APPENDIX P
Thank you for your comment. It is not clear whether usage rates or stopping percentages at one site influence those at another. MDT is currently conducting a research study to better determine actual usage trends.

Regarding the suggestion to manage the Custer/Hysham sites as paired sites in order to better meet future demand, this would not result in cost savings to MDT. Conversion of the Hysham rest area to a truck parking location is a promising option, in part, because it would provide substantial savings in terms of maintenance and operation time and costs, including costs associated with heating, lighting, landscaping and irrigation. Further, by converting the Hysham rest area, MDT would not need to pursue costly rehabilitation and/or expansion of existing building, parking, water, and wastewater facilities in this location.

It is highly speculative to suggest that the sum of vehicles currently stopping at three rest areas would be equal to the number of vehicles stopping at two should one rest area be converted to a truck parking location. In the absence of actual usage data, AASHTO’s methodology for independently assessing rest area usage is the standard accepted to date.
In the event that conversion of the Hysham rest area were to result in higher usage rates at the Custer or Hathaway rest areas, these actual usage numbers could be taken into account when rehabilitating the sites at the time of project development. Even accounting for higher usage numbers, however, it would still likely be more cost effective from an asset management perspective to expand the Custer and Hathaway rest areas as needed than to rehabilitate and maintain all three rest areas.

Under the recommended conversion option at Hysham it should be noted that the MDT-owned land would still be available for use as a truck parking location; existing on- and off-ramps would remain intact. Although a remote possibility, MDT could consider reopening the facility as a rest area in the future should this be warranted due to higher demand than anticipated.
Thank you for your offer. Based on the study recommendations, at this time MDT is considering rehabilitating the existing Greycliff rest area. If based on future detailed study it appears that rehabilitation of the existing site is not feasible, MDT may wish to continue conversations with MFWP and further explore the possibility of utilizing a portion of the Prairie Dog Town State Park site.
RESPONSE #3

Thank you for your comment. MDT will continue to keep DEQ informed of any proposed improvements or individual projects relating to the water or wastewater systems associated with rest areas in this corridor.
Thank you for your comment. As noted in the study, any future rehabilitation project at the existing rest areas would include improvements to the interior building facilities, including sinks, toilets, restroom stalls, and door handles.

The study does not recommend construction of a new rest area near Miles City based primarily on spacing and cost considerations. Please refer to Section 6.2 for a full discussion of this issue.

The study recommends converting the Custer rest area from seasonal operation to year-round use. All other existing rest areas in the corridor are currently open year round.

Installation of video cameras could be considered at the time of site rehabilitation.

Based on the findings of this study, it is feasible and cost-effective to rehabilitate existing EB and WB sites throughout the corridor. A design entailing a single rest area site serving both EB and WB traffic could be considered for construction of a new rest area, should one be needed beyond the 20-year planning horizon.
The study recommends rehabilitating the Greycliff, Custer, Hysham, and Hathaway rest areas in their current locations.

The study considered a separate proposal to build a new rest area near Miles City, but this proposal was eliminated from further consideration based primarily on corridor spacing and cost. Please refer to Section 6.2 for a full discussion of this issue.

Thanks for your time and consideration.
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