Appendix A

CONSULTATION, COORDINATION AND COMMUNITY INVOLVEMENT

Date	Comment
05/17/2012 *Peg Barkemeyer*	Hi Jeff, Please add my name to a mailing list of the cultural and archaeological resources of the study area. I would prefer receiving it by mail as my computer is old and not able to print in large amounts. Thank you,
05/24/2012 *Conrad Fisher*	Mr. Key, I am the Tribal Historic Preservation Officer for the Northern Cheyenne Tribe and we are interested in the Tongue River road (S-332) Corridor Planning Study. As has been mentioned in the study newsletter, there is a good possibility for an increase in passenger and truck traffic on S-332. In addition to the Tongue River Road, there is also the possibility of a rail transit adjacent to the route although on the opposite side of the river. This can also create additional problems and impacts. As a tribe we are concerned with the impacts not only to cultural, natural, and environmental areas but also to the social and economical impacts to the proposed routes and to the Northern Cheyenne reservation. We would also like to recommend that your office stop by and visit the Northern Cheyenne Tribal government and present an educational forum to the Tribal Council for their review. I realize that this is a planning study project however because the Northern Cheyenne tribe is involved with the many aspects of the proposed energy development it would be nice to visit the tribe as an educational forum. Your consideration would be greatly appreciated. Conrad Fisher, THPO Northern Cheyenne Tribe
05/24/2012 *Kelsey Miller*	Hi Jeff, Could I please be put on the information list for the Tongue River Road Corridor Planning Study from this email, kelsey@northernplains.org? Thank you, Kelsey Miller Field Organizer Northern Plains Resource Council 220 South 27th Street, Suite A Billings, MT 59101 Phone: 406.248.1154 X 117 Fax: 406.248.2110 kelsey@northernplains.org www.northernplains.org Northern Plains Resource Council is a grassroots conservation and family agriculture group. We organize Montana citizens to protect our water quality, family farms and ranches, and unique quality of life.
05/24/2012 *Kelsey Miller*	Jeff, Thanks for the response! I have another quick question. If the MDT decides to go through with road improvements, will the funding be tax-based? If so, which taxpayers will be responsible? Thanks for your help! Kelsey
05/30/2012 *Kristi Jeffers*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 05/30/2012 20:43:42

Date	Comment
	Project Commenting On: Tongue River Road Corridor Planning Study Nearest Town/City to Project: Miles City Name: Kristi Jeffers Address Line 1: 2140 Tongue River Road City: Miles City State/Province: Montana Postal Code: 59301 Email Address: jeffers@rangeweb.net Phone Number: 406-421-5664 Comment or Question: I have a lot of concern for the Tongue River Road. I have two children that will be of school age in the next three years. I also work in town. Weather I choose to take my children to the SH school or to town is a hard discision to make. It is much farther to town, but the road is so rough that it makes it hard to want to ruin a vehicle going to the SH. The Tongue River Road has a lot of traffic in general. The truck traffic is incredible. There are so many trucks, and with the road conditions, it sometimes makes it very hazardous for the other vehicles. I am also concerned for some of the paved road. There are a few places that need to be fixed instead of just covered up. I do wonder when the road will sink out from under a vehicle. Thank you for listening to my concerns and hopefully something will be done soon. Submitter's IP address: 67.218.79.15 Reference Number = picomment_220184326171875
06/01/2012 *Jaimi Balsam*	Good morning Jeff, I had the pleasure of meeting you last night just prior to the meeting at MCC. I'm the Small Business Development Center Director for SouthEastern Montana Development Corp in Colstrip. I just wanted to take the opportunity to tell you how well you facilitated the meeting last night. It was a difficult evening and a controversial situation, and you handled it with class and grace. Very well done. I hope to run into you again, and wish you the very best of luck! Sincerely, Jaimi Balsam Jaimi L. Balsam, Director SouthEastern Montana Small Business Development Center 6200 Main Street P.O. Box 1935 Colstrip, MT 59323 (406) 748-2990 Phone (406) 748-2990 Fax www.semdc.org
06/04/2012 *Catherine Byron*	Hi, Jeff – Couldn't get your email to work so am using this one. Per our conversation after last night's meeting, attached you will find the Tongue River cultural/historical study recommending it for protection. You can find it on the web at: http://ncptt.nps.gov/wp-content/uploads/2007-12.pdf

Date	Comment
	This is an appendices insert for the draft Rosebud County Growth Plan. cb
06/07/2012 *Mark Fix*	Hi Jeff, I missed the meeting as I was going to a funeral for an aunt in Colorado. Will try to get some comments in. Should I just send the comments to this e-mail? Mark
06/11/2012 *Mark Fix*	Dear Mr. Kahle, I am writing to comment on the Tongue River Road study. I am located about 6 miles up the Tongue River Road and am on a paved section. It is great to have the highway paved and it has made access much nicer. A few years ago the highway was resurfaced and that helped the highway substantially. It is starting to develop cracks and should probably be resurfaced in the near future. I think that paving the Tongue River road would be beneficial to our area. I believe it would stimulate more people to bring their livestock and grain to Miles City for sale. More car traffic would occur if the road is paved. Many of the cars use alternate routes now to avoid gravel damage and flat tires to their cars. The major farm-to-market road should be paved. But I do have a number of concerns. How will this improvement be paid for? Will additional mill levies be assessed to pay for this project? I also believe that there are several things that need to be addressed when paving the road. I believe that a full environmental analysis that is documented in an environmental impact statement (EIS) must be done. For example, some of the areas along the road are open range, and cattle freely cross the road to get to water. The road and fences that would be installed would keep livestock from easily migrating to water. When the EIS is done, it should include an analysis of whether or not ranchers in these areas will need to drill wells for water when their cattle are fenced in as well as if there is adequate water available for this purpose. In addition the fences will separate pastures and cattle will not be able to utilize the pastures as well. Additional grade crossings may be required to move the cattle across the highway. Culverts will not be sufficient for cattle passes. The culverts get water in the bottom and ice will form in the winter. Many of the culverts may not be usable for a good part of the year. It may take some of the cattle a long time to learn to use the culverts and some may never use the culvert. Some of the route may need to be altered to pave the road. The EIS should look at the existing irrigation systems and verify whether or not the road can be moved without hampering the existing irrigation systems and water rights. If not, then how will this added cost be paid for? Our ranch would be crossed by the proposed Tongue River Railroad. It would go through about 3 miles of our ranch. The railroad is on the other side of the river, and I have a private bridge to cross the Tongue River. The majority of my ranch is located on the west side of the Tongue River. If this study is going to look at the development of the Otter Creek coal mining tracts, then it must also look at the Tongue River Railroad (TRR). The TRR is basically proposed on the opposite side of the river from the Tongue River Road. In order to fight fires and control weeds a road would need to be built on both sides of the river. This study and analysis should start at Miles City and go to Ashland. The TRR is proposed to cross back to the east side of the Tongue River near the end of this study area. The road would need to be built above Brandenberg on the east side of the river so that there would be access for fire and weed control. The EIS prepared for the ongue River Road should be coordinated with the new EIS that must be done for the TRR based on the recent 9th Circuit Court of Appeals decision. By the way, the new EIS for TRR may analyze a route that does not go down the Tongue River as the coal is now destined for sale in China. This would mean that a new road may not need to be built if the TRR route is changed.

Date	Comment
	The TRR alignment may parallel the highway in many areas. Will the highway and TRR be in the same fenced area? A grade crossing will be best if it is in the same place on the highway with the TRR grade. However, in these situations, culverts for livestock passage will likely not work as the cattle would have to pass through multiple culverts to go under the railroad grade and the road. The TRR may have double track in some areas that would make culverts even more unusable for livestock passage. If this study is designed to look at the development at Otter Creek, then it should include the connected and cumulative issues in the broader area. Many of the employees who work at the Decker Mine live in Sheridan, Wyoming. The Decker Mine is near the end of its useful life. If the mine closes and Otter Creek opens, mine workers from Sheridan may commute to Otter Creek. What roads will have to be improved to provide access for those workers? The Colstrip Mine is also reducing its work force. Will a road from Colstrip to Otter Creek need to be improved to provide access for Colstrip workers to work at Otter Creek? These are just a few of the many issues that surround and impact any decision that is made on paving the Tongue River Road. The current study will hopefully surface other issues that should be included in the scoping documentation that will be used to prepare the EIS that must be done on this project. Thank you for allowing me to comment. Mark Fix
10/01/2012	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 10/01/2012 16:27:37 Project Commenting On: tongue-river Comment or Question: May I ask if the study can be modified to include Route 447? It doesn't make sense not to include that 1-2 miles in the study when Route 447 would be the major route to be used should there be an increase in traffic. Submitter's IP address: 72.36.7.50 Reference Number = picomment_1458740234375

News News News

News News News

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Informational Meeting

Discuss Tongue River Road Corridor Planning Study
Thursday, May 31, 2012 6:00 p.m.
Miles Community College, Rm. 106
2715 Dickinson St., Miles City, MT

The Montana Department of Transportation (MDT) will discuss the corridor study that begins 10 miles south of Miles City (RP 0.0) and ends two miles north of the Northern Cheyenne Indian Reservation along Tongue River Road (RP 50.4). The study will identify potential improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development / environmental review, if any, based on need and funding availability. The Tongue River Road Corridor Planning Study is a planning-level study and is not a design or construction project.The purpose of the meeting is to inform interested parties about the scope and purpose of the planning study, present the initial findings of the existing conditions analysis, and to solicit input on the existing conditions and issues within the study area that may be relevant to the planning effort.

The meeting is open to the public and the public is encouraged to attend. 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 Jeff Key at (406) 447-5000 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 Tom Kahle, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at
www.mdt.mt.gov/mdt/comment_form.shtml
Please indicate comments are for Tongue River Road Corridor Planning Study

SIGN – IN SHEET

INFORMATIONAL MEETING NO. 1 – May 31, 2012

Name	Address	Email
Scott Randall	825 Custer Helena MT 59601	ScottR@RPA-HLN.com
Wally McKee	3607 Rosebud Ck. Forsyth 59327	
M. Thomas Roberts	MDT Main & Chief - Miles City Division	troberts@mt.gov
MAURICE FELTON	591 BRANDENBERG RD MILES CITY	
Kathy Felton	591 Brandenberg Rd Miles City	farlady@rangeweb.net
Les Hirsch	1840 Tongue River Rd. Miles City	lyhdmh@yahoo.com
Pat Helm	40 Helm Scenic Cir. Miles City	
Gerhard Helm	40 Helm Scenic Circle MC MT	
Vicki Hamilton	7207 Tongue River Rd MC	v.hamilton@co.custer.mt.us
Kelly Radue	2886 Tongue River Rd, MC	KCR@rangeweb.net
Karen Stevenson	PO Box 1176 MC	karen.stevenson71@gmail.com
Cathy Byron	Box 109 Forsyth MT 59327	ammabyron@hotmail.com
Debra Fix	1198 Tongue River Rd 59301	mfix@rangeweb.net

SIGN – IN SHEET

INFORMATIONAL MEETING NO. 1 – May 31, 2012

Name	Address	Email
Jeff Key	825 Custer Helena MT 59601	JEFF.Key@RPA-HLN.com
Keith Holmlund	84 Sam Leo Rd Miles City 59301	K.holmlund@co.custer.mt.us
Clint Wis Roe	3633 Rosebud Cr. Rd Forsyth, MT 59327	
Mike Coryell	110 New Ave, Miles City	milesecon@midrivers.com
Jerry Backlund	603 Eichler, Miles City, MT.	jsback@midrivers.com
Janis Spear	N. Cheyenne	janis.spear@cheyennenation.com
Lincoln Begay	316 W. 26th Billings 59101 MT	Lincoln.Begay@BIA.GOV
Sam Windy Boy	316 N. 26th Billings 59101 MT	Sam.WindyBoy@bia.gov
Jaimi Balsam	P.O. Box 1935, Colstrip, MT 59323	sbdc@bhwi.net
John Hamilton	7207 Tongue River Rd MC 59301	—
Cynthia Radue	2886 Tongue River Rd. MC 59301	Kcr@tongueradue.net
Bill McChesney	316 Missouri Miles City	

May 31, 2012

INFORMATIONAL MEETING #1

TONGUE RIVER ROAD (S-332) – Corridor Planning Study

WELCOME

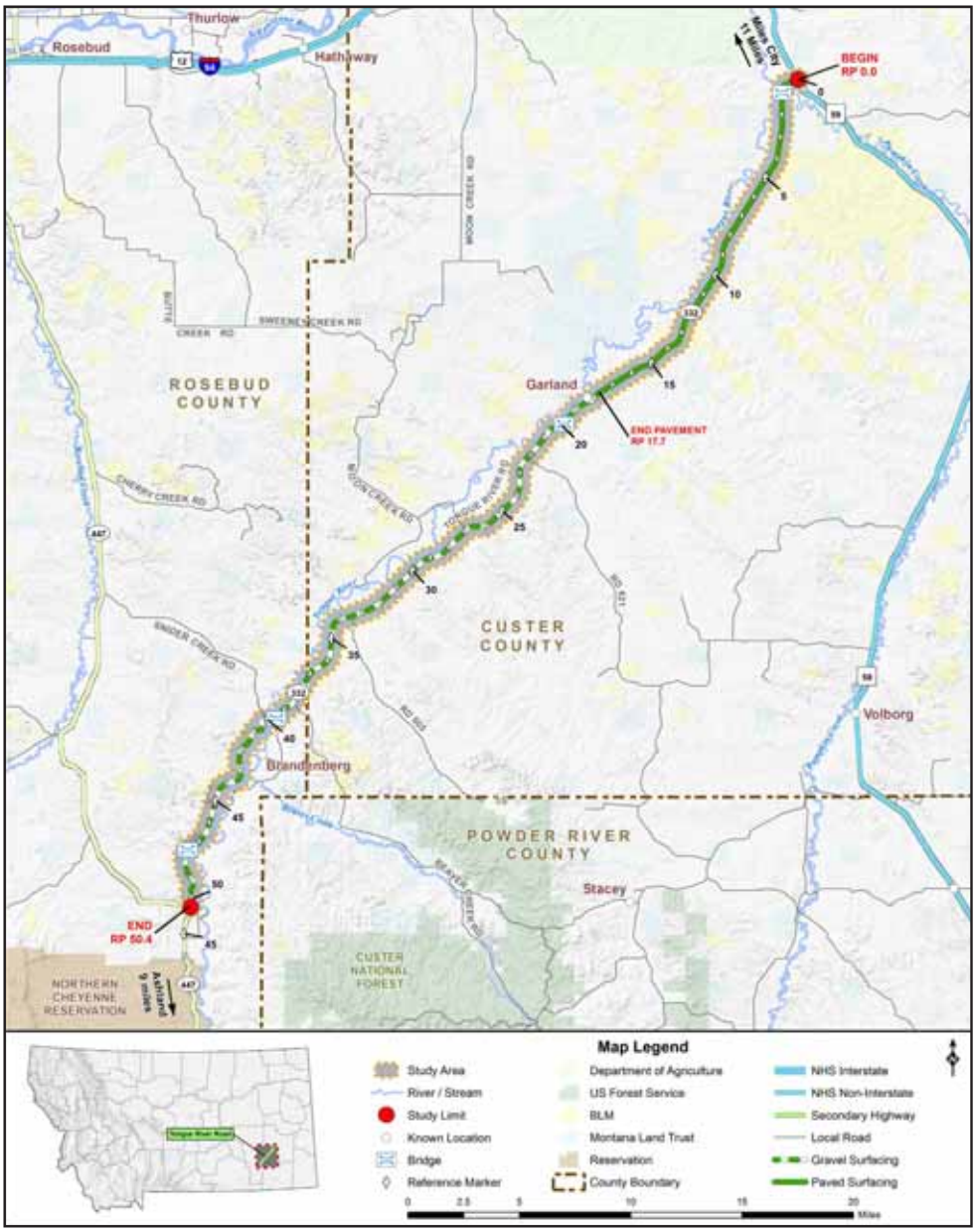
MONTANA MDT DEPARTMENT OF TRANSPORTATION

Montana Department of Transportation
Helena, Montana

INFORMATIONAL MEETING

TONGUE RIVER ROAD (S-332) – Corridor Planning Study

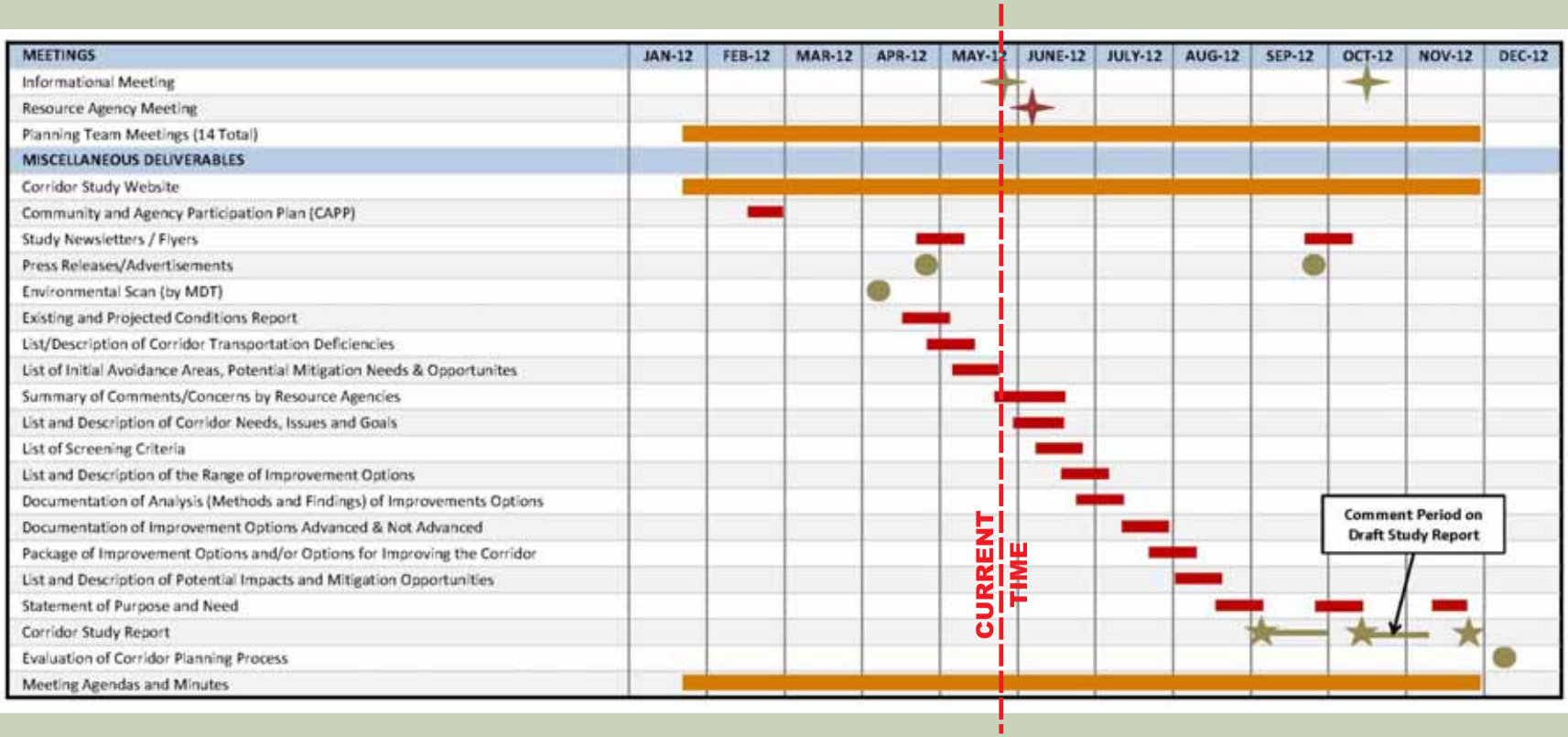
Study Area Boundary



MONTANA MDT DEPARTMENT OF TRANSPORTATION

Montana Department of Transportation
Helena, Montana

Study Schedule



INFORMATIONAL MEETING

TONGUE RIVER ROAD (S-332) – Corridor Planning Study

Pre-NEPA/MEPA Planning Studies

- Are <u>not</u> a NEPA/MEPA Study or Environmental Review
- Are <u>not</u> a Preliminary Engineering or Final Design Report
- Are <u>not</u> a Construction or Maintenance Project
- Are <u>not</u> a Right of Way Acquisition Project

NEPA - National Environmental Policy Act
MEPA - Montana Environmental Policy Act

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Montana Department of Transportation
Helena, Montana

Pre-NEPA/MEPA Planning Studies

- Are based on existing social, economic, environmental and roadway data and available reports
- Are a "high level scan" of the study area
- Define transportation issues/areas of concern
- Consider social, economic and environmental constraints at an early stage
- Identify and prioritize cost-effective and feasible strategies
- Provide opportunities for early and continuous community involvement

NEPA - National Environmental Policy Act
MEPA - Montana Environmental Policy Act

PHOTOS

LOOKING NORTHEAST AT INTERSECTION OF MT-59 AND S-332 (RP 0.10)

12 MILE DAM FISHING ACCESS SITE ACCESS (RP 1.07)

PUMPKIN CREEK RANCH ACCESS TO S-332 (RP 4.08)

LOOKING NORTHEAST IN GRAVEL SECTION (RP 26.04)

ON ALIGNMENT LOOKING SOUTH (RP 13.0)

TRUCK ACTIVITY ON PAVED SECTION LOOKING NORTHEAST (RP 8.00)

PHOTOS

LOOKING SOUTH ON ALIGNMENT AT BRIDGE OVER PUMPKIN CREEK (RP 0.96)

REPAIRED SLIDE AREA LOOKING NORTH (RP 3.70)

END OF PAVEMENT / GRAVEL SECTIONS LOOKING NORTHEAST (RP 17.70)

REPAIRED SLIDE AREA IN GRAVEL SECTION (RP 26.22)

LOOKING NORTHEAST ON ALIGNMENT IN GRAVEL SECTION (RP 32.08)

LOOKING EAST IN GRAVEL SECTION NEAR STATION (RP 32.7)

PHOTOS

LOOKING NORTHEAST NEAR COUNTY LINE (RP 37.25)

LOOKING EAST AT TONGUE RIVER BRIDGE (RP 39.65)

BEGINNING OF “S-CURVES” WEST OF TONGUE RIVER BRIDGE (RP 40.40)

ON ALIGNMENT LOOKING NORTH (RP 42.90)

BRIDGE ACROSS UNNAMED DRAINAGE LOOKING NORTHEAST (RP 47.70)

LOOKING NORTH AT INTERSECTION OF S-447 / S-332

Existing Conditions - Key Findings

Transportation System

Surfacing

- Longitudinal and transverse cracking in the asphalt surfacing (RP 0.0 to RP 17.7).
- Evidence of asphalt failure due to recent slides at intermittent locations.
- Gravel surfacing from RP 17.7 to RP 50.4. in fair condition.

Drainage

- Nine locations with evidence of recent slides indicating potential drainage issues.
- Four existing bridges with no drainage issues noted.

Horizontal Alignment

- Seven horizontal curves do not meet current standards.

Vertical Alignment

- 46 vertical curves were estimated to not meet current standards.
- Nine locations have grades that were estimated to not meet current standards.

Roadside Clear Zones (i.e. horizontal clearance)

- 22 locations were estimated to have clear zones that do not meet current standards based on field review.

Access Points

- Three public approaches do not meet current standards based on intersection angles.
- Nine private approaches do not meet current standards based on intersection angles.

INFORMATIONAL MEETING

TONGUE RIVER ROAD (S-332) – Corridor Planning Study

Existing Conditions - Key Findings

Environmental Considerations

Prime Farmland

- Approximately 28% of the study area is designated as farmland of statewide importance.
- Approximately 15% of the study area is designated as prime farmland if irrigated.

Water Resources

- Tongue River is located within the study area.
- Numerous tributaries to the Tongue River exist within the study area.

Wetlands

- Wetlands associated with the Tongue River and associated drainages are located intermittently within the study area.

Hazardous Substances

- There are five abandoned mine sites within the study area.

Fish and Wildlife

- Seven endangered, threatened, proposed, or candidate species are listed for Custer and Rosebud Counties.
- 39 species of concern for Custer County and 47 species of concern for Rosebud County were listed.

Vegetation

- No endangered, threatened, proposed, or candidate plant species are expected to occur within the study area.
- Nine plant species of concern for Custer County and eleven for Rosebud County were listed.

Cultural and Archaeological Resources

- Numerous cultural resources are known to exist within the study area.
- Three 4(f) and one 6(f) resources are located within the study area.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Montana Department of Transportation
Helena, Montana

Tongue River Road

Corridor Planning Study

Informational Meeting No. 1

May 31st, 2012

Introduction

- Introduction of local officials
- Partners
  - Custer County
  - Rosebud County
  - MDT
  - FHWA
- Planning team members in attendance
- Consultant team

Outline of this Evening's Meeting

- What is a corridor planning study?
- Study area boundary
- Study schedule
- Identified interested parties
- Existing conditions in the corridor
- Next steps & conclusion

What is a Corridor Planning Study?

- Corridor planning studies:
  - Are a "high level scan"
  - Define transportation issues/areas of concern
  - Consider social, economic and environmental effects at an early stage
  - Identify and prioritize cost-effective and feasible strategies
  - Provide a level of analysis that can support informed and sustainable decisions
  - Provide opportunities for early and continuous involvement

What is a Corridor Planning Study?

- Corridor planning 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

Goals and Purpose

- Engage constituents early!
- Identify constraints
- Identify needs and objectives
- Identify short-range and long-range improvements
- Develop planning level cost estimates
- Develop information and data to be forwarded into the environmental process if a project moves forward from the study

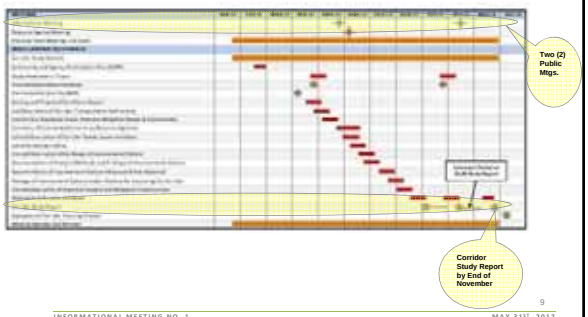
Study Area Boundary

- State Secondary Route 332 (S-332)
- Between MT-59 and S-447
- 50.4 miles in length

Tongue River Railroad (TRR)

- This study is not related to the TRR
- Sole focus on S-332

Study Schedule



Public Involvement Activities

- Two informational meetings
- Presentations and outreach to interested parties, stakeholders, resource agencies and land owners as warranted
- Study newsletters
- Website/toll free line
- Informal meetings

Identified Interested Parties

- Bill McChesney (House District 40)
- Eric Moore (Senate District 20)
- Montana State Highway Patrol
- Landowners in the Corridor
- Williston Basin Interstate Pipeline Company
- Northern Cheyenne Tribe
- Arch Coal

S-332 Corridor
Context

- Functionally classified as a Rural Collector
- Posted speeds vary between 45 mph and 70 mph
- Serves multiple uses
  - Local traffic
  - Recreational traffic
  - Farm-to-market agricultural traffic
  - Horses / horse-and-buggies
  - Mining related traffic

S-332 Corridor
Physical Characteristics

- Two-lane roadway
- Asphalt surfacing – first 17.7 miles
- Gravel surfacing – remaining 32.7 miles
- 147 access points, of which 10 are "public" approaches
- Constructed or improved at various times (as early as 1930 and as recently as 1998)
  - Emergency slide repairs in 2011

S-332 Corridor
Traffic Data

- Ranges from 280 vehicles per day (vpd) near Miles City to 50 vpd near Ashland (2010 counts)

Site	Loc.	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
9-2-9	RP 1.0	190	170	180	260	180	140	270	250	180	190
9-4-3	RP 11.0	140	150	90	80	80	160	180	90	110	130
9-4-4	RP 26.5	70	90	(a)	(a)	80	210	100	110	90	110
44-7-5	RP 39.5	100	100	70	90	(a)	90	40	10	(a)	(a)
44-8-4	RP 49.5	60	100	60	60	(a)	60	90	40	(a)	40

Site	Loc.	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
9-2-9	RP 1.0	190	290	220	(a)	220	230	220	220	280	(a)
9-4-3	RP 11.0	160	210	150	150	120	100	100	100	100	100
9-4-4	RP 26.5	100	140	100	130	90	70	70	70	70	80
44-7-5	RP 39.5	20	20	30	(a)	80	70	70	70	50	(a)
44-8-4	RP 49.5	70	30	90	(a)	60	60	60	60	50	(a)

Year 2010 Volumes Highest Near Miles City

S-332 Corridor
Roadway Geometrics - Horizontal

- Corridor consists of both level and rolling terrain
- Seven horizontal curves do not meet current standards

Reverse curves just west of Tongue River Bridge

RP	Element	Value (ft)
39.52	Radius	955
40.23	Radius	350
40.66	Radius	300
40.98	Radius	350
42.21	Radius	500
42.97	Radius	500
44.37	Radius	1,000

S-332 Corridor
Roadway Geometrics - Vertical

- Grades
  - Nine areas have vertical grades greater than 5.0% (exceeds current standards)
  - Of the nine, two have grades greater than 7.0%
- Curves
  - Thirty-four curves do not meet current standards
  - Of the 34, 13 curves do not meet current standards for stopping sight distance (SSD)
    - An additional 12 locations are estimated to not meet SSD

S-332 Corridor
Roadway Geometrics – Clear Zone

- Seven slide areas

Slide Area (note pavement edge)

- Fourteen steep fill slopes

Steep fill slope

S-332 Corridor
Roadway Geometrics - Widths

- Determined from MDT's 2011 Montana Road Log
  - Surface width, lane width, shoulder width, surfacing thickness, and base thickness

Begin RP	End RP	Lanes	Width			Surfacing
			Surface	Lane	Shoulder	
0.0	5.7	2	26	12	1	Asphalt
5.7	12.2	2	32	12	4	Asphalt
12.2	17.7	2	24	12	0	Asphalt
17.7	20.0	2	28	10	4	Gravel
39.6	41.0	2	32	12	4	Gravel
41.0	44.7	2	26	9	4	Gravel
44.7	50.4	2	28	10	4	Gravel

Widths Are Of Interest

S-332 Corridor
Access Points

Begin RP	End RP	Length (mi)	Access Points	Density (Access / mi)	< 60° Angle	Public Approach Access Points	Public Approach < 60° Angle
0.0	6.0	6.0	27	4.5	1	3	0
6.0	12.0	6.0	26	4.3	1	0	0
12.0	17.7	5.7	15	2.6	0	0	0
17.7	24.0	6.3	20	3.2	3	1	1
24.0	31.0	7.0	7	1.0	0	1	0
31.0	37.2	6.2	20	3.2	2	1	0
37.2	44.0	6.8	21	3.1	5	3	2
44.0	50.4	6.4	11	1.7	0	1	0
Total		50.4	147	2.9	12	10	3

S-332 Corridor
Bridge Crossings

- Four bridge crossings
  - RP 1.02 (Pumpkin Creek)
  - RP 19.87 (Foster Creek)
  - RP 39.61 (Tongue River)
  - RP 47.80 (Unnamed Drainage)

None of the bridges are structurally deficient or functionally obsolete

S-332 Corridor
Safety (Reported Crashes)

- For period between January 1, 2001 and December 31, 2010
- 18 total reported crashes
  - All single-vehicle; 6 involved wild or domestic animal; one fatal crash

Crash Data	Crash Rate (per MVM)	Crash Severity Index	Crash Severity Rate (per MVM)
S-332	0.86	1.94	1.67
Statewide Secondary – Rural	1.40	2.25	3.17
Percent Difference	-38.6%	-13.8%	-47.3%

MVM = million-vehicle-miles

S-332 Corridor
Future Traffic Volumes

- Average Annual Growth Rate (AAGR)
- 20 years ahead – look 20 years back…..

Site	Location	2010 AADT	Average Annual Growth Rate 1992 - 2011	1992 - 1999	2000 - 2011	2005 - 2011
9-2-9	RP 1.0	280	1.57%	3.77%	2.55%	4.48%
9-4-3	RP 11.0	100	-0.41%	-0.54%	-4.06%	-5.49%
9-4-4	RP 26.5	70	-1.49%	7.47%	-4.36%	-6.76%
44-7-5	RP 39.5	50	-2.07%	-21.67%	17.64%	-8.97%
44-8-4	RP 49.5	50	-1.15%	-3.87%	2.00%	-3.58%
Average		110	0.24%	0.45%	1.79%	-0.72%

Ambient background growth = 0.24%

S-332 Corridor
Future Traffic Volumes

- In addition to "Ambient Background Growth", additional traffic due to potential mining activities

Site	Location	Existing (2010)	Baseline (2032)	Scenario 1 (2032)	Scenario 2 (2032)	Scenario 3 (2032)
9-2-9	RP 1.0	280	295	795	2,235	1,155
9-4-3	RP 11.0	100	105	605	2,045	965
9-4-4	RP 26.5	70	74	574	2,014	934
44-7-5	RP 39.5	50	53	553	1,993	913
44-8-4	RP 49.5	50	53	553	1,993	913
Average		110	116	616	2,056	976

Uses ambient background growth = 0.24%

Depending on mining development, S-332 could realize a range of traffic volumes between 116 to 2,056 vpd

Environmental Resources

- Land Ownership
- **Soil Resources and Prime Farmland**
- Geologic Resources
- **Water Resources**
- Wetlands
- Floodplains and Floodways
- Hazardous Substances
- Air Quality
- Noise
- **Visual Resources**
- **Biological Resources**
- Vegetation
- **Cultural and Archaeological Resources**
- Social

Resources in blue are discussed in PPT

Soil Resources and Prime Farmland

- Farmland of statewide importance (~28% of study area)
- Prime farmland if irrigated (~15% of study area)

Water Resources

- Numerous crossings
- Four bridges
- Wetlands – delineated if and when a project is identified and advances

Visual Resources

- Landscape Character
- Visual Sensitivity
- Scenic Integrity
- Landscape Visibility

Biological Resources

- Fish and Wildlife
- Vegetation

Fish and Wildlife
T & E Species

- Black-footed Ferret (Listed Endangered)
- Pallid Sturgeon (Listed Endangered)
- Piping Plover (Listed Threatened, Critical Habitat)
- Interior Least Tern(Listed Endangered)
- Whooping Crane (Listed Endangered)
- Greater Sage Grouse (Candidate)
- Sprague's Pipit (Candidate)

Fish and Wildlife
Montana Species of Concern

- Birds
  - Twelve species identified
- Fish
  - Eleven species identified
- Invertebrates
  - Sixteen species identified
- Mammals
  - Six species identified
- Reptiles
  - Six species identified

Cultural and Archaeological Resources

- Twelve Mile Dam Fishing Access – 4(f) and 6(f)
- Pumpkin Creek Ranch Recreational Area – 4(f)
- Tongue / Yellowstone River Irrigation District Canal – 4(f)

Next Steps

- Continue study coordination and outreach
- Finalize environmental scan
- Finalize existing and projected conditions report
- Continue analysis of transportation needs
- Identify potential improvement options
- Draft corridor study report

Conclusion

- Questions, answers and/or comments?

Study website: http://www.mdt.gov/pubinvolve/tongueriver/

Study newsletters:

Study contact:

Tom Kahle
MT Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena, Montana 59620-1001
Email: tkahle@mt.gov
Tel: (406) 444-9211

MEETING MINUTES

INFORMATIONAL MEETING - NUMBER 1

DETAILS:

Location: Miles Community College, Room 106
2715 Dickinson Street
Miles City, Montana

Date: May 31, 2012

Time: 6:00 PM – 8:30 PM

MEETING NOTIFICATION:

- A press release for the meeting was prepared on May 21st.
- Display ads were posted in the Miles City Star (May 16th and 25th).
- Information about the meeting was also posted on the study website: http://mdt.mt.gov/pubinvolve/tongueriver/
- Study newsletters were sent to a total of 61 landowners within the study area boundary.
- Study newsletters were also sent to the following identified interested parties, including:
  - Bill McChesney (House District 40)
  - Eric Moore (Senate District 20)
  - Montana State Highway Patrol
  - Williston Basin Interstate Pipeline Company
  - Janice Spear (Northern Cheyenne Tribe)
  - George Luther (Arch Coal Consultant)
- Email notification was sent to those individuals on the study email list.

Meeting minutes are intended to capture the general content of meeting discussions and to document comments made by the attendees. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.

PLANNING TEAM MEMBER ATTENDANCE:

- Shane Mintz (MDT)
- Tom Roberts (MDT)
- Tom Kahle (MDT)
- Wayne Noem (MDT)
- Jerry Backlund (Custer County)
- John Hamilton (Custer County)
- Jeff Key (RPA)
- Scott Randall (RPA)

AGENDA:

The first Informational Meeting for the Tongue River Road Corridor Planning Study was held on Thursday, May 31st, 2012 at Miles Community College in Miles City. The purpose of the meeting was to inform interested parties about the scope and purpose of the corridor planning study, present the findings of the existing conditions analysis, and to solicit input on the existing conditions and concerns within the study area that may be relevant to the corridor planning effort. A study presentation was made from 6:00 to 6:45, followed by a question and answer period. The meeting ended at 8:30 PM.

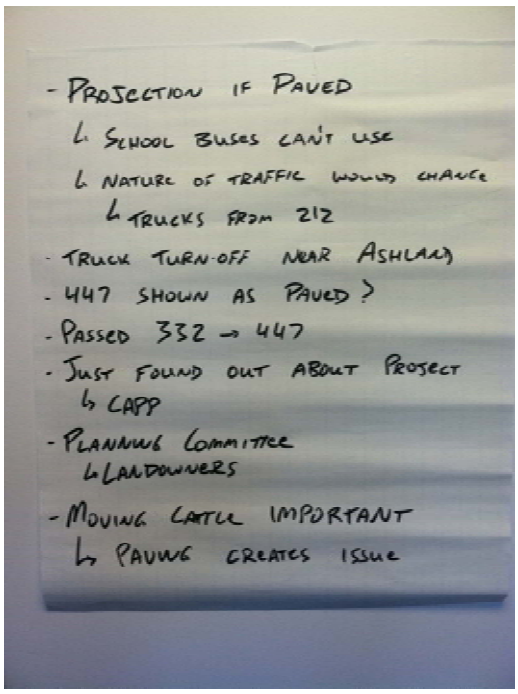
A total of 23 members of the community signed in at the meeting. Five others were present who did not sign in, bringing the estimated total attendance to over 28 individuals. This number does not include those on the Planning Team, or affiliated with MDT and RPA.

COMMENTS

A number of verbal comments were made during the open house and after the presentation. In addition, comment sheets were available for all members of the audience. A summary of the comments received during the meeting is presented below:

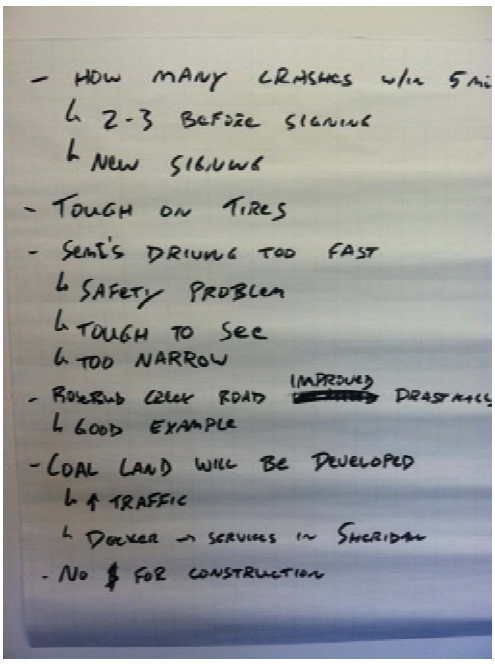
<u>Comment Sheet No. 1</u>

- A traffic projection will be needed if the road is paved to account for induced traffic.
- School buses currently can't use the road.
- The nature of traffic would change if road is paved – trucks may divert from Highway 212.
- Why is there a large truck turn-off area on S-447 just outside of Ashland?
- You maps are wrong – you show S-447 as paved and it is not.
- Why would the study stop at the intersection of S-332 /S-447 when there is a gravel section just south to the Northern Cheyenne Indian Reservation?
- I just found out about this study. You're a third into it and this is the first time the landowners have even heard of it.
- You need more landowners on your Planning Team.



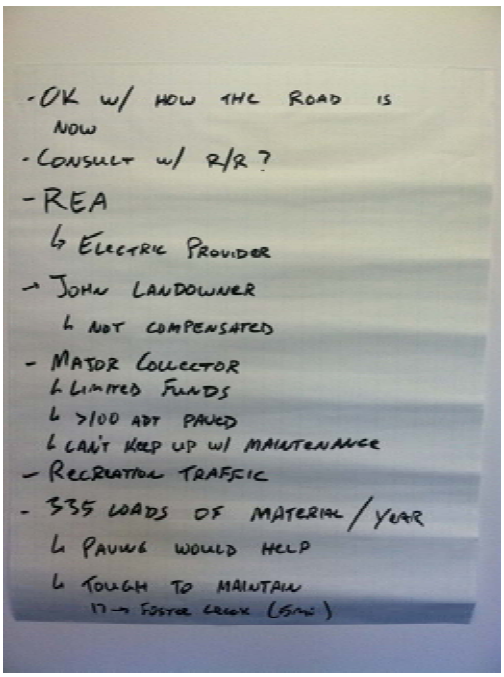
- Moving cattle is important – both along the road and across the road. Paving creates safety issues for us.

Comment Sheet No. 2



- How many crashes are within the first 5 miles?
  - *There were 2 to 3 crashes before the signing project, but the number of crashes after the new signing is unknown at this time.*
- The road is tough on our tires.
- Semi-trucks drive too fast, presenting a safety problem.
- The road can be too narrow in locations, and tough to see over hills.
- The Rosebud Creek Road was drastically improved and is a good example of the type of road needed here that stops short of paving.
- Coal land will be developed for sure. With that comes an increase in traffic. Miles City could become the center for related services much like Sheridan, Wyoming is for the Decker mining activities.
- There is no funding for actual construction improvements.

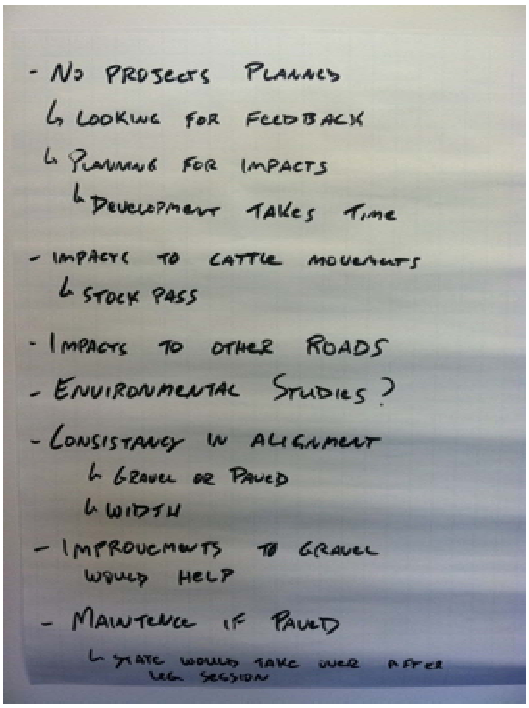
Comment Sheet No. 3



- We are okay with how the road is now.
- Have you consulted with the Tongue River Railroad group?
- You should consult with the Rosebud Electric Cooperative (REA) that provides utilities in the area.
- You need more landowner participation on your Planning Team. Maybe they should be compensated for their participation.
- The road is defined as a major collector according to the County(s). For that classification, County standards suggest that greater than 100 ADT would be paved. Because of limited funds at the local level, there is difficulty in keeping up with all the needed maintenance.
- There is recreational traffic along the roadway.
- Adjacent landowner generates 335 semi-truck loads of material per year. Paving would help him haul his product and reduce "wear and tear" on vehicles. The corridor area in most need of improvement seems to be near Foster Creek, for about 5 miles past the end of pavement.

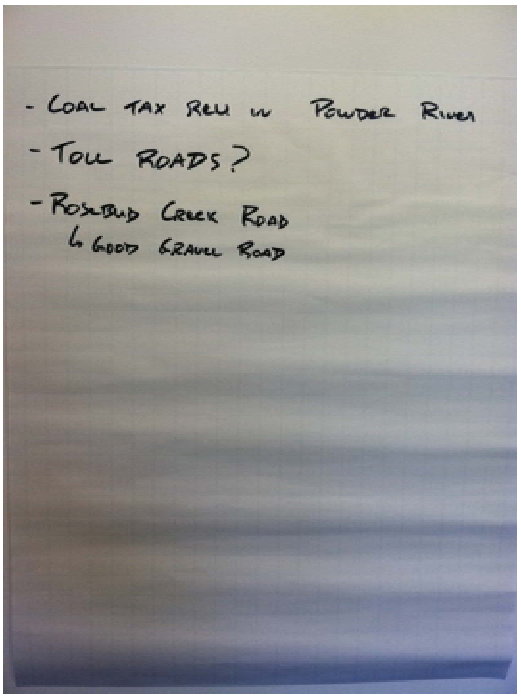
Comment Sheet No. 4

- There are no projects planned at the present time – looking for feedback.
- the desire is to plan for impacts before they occur. Areas around Sidney and Culbertson were cited as examples of how quickly impacts can occur.
- Concern was expressed over impacts to cattle operations and movement of cattle across the road if paved. Are stockpasses an option in the future?
- What about impacts to other roads (i.e. induced traffic if the road is paved)?
- When will detailed environmental studies be available?
- Highway consistency in alignment, especially width, would be desirable. Consistency in surfacing type, whether all gravel or all asphalt pavement, is important.
- Improvements to gravel surfacing, at a minimum, would help.
- Who would maintain the road if it was all paved?
- State would take over maintenance after legislative session.



Comment Sheet No. 5

- Major coal tax revenue was generated for the State and Local governments with developments in the Powder River Basin. Coal money could be available for road improvements in this area as a result of Otter Creek coal development.
- Are toll roads a potential funding mechanism in the state of Montana?
  - *This comment was not correlated to the Tongue River Road, but rather a general funding question.*
- Rosebud Creek Road is a good example of a gravel road.



The meeting concluded at 8:30 PM. Sign-in sheets from the informational meeting are attached.

MDT

TONGUE RIVER ROAD (S-332) – Corridor Planning Study

SIGN – IN SHEET

INFORMATIONAL MEETING NO. 1 – May 31, 2012

Name	Address	Email
Scott Randall	825 Custer Helena MT 59601	Scottr@rpa-hln.com
Wally McKee	5607 Rosebud Ck. Forsyth 59327	
M. Thomas Roberts	MDT Main & Chief - Miles City Division	troberts@mt.gov
MAURICE FELTON	591 BRANDENBERG RD MILES CITY	
Kathy Felton	591 Brandenberg Rd Miles City	farlady@rangeweb.net
Les Hirsch	1840 Tongue River Rd. Miles City	lyhdmh@yahoo.com
Cat Helm	40 Helm Scenic Cir. Miles Ct	
Gerhard Helm	40 Helm Scenic Circle MC MT	
Vicki Hamilton	7207 Tongue River Rd MC	vhamilton@co.custer.mt.us
Kelly Radue	2886 Tongue River Rd, MC	KCR@rangeweb.net
Karen Stevenson	PO Box 1176 MC	karen.stevenson71@gmail.com
Cathy Byron	Box 109 Forsyth MT 59327	ammabyron@hotmail.com
Debra Fix	1198 Tongue River Rd 59301	mfix@rangeweb.net

MDT

TONGUE RIVER ROAD (S-332) – Corridor Planning Study

SIGN – IN SHEET

INFORMATIONAL MEETING NO. 1 – May 31, 2012

Name	Address	Email
Jeff Key	875 Custer Helena MT 59601	JEFF.Key@RPA-HLN.com
Keith Holmlund	84 Sam Leo Rd Miles City 59301	K.holmlund@co.custer.mt.us
Clint McRae	3633 Rosebud Cir. Rd Forsyth, MT 59327	
Mike Coryell	110 New Ave, Miles City	milesecon@midrivers.com
Jerry Backlund	603 Eichler, Miles City, MT.	jsback@midrivers.com
Janis Spear	N Cheyenne	janis.spear@cheyennenation.com
Lincoln Begay	316 W. 26th Billings 59101 MT	Lincoln.Begay@BIA.Gov
Sam Windy Boy	316 N. 26th Billings 59101 MT	Sam.WindyBoy@bia.gov
Jaimi Balsam	P.O. Box 1935, Colstrip, MT 59323	sbdc@bhwi.net
John Hamilton	7207 Tongue River Rd MC 59301	—
Cynthia Radue	2886 Tongue River Rd. MC 59301	kcr@rangeweb.net
Bill McChesney	316 Missouri Miles City	

News News News

interested parties. This analysis will feed into any future environmental process if a project is forwarded from the study.

Participation is a very important part of the process, and citizens are encouraged to attend the meeting and participate. Opinion, comments and concerns may be submitted in writing at the meeting, by mail to Tom Kahle, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at

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

Please indicate comments are for the Tongue River Road Corridor Planning Study. MDT will collect and consider all comments to better understand the potential issues and concerns within the Tongue River Road corridor.

Future announcements will be made prior to all events through the local media and the study mailing list. Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Jeff Key at jeff.key@rpa-hln.com

A study website has been developed and can be accessed at

www.mdt.mt.gov/pubinvolve/tongueriver/

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 Jeff Key at (406) 447-5000 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: Tongue River Road Corridor Planning Study
Custer and Rosebud counties

News News News

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Informational Meeting

Discuss Tongue River Road Corridor Planning Study

Wednesday, July 18, 2012 6:00 p.m.

St. Labre Indian School, Auditorium

1000 Tongue River Rd. Ashland, MT

This meeting is identical in format & content to the meeting previously held on May 31, 2012, in Miles City, MT.

The Montana Department of Transportation (MDT) will discuss the corridor study that begins 10 miles south of Miles City (RP 0.0) and ends two miles north of the Northern Cheyenne Indian Reservation along Tongue River Road (RP 50.4). The study will identify potential improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development / environmental review, if any, based on need and funding availability. The Tongue River Road Corridor Planning Study is a planning-level study and is not a design or construction project.The purpose of the meeting is to inform interested parties about the scope and purpose of the planning study, present the initial findings of the existing conditions analysis, and to solicit input on the existing conditions and issues within the study area that may be relevant to the planning effort.

The meeting is open to the public and the public is encouraged to attend. 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 Jeff Key at (406) 447-5000 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 Tom Kahle, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at
www.mdt.mt.gov/mdt/comment_form.shtml
Please indicate comments are for Tongue River Road Corridor Planning Study

Informational Meeting*

TONGUE RIVER ROAD (S-332)

Corridor Planning Study

Wednesday, July 18, 2012 (6:00 PM)

St. Labre Indian School Auditorium
1000 Tongue River Road
Ashland, MT

The Montana Department of Transportation (MDT) will discuss the corridor study that begins 10 miles south of Miles City (RP 0.0) and ends two miles north of the Northern Cheyenne Indian Reservation along Tongue River Road (RP 50.4).

The Tongue River Road Corridor Planning Study is a planning-level study and is not a design or construction project.

The purpose of the meeting is to inform interested parties about the scope and purpose of the planning study, present the initial findings of the existing conditions analysis, and to solicit input on the existing conditions and issues within the study area that may be relevant to the planning effort.

Check out the Study Website for more information:

www.mdt.mt.gov/pubinvolve/tongueriver

MONTANA MDT DEPARTMENT OF TRANSPORTATION

**** This meeting is identical in format & content to the meeting previously held on May 31, 2012, in Miles City, MT.***

FOR QUESTIONS CONTACT:
Jeff Key, PE
RPA Project Manager
(406) 447-5000
Jeff.key@rpa-hln.com

The MDT and RPA attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this project. Alternative accessible formats of this information will be provided upon request. For further information call (406) 447-5000 or TTY (800) 355-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to any scheduled meetings and/or other activities.

SIGN – IN SHEET

INFORMATIONAL MEETING NO. 2 – July 18, 2012

Name	Address	Email
JIM ATCHISON	PO BOX 1935 COLSTRIP, MT	semdc@bhwi.net
LARRY CADY	PO BOX 414 Ashland MT	lcady@stlabor.org

Existing Conditions - Key Findings

Environmental Considerations

Prime Farmland

- Approximately 28% of the study area is designated as farmland of statewide importance.
- Approximately 15% of the study area is designated as prime farmland if irrigated.

Water Resources

- Tongue River is located within the study area.
- Numerous tributaries to the Tongue River exist within the study area.

Wetlands

- Wetlands associated with the Tongue River and associated drainages are located intermittently within the study area.

Hazardous Substances

- There are five abandoned mine sites within the study area.

Fish and Wildlife

- Seven endangered, threatened, proposed, or candidate species are listed for Custer and Rosebud Counties.
- 39 species of concern for Custer County and 47 species of concern for Rosebud County were listed.

Vegetation

- No endangered, threatened, proposed, or candidate plant species are expected to occur within the study area.
- Nine plant species of concern for Custer County and eleven for Rosebud County were listed.

Cultural and Archaeological Resources

- Numerous cultural resources are known to exist within the study area.
- Three 4(f) and one 6(f) resources are located within the study area.

Existing Conditions - Key Findings

Transportation System

Surfacing

- Longitudinal and transverse cracking in the asphalt surfacing (RP 0.0 to RP 17.7).
- Evidence of asphalt failure due to recent slides at intermittent locations.
- Gravel surfacing from RP 17.7 to RP 50.4. in fair condition.

Drainage

- Nine locations with evidence of recent slides indicating potential drainage issues.
- Four existing bridges with no drainage issues noted.

Horizontal Alignment

- Seven horizontal curves do not meet current standards.

Vertical Alignment

- 46 vertical curves were estimated to not meet current standards.
- Nine locations have grades that were estimated to not meet current standards.

Roadside Clear Zones (i.e. horizontal clearance)

- 22 locations were estimated to have clear zones that do not meet current standards based on field review.

Access Points

- Three public approaches do not meet current standards based on intersection angles.
- Nine private approaches do not meet current standards based on intersection angles.

Pre-NEPA/MEPA Planning Studies

- Are not a NEPA/MEPA Study or Environmental Review
- Are not a Preliminary Engineering or Final Design Report
- Are not a Construction or Maintenance Project
- Are not a Right of Way Acquisition Project

NEPA - National Environmental Policy Act
MEPA - Montana Environmental Policy Act

Pre-NEPA/MEPA Planning Studies

- Are based on existing social, economic, environmental and roadway data and available reports
- Are a "high level scan" of the study area
- Define transportation issues/areas of concern
- Consider social, economic and environmental constraints at an early stage
- Identify and prioritize cost-effective and feasible strategies
- Provide opportunities for early and continuous community involvement

NEPA - National Environmental Policy Act
MEPA - Montana Environmental Policy Act

PHOTOS

LOOKING NORTHEAST AT INTERSECTION OF MT-59 AND S-332 (RP 0.10)

12 MILE DAM FISHING ACCESS SITE ACCESS (RP 1.07)

PUMPKIN CREEK RANCH ACCESS TO S-332 (RP 4.08)

LOOKING NORTHEAST IN GRAVEL SECTION (RP 26.04)

ON ALIGNMENT LOOKING SOUTH (RP 13.0)

TRUCK ACTIVITY ON PAVED SECTION LOOKING NORTHEAST (RP 8.00)

PHOTOS

LOOKING SOUTH ON ALIGNMENT AT BRIDGE OVER PUMPKIN CREEK (RP 0.96)

REPAIRED SLIDE AREA LOOKING NORTH (RP 3.70)

END OF PAVEMENT / GRAVEL SECTIONS LOOKING NORTHEAST (RP 17.70)

REPAIRED SLIDE AREA IN GRAVEL SECTION (RP 26.22)

LOOKING NORTHEAST ON ALIGNMENT IN GRAVEL SECTION (RP 32.08)

LOOKING EAST IN GRAVEL SECTION NEAR STATION (RP 32.7)

PHOTOS

LOOKING NORTHEAST NEAR COUNTY LINE (RP 37.25)

LOOKING EAST AT TONGUE RIVER BRIDGE (RP 39.65)

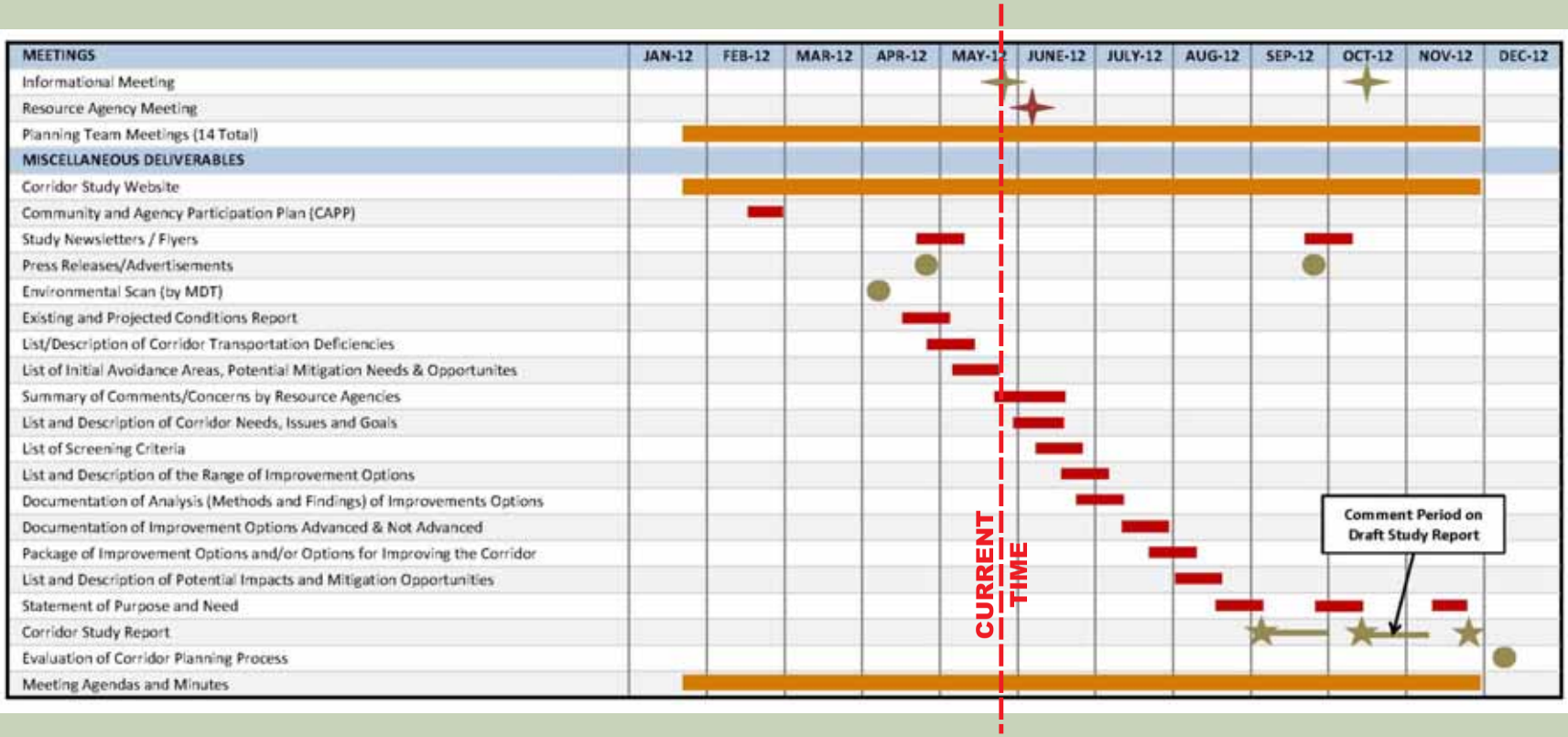
BEGINNING OF “S-CURVES” WEST OF TONGUE RIVER BRIDGE (RP 40.40)

ON ALIGNMENT LOOKING NORTH (RP 42.90)

BRIDGE ACROSS UNNAMED DRAINAGE LOOKING NORTHEAST (RP 47.70)

LOOKING NORTH AT INTERSECTION OF S-447 / S-332

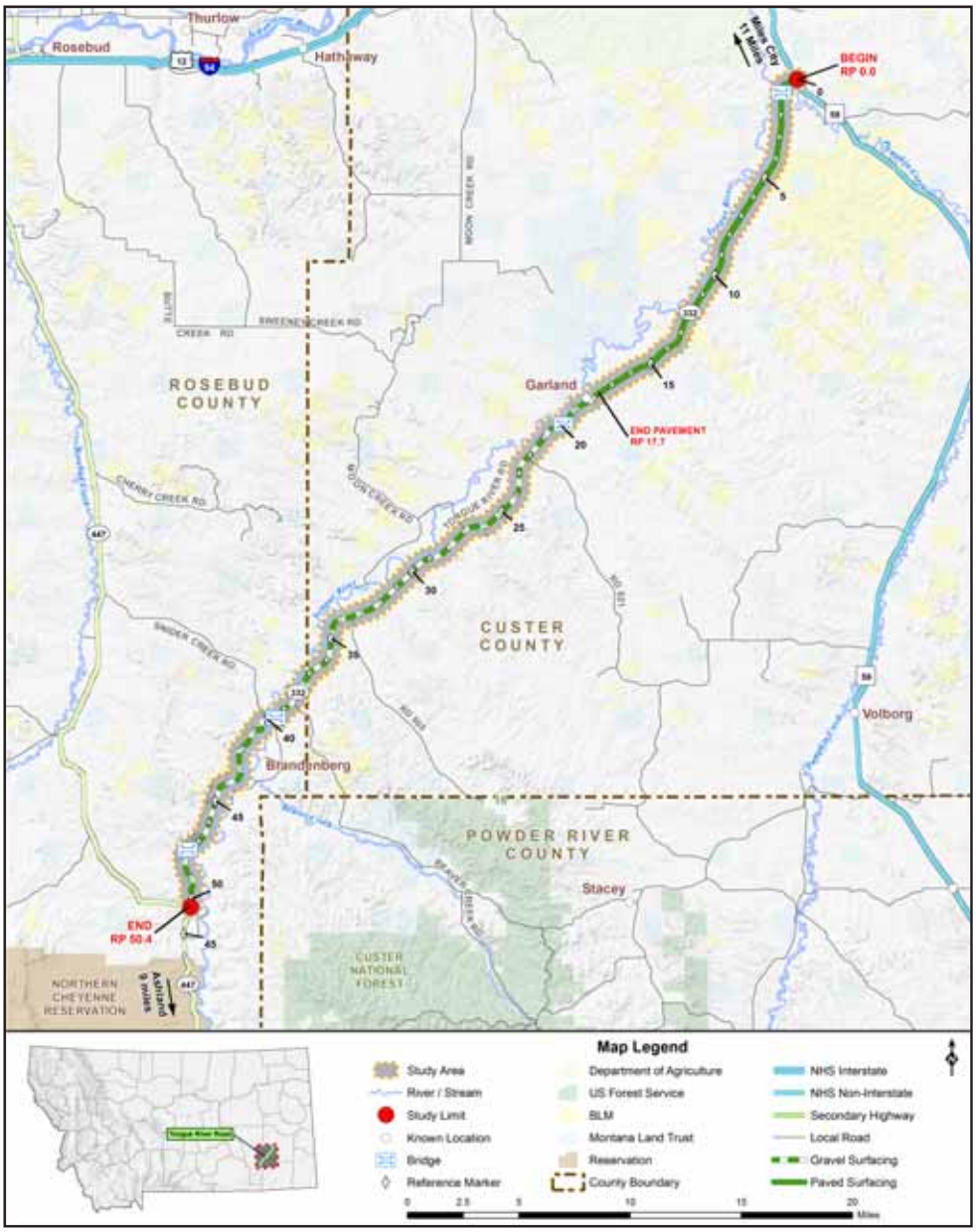
Study Schedule



INFORMATIONAL MEETING

TONGUE RIVER ROAD (S-332) – Corridor Planning Study

Study Area Boundary



MONTANA MDT DEPARTMENT OF TRANSPORTATION

Montana Department of Transportation
Helena, Montana

May 31, 2012

INFORMATIONAL MEETING #1

TONGUE RIVER ROAD (S-332) – Corridor Planning Study

WELCOME

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Montana Department of Transportation
Helena, Montana

Tongue River Road

Corridor Planning Study

Informational Meeting No. 2

July 18th, 2012

Introduction

- Introduction of local officials
- Partners
  - Custer County
  - Rosebud County
  - MDT
  - FHWA
- Planning team members in attendance
- Consultant team

Outline of this Evening's Meeting

- What is a corridor planning study?
- Study area boundary
- Study schedule
- Identified interested parties
- Existing conditions in the corridor
- Next steps & conclusion

What is a Corridor Planning Study?

- Corridor planning studies:
  - Are a "high level scan"
  - Define transportation issues/areas of concern
  - Consider social, economic and environmental effects at an early stage
  - Identify and prioritize cost-effective and feasible strategies
  - Provide a level of analysis that can support informed and sustainable decisions
  - Provide opportunities for early and continuous involvement

What is a Corridor Planning Study?

- Corridor planning 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

Goals and Purpose

- Engage constituents early!
- Identify constraints
- Identify needs and objectives
- Identify short-range and long-range improvements
- Develop planning level cost estimates
- Develop information and data to be forwarded into the environmental process if a project moves forward from the study

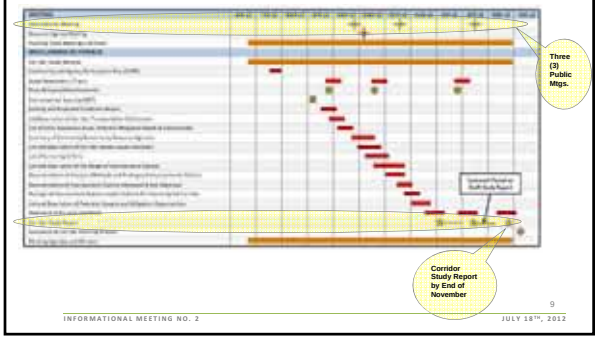
Study Area Boundary

- State Secondary Route 332 (S-332)
- Between MT-59 and S-447
- 50.4 miles in length

Tongue River Railroad (TRR)

- This study is not related to the TRR
- Sole focus on S-332

Study Schedule



Public Involvement Activities

- Three informational meetings
- Presentations and outreach to interested parties, stakeholders, resource agencies and land owners as warranted
- Study newsletters
- Website/toll free line
- Informal meetings

Identified Interested Parties

- Bill McChesney (House District 40)
- Eric Moore (Senate District 20)
- Montana State Highway Patrol
- Landowners in the Corridor
- Williston Basin Interstate Pipeline Company
- Northern Cheyenne Tribe
- Arch Coal

S-332 Corridor
Context

- Functionally classified as a Rural Collector
- Posted speeds vary between 45 mph and 70 mph
- Serves multiple uses
  - Local traffic
  - Recreational traffic
  - Farm-to-market agricultural traffic
  - Horses / horse-and-buggies
  - Mining related traffic

S-332 Corridor
Physical Characteristics

- Two-lane roadway
- Asphalt surfacing – first 17.7 miles
- Gravel surfacing – remaining 32.7 miles
- 147 access points, of which 10 are "public" approaches
- Constructed or improved at various times (as early as 1930 and as recently as 1998)
  - Emergency slide repairs in 2011

S-332 Corridor
Traffic Data

- Ranges from 280 vehicles per day (vpd) near Miles City to 50 vpd near Ashland (2010 counts)

Site	Loc.	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
9-2-9	RP 1.0	190	170	180	260	180	140	270	250	180	190
9-4-3	RP 11.0	140	150	90	80	80	160	180	90	110	130
9-4-4	RP 26.5	70	90	(a)	(a)	80	210	100	110	90	110
44-7-5	RP 39.5	100	100	70	90	(a)	90	40	10	(a)	(a)
44-8-4	RP 49.5	60	100	60	60	(a)	60	90	40	(a)	40

Site	Loc.	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
9-2-9	RP 1.0	190	290	220	(a)	220	230	220	220	280	(a)
9-4-3	RP 11.0	160	210	150	150	120	100	100	100	100	100
9-4-4	RP 26.5	100	140	100	130	90	70	70	70	70	80
44-7-5	RP 39.5	20	20	30	(a)	80	70	70	70	50	(a)
44-8-4	RP 49.5	70	30	90	(a)	60	60	60	60	50	(a)

Year 2010 Volumes Highest Near Miles City

S-332 Corridor
Roadway Geometrics - Horizontal

- Corridor consists of both level and rolling terrain
- Seven horizontal curves do not meet current standards

Reverse curves just west of Tongue River Bridge

RP	Element	Value (ft)
39.52	Radius	955
40.23	Radius	350
40.66	Radius	300
40.98	Radius	350
42.21	Radius	500
42.97	Radius	500
44.37	Radius	1,000

S-332 Corridor
Roadway Geometrics - Vertical

- Grades
  - Nine areas have vertical grades greater than 5.0% (exceeds current standards)
  - Of the nine, two have grades greater than 7.0%
- Curves
  - Thirty-four curves do not meet current standards
  - Of the 34, 13 curves do not meet current standards for stopping sight distance (SSD)
    - An additional 12 locations are estimated to not meet SSD

S-332 Corridor
Roadway Geometrics – Clear Zone

- Seven slide areas

Slide Area (note pavement edge)

- Fourteen steep fill slopes

Steep fill slope

S-332 Corridor
Roadway Geometrics - Widths

- Determined from MDT's 2011 Montana Road Log
  - Surface width, lane width, shoulder width, surfacing thickness, and base thickness

Begin RP	End RP	Lanes	Width			Surfacing
			Surface	Lane	Shoulder	
0.0	5.7	2	26	12	1	Asphalt
5.7	12.2	2	32	12	4	Asphalt
12.2	17.7	2	24	12	0	Asphalt
17.7	20.0	2	28	10	4	Gravel
39.6	41.0	2	32	12	4	Gravel
41.0	44.7	2	26	9	4	Gravel
44.7	50.4	2	28	10	4	Gravel

Widths Are Of Interest

S-332 Corridor
Access Points

Begin RP	End RP	Length (mi)	Access Points	Density (Access / mi)	< 60° Angle	Public Approach Access Points	Public Approach < 60° Angle
0.0	6.0	6.0	27	4.5	1	3	0
6.0	12.0	6.0	26	4.3	1	0	0
12.0	17.7	5.7	15	2.6	0	0	0
17.7	24.0	6.3	20	3.2	3	1	1
24.0	31.0	7.0	7	1.0	0	1	0
31.0	37.2	6.2	20	3.2	2	1	0
37.2	44.0	6.8	21	3.1	5	3	2
44.0	50.4	6.4	11	1.7	0	1	0
Total		50.4	147	2.9	12	10	3

S-332 Corridor
Bridge Crossings

- Four bridge crossings
  - RP 1.02 (Pumpkin Creek)
  - RP 19.87 (Foster Creek)
  - RP 39.61 (Tongue River)
  - RP 47.80 (Roe and Cooper Creek)

None of the bridges are structurally deficient or functionally obsolete

S-332 Corridor
Safety (Reported Crashes)

- For period between January 1, 2001 and December 31, 2010
- 18 total reported crashes
  - All single-vehicle; 6 involved wild or domestic animal; one fatal crash

Crash Data	Crash Rate (per MVM)	Crash Severity Index	Crash Severity Rate (per MVM)
S-332	0.86	1.94	1.67
Statewide Secondary – Rural	1.40	2.25	3.17
Percent Difference	-38.6%	-13.8%	-47.3%

MVM = million-vehicle-miles

S-332 Corridor
Future Traffic Volumes

- Average Annual Growth Rate (AAGR)
- 20 years ahead – look 20 years back…..

Site	Location	2010 AADT	Average Annual Growth Rate 1992 - 2011	1992 - 1999	2000 - 2011	2005 - 2011
9-2-9	RP 1.0	280	1.57%	3.77%	2.55%	4.48%
9-4-3	RP 11.0	100	-0.41%	-0.54%	-4.06%	-5.49%
9-4-4	RP 26.5	70	-1.49%	7.47%	-4.36%	-6.76%
44-7-5	RP 39.5	50	-2.07%	-21.67%	17.64%	-8.97%
44-8-4	RP 49.5	50	-1.15%	-3.87%	2.00%	-3.58%
Average		110	0.24%	0.45%	1.79%	-0.72%

Ambient background growth = 0.24%

S-332 Corridor
Future Traffic Volumes

- In addition to "Ambient Background Growth", additional traffic due to potential mining activities

Site	Location	Existing (2010)	Baseline (2032)	Scenario 1 (2032)	Scenario 2 (2032)	Scenario 3 (2032)
9-2-9	RP 1.0	280	295	795	2,235	1,155
9-4-3	RP 11.0	100	105	605	2,045	965
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Average		110	116	616	2,056	976

Uses ambient background growth = 0.24%

Depending on mining development, S-332 could realize a range of traffic volumes between 116 to 2,056 vpd

Environmental Resources

- Land Ownership
- **Soil Resources and Prime Farmland**
- Geologic Resources
- **Water Resources**
- Wetlands
- Floodplains and Floodways
- Hazardous Substances
- Air Quality
- Noise
- **Visual Resources**
- **Biological Resources**
- Vegetation
- **Cultural and Archaeological Resources**
- Social

Resources in blue are discussed in PPT

Soil Resources and Prime Farmland

- Farmland of statewide importance (~28% of study area)
- Prime farmland if irrigated (~15% of study area)

Water Resources

- Numerous crossings
- Four bridges
- Wetlands – delineated if and when a project is identified and advances

Visual Resources

- Landscape Character
- Visual Sensitivity
- Scenic Integrity
- Landscape Visibility

Biological Resources

- Fish and Wildlife
- Vegetation

Fish and Wildlife
T & E Species

- Black-footed Ferret (Listed Endangered)
- Pallid Sturgeon (Listed Endangered)
- Piping Plover (Listed Threatened, Critical Habitat)
- Interior Least Tern(Listed Endangered)
- Whooping Crane (Listed Endangered)
- Greater Sage Grouse (Candidate)
- Sprague's Pipit (Candidate)

Fish and Wildlife
Montana Species of Concern

- Birds
  - Twelve species identified
- Fish
  - Eleven species identified
- Invertebrates
  - Sixteen species identified
- Mammals
  - Six species identified
- Reptiles
  - Six species identified

Cultural and Archaeological Resources

- Twelve Mile Dam Fishing Access – 4(f) and 6(f)
- Pumpkin Creek Ranch Recreational Area – 4(f)
- Tongue / Yellowstone River Irrigation District Canal – 4(f)

Next Steps

- Continue study coordination and outreach
- Finalize environmental scan
- Finalize existing and projected conditions report
- Continue analysis of transportation needs
- Identify potential improvement options
- Draft corridor study report

Conclusion

- Questions, answers and/or comments?

Study website: http://www.mdt.gov/pubinvolve/tongueriver/

Study newsletters:

Study contact:

Tom Kahle
MT Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena, Montana 59620-1001
Email: tkahle@mt.gov
Tel: (406) 444-9211

MEETING MINUTES

INFORMATIONAL MEETING - NUMBER 2

DETAILS:

Location: St. Labre Indian School (Auditorium)
1000 Tongue River Road
Ashland, Montana

Date: July 18, 2012

Time: 6:00 PM – 7:30 PM

MEETING NOTIFICATION:

- A press release for the meeting was sent to various media outlets on July 9th.
- Display ads were posted in the *Broadus Powder River Examiner* and the *Forsyth Independent Press* (June 28th and July 12th).
- Information about the meeting was also posted on the study website: http://mdt.mt.gov/pubinvolve/tongueriver/
- Flyer's (11" x 17") were posted at various locations in Lame Deer and Ashland by Janice Spear, Northern Cheyenne tribal transportation planner.
- Email notification was sent to those individuals on the study email list.

PLANNING TEAM MEMBER ATTENDANCE:

- Tom Roberts (MDT)
- Tom Kahle (MDT)
- Wayne Noem (MDT)
- Jeff Key (RPA)

Meeting minutes are intended to capture the general content of meeting discussions and to document comments made by the attendees. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.

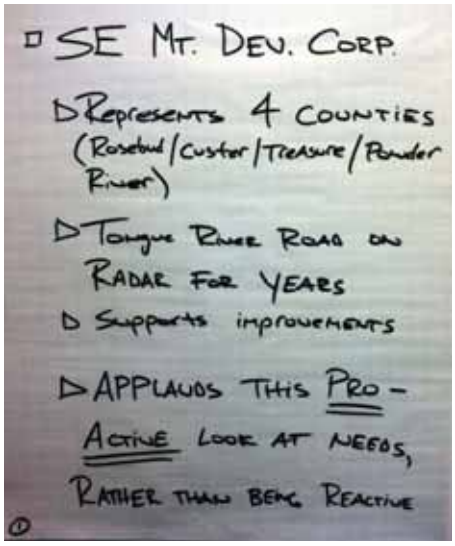
AGENDA:

The second Informational Meeting for the Tongue River Road Corridor Planning Study was held on Wednesday, July 18th, 2012 at the St. Labre Indian School Auditorium in Ashland. The purpose of the meeting was to inform interested parties about the scope and purpose of the corridor planning study, present the findings of the existing conditions analysis, and to solicit input on the existing conditions and concerns within the study area that may be relevant to the corridor planning effort. A study presentation was made from 6:00 to 6:45 PM, followed by a question and answer period. The meeting ended at 7:30 PM. This additional public meeting was requested by the Northern Cheyenne Tribal Administration in hopes of reaching out to more tribal members, and those non-tribal members living in and around Ashland.

A total of 2 members of the community attended and signed in at the meeting.

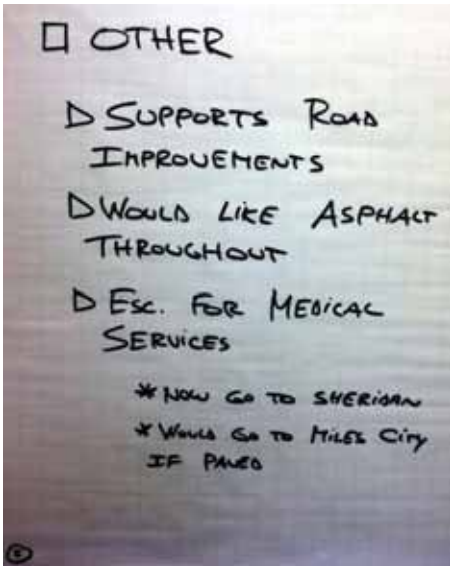
COMMENTS

A number of verbal comments were made during the open house and after the presentation. In addition, comment sheets were available for all members of the audience. A summary of the comments received during the meeting is presented below:



Comment Sheet No. 1

- Southeast Montana Development Corporation represents four Counties: Rosebud, Custer, Treasure and Powder River.
- Tongue River Road has been on their radar for years.
- Supports improvements to the road.
- Applauds the study and being pro-active, rather than waiting until impacts occur and being reactive.



Comment Sheet No. 2

- Supports road improvements.
- Would like to see pavement throughout the entire corridor.
- Primary concern is for medical services – now go to Sheridan but would go to Miles City if paved.

The meeting concluded at 7:30 PM. The sign-in sheet from the informational meeting is attached.

MDT

TONGUE RIVER ROAD (S-332) – Corridor Planning Study

SIGN – IN SHEET

INFORMATIONAL MEETING NO. 2 – July 18, 2012

Name	Address	Email
JIM ATCHISON	PO BOX 1935 COLSTRIP, MT	semdc@bhwi.net
LARRY CADY	PO BOX 414 Ashland MT	lcady@stlabor.org

May 4, 2012

NAME
ADDRESS

Subject: Invitation to Participate in S-332 Tongue River Road Corridor Planning Study

The Montana Department of Transportation (MDT) is conducting a pre-NEPA/MEPA Corridor Planning Study to determine cost-effective ways to address transportation needs within the Secondary Route 332 (S-332) corridor beginning 10 miles south of Miles City and ending two miles north of the Cheyenne Indian Reservation along Tongue River Road. Due to possible coal mining development southeast of Ashland, the potential exists for an increase in passenger and truck traffic on S-332. The study will analyze improvement options taking into consideration environmental issues and constraints, as well as technical feasibility and costs. This analysis will feed into any future NEPA/MEPA process if a project is forwarded from the study.

We would like to invite you to participate in an agency workshop for the S-332 Tongue River Road Corridor Planning Study to be held in Helena (video conferencing will also be made available for participants in Miles City). The purpose of this meeting is to introduce you to the S-332 Corridor Planning Study process and discuss your concerns regarding resources that could be affected by potential improvement options. The study area is located in Custer and Rosebud Counties, along S-332, from reference post (RP) 0.00 (MT-59 intersection) extending 50.4 miles southwest to RP 50.4 (S-447 intersection). The proposed study area is located within the following legal descriptions:

Township	Range	Sections
1S	44E	2, 3, 9, 10, 11, 15, 16, 17, 20, 21, 22, 27, 28, 33, 34
1N	44E	1, 11, 12, 13, 14, 15, 22, 21, 23, 27, 28, 32, 33, 34
1N	45E	5, 6, 7
2N	44E	36
2N	45E	1, 2, 10, 11, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 28, 29, 30, 31, 32
2N	46E	4,5,6,7
3N	46E	1, 11, 12, 13, 14, 15, 21, 22, 23, 26, 27, 28, 31, 32, 32, 34
3N	47E	5,6,7
4N	47E	1, 11, 12, 13, 14, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34
4N	48E	5, 6,7,18
5N	47E	13, 24, 25, 26, 35, 36
5N	48E	4, 5, 6, 8, 7, 17, 18, 19, 30
6N	48E	20, 21, 28, 29, 32, 33

A study area map is included with this letter, along with a CD containing the draft environmental scan. Please take a look at the study area map and identify any known resources and/or concerns within the study area. Feel free to mark the maps as you see necessary. Additional study information is available at the following website: http://mdt.mt.gov/pubinvolve/tongueriver/

We have identified **Wednesday, June 6, 2012 from 9:00 am – noon**, for the agency workshop.

A representative from the consulting firm, Robert Peccia and Associates, will be contacting you the third week of May to confirm your availability on this day. If you are unavailable to participate in this agency workshop on this day, I would appreciate if you would confer with your colleagues to identify an alternate representative who can discuss the identified and affected resources in the study area. The agency workshop will be held in MDT's Planning Conference Room A, which is located at 2960 Prospect Avenue. This is on the north side of U.S. Highway 12 and directly adjacent to Les Schwab Tires. For those located in eastern Montana, a remote location has been identified at the MDT Miles City Area Office, which is located at 217 North 4th Street.

On behalf of the planning team, we look forward to working with you on this important study to identify reasonable improvement options for the S-332 corridor. Please contact me at (406) 444-0879 if you have any questions prior to the meeting.

Thank you in advance for your agency's participation.

Tom Martin
Environmental Services Bureau Chief

Attachments

Copy: Shane Mintz, MDT
Tom Roberts, MDT
Lynn Zanto, MDT
Jim Skinner, MDT
Zia Kazimi, MDT
Tom Kahle, MDT
Jean Riley, MDT
Tom Atkins, MDT
Brian Andersen, MDT
Wayne Noem, MDT
Danielle Bolan, MDT
Bob Burkhardt, FHWA
Bill McChesney, HD 40 Representative
Jerry Backlund, Custer County Road and Bridge Department
Wayne Buck, Rosebud County Road and Bridge Department
Jerry Hamilton, Custer County Representative/Landowner
Jeff Key, Robert Peccia and Associates
Ken Leonard, Cambridge Systems
File

Distribution List:

Stephen Potts, US Environmental Protection Agency
Mike McGrath, US Fish & Wildlife Service
Todd Tillinger, US Army Corps of Engineers
Elaine Raper, Bureau of Land Management
Debbie Johnson Morford, Bureau of Land Management
Mark Aberg, MT Department of Natural Resources & Conservation Eastern Land Office
Brad Schmitz, MT Fish, Wildlife and Parks – Region 7
Kenneth Backes, MT Fish, Wildlife and Parks – Region 7
John Ensign, MT Fish, Wildlife and Parks – Region 7
Beau Downing, MT Fish, Wildlife and Parks - Headquarters
Doris Fischer, MT Fish, Wildlife and Parks - Headquarters
Allan Kuser, MT Fish, Wildlife & Parks – Headquarters
Bonnie Lovelace, MT Department of Environmental Quality
Robert Ray, MT Department of Environmental Quality
Jeff Ryan, MT Department of Environmental Quality
Mark Baumler, MT Historical Society

WORKSHOP AGENDA

RESOURCE AGENCY WORKSHOP

WORKSHOP GOALS:

This workshop will include a presentation of the *Tongue River Road Corridor Planning Study* and discussion about resource area concerns and issues located within the study area boundary. The workshop will begin promptly at 9:00 AM, and will end no later than NOON. The following items will be discussed at this resource agency workshop:

WORKSHOP AGENDA:

I. Welcome and Introductions (9:00 AM—9:15 AM)

II. Presentation about Planning Study (9:15 AM—10:00 AM)

III. Discussion about Resource Areas—Issues and Concerns (10:00 AM—?)

IV. Conclusion and Next Steps

DETAILS:

Location: HELENA
MDTCNF Planning A Conference Room
2960 Prospect Avenue

MILES CITY
MDT Miles City Area Office
217 North 4th Street

Date: June 6, 2012

Time: 9:00 AM – NOON

FOR QUESTIONS CONTACT:
Jeff Key, PE
RPA Project Manager
(406) 447-5000
Jeff.key@rpa-hln.com

The MDT and RPA attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this project. Alternative accessible formats of this information will be provided upon request. For further information call (406) 447-5000 or TTY (800) 355-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to any scheduled meetings and/or other activities.

Tongue River Road

Corridor Planning Study

Resource Agency Workshop

June 6th, 2012

Outline of Presentation

- Study Objectives
- Pre-NEPA/MEPA corridor planning studies
- Existing & projected conditions in the corridor
- Environmental conditions in the corridor
- Next steps

Purpose of this Workshop

- Introduce the *Tongue River Road Corridor Study*
- Provide an overview of pre-NEPA/MEPA Corridor Planning Process
- Solicit input from Resource Agencies regarding data gathered
  - Is the data complete?
  - Are we missing data?
  - What are the areas of concern?
  - General comments about the site conditions.

Goals and Purpose of Study

- Engage constituents early and throughout study
- Review existing conditions and identify constraints
- Identify needs and objectives
- Identify short-range and long-range improvements
- Develop planning level cost estimates

Pre-NEPA/MEPA Corridor Planning Studies

- Corridor planning studies:
  - Are a "high level scan"
  - Define transportation issues/areas of concern
  - Consider social, economic and environmental effects at an early stage
  - Identify and prioritize cost-effective and feasible strategies
  - Provide opportunities for early and continuous community involvement

What is a Corridor Planning Study?

- Corridor planning 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

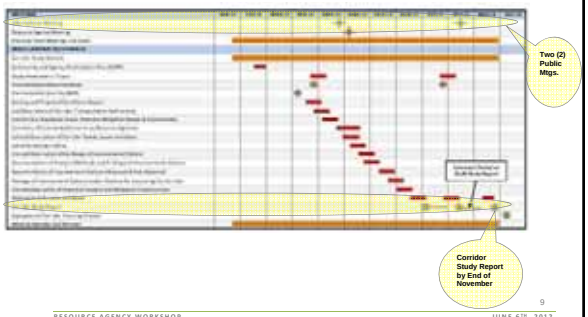
Study Area Boundary

- State Secondary Route 332 (S-332)
- Between MT-59 and S-447
- 50.4 miles in length

Tongue River Railroad (TRR)

- This study is not related to the TRR
- Sole focus on S-332

Study Schedule



Public Involvement Activities

- Two informational meetings
- Presentations and outreach to interested parties, stakeholders, resource agencies and land owners as warranted
- Study newsletters
- Website/toll free line
- Informal meetings

Identified Interested Parties

- Bill McChesney (House District 40)
- Eric Moore (Senate District 20)
- Montana State Highway Patrol
- Landowners in the Corridor
- Williston Basin Interstate Pipeline Company
- Northern Cheyenne Tribe
- Arch Coal

S-332 Corridor
Context

- Functionally classified as a Rural Collector
- Posted speeds vary between 45 mph and 70 mph
- Serves multiple uses
  - Local traffic
  - Recreational traffic
  - Farm-to-market agricultural traffic
  - Horses / horse-and-buggies
  - Mining related traffic

S-332 Corridor
Physical Characteristics

- Two-lane roadway
- Asphalt surfacing – first 17.7 miles
- Gravel surfacing – remaining 32.7 miles
- 147 access points, of which 10 are "public" approaches
- Constructed or improved at various times (as early as 1930 and as recently as 1998)
  - Emergency slide repairs in 2011

S-332 Corridor
Traffic Data

- Ranges from 280 vehicles per day (vpd) near Miles City to 50 vpd near Ashland (2010 counts)

Site	Loc.	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
9-2-9	RP 1.0	190	170	180	260	180	140	270	250	180	190
9-4-3	RP 11.0	140	150	90	80	80	160	180	90	110	130
9-4-4	RP 26.5	70	90	(a)	(a)	80	210	100	110	90	110
44-7-5	RP 39.5	100	100	70	90	(a)	90	40	10	(a)	(a)
44-8-4	RP 49.5	60	100	60	60	(a)	60	90	40	(a)	40

Site	Loc.	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
9-2-9	RP 1.0	190	290	220	(a)	220	230	220	220	280	(a)
9-4-3	RP 11.0	160	210	150	150	120	100	100	100	100	100
9-4-4	RP 26.5	100	140	100	130	90	70	70	70	70	80
44-7-5	RP 39.5	20	20	30	(a)	80	70	70	70	50	(a)
44-8-4	RP 49.5	70	30	90	(a)	60	60	60	60	50	(a)

Year 2010 Volumes Highest Near Miles City

S-332 Corridor
Roadway Geometrics - Horizontal

- Corridor consists of both level and rolling terrain
- Seven horizontal curves do not meet current standards

RP	Element	Value (ft)
39.52	Radius	955
40.23	Radius	350
40.66	Radius	300
40.98	Radius	350
42.21	Radius	500
42.97	Radius	500
44.37	Radius	1,000

Reverse curves just west of Tongue River Bridge

S-332 Corridor
Roadway Geometrics - Vertical

- Grades
  - Nine areas have vertical grades greater than 5.0% (exceeds current standards)
  - Of the nine, two have grades greater than 7.0%
- Curves
  - Thirty-four curves do not meet current standards
  - Of the 34, 13 curves do not meet current standards for stopping sight distance (SSD)
    - An additional 12 locations are estimated to not meet SSD

S-332 Corridor
Roadway Geometrics – Clear Zone

- Seven slide areas

Slide Area (note pavement edge)

- Fourteen steep fill slopes

Steep fill slope

S-332 Corridor
Roadway Geometrics - Widths

- Determined from MDT's 2011 Montana Road Log
  - Surface width, lane width, shoulder width, surfacing thickness, and base thickness

Begin RP	End RP	Lanes	Width: Surface	Width: Lane	Width: Shoulder	Surfacing
0.0	5.7	2	26	12	1	Asphalt
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Widths Are Of Interest

S-332 Corridor
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Begin RP	End RP	Length (mi)	Access Points	Density (Access / mi)	> 30° (NOTE 1)	Public Approach: Access Points	Public Approach: > 30° (NOTE 1)
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31.0	37.2	6.2	20	3.2	2	1	0
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44.0	50.4	6.4	11	1.7	0	1	0
Total		50.4	147	2.9	12	10	3

NOTE 1: Measured from perpendicular (i.e. a "Tee" approach).

S-332 Corridor
Bridge Crossings

- Four bridge crossings
  - RP 1.02 (Pumpkin Creek)
  - RP 19.87 (Foster Creek)
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None of the bridges are structurally deficient or functionally obsolete

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S-332 Corridor
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- 20 years ahead – look 20 years back…..

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Average		110	0.24%	0.45%	1.79%	-0.72%

Ambient background growth = 0.24%

S-332 Corridor
Future Traffic Volumes

- In addition to "Ambient Background Growth", additional traffic due to potential mining activities

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Uses ambient background growth = 0.24%

Depending on mining development, S-332 could realize a range of traffic volumes between 116 to 2,056 vpd

Environmental Resources

- Land Ownership
- Soil Resources and Prime Farmland
- Geologic Resources
- Water Resources
- Wetlands
- Floodplains and Floodways
- Hazardous Substances
- Air Quality
- Noise
- Visual Resources
- Biological Resources
  - Fish and Wildlife
  - Vegetation
- Cultural and Archaeological Resources
- Social

Resources in blue are discussed in PPT

Land Ownership

- Predominantly privately owned
  - Agricultural and ranch land
- Some public land
  - BLM
  - Montana State Land Trust

Soil Resources and Prime Farmland

- Farmland of statewide importance (~28% of study area)
- Prime farmland if irrigated (~15% of study area)

Geologic Resources

- S-332 traverses the alluvial terraces of the Tongue River
  - Gravel, sand, silt and clay
- Occasionally climbing onto exposed area of the Fort Union Formation
  - Sandstone, siltstone, mudstone and clay

Water Resources

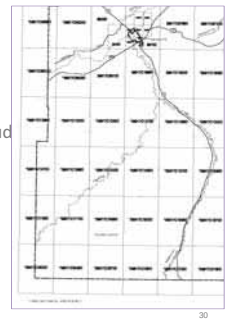
- Predominant surface waters:
  - Tongue River
  - Classified as impaired and is a section 303(d) listed waterbody
- Numerous intermittent drainages
- Numerous irrigation facilities

Wetlands

- Wetlands associated with the Tongue River and associated drainages
- If a project, or projects, advances, a wetland impact evaluation would be required

Floodplains and Floodways

- 100-Year Flood (base flood for floodplain management programs)
- If a project, or projects, advances, coordination with Custer and Rosebud Counties will be required
- Zone D
  - Areas in which flood hazards are undetermined, but possible



Hazardous Substances

- NRIS
  - No UST, LUST, remediation, landfill or NPL sites
  - Five abandoned mine sites

Air Quality

- Attainment area
  - PM-2.5
  - PM-10
  - Carbon monoxide (CO)
- Mobile Source Air Toxins (MSAT)
  - May be required if project development activities commence

Noise

- Traffic noise may need to be evaluated if a "Type I" project is developed
- A "Type I" project includes:
  - A significant shift in horizontal or vertical alignments
  - Increasing the number of through lanes
  - Increasing the traffic speeds and volume
- Noise abatement measures may be necessary if noise impacts exceed appropriated thresholds

Visual Resources

- Landscape Character
- Visual Sensitivity
- Scenic Integrity
- Landscape Visibility

Biological Resources

- Fish and Wildlife
- Vegetation

Fish and Wildlife
T & E Species

- Black-footed Ferret (Listed Endangered)
- Pallid Sturgeon (Listed Endangered)
- Piping Plover (Listed Threatened, Critical Habitat)
- Interior Least Tern(Listed Endangered)
- Whooping Crane (Listed Endangered)
- Greater Sage Grouse (Candidate)
- Sprague's Pipit (Candidate)

Fish and Wildlife
Montana Species of Concern

- Birds
  - Twelve species identified
- Fish
  - Eleven species identified
- Invertebrates
  - Sixteen species identified
- Mammals
  - Six species identified
- Reptiles
  - Six species identified

Vegetation

- Threatened and Endangered Species
  - No endangered, threatened, proposed, or candidate species
- Species of Concern
  - Nine species of concern (each) in Custer and Rosebud Counties

Cultural and Archaeological Resources

- Twelve Mile Dam Fishing Access – 4(f) and 6(f)
- Pumpkin Creek Ranch Recreational Area – 4(f)
- Tongue / Yellowstone River Irrigation District Canal – 4(f)
- Numerous "other" sites

Social

- Scan includes:
  - Population and growth statistics
  - Race and ethnic statistics
  - Employment and income statistics
- Environmental justice will need to be evaluated further during the project development process

Environmental Scan

- Draft Environmental Scan has been completed (May 2012)
- Helps provide information to develop needs and compare conceptual improvements options
  - Areas of concern?
  - Greater or lesser impacts?
  - Can impacts be avoided, minimized or mitigated – and at what cost?
  - Procedural requirements?

Next Steps

- Complete existing and projected conditions report
- Identify constraints
- Develop transportation needs and objectives
- Identify potential improvement options
  - Short-range and long-range
- Draft Planning Study Report

Conclusion

- Questions, answers and/or comments?

Study website: http://www.mdt.gov/pubinvolve/tongueriver/

Study newsletters:

Study contact:

Tom Kahle
MT Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena, Montana 59620-1001
Email: tkahle@mt.gov
Tel: (406) 444-9211

MEETING MINUTES

RESOURCE AGENCY WORKSHOP

DETAILS:

Location: Helena – MDTCNF Planning A Conference Room
2960 Prospect Avenue

Miles City – MDT Miles City Area Office
217 North 4th Street

Date: June 6, 2012
Time: 9:00 AM – 10:30APM

ATTENDANCE:

- Tom Kahle (MDT)
- Wayne Noem (MDT)
- Jean Riley (MDT)
- Jeff Ryan (MDEQ)
- Stephen Potts (EPA)*
- Beau Downing (MFWP)
- Mike Backes (MFWP)**
- Mike McGrath (USFWS)
- Shannon Johnson (USACE)**
- Dalice Landers (BLM)**
- Jerry Backlund (Custer County)**
- Marilyn Gedrose (MDT)**
- Larry Sickerson (MDT)
- Jeff Key (RPA)
- Trisha Bodlovic (RPA)
- Ken Leonard (CS)*

** Denotes call-in // ** Denotes participation at MDT Miles City Area Office*

AGENDA:

The resource agency workshop for the *Tongue River Road Corridor Planning Study* was held on Wednesday, June 6th, 2012. The purpose of the workshop was to present the study to the resource agencies, and to review and discuss known resources within the environmental scan boundary. The meeting began at 9:00 AM and ended at 10:30 AM.

Meeting minutes are intended to capture the general content of meeting discussions and to document decisions. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.

WELCOME AND INTRODUCTIONS

Jeff Key provided a welcome and made opening remarks for the resource agency workshop. Introductions for individuals present and for those calling in were made.

WORKSHOP PRESENTATION

Jeff Key gave a presentation about the planning study and known resources within the environmental scan boundary. The primary focus of the meeting was to ensure that the information captured in the *Environmental Scan* was accurate and that any additional information or concerns from the resource agencies were addressed.

The following comments and questions were made during the meeting:

- Culverts throughout the corridor must allow for fish passage, even in intermittent drainages. Although there may be no documented fisheries in these drainages, during periods were there is water, fish will use these drainages. Culverts should be installed that can perpetuate these seasonal flows. (Beau Downing)
- All tributaries within 2 miles of the Tongue River are potentially utilized by fish species (Mike McGrath)
- Culverts should be sized at least to a bankfull dimension. Culverts that serve perennial flows definitely need to be designed to provide not only fish passage, but also other aquatic organism passage (AOP). Culverts that serve flows that may only be seasonal still need to consider the same design features as perennial flows. (Jeff Ryan)
- When cultural resource studies occur, there needs to be tribal consultation. (Shannon Johnson)
    - *The tribe has requested a presentation on the planning study. (Jeff Key)*
- Although the pallid sturgeon has not been recorded in the Tongue River in this area, junior pallid sturgeon will use the Tongue River near Miles City. The Tongue River historically was used by adult pallid sturgeons. (Mike McGrath)
- A deadline for comments from the resource agencies is needed. (Jean Riley)
    - *Resource agencies need to get written comments to Tom Kahle within 2 weeks in order to get them incorporated into the Environmental Scan and the Existing and Projected Conditions Report. (Jeff Key)*
- If projects are identified and advanced, special attention should be made to candidate species in the area, specifically the Sprague's pipet and sage grouse. An analysis to assess potential impacts to wildlife with the occurrence of mining development will be required. (Mike McGrath)
- Any future projects should avoid or minimize impacts and encroachments to streams and wetlands. MDT should be sure to contact MDEQ staff with TMDL during any project(s) development and submit road plans to MDEQ. (Stephen Potts)
- The planning level cost estimates generated for identified projects should be as accurate as possible. Any side costs due to mitigation needs should be added up-front and included in the cost estimates. (Larry Sickerson)
    - *In past corridor studies, planning cost estimates have included construction costs and contingencies, but did not include right-of-way, preliminary design, and other costs. The cost*

estimates will rely on representative projects that have been completed in the area, and a fairly robust contingency applied to the total cost. (Jeff Key)

- It should be noted in the environmental scan that most animal/vehicle collisions are unreported in the study area. (Larry Sickerson)
- There will be a desire for structures to be in place to protect wildlife due to the sensitivity of the area. (Jeff Ryan)
- Per MDEQ 401 certification general conditions of the Army Corps 404 permits, bridge deck drainage needs to be directed to the ends of the bridge rather than directly into the state water they span. In addition to that, where practicable, this drainage needs to be directed to a detention basin instead of direct discharge into state waters. Bridge length should span as much of the floodplain as practicable. (Jeff Ryan)
- The drainage in ditches along the highway that is directed to state waters should also be directed to detention basin(s) before discharge into state waters. (Jeff Ryan)

The meeting ended at 10:30 AM.

TONGUE RIVER ROAD (S-332)

Corridor Planning Study

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Study Description

The Montana Department of Transportation (MDT), in partnership with Custer and Rosebud Counties, is conducting a *Corridor Planning Study* of Secondary Route 332 (S-332), known locally as "Tongue River Road". S-332 is functionally classified as a rural major collector on the Secondary Highway System. S-332 serves as a north-south corridor between Miles City and Ashland that roughly parallels the Tongue River, passing through rolling terrain that consists of farm and ranch land.

The purpose of the study is to determine financially feasible improvement options to address safety and geometrical concerns within the transportation corridor based on needs presented by the community, the study partners, and resource agencies. Due to possible coal mining development southeast of Ashland, the potential exists for an increase in passenger and truck traffic on S-332.

The study will include a comprehensive package of short- and long-term recommendations intended to address the transportation needs of the corridor over the planning horizon (year 2032), with particular attention given to the next 5 to 10 years. These recommendations will assist the study partners in targeting the most critical needs and appropriate allocation of resources.

What is a Corridor Planning Study?

A *Corridor Planning Study* is a planning-level assessment of the study area occurring before conducting project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA / MEPA). The study involves early communication with interested parties to help identify needs, constraints, and opportunities for a corridor and to help determine if there are implementable improvements given available resources and local support.

The *Corridor Planning Study* is developed strictly as a planning project and not a design or construction project. The study is designed to help facilitate a smooth and efficient transition from transportation planning to project development/ environmental review if a project is forwarded from the study.

Informational Meeting #1

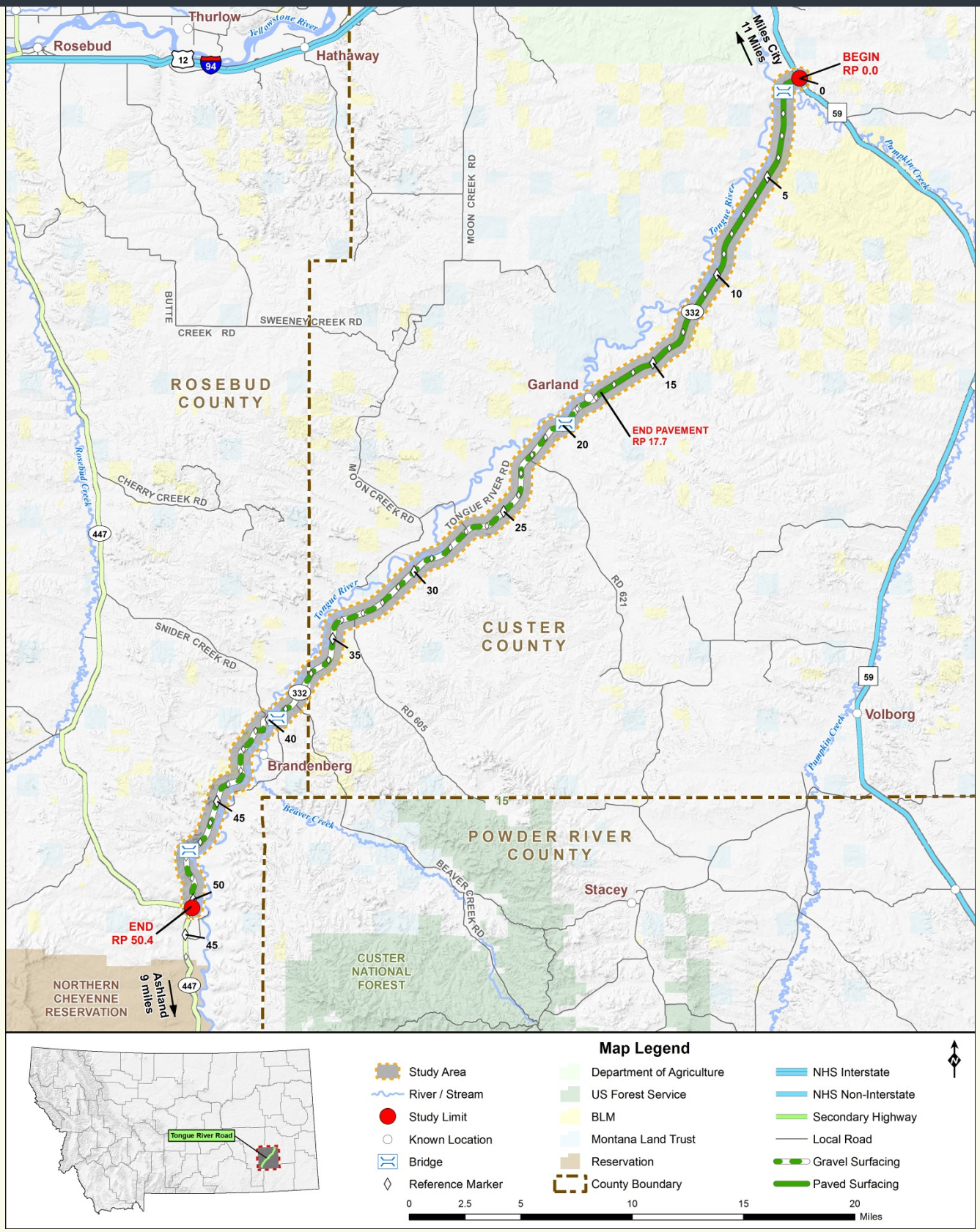
Thursday, May 31, 2012
6:00 PM
Miles Community College
2715 Dickinson Street
Room #106
Miles City, MT

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

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Study Area

The study area for the Tongue River Road Corridor Planning Study includes a half-mile buffer on each side of S-332. The study area begins at the junction of MT-59 (RP 0.0), approximately 11 miles south of Miles City, and ends at the junction of S-447 (RP 50.4), approximately nine miles north of Ashland.



Existing Conditions—Key Findings

Transportation System

Surfacing

- Longitudinal and transverse cracking in the asphalt surfacing (RP 0.0 to RP 17.7).
- Evidence of asphalt failure due to recent slides at intermittent locations.
- Gravel surfacing from RP 17.7 to RP 50.4. in fair condition.

Drainage

- Nine locations with evidence of recent slides indicating potential drainage issues.
- Four existing bridges with no drainage issues noted.

Horizontal Alignment

- Seven horizontal curves do not meet current standards.

Vertical Alignment

- 46 vertical curves were estimated to not meet current standards.
- Nine locations have grades that were estimated to not meet current standards.

Roadside Clear Zones (i.e. horizontal clearance)

- 22 locations were estimated to have clear zones that do not meet current standards based on field review.

Access Points

- Three public approaches do not meet current standards based on intersection angles.
- Nine private approaches do not meet current standards based on intersection angles.

Environmental Considerations

Prime Farmland

- Approximately 28% of the study area is designated as farmland of statewide importance.
- Approximately 15% of the study area is designated as prime farmland if irrigated.

Water Resources

- Tongue River is located within the study area.
- Numerous tributaries to the Tongue River exist within the study area.

Wetlands

- Wetlands associated with the Tongue River and associated drainages are located intermittently within the study area.

Hazardous Substances

- There are five abandoned mine sites within the study area.

Fish and Wildlife

- Seven endangered, threatened, proposed, or candidate species are listed for Custer and Rosebud Counties.
- 39 species of concern for Custer County and 47 species of concern for Rosebud County were listed.

Vegetation

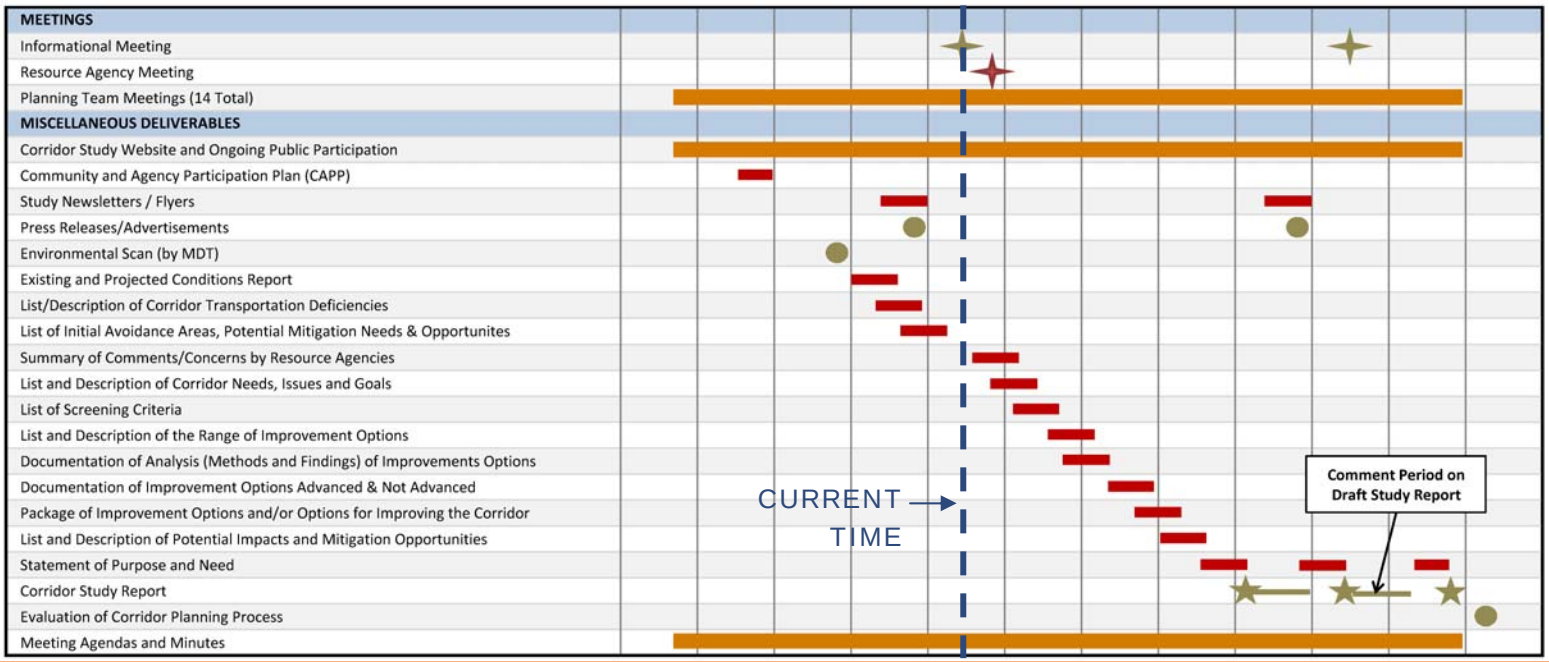
- No endangered, threatened, proposed, or candidate plant species are expected to occur within the study area.
- Nine plant species of concern for Custer County and eleven for Rosebud County were listed.

Cultural and Archaeological Resources

- 97 separate cultural resources are known to exist within the study area.
- Three 4(f) and one 6(f) resources are located within the study area.

Study Schedule

The Tongue River Road Corridor Planning Study began in January 2012 and is expected to be completed by the end of November 2012.



Contacts:

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

Jeff Key, PE – RPA
Project Manager
406-447-5000
Jeff.key@rpa-hln.com

Check out the Study Website at:
www.mdt.mt.gov/pubinvolve/tongueriver

Public Involvement Opportunities

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

A study website has been developed to provide online opportunities to comment on the *Tongue River Road Corridor Planning Study* effort. Dates, times, and locations for all community outreach events will be announced prior to the events through local media and the study mailing list.

The study team will collect and consider all community comments received to better understand the community 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 Jeff Key at jeff.key@rpa-hln.com.

MDT attempts 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 (406) 447-5000 or TTY (800) 335-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and / or meeting.

ROBERT PECCIA & ASSOCIATES
PO BOX 5653
HELENA, MT 59602

TONGUE RIVER ROAD (S-332)

Corridor Planning Study

Inside This Issue

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Corridor Needs and Objectives - page 2
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Improvement Options Summary - page 3
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Next Steps - page 4

Corridor Planning Study Highlights

The Montana Department of Transportation (MDT), in partnership with Custer and Rosebud Counties, initiated a *Corridor Planning Study* of Secondary Route 332 (S-332) from approximately reference post (RP) 0.00 (MT-59 intersection) extending 50.4 miles southwest to approximately RP 50.4 (S-447 intersection). Known locally as "Tongue River Road", S-332 is functionally classified as a rural major collector on the Secondary Highway System. S-332 serves as a north-south corridor between Miles City and Ashland that generally parallels the Tongue River, passing through rolling terrain that consists of farm and ranch land.

The purpose of the study is to determine potential improvement options to address safety and geometrical concerns within the transportation corridor based on needs presented by the community, the study partners, and resource agencies. The study also considers potential traffic volumes based on proposed coal development in the region. The study examined geometric characteristics, crash history, and existing and projected operational characteristics of the S-332 corridor. Existing and projected physical constraints, land uses, and environmental resources were also analyzed.

The study, intended as a planning study and not a design project, was developed through a collaborative process with MDT, Custer and Rosebud Counties, and the Federal Highway Administration (FHWA) and involved focused outreach to the community, key stakeholders, and resource agencies. An evaluation of known and publically available resource information was conducted. The study includes the following elements:

- Research and analysis of existing S-332 roadway conditions, including identification of corridor issues and areas of concern.
- Synthesis of known environmental resources and impacts in the study area.
- Identification and documentation of existing and future conditions.
- Consultation and coordination with local officials, stakeholders, resource agencies, and the community.
- Identification of corridor needs and objectives.
- Development of corridor improvement options with consideration to costs, available funding, feasibility, community input, and known environmental resource constraints.
- Documentation of potential funding mechanisms for improvement options.

Final Informational Meeting

Wednesday, October 24, 2012
6:00 PM
Miles Community College
2715 Dickinson Street
Room #106
Miles City, MT

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

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Corridor Needs and Objectives

Based on the analyses of existing and future conditions of the study area, the following needs and objectives were established and used in the development of improvement options.

NEED 1: IMPROVE SAFETY AND OPERATION OF S-332

Objectives (To the Extent Practicable)

- Improve geometric elements to meet current MDT design criteria.
- Accommodate existing and future capacity demands within the corridor, including potential increases in semi-truck traffic.
- Provide adequate clear zones to meet current MDT design criteria.
- Provide appropriate drainage facilities throughout the corridor to minimize water on the roadway.
- Provide consistent roadway and bridge widths.
- Provide appropriate surfacing to allow for "all-weather" travel.
- Improve maintenance practices, given limited funding, to address washboards, potholes, and dust issues.

NEED 2: PRESERVE THE ENVIRONMENTAL, CULTURAL, RECREATIONAL AND AGRICULTURAL NATURE OF THE CORRIDOR

Objectives (To the Extent Practicable)

- Evaluate and incorporate "best practice" mitigation strategies as appropriate to reduce animal-vehicle conflicts.
- Respect the agricultural nature of the corridor and allow for farm access as needed.
- Avoid adverse impacts to the extent practicable, otherwise minimize adverse impacts to historic, cultural, archaeological, and environmental resources that may result from improvement options.
- Evaluate fish (aquatic organism) passage issues and incorporate appropriate solutions to improve aquatic connectivity and stream function through structures and culverts.
- Provide reasonable access to recreational sites in the corridor.

NEED 3: MINIMIZE CONFLICTS ALONG THE CORRIDOR

Objectives (To the Extent Practicable)

- Minimize impacts to existing residential and agricultural uses along the corridor.
- Minimize impacts to the Amish community, the Northern Cheyenne Indian Reservation and the St. Labre Indian School, all located south of the southern termini of S-332.
- Consider all modes of transportation in the corridor.

OTHER

Objectives (To the Extent Practicable)

- Reduce roadway maintenance costs.
- Limit disruptions during construction as much as practicable.
- Availability and feasibility of funding.

Improvement Options and Strategies

Multiple improvement option concepts were developed after a comprehensive review of publically available information relative to environmental resources and existing infrastructure, and focused outreach with the public, stakeholders, and various resource agencies.

Both small and large scale improvement options were identified. Small scale (i.e. spot improvements) may be as simple as installing guardrail. Larger, more complex improvements include placing new gravel surfacing on the existing gravel roadway, widening the gravel section of the roadway to a consistent width, or paving the gravel portion of S-332.

Improvement options are described in terms of "concepts" as a way of packaging options together. The concepts identified for potential implementations are described as follows:

- **Concept 1** identified several individual, geographically distinct spot improvements. These improvements are aimed at addressing identified roadway issues and areas of concern. They Include bringing past slide areas up to standards, fixing sub-standard vertical curves (and associated grades), improving sub-standard horizontal curvature just west of the Tongue River Bridge, and installing guardrail at locations with apparent high, steep fill slopes.
- **Concept 2** includes improving the gravel roadway from RP 17.7 to RP 50.4 without major reconstruction. This can be done by either placing new gravel surfacing on the currently graveled portion of S-332 or could consist of a double-shot / bitumen surfing treatment on top of the existing gravel road. Under both scenarios, no reconstruction or widening of the roadway would occur.
- **Concept 3** would result in the reconstruction and widening of the existing gravel portion of the roadway from RP 17.7 to RP 50.4.
- **Concept 4** consists of a mill, fill, and overlay of the existing pavement section between RP 0.0 and RP 17.7 and the reconstruction and widening of the existing gravel portion of the roadway from RP 17.7 to RP 50.4.
- **Concept 5** includes a total reconstruction of S-332 from RP 0.0 to RP 50.4 to include asphalt surfacing.

Improvement Options Summary

Inherent to any improvement concept (or concepts) there will need to be sensitivity to wildlife and aquatic connectivity concerns. Due to the proximity to the Tongue River, implementation of any of the improvement concepts may necessitate close coordination with resource agencies to identify areas of sensitivity in regards to wildlife and aquatic needs. The following table contains a summary of the potential improvement options along with planning level cost estimates.

Concept Title	Description	Estimated Cost
CONCEPT 1 – SPOT IMPROVEMENTS		
1.A - Vertical Curves	• Modify existing vertical curves to increase the driver's sight distance. • Identified in both paved and graveled sections. • 46 total curves identified.	$1,380,000
1.B - Slide Areas	• Identified in both paved and graveled sections. • Nine (9) areas identified.	$2,761,000
1.C - Guardrail	• Protect drivers from potential safety hazards due to the steep slopes. • Guardrail warrants to be evaluated prior to installation. • Re-work of slopes may not be feasible.	$1,290,000
1.D - Horizontal Curves (RP 40.23 – RP 40.98)	• Improve three (3) horizontal curves that do not meet current standards. • Limited to area just west of the Tongue River Bridge.	$689,000
CONCEPT 2 – GRAVEL WITHOUT RECONSTRUCTION (RP 17.7 to RP 50.4)		
2.A - Gravel Placement	• Place new 4" gravel surface on the roadway. • No widening of the roadway. • No reconstruction to address identified areas of concern.	$2,741,000
2.B - Double Shot / Bitumen Treatment	• Double chip seal coat on top of existing gravel road. • No widening of the roadway. • No reconstruction to address identified areas of concern.	$2,183,000
CONCEPT 3 – RECONSTRUCT AND WIDEN GRAVEL SECTION (RP 17.7 to RP 50.4) *		
Reconstruct and Widen Gravel Section	• Reconstruct gravel portion to a base width of 36' with a 32' top surface. • May require additional right-of-way (not included in cost estimate).	$25,341,000
Bridge Replacement	• Replace three (3) bridges.	$1,878,000
CONCEPT 4 – REHABILITATE WITH MILL / FILL / OVERLAY (RP 0.0 to RP 17.7) AND RECONSTRUCT AND WIDEN GRAVEL SECTION (RP 17.7 to RP 50.4) *		
Rehabilitate with Mill / Fill / Overlay (RP 0.0 to RP 17.7)	• Mill the existing asphalt pavement, fill areas for better drainage (as needed), and place a new asphalt overlay. • No modifications to existing road widths. • No modifications to existing bridge or hydraulic structures.	$10,690,000
Reconstruct & Widen Gravel Section (RP 17.7 to RP 50.4)	• Reconstruct gravel portion to a base width of 36' with a 32' top surface. • May require additional right-of-way (not included in cost estimate).	$25,341,000
Bridge Replacement	• Replace three (3) bridges along gravel section.	$1,878,000
CONCEPT 5 – RECONSTRUCT WITH PAVEMENT (RP 0.00 to RP 50.4) *		
Reconstruct with Pavement (RP 0.0 to RP 50.4)	• Reconstruct both the paved and gravel section of the roadway to a paved section. • Width dependent on AADT • May require additional right-of-way (not included in cost estimate).	$54,614,000 (24') $63,716,000 (28') $72,819,000 (32') $81,921,000 (36') $91,023,000 (40')
Bridge Replacement	• Replace one (1) bridge along paved section. • Replace three (3) bridges along gravel section.	$2,790,000

** The continuation of improvements described under these concepts for the 2.7 miles of S-447, located between the intersection of S-332/S-447 and the beginning of existing pavement, should be considered if and when a project is developed.*

Contacts:

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Check out the Study Website at:
www.mdt.mt.gov/pubinvolve/tongueriver

Input Wanted

The draft *Corridor Planning Study* will be made available for review and comment on **October 23, 2012.** Copies can be accessed via the study website at: http://mdt.mt.gov/pubinvolve/tongueriver/. The deadline for receiving comments is **November 13, 2012**.

Comments may be submitted in writing at the Informational Meeting, online via the study website, or by mail to **Tom Kahle**, MDT Statewide and Urban Planning, Project Manager, PO Box 201001, Helena, MT. 59620-1001. Please indicate comments are for the *Tongue River Road Corridor Planning Study*. MDT will collect and consider all comments to better understand the community's view of potential issues and concerns within the study area.

Next Steps

After the public comment period closes, comments will be reviewed and the *Corridor Planning Study* will be finalized.

The ability to implement improvement options for S-332 is dependent on the availability of existing and future federal, state, local, and private funding sources. At the current time, there is no funding identified to complete the improvement options contained in the study.

MDT attempts 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 (406) 447-5000 or TTY (800) 335-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and / or meeting.

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