Lars is the safety director for both utilities.*

2. What is the primary purpose of your travel along Secondary 236?

    - *Maintenance of existing utilities, and access to offices along the roadway*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *It is one of the nicest gravel roads I've been on.*
    - *It serves the purpose, there are many other roads that are worse*
    - *The wide part is the best, much better than the narrow section*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *The washboard is a safety problem. The back end of the trucks bounce around, however, this is more of a speed control issue.*
    - *Speed control is important. Other drivers are not driving at a safe speed on this road.*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *I've been driving the road for eight years. This is not a long enough time to determine if it is getting better or worse.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *No*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *No ,but there is lots of farm land and some ponds/pools.*

Stakeholder/Contact: Hill County Commissioner/Kathy Bessette **Phone** 406-265-5481**Date Contacted** 7/23/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *To go to Lewistown two to three times per year.*

2. What is the primary purpose of your travel along Secondary 236?

    - *Visit relatives in Billings and Lewistown*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *It is an all weather pickup truck road*
    - *People would not take their cars on the road during the winter. They would go through Harlem for winter sports*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *Some of the 90 degree curves up over the breaks are a safety concern.*
    - *It is a beautiful drive, but certain weather conditions affect safety.*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *No additional cars would be a plus.*
    - *Anything you can do to shorten the length of a trip along a safe road is a plus.*
    - *The Lewistown area would see more traffic, which is good for economic development*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Economic development is a big concern for the Lewistown and Haver areas*
    - *New businesses are a good thing*
    - *Safety is of the utmost importance*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *There could be some areas through the river breaks and cooleys.*

Stakeholder/Contact: City of Havre/Tim Solomon **Phone** 406-265-6719 **Date Contacted** 7/28/10

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

    - *Quiet a lot*
    - *I have used the road since before the improvements were constructed. (Personally)*
    - *The people of Havre are not aware of recent improvements*

2. What is the primary purpose of your travel along Secondary 236?

    - *It is the main route to Billings under good weather conditions.*
    - *Also use it to go visit family in Lewistown*

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

    - *On a scale of 1-10, I would rate it a 4. This is because of the loose gravel. It would be nice to have a better road.*

4. Are there any current problems such safety or roadway design? If so where are these located?

    - *South of the river, there are blind corners and bad coners and hills that block the view.*

5. Do your foresee any different types of problems along Secondary 236 in the future?

    - *The problems will be worse in the future. Any road deteriorates with time and needs constant maintenance. The road south of the river needs a base.*

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

    - *Cut down the hills and straighten out the corners to get better visibility.*
    - *Improve the roadside environment by reducing the steepness of the slope on the ditches.*
    - *Paving would be nice. It would become a common route for people from Havre to head south.*

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

    - *I am not knowledgeable about the wildlife along the breaks.*

Stakeholder/Contact_____Phone_____ Date Contacted_____

Winifred to Big Sandy Corridor Study
Final Stakeholder Interview Questions

1. How often do you or members of your organization travel on Secondary 236?

   In general, people who have business on the road (farming, ranching, tourist, or otherwise) travel the roadway on a regular basis. Some or many of these people us in on a daily basis. Emergency responders, such as sheriff, fire, and medical services travel the corridor regularly to respond to emergency requests. The sheriff's office also patrols the corridor on a regular basis. People who don't have business in Winifred or Big Sandy use the corridor with much less regularity, as little as once per year.

2. What is the primary purpose of your travel along Secondary 236?

   Emergency responders use SR 236 to respond to emergency calls (search and rescue, accidents, and fire) on the highway and within the Missouri Breaks Area. People with land along the corridor use the highway to access their land for farming and ranching purposes throughout the year. Businesses use the highway to access customers and conduct day to day business activities. People from outside the main corridor area use it access destinations, such as Billings or Lewistown.

3. How would you describe the current overall condition or function of Secondary 236 in terms of meeting transportation needs?

   There are mixed feelings about the condition of the road and the level of maintenance required to keep the road in its current condition. Most of the people surveyed agreed that both counties maintenance programs help to improve the condition of the road. However, between maintenance cycles the road condition often deteriorates. The condition of the road also limits the response time for first responders during an emergency call.

4. Are there any current problems such safety or roadway design? If so where are these located?

   People understand that both counties expend a large effort and portion of their maintenance budgets to maintain secondary 236. Dust has been noted as a safety concern. Many of the people surveyed agreed that there are many geometric concerns with the highway, including tight corners (90 degree curves) and sight distance restrictions (blind hills and corners and roadside obstructions). It was also stressed that the road becomes difficult and dangerous to drive under wet or snowy conditions. Given these problems, it was also noted that the local populations is more adept at driving the road than their tourist/non-local counterparts.

5. Do you foresee any different types of problems along Secondary 236 in the future?

   The opinions of the people surveyed varied: some felt that the current problems would stay the same, and others felt that the number of accidents and maintenance costs would increase with additional roadway users.

6. Are there any specific goals or objectives for the corridor that you would like to see used in the study?

   The majority of the people would like to see the road paved. They would also like to see safety projects addressed, including fixes to geometric problems (90 degree corners, blind hills, and blind corners), installation of warning and interpretive signs, and improve the roadside environment by reducing the steepness of the slope on the ditches. The importance of using native plants and the minimization of visual impacts on the natural landscape was also stressed for any proposed improvements to the corridor.

7. Are you aware of any environmentally sensitive areas, such as wetlands, stream crossings, or wildlife routes that are impacted by Secondary 236?

   Many people were not aware of any environmentally sensitive areas. Some animals, such as the black footed ferret, the western hognose bull snake, the rattle snake, and antelopes were mentioned as possibilities for impact. Eagle Creek and other coulees were noted as being present along the corridor.

Winifred to Big Sandy Corridor Study

Resource Agency Workshop – Agenda

Location: MDT Lewistown Office
1620 Airport Road
Lewistown, MT 59457
Conference Room

Via Polycom:

MDT Headquarters Building
2701 Prospect Avenue
Helena, MT 59620
2nd Floor, East and West

Date: Wednesday, July 7, 2010

Time 9:00 AM – Noon

The workshop will include a presentation about the Winifred to Big Sandy Corridor Study and discussion about resource area concerns and issues located within the study area.

The workshop will begin at 9:00 and end no later than noon. The following will be discussed at the workshop:

Meeting Agenda

I. Welcome and Introductions (9:00 AM – 9:10 AM)

II. Presentation About Corridor Study (9:10 AM – 9:30 AM)

III. Discussion About Resource Areas – Issues and Concerns (9:30 AM – Noon)

IV. Meeting Conclusion

MONTANA DEPARTMENT OF TRANSPORTATION
Winifred to Big Sandy Corridor Study
RESOURCE AGENCY MEETING
MDT Lewistown Office
Lewistown, MT
Wednesday, July 7, 2010, 9:00 a.m.-11:00 a.m.

MEETING SUMMARY

ATTENDEES

Tom Kahle, MDT Planning Division
Eric Thunstrom, MDT Environmental
Gary Slagel, BLM
Ken Ronish, Fergus County Commissioner
Barny Smith, Montana Dept. of Natural Resources and Conservation, Trust Land Management Division
Jean Riley, MDT Planning Division
Jeff Ryan, Montana Dept. of Environmental Quality
Steve Potts, U.S. Environmental Protection Agency
Scott Jackson, U.S. Fish and Wildlife Service
Todd Tillinger, U.S. Army Corps of Engineers
Pat Driscoll, MDT Environmental Services Bureau
Bob Schulte, DKS Associates
Michael Tomasini, DKS Associates

Following introductions, a presentation was given that included an overview of the study, a review of the findings from the existing transportation and environmental conditions analysis, and a summary of comments received from the public at the Winifred public meeting.

The BLM was asked if they had any concerns regarding the study. The BLM's issues are primarily focused on the Judith Landing campground and boat launching facilities. The BLM leases the land from a private landowner for five months during the year to allow public access to the river. The lease is held in perpetuity. The BLM provides toilet pumping and trash removal services during these months. During the other months, public access is restricted to people who pay to park their vehicles at the site. The BLM is concerned that paving the road would increase traffic levels, and thus increase the number of users at the facility, which would increase the cost of operation for the BLM. The paving of Secondary 236 could cause the landing to become a "roadside attraction." Any impacts to the river due to increased recreational activity with a paved road would also need to be investigated.

It was also noted that only a small portion of the corridor is on BLM land.

Another question was raised about the status of the BLM's Upper Missouri River Breaks National Monument Management Plan. It was explained that there are currently three lawsuits

in progress. All work on the management plan is done and it is now being implemented. The plan allows for usage seven miles upstream and three miles downstream from the boat ramp. There are restrictions in place along the river for boat traffic between June 15th and September 15th.

From the state lands management perspective, a project along the corridor would not have substantial effects.

Several questions were raised about the exisiting condition of corridor. A new bridge will not be needed because the existing bridge is relatively new and in good condition. The new Claggett Hill section was not constructed for a paved surface and there are no plans for paving this section. Other sections of the roadway may be ready to accept pavement. MDT is in the process of taking core samples in a section to the south of Big Sandy.

Adverse effects on threatened or endangered species are not anticipated. The environmental effects of future projects would need to be assessed in more detail, however. Because there would be no improvements to the existing bridge, there should be no adverse effects on the river. There are also many unnamed tributaries throughout the corridor. These would need to be analyzed.

A question was raised about whether there are any other bridges along the corridor. The response was that are no other bridges, only culverts. It was not known if the culverts are appropriately sized or if there have been any reports of overflows. It was mentioned that there are numerous pipes along the corridor and that sizing and other details would need be investigated at the project level.

It was noted if any new bridges are constructed, drainage from the bridge deck would need to be collected and not allowed to enter directly into the water body. A comment was also made about the seed mix used for possible road grade changes. The seed mix should not result in increased numbers of sheep attracted to the roadway. Increased traffic volumes and speeds associated with an improved roadway may also result in more vehicle-wildlife collisions.

MDT is aware of the effect of deicing salts, and the possibility of these being an attractant to wildlife. A question was raised about the number of wildlife collisions and whether MDT is responsible for maintaining the roadway (i.e., road kill). There have been a few reported wildlife collisions. MDT maintains the paved portion of the roadway and the county maintains the gravel portion.

There was a discussion regarding the reasons for the study. It was explained that the counties are the main sponsors and that they contacted MDT about the possibility of conducting the study. It was noted that Secondary 236 is a necessary north-south route for the state and that improvements could result in a possible doubling of traffic volumes and shorten the route for many trips.

It is unlikely that the BLM could obtain federal funding for improvements because there is no real access to BLM lands along the corridor.

Regarding the big horn sheep population along the corridor, Jim Weatherly is the executive director of the Montana Chapter of Wild Sheep Foundation. This is an active group in the state, and they could be a funding source for some types of improvements (e.g., flashing warning lights). They could also be a source of information about safety issues and design considerations. Tom Stievers of the local office of the Fish, Wildlife and Parks Department is another contact who knows about the local sheep population.

The "Wild and Scenic River" designation of the Missouri River should not result in constraints because a bridge already exists, and no new bridges will be needed. The Judith Landing campground could be the problem, however, especially outside of the five month lease time frame. The BLM would like to own the land and would improve the site if it was owned. They have not been able to come to a purchase agreement with the current landowner, however.

A question was raised about the location of power lines along the corridor. It was noted that these may need to be relocated and made raptor-safe. Information about utilities can be obtained from the counties. There is also a new gas line that may need to be relocated.

Project planning should minimize encroachment on streams and wetlands. Although there is a national wetlands inventory coverage in the area, this data may not always be accurate. Nevertheless, it is good to have at least an idea of where these areas are located. Looking at relief and terrain provides some indication of this. This study may not need a delineation, but it will be needed in the project permitting phase. Wetland reserve areas should also be investigated at some point.