MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call 406.444.7228 or TTY (800.335.7592) or Montana Relay at 711.
Appendix D
Response to Comments
Introduction
This appendix includes responses to comments received on the EA during the formal comment period (April 13 to May 14, 2010). Section 3.1 of the FONSI includes a summary of the comments received on the EA. Section 3.2 of the FONSI contains responses to common comments. The following sections contain copies of all the communications received during the comment period. The comments have been identified with a bracket and a response to the comment is shown on the right side. While there are many individual responses to comments in the following sections, for common comments, the reader is directed to responses in Section 3.2. This method of response was used to avoid redundancy. Substantive comments received after the close of the official EA comment period are addressed in Section 3.3 of the FONSI.

Organization
This appendix has 3 sections. Section D.1 includes responses to comments made at the public meetings (see Section 3 of the FONSI for dates and locations). Section D.2 includes responses to comments on the EA that were submitted electronically and transcriptions of voice mail or telephone calls that were recorded. Section D.3 includes letters received by mail or fax and includes the Clark Fork Coalition’s post cards. Table D-1 lists the names of all those who submitted the Natural Resources Defense Council (NRDC) email comment with duplicates removed. Table D-2 lists the names of those that submitted the Clark Fork Coalition’s post cards. All electronic submittals included in this section are sorted by last name or organization (where one could be determined and it was clear the writer was representing the organization). State Representatives, City Council members, and County Commissioners are listed under title by county/city. A table of contents appears in Sections D.1 and D.2 to help locate specific letters. Two e-mails had no identifying information and are included under “Anonymous”. Several others did not include names and address, so they appear under the e-mail address instead of a name. In some instances, comments were submitted by the same person multiple times. In this case, the comment is included only once in the response to comments. Individuals whose names appear more than once are included because they submitted more than one, distinct e-mail or letter. A letter/e-mail with more than one person signing is located under the last name or organization of the first signature.

Methods
If a letter was submitted electronically and the exact same letter was submitted via fax or e-mail, the comment is included in the first section and not duplicated in the second section. Requests for information on the deadline for submitting comments have not been included in the response to comments; however, they remain in the project record.

In producing this section, text was copied verbatim from the submittal. No words were changed. Text may have been reformatted to provide spaces between paragraphs and font sizes may have been changed so the words are readable or do not take up unnecessary space. Font style may have been changed because not all fonts are available to be viewed on all computers so a common font was selected for text that came in with an uncommon font. Typographical errors, misspelling, punctuation, and capitalization remains as it occurred in the submittal.

The email comments forwarded by the NRDC included approximately 6,600 e-mails. This letter and responses appear under “Natural Resources Defense Council Letter”. A few people submitted completely different letters through the NRDC. The letters that did not substantially match the content of the campaign letter have been handled separately as regular e-mail comments. Some people modified the NRDC email comment. No substantive comments were included in the modifications.

The Clark Fork Coalition also posted a letter on their website for people to send in. It matches the post card mailing that appears in Section D.3. Most people who sent that letter electronically added more text and those letters are identified as “Form Letter 1” and the complete letters are found in this section.
D.1 RESPONSES TO COMMENTS FROM PUBLIC MEETINGS

The section contains the responses to the formal comments submitted at the public hearings held on April 27, 28, and 29, 2010 in Cut Bank, Lincoln, and Missoula, respectively.

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CUT BANK PUBLIC MEETING COMMENTS
if you could just raise your hands, who would like to comment tonight on this?

(Numerous people raise their hands.)

MR. GRANT: Okay, great. We will again just ask that, you know, once you start talking, just be respectful of the time if there's going to be more comments coming in, people coming up, just, again, be respectful of people's time regarding this hearing.

As we did mention, you know, if you don't want to make a comment in front here now, in front of the microphone, in front of the team, you can go ahead and make your comments using the comment form in the back there, you can fill it out and put it in the comment box or take it home and mail it or e-mail it, and those addresses are on the line, and the deadline for that, for the comment period is May 14th.

So go ahead and come up to the microphone and again, just the same thing, go ahead and make your comments -- identify yourself first before you make your comment. Realize that this portion is the official hearing, so you're going to make a comment and there's not going to be any response from the team, they're just gonna listen to your
Toole County Commissioner, Dave Miller

1. Comment noted.

Pondera County Commissioner, Sandra Broesder

2. Comment noted.

Compton, Jeffery Brian
impressed with the orientation and the bridge and everything you've done. It's a lot to do a -- what do you call it? Environmental, we've done it for the power line and I've worked on some stuff around here, and very nice job.

MR. JOHNSON: Thank you.

MR. GRANT: Any other comments? Okay we'll go ahead and close the formal hearing portion and that really includes the meeting tonight.

Again, I'd like to thank all of you for coming out and being very gracious and we really appreciate it. And we'll be around -- you can go ahead and look at the display boards, we'll be around to answer any other questions. And again, remember to take a comment sheet, if there's people who weren't here tonight that you think might want to comment, please go ahead and take those sheets home as well and give them to them. And again, thank you very much for coming and we appreciate it, thank you.

MR. JOHNSON: Thank you.

(Public hearing concluded at 7:28 p.m.)

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PUBLIC HEARING FOR
KEARL MODULAR TRANSPORTATION PROJECT

TAKEN AT 108 Main Street
Lincoln, Montana
Wednesday, April 28, 2010, 6:12 P.M.

Reported by Terra Ratliff, Jeffries Court Reporting,
Inc., 1013 Mount Avenue, Suite C, Missoula, Montana
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for a minute, let somebody else ask their questions and come back in. We want to make sure -- I'm sorry, this is all going to be on comments on the project here.

And again, I just want to mention that there's other opportunities available for you to comment if you're not prepared to speak tonight. And that is that you can take the comment sheet and write the comment, put them in the comment box. Or take the comment sheet home or mail them in or e-mail them in, and those addresses are also available. And just to reiterate again, the deadline for the comments is May 14th of this year.

So if you want to go ahead and come up to the microphone and state your name and make your comment, we'll start from there. Thank you.

MIKE MURRAY: My name is Mike Murray, M-u-r-r-a-y, I'm chairman of the Lewis and Clark County Commission and I'm speaking this evening on behalf of the County Commission.

I want to open with a tongue-in-cheek comment, and that being that many of the senior citizens in our county have indicated concern they have to stay up all night waiting for the trucks to come by their house.

Lewis and Clark County Commission, Chairman Mike Murray

4. Comment noted.
5. Comments noted.

On a more formal presentation, the Lewis and Clark County Commission understands that Imperial Oil Resources Ventures, Limited intends to transport large oil field processing modules through the Lincoln and Augusta areas, starting in the fall of 2010 through 2011.

We have been advised that the base plan for this transport has modules routed on Montana state highway systems through Lewis and Clark County. The outreach and education efforts on the part of Imperial Oil have consisted of public meetings in Lincoln and Augusta and multiple meetings with Lewis and Clark County staff.

We've been impressed with the Imperial Oil staff presentations and your general willingness to meet and address the concerns of the Lewis and Clark County Commission, the staff and the public in our county. The Lewis and Clark County Commission looks forward to the successful completion of this transport project.

Based on our understanding of the project and its impact on the transportation system, we encourage the Montana Department of Transportation to approve your plan. Thank you. I'd like to enter this in your formal record.
Teton County Commission, Jim Hodgskiss

6. Comment noted.

Castagne, Chris

7. Comment noted.

8. Comment noted.
9. See responses to Common Comments K and G.

10. See response to Common Comment J.

11. Comment noted.
12. See response to Common Comments D1 and D2.

13. See the response to Common Comment J.
guess we'll go ahead and close the formal hearing at this time, and with that, this will conclude the meeting and the formal meeting.

On behalf of the Montana Department of Transportation and also on behalf of Imperial Oil and their staff, we appreciate you taking the time to come tonight. We're gonna be here afterwards if you have questions regarding the diagrams, please stay around. And again, thank you for coming tonight.

(Public hearing concluded at 7:48 p.m.)

* * *

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MR. GRANT: We'll go ahead and start with the formal hearing now, with the comments.

First off I want to, on behalf of Montana Department of Transportation and our panel here tonight, I want to commend you all for being really respectful with your questions, very thought-provoking, and we really appreciate how well the process went and we hope it will go as well in the formal hearing now.

And first off I want to know, can I just see a show of hands of how many people want to comment tonight (numerous people raise their hands.)

So again we'd just ask that you be respectful regarding the time and for other people's time as well, and make sure that we get that taken care of. And, you know, just kind of think of it like a three-minute time period, I know we're not gonna limit you to that, but if you can just kind of keep an idea of that in mind to make sure that everybody gets an opportunity to speak. And, you know, if you want to step aside and let somebody else speak and come back, that would be fine too. We just want to make sure that everybody gets to make comments here tonight.
And as we mentioned, again, there's other opportunities, if you don't want to get to the microphone tonight but you do want to comment, you can use the comment sheet, go ahead and take them and then just mail them in or e-mail them, whatever works best for you. And again, at this time we encourage you to get the comments in by May 14th.

And then when you come to the microphone, again go ahead and tell your name and who you're representing, if you're representing anybody, and we'll just go ahead with the formal comment period right now. Thanks.

NORM JOHNSON: Hi, I'm Norm Johnson, I'm a vocational rehabilitation counselor for Polson, I work the western edge of Montana and several state regions.

I think there were some comments made earlier about people were worried about what would happen if this load got dumped in a creek. I was in Cut Bank two Saturdays ago, doing a job analysis on what's known as a bed truck driver. The truck was 60,000 GVW, it had a capacity of picking up 300,000 pounds. The planetary gearset allowed it to only drive 45 miles an hour, so it didn't have much of a response time.

Johnson, Norman

14. Comment noted.
15. Comment noted.
Pass and they'll be moving with the loads all the way to Canada.

These 100 flaggers and pilot car drivers are gonna consist of a number of high-risk members of society, such as disabled and handicapped workers who can only perform work with a physical capacity rating of sedentary to light, and also group members from various Montana tribes who are experiencing unemployment rates of 25 percent on their reservations, and some single women who are trying to support their families.

From 1980 to 1982 huge equipment, large equipment was transported from Billings to Colstrip to finish the Colstrip project. Today along I-94 the pullouts that they constructed around the overpasses are barely visible, you can hardly see them. They were real easy to see when I was over in that area during those summer months, now hardly visible.

The other reason I'm in favor of this project is because the oil produced in oil sand fields in Alberta is destined to be pumped to the Cenex refinery in Laurel. They've already spent millions in improving their refinery to handle this heavy crude that's gonna be coming in there. This
is gonna produce good-paying jobs for the Montana economy.

Typically when folks in Montana oppose something they use the environment as a handy argument, and I was one of those folks 30 years ago. In other words, they claim that an activity will harm the flora and fauna, kill off the Bull Trout, destroy the Salmon, ruin the scenery, pollute the air, wreck the view. We all want to protect our environment, that's why people my age passed the Environmental Protection Act.

Using the same techniques that some of you are using to protect the environment, I could characterize those who oppose this project as being antifamily, because they're destroying the good-paying jobs that families rely on to support themselves.

I could go one step further and say that they are -- those that are in opposition to this are discriminating against my disabled and handicapped clients, because those are the only jobs they can get, flagging and pilot car jobs, because they can only do sedentary and light work now.

And of course, not to be outdone by

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17. Comment noted.
18. Comments noted.

Zentgraf, Jeanette

19. Comments noted.

20. See response to Common Comment H3.
21. Comments noted.

22. Comment noted.
34,000 American scientists have signed a petition saying there is no convincing scientific evidence that human release of carbon dioxide, methane or other greenhouse gasses is causing disruption of the Earth's climate. Harvard scholar and climate scientist Willy Soon put it best, saying, quote, "it's the sun, stupid", unquote.

Any warming stopped actually in 1999 the preforming period --

(Slight laughter from the audience.)

JEANNETTE ZENTGRAF: I think it's very rude to laugh at someone, you may disagree with the statistics, but it is rude, just the same.

Any warming actually stopped in 1999, as I said. The brief warming period we experienced in the past decade was completely natural, caused in part by storms on the sun, not CO2 emissions from SUVs. Now that the sun storms have ended, a cooling period has begun.

I believe Tom DeWise, who has been reporting for more than 15 years, that "global warming and climate change" -- this is all a quote -- "have never been about protecting the environment, it is an excuse to divert free markets, industry, private property ownership,

23. Comments noted.
24. Comments noted.

Livesay, Rob

25. Comment noted.

27. See responses to Common Comments D1, D2, D3, and H3.
27. The county's emergency responders have had very little contact from representatives of this project, and considerable work still needs to be accomplished before record of decision can be issued to adequately address emergency response plans and response times.

We also believe that the analysis provided on impacts to recreation, tourism and historic routes, appears woefully inadequate and may underestimate the impact to our local economy.

And with all due respect to the economic completeness, it totally lacks what we believe to be warranted to consider being complete. And we don't really believe that it fairly portrays the true economic impact to local businesses and especially those related to timber and to our significant wildlife corridors. So I urge you to please extend the comment period. Thank you.

(Audience applauds.)

JEAN BELANGIE-NYE: Jean Belangie-Nye
Lolo, Montana. I've worked in the Blackfoot and in the Lolo area for 45 years, and my major concern is safety, and it's safety of passengers and drivers of cars, trucks and semis, not counting motorcycles. It's also a safety issue for the
people of Missoula County and Ravalli County.
The Lolo to Missoula stretch is the only
corridor for anybody coming in out of the
Bitterroot to reach medical services. Yes, there
are medical services in the Bitterroot, but there
are excellent medical services in Missoula and
that's where we head when we have serious, serious
emergencies. I made it clear in the questioning
period that you aren't taking into consideration
individual drivers.

The same situation occurs in the
Blackfoot. An ambulance going to Potomac is a
35-minute ride or longer. If you're in a car
accident in Seeley Lake, it may be 60. If I need
to transport somebody, how do I get them in? We
don't have enough sheriffs in this county, there's
one sheriff up in the Blackfoot, there's one in
Lolo and he does Miller Creek, so we've got a
really tight, narrow window on getting emergencies
through. As our population has grown in the
Bitterroot those sirens are regular, you hear them
all night long, so that's one issue.

The second issue is Lolo Pass, Lookout
Pass, Pipestone Pass, Rogers Pass all have
reputations for years as widow-makers. I'm not
Module transportation would not occur when weather conditions make it unsafe.

None of the new turnouts are within a floodplain (see EA page 40).
33. As discussed in the EA on page 13, escorts by police (Montana Highway Patrol) will address impaired drivers if they are encountered.

34. Comments noted.
Northern Rockies Rising Tide, Max Granger

35. Comments noted. See response to Common Comment M and the Community Impacts analysis in Section 3.6 of the EA.

36. See responses to Common Comments C2, J, K, L and S.
and wide corridor though Idaho and Western Montana, transforming what was once a treasured scenic byway into an industrial transport route which would facilitate the shipment of tar-sands and other strip mining equipment for decades to come.

The long-term impacts of this proposal on Montana roadways, communities and the environment, which are not even mentioned in the EA must, for legal as well as ethical reasons, be considered.

By law Environmental Assessments must take into account what are known as secondary impacts. Considering the intense and vast breadth of this project, limiting the scope of this EA to the space between the white lines of the highway and from border to border is not only absurdly myopic, but demonstrates a degree of disingenuousness and contempt one might expect from the likes of Exxon Mobile, not from a state institution entrusted with the public good.

But perhaps the greatest so-called secondary impact is the giant dirty elephant in the room, the Alberta tar-sands. The extraction of unconventional oil from the tar-sands of northern Alberta constitutes, according to leading research climatologist, James Hansen, one of the greatest

37. See response to Common Comments C1, E1, E2 and S.

38. See response to Common Comment E1.
threats to life on earth today.

The vast strip mining operations around Fort McMurray are the single worst point of origin for climate-change causing greenhouse gas emissions in the world. And the devastating repercussions of global climate change, as they're becoming increasingly clear, do not recognize national or state boundaries. That is to say the mining of oil sands in Alberta has a direct and increasingly detrimental effect on the ecological and economic environment of Montana.

As corporations like Exxon display increasingly unconventional and increasingly dirty hydropower resources, temperatures continue to rise as the Earth's climate becomes increasingly unstable.

Global warming is already having severe impacts on Montana's agricultural industries as weather and precipitation patterns change, on Montana's forestry industry, as beetle infestations and droughts kill vast tracts of wilderness, on Montana's tourism industry, as the glaciers and snowcapped peaks, the quintessence of our wild and scenic state, disappear before our very eyes, and on the broader ecological stability of Montana's

39. See response to Common Comment P.
environment, as watershed suffer reduced flows, invasive plant species thrive in harsher landscapes and urban settlements struggle with diminished and degraded resources.

The current and predicted effects of climate change on Montana are so dauntingly direct that to call this impact secondary is quite an understatement. To not even recognize it as an impact is inconceivably obtuse.

Of course the fact that any discussion of climate change is absent from the Exxon/Tetratech assessment comes as no surprise, considering that your company, Exxon Mobile, has contributed tens of millions of dollars to groups denying the existence of anthropogenic climate change.

In any regard, Northern Rockies Rising Tide opposes the issuance of any Imperial Oil shipment permits. We demand that this EA be rejected in its current form, that a full Environmental Impact Statement be issued before any further consideration of this project occurs, and that the current comment period on this EA be extended for more thorough public involvement and consideration.

Montana's state constitution guarantees a
41. See response to Common Comment R.

Lewis and Clark Trail Adventures and Lochsa River Conservancy, Jim Hepburn.
42. Please see Section 4.0 of the EA which includes a listing of consultation activities.

43. See response to Common Comment K.
44. See response to Common Comment M.

45. Comment noted.

46. See response to Common Comment D1.
47. See response to Common Comment K.

Berry, Erik

48. Comments noted.
were over 40 billion dollars. In 2008 Exxon's
profits were 45 billion dollars. And in 2009
Exxon's profits were over 19 billion dollars. That
comes to over 115 billion dollars in profits in the
last three years.

As Montana farmers were going out of
business because they couldn't afford to put gas in
their trucks, Exxon Mobile was thinking of ways to
make even more money off of us. Many of my fellow
students were unable to travel home for
Thanksgiving and Christmas to see their families
because they had to choose between buying gas or
buying food, all while Exxon Mobile was investing
millions in the Canadian tar sand mining
operations.

People in Montana and Canada want clean,
efficient and reliable energy. People do not want
to see the Rainbow and Cutthroat, the Bull Trout
die off, the water table drop or their favorite
hunting spot be devoured by tar sands. Why should
the citizens of Montana bend over backwards so
Exxon can cause even more devastation that will
make them even more money by extracting 4 million
barrels from the Canadian landscape?

What will we get out of it? Will Exxon
50. Comments noted.

**Wolverton, John**

51. See response to Common Comment F1.
52. A variety of issues made an overpass infeasible at that location at that time. Other solutions were evaluated. The chosen solution was increased signage and reduced speed limits through this area in addition to the presence of a signal for the pedestrian crossing.

53. See response to Common Comment C1.
54. See response to Common Comment F1.

Motor Carriers of Montana, Spook Stang

55. Comment noted.
into this project. I've listened to all the comments and you make it sound like these trucks are gonna be running one right after the other. And the way I read this, if I took a trip from here to Great Falls I might encounter one of these trucks, unless I went all the way to Choteau. Because if I go by Bowmans corner I'm not gonna hit another truck.

So you're talking at the most going through Missoula two trucks a day, there's gonna be negligible pollution from that. There's actually more pollution in Missoula from the trains idling on the tracks than there is from the trucks going through Missoula, because today the trucking industry has reduced their emissions by almost 200 percent from ten years ago and by 2010 they'll reduce them some more.

So this is a project that will provide jobs in Montana, it will provide opportunities, it will provide road improvements without the taxpayers footing the bill. And I also would like to say that the Motor Carriers of Montana pay over 45 percent of the road taxes in the state of Montana and only use 11 percent of the lay miles. So we're in full support of this project and we'd

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still like to thank the people who put this meeting on so the public could speak.

BARBARA HALL: My name is Barbara Hall, I'm the legal director for the Clark Fork Coalition, a member-supported group dedicated to protecting and restoring the Clark Fork watershed.

When sizing up any proposal that has the potential to impact the natural resource amenities and communities of our watershed, the questions we hone in on are these: What are the environmental impacts to water quality, aquatic ecosystems and to our riverside communities? Will it harm fish and wildlife? Is it going to be a community asset or liability? In short, we believe a very appropriate question is in fact, what's in it for our watershed and what's in it for Montana?

Unfortunately, though, we cannot even begin to answer these questions based on the document you're seeking comment on tonight. We see three fatal defects with this EA, the scope is too limited, there are no real alternatives considered and the economic analysis is one-sided and fails to consider the full extent of the project.

The most significant failure is that the scope of the analysis is improperly limited to one

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57. See response to Common Comment I.

58. See responses to Common Comments B, D1, D2, D3, and M.
year, yet the EA clearly states that the purpose of the project is for Imperial Oil to improve Montana infrastructure to facilitate movement of over-dimension loads through Montana. These infrastructure modifications will be in place for far longer than one year, allowing the rigs the size of Blue Whales to rumble past the Blackfoot River for decades to come.

Even though we have been assured that any future projects will require MDT review, Director Lynch has previously said at that July 2009 briefing to the revenue and transportation interim committee, and I quote, "this project will set the stage for a high-wide corridor in Montana for things we haven't even imagined yet."

The conclusions in the EA paint an inaccurate picture of a project with only negligible impacts to water resources, endangered grizzly bears and minor temporary inconveniences to the local communities along the route. But how will these impacts change when multiplied 10- or 20-fold over a longer time period? We want the analysis to consider the true reality of a permanent industrial high-wide corridor along our scenic streams and rivers.
60. See response to Common Comment D1.

61. See responses to Common Comments G and M.

62. See responses to Common Comments L and M.
62. Come after the oil companies abandon this route? Do the financial benefits really stack up to what we stand to lose? We need an economic analysis that accurately weighs the impacts of all facets of our community.

63. The Department has said that it can't really say no to this project. It says that we instead need to determine the impacts and require Imperial Oil to mitigate. But we can't do that if we don't know the true impact these permanent infrastructure changes will have in our communities, our ecosystem and our economy. The bottom line is we need much more information.

64. We'd ask the Department first to extend the public comment period for at least 90 days, then to make Imperial Oil go back to the drawing board and prepare a full Environmental Impact Statement that thoroughly reviews the establishment of this permanent industrial corridor. The Montana and National Environmental Policy Acts require nothing less.

65. The Clark Fork Coalition urges the Department of Transportation to take a closer look at this project and require a true and honest accounting of the impacts to our precious watershed.

63. MDT had concluded that the EA adequately and accurately discusses the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures.

64. See responses to Common Comments F1, A, and B.
Brown, Zack

and its communities. Thank you.

(Audience applauds.)

ZACH BROWN: My name is Zach Brown and
I'm speaking as an individual. I'm from Bozeman
originally, so I'm a native Montanan. I'm 19 years
old and I've lived in Montana my whole life, and I
plan on some day raising my family in Montana, so
I'm deeply connected to this place and this
decision will potentially impact me for the rest of
my life. I'm a student here at the University of
Montana here in Missoula.

First thing I'd like to say is that the
public comment period needs to be extended. Last
night I e-mailed up to 30 friends and family, all
within Montana, folks in Bozeman and some in
Missoula and some up by Flathead Lake, and none of
them had even heard about the project. I got an
overwhelming response that people just aren't
informed about this issue. It doesn't get nearly
enough press time and how -- you can't expect us to
make an educated decision and respond correctly if
you only give us 30 days to do so.

And as I said, this if something that --
you know, if you're opening a corridor that's gonna
be bringing mining equipment through for decades,

65. See response to Common Comment F1.
66. See responses to Common Comments B, I, and O.

67. See response to Common Comment E2.

68. See response to Common Comment L.
69. See responses to Common Comments C2, F1 and K.

70. Comment noted.
71. Comment noted.

72. See response to Common Comment E1.

73. See response to Common Comments I and O.
Potential impacts Threatened and Endangered species, including Bull Trout, were investigated and summarized in Section 3.10 of the EA. The analysis was coordinated with the US Fish and Wildlife Service to ensure their agreement with the MDT's conclusions. (See Section 4.1.1.4. of the EA and Table 2 of this FONSI.)
As discussed in the EA, adverse stream impacts are not expected due to the distance between the proposed turnouts and stream resources, the use of Best Management Practices to minimize sediment and erosion, and revegetation will be employed. (Please see Sections 3.9 and 3.13 of the EA.)
Additionally, as stated above, adverse stream impacts are not expected due to the distance between the proposed turnouts and stream resources, the use of Best Management Practices to minimize sediment and erosion, and revegetation will be employed. (Please see Sections 3.9 and 3.13 of the EA.)
75. See response to Common Comment E1.

76. See responses to Common Comments M and S.

Liben, Robbie
77. See response to Common Comments H1, H2, and H3.
addressing the bigger issues there.

We can talk about that, about, you know, well, you can look at similar things as far as the impacts of the construction of the various turnouts, the effects of the various creeks and streams, the effects of the communities around us, endless. If we look at just -- if we assume that the most obviously misleading part is perhaps just the tip of the iceberg on the rest, then we need to know, we need to understand that a much deeper study has to be done.

Mr. Johnson here said that they will be looking -- you know, when we finally pushed them to come up with an answer to what happens if one of the loads is tipped, well, we'll find a crane. Okay. Are there cranes around here? Well, yes, I guess so. Can they handle it? None of that has been covered in the current Environmental Assessment. He said, well, we'll add that.

Okay. If we're going to add that in we need to add that and have another comment period afterwards so that we can see if the emergency disaster plan will actually be effective. Okay. That's just the tip of it.

But I think as much, one of the aspects

78. See Common Comment F1 and H1, H2, and H3
79. See response to Common Comment E1 and Common Comment E2.

80. See response to Common Comment A.
81. See response to Common Comment K.

82. Comments noted.

Mulholland, Mickey
possibly the hardest working person here.

I just want to say that I'm representing
myself, however with that being said, I'm a proud
member of Laborers Local 1686 for the state of the
Montana, president and field agent. I think this
will bring some nice prevailing-wage jobs, would
provide health and welfare benefits and a defined
pension plan. And I'd like to stand in support of
this bill [sic]. I appreciate it. Thank you.

GENEVIEVE SCHROEDER: My name is
Genevieve Schroeder, I'm here as a concerned
citizen. Montanans are incredible people, I grew
up here and I'm amazed by the strength and
intelligence I see every day. And I think calling
this Environmental Assessment a no-impact is an
insult to that intelligence. I think if you fully
understood what this project meant, whether you
agreed or disagreed with it for other reasons, you
would not agree that it has no impact.

If you understood the fact that there are
places on this route where you will not be able to
drive for more than 90 seconds without passing a
cement football field, you wouldn't agree that it
has no environmental impacts.

There's a lot of Montanans here tonight

83. Comment noted.

Schroeder, Genevieve

84. See response to Common Comment S.
to speak out against this, because I think we understand that this Environmental Assessment is at best an immense understatement, and at worse a negligent misuse of public trust. I’ll leave more eloquent arguments of the many points of contention to other folks who are here tonight to speak out, but I’d like to briefly bring up the people of Idaho who were completely excluded from this process. By filing EAs on a state-to-state basis Idaho was ignored, as their laws allow for a circumvention of assessment of damage. Most of the construction has already been completed in Idaho without public knowledge that it was for this project. It has disrupted local business and caused people in that section of the route to feel voiceless and trampled upon.

The Port of Lewiston has been brought up already tonight, and it has been expanded using federal money with very specific modifications that fit the needs for this equipment. The document describing the Port of Lewiston expansion also includes descriptions of several other future shipment projects which follow the same route, proving that this will not be a one-time-use corridor.

85. See response to Common Comment E2.
86. See responses to Common Comments F1 and A.

Howard, Nathan

87. See responses to Common Comments D1 and D2.

Nickas, George
See responses to Common Comments S, E1, E2, and P.
what happens to the wild and scenic river corridor and we don't think that what is being proposed for that corridor is at all consistent with the reason that that place was set aside, the reason that that place was made a national scenic highway and the reason it was made one of our nation's premier wild and scenic corridors. And a lot of us feel the same way about the Blackfoot and the Big Blackfoot.

So there's a lot at stake here and we don't even get to talk about the way that this analysis has evolved so far, and I really think it's imperative that our state officials step up to the plate here and say, we're gonna take a look at the bigger picture, we're gonna look at the issues that are of concern to Montanans, not just the issues that are of concern to Exxon Mobile.

And with that I'll leave it, except I just want to associate myself with the comments of the Northern Rockies Rising Tide, which I think laid out a lot of major concerns very well. Thank you.

(Audience applauds.)

ALEXIS BONOGRFSKY: My name is Alexis Bonogofsky, I'm representing the National Wildlife Federation, I'm based out of Billings, Montana.
My comments tonight will focus specifically on the public process, we will be submitting more substantive comments on the EA. But tonight I think the public process should be called "we've already made our decision and now we have to deal with the public".

I've been ignored by the Montana DEQ, Montana DNRC, three state land board members, and it's only April. We've been ignored every time we've gotten up and said something. Frankly, we are starting to feel unwelcome at a table that we paid for. Industry has more access than the public, it's a fact.

The public process should be about making better decisions and it should be about involving the public in the decision. You have already made the decision, you already have done it and now you're involving us and now you're gonna respond to our comments and you're gonna say, well, we've taken that into consideration. And I think at this point the public process has become a sham and I'm tired of it.

Apparently all agencies understand is legal comments, because the public doesn't -- you know, most people don't have lawyers that they can

89. See response to Common Comment S.
90. See response to Common Comment F1.

Carr, Dru

91. Please see Section 4.0 of the EA which includes a listing of consultation activities. Consultation started in 2009. See response to Common Comment F1.
92. Imperial Oil and its consultants were extensively involved in the preparation of the environmental analyses and documentation. MDT staff were extensively involved in the process and MDT takes full responsibility for the content of the document.

**Nelson, Summer**

93. See response to Common Comment F1.
93. See previous page.

**Wark, Lindsey**

94. See response to Common Comment K.

95. See response to Common Comment J. MDT does not agree that the number of turnouts are “prolific”. Along approximately 31 miles of Highway 12, one new turnout will be constructed; along approximately 110 miles of Highway 200, 12 new turnouts will be constructed; along approximately 45 miles on Highway 287, 11 new turnouts will be constructed.
96. See responses to Common Comments E1 and L.

Stocks, Nick

97. See responses to Common Comments E1 and M.
98. See response to Common Comment P.
99. Comment noted.

100. See response to Common Comment A, B and F1.

Kembel, Whitney

101. KMTP must abide by Montana law.
102. Comment noted.

Woodhouse, Murphy

103. See response to Common Comment H3.
104. See response to Common Comment E1.

Lamb, Bo

105. See response to Common Comment F1. MDT conducted an extensive effort to notify the public. See Section 2.0 of the FONSI.

Gentry, Robert
See responses to Common Comment F1 and S.

Additionally we heard from Director Lynch that MDT has been involved in this process for over a year. They presented documents, up to 300 on the website, 300 pages of documents, technical analyses and economic analyses, and then give the public 30 days, 30 days to make informed comments on this; that's too short.

Further, the EA is restricted in scope to the impacts of Exxon's proposed use only, we've heard that several times tonight. But the purpose of the project is to create a permanent high-wide commercial transportation corridor through Montana. That has been said in the document itself, it's said in several places in the EA and it's been repeated by Montana Department of Transportation personnel several times, and it's been stated by...
The Port of Lewiston and other entities that are involved in this project, they're planning for this, you know it, they know it and we know it, but the EA is limited to only Exxon Mobile's project; that's improper.

Second, the EA does not examine alternatives to the Exxon proposal adequately enough to allow meaningful comparison of the relative impact of alternatives that accomplish the same or similar results. Each alternative in the EA was eliminated from consideration based on a description of basically impassable obstacles. If it's true that the alternative routes considered were impassable, then they don't constitute feasible alternatives as required in a MEPA analysis, and they become only so much window dressing to make the selected alternative seem inevitable.

But this conclusion that they're impassable obstacles isn't even supported in the EA. Considering that, but for the expenditure of millions of dollars in Montana, Montana highways would theoretically be impassable for these vehicles; correct?

No analysis was conducted to estimate the

108. See response to Common Comment D1. The alternatives summarized in Section 2.3 were eliminated because they were infeasible. The only alternatives for MDT to consider were the proposed action and the no action alternative. According to ARM 18.2.236(2), the no action alternative is considered a reasonable alternative.
109. KMTP has not shipped a test module. KMTP. As shown in Table 9, the loads will be various sizes. None of the modules could be transported and meet the 10-minute rule without the turnouts.

110. See response to Common Comment D3.

111. MDT concludes the analysis of economic and environmental impacts is sufficient. MDT has received no substantive comments indicating otherwise.
112. See Common Comment K.

113. See response to Common Comment Q.
114. See response to Common Comment Q.

115. See response to Common Comment S.
116. See responses to Common Comments A, B, and C1.

117. See response to Common Comment P.

UM Climate Action Now, Zack Porter, President

118. Comment noted.
119. See response to Common Comment D1.

120. See response to Common Comment K.

121. See responses to Common Comments E1 and P.
as wildlife viewing, hunting, fishing, all forms of outdoor recreation that bring in over a billion dollars to this state on a yearly basis. Let's not talk about, you know, the 60 million dollars, maybe, that this project will bring to this state. Let's talk about the billion dollar industry that already exists here, and I'd like to see continue into the future, which provides the way of life that we seek here in Montana, and why I live in Montana and why most of the other, I'd say 950,000 residents of Montana appreciate living in this state too; we could live in a lot of other places.

I'd like to also comment on the findings of no impact on threatened and endangered species in this EA, along with no impact on water resources, no impact on noise. Come on, are you kidding me? It says no impact. What kind of lip service can you give to these things more than that? No consideration at all of even the slightest impacts that this project would have? I'm really disgusted by that finding.

And I, for one, I'm fortunate enough not to live right next to the corridors where these trucks will be traveling currently, doesn't mean I won't be in the future, but let's think about those

122. See response to Common Comment I.
123. See response to Common Comment K. Noise levels would not increase. The trucks would generate no more noise than other commercial vehicles that currently use the route (see page 36 of the EA).

124. Contingency plans for adverse weather conditions are included in Appendix 2 of the MTP.
125. See responses to Common Comments A and B.

126. See response to Common Comment K.
127. Comment noted.

128. See responses to Common Comments F1 and B.
129. The list of permits required has been updated. See Section 4 of the FONSI.

130. Comment noted.
Beckwith, Kip

131. See responses to Common Comments A, B, E1 and F1.
This will conclude the formal hearing. And again, we thank you for attending tonight and for being very orderly. We really appreciate your dialogue with us tonight. Also, we'll be around if you have any other questions regarding the display boards. Again, thank you for coming tonight.

(Public hearing concluded at 10:38 p.m.)

* * *

JEFFRIES COURT REPORTING, INC.
(406) 721-1143
Comment form

Project name: Kearl Module Transport Project EA
Control Number: CN 0800
Meeting date and time: 6:00 p.m., Thursday, April 28, 2000
Location: Lincoln School, 808 Main St., Lincoln, MT

You are invited to make your comments on this form and place it in the comment box located at the sign-in table or take it with you and mail it to: MDT Environmental Services Bureau, PO Box 201000, Helena, MT 59620-1001.
Comments may also be submitted by fax to (406) 444-7245 or online at www.mdt.mt.gov/pubinvolve/cis_ca.shtml
The deadline for comments is May 14, 2010.
Please indicate your name, address and affiliation (if any) below.
Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (Include both physical address and your email address):

Comments: Not a good sign when you can't start on time!
1. See response to Common Comments B and K.

2. See responses to Common Comments E1 and P.
2. Shall Montez help Exxon Mobile destroy the

See above response.

3. Please see response to Common Comment M.

4. Please see response to Common Comments B.
1. Please see the responses to Common Comments B and P.
and their impact on Montana. I cannot limit my comment to this topic. I fail to see why we, as the city of Missoula, would support a tunnel project when the ultimate purpose is part of a dead-end economy. Why go through all of this hassle, reconstruction of roads and stabilization of Montana residents to support the oil industry when we could be using all of this time and energy to invest in renewable energy technologies? It just does not make sense to me and, without due respect, I believe many many people would appreciate consideration of a re-director in our intentions.

As a concerned citizen and member of the global community, I urge the deep consideration of all the impacts, both direct and indirect, of supporting a project like this. What a statement we could make if we were to ban these trucks from our city.

Thank you for your time.

[Signature]

2. Comment noted.
You are invited to make your comments on this form and place it in the comment box located at the sign-in table or take it with you and mail it to: MDT Environmental Services Bureau, PO Box 20000, Helena, MT 59620-0001.
Comments may also be submitted by fax to (406) 444-7245 or online at www.mdt.mt.gov/pubinvolve/ews_ea.shtml
The deadline for comments is May 14, 2010.
Please indicate your name, address, and affiliation, if any below.
Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (Include both physical address and your email address):
Talasi Brooks
1312 Phillips St.
Missoula, MT 59802
talasi.brooks@gmail.com

Comments:
The proposed project raises a number of concerns for me. The first is that, quite simply, I don't think that Highway 12 can accommodate these loads. We are talking about a narrow, 2-lane, winding highway here. It will cause damage to the WideofSasha Kochwa River corridor and will result in increased inconvenience to Montana residents.

Most importantly, the EA ignores climate change. It considers the project as divorced from its larger context, a truly stand-alone extension project that will add to and exacerbate climate change. Climate change due to a project in Canada will also affect Montana; it will degrade the quality of life, health, and environment guaranteed to Montanans in the Montana Constitution. Cumulative impacts of this
The projects that occur on a global scale have global consequences. The least we Montanans can do is promote awareness of how projects we choose to permit in our own state will affect the global environment—global consequences demand a global approach. It is reasonable and feasible to expect the company in question, Imperial Oil, to mitigate for the effects on the global climate that will affect quality of life in Montana, resulting from a project that they are hoping to profit from.
1. Please see responses to Common Comment B, C2, and D1.

2. Please see responses to Common Comment L and M.

3. The new and modified turnouts will cause a minimal increase in impervious surface area. See response to Common Comment O.
See responses to Common Comments L, M, and I.
1. Please see response to Common Comment B

2. See response to Common Comment L.

3. See responses to Common Comments I and O.
Michael Gehman

1. Comment noted.
You are invited to make your comments on this form and place it in the comment box located at the sign-in table or take it with you and mail it to: MDT Environmental Services Bureau, PO Box 21000, Helena, MT 59624-1000.
Comments may also be submitted by fax to (406) 444-7245 or online at www.mdt.mt.gov/pubinvolve/eis_ea.shtml.

The deadline for comments is May 14, 2010.
Please indicate your name, address and affiliation (if any) below.
Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (Include both physical address and your email address):
Dick Lewan
1547 Van Buren St.
Missoula, MT 59802
dick.lewan@umontana.edu

Comments: This company is quite clearly unprepared for the event that one of their trucks is involved in an accident. Given that they travel the Reserve St. route, which is the only route to community hospital, those shipments have significant potential to impede access to the hospital and deny emergency care to the residents of Missoula and its surrounding area. I believe this is an impact which cannot be mitigated, and therefore urge the MDT to deny ExxonMobil/Imperial Oil a permit for this project.

1. See responses to Common Comments H2 and H3.
1. The Blackfeet Nation was consulted, please see Table 30 beginning on page 55 of the EA.

2. See response to Common Comment L. Imperial Oil has adequate insurance to cover accidents.

3. See response to Common Comment F1.
1. MDT is responsible for ensuring that the EA conforms with the requirements of MEPA.

2. See response to Common Comment B.
1. See response to Common Comment L.
Michael Gehner

1. See response to Common Comment E1.

Comments:

I strongly oppose closing the new taxiway Missoula because it opposes development of the oil sands all together. Please stop the rigs.
You are invited to make your comments on this form and place it in the comment box located at the sign-in table or take it with you and mail it to: MDT Environmental Services Bureau, PO Box 20000, Helena, MT 59602-2001. Comments may also be submitted by fax (406) 444-7245 or online at www.mdt.mt.gov/pubinvolv/eis_ea.shtml. The deadline for comments is May 14, 2010.

Please indicate your name, address and affiliation (if any) below.

Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (Include both physical address and your email address):

Ted Smith
32353 Skidoo Lane
Polson, MT 59860
Techsmith@Gmail.com

Comments:

1. See response to Common Comment L.
1. See response to Common Comment D1.
2. See responses to Common Comments I and O.

3. Safety issues are addressed in the EA and the MTP, Also, see responses to Common Comments H1, H2, and H3.

4. The proposed route is an existing transportation corridor. Recreationalists, including bicyclists and hikers are not expected to be affected by the module hauling as most of it would occur at night.

5. See response to Common Comment L.
You are invited to make your comments on this form and place it in the comment box located at the sign-in table or take it with you and mail it to: MDT Environmental Services Bureau, PO Box 201001, Helena, MT 59620-1001.

Comments may also be submitted by fax to (406) 444-7215 or online at www.mdt.mt.gov/pubinvolve/ets_ca.shtml

The deadline for comments is May 14, 2010.

Please indicate your name, address and affiliation (if any) below.

Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (include both physical address and your email address):

JASON BERRY
160 MEADOWLARK CT.
MISSOULA, MT 59803
jberrymt_ski@live.com

Comments: Plan/Packet for proposed project

Thank You
1. Please see the responses to Common Comments P, E1, F1, and B.
Project name: Kール Module Transport Project FEA
Central Number: CN 6800
Meeting date and time: 6:00 p.m., Thursday, April 29, 2010
Location: Meadow Hill Middle School, 4210 Reserve, Missoula, MT

You are invited to make your comments on this form and place it in the comment box located at the sign-in table or take it with you and mail it to: MDT Environmental Services Bureau, PO Box 201001, Helena, MT 59620-1001.
Comments may also be submitted by fax to (406) 444-7245 or online at www.mdt.mt.gov/pubinolve/dts_ea.shtml

The deadline for comments is May 14, 2010.
Please indicate your name, address and affiliation (if any) below.
Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (include both physical address and your email address):
William Kitchin, Summit Transfer
8975 Walker Drive, Missoula, MT 59808
skitchen@summittransfer.com

Comments: I strongly support the K冷却 Module Transport project. It will create 100’s of jobs in a time of great need and an enormous amount of revenue for our state.

1. Comment noted.
## Public Meeting Sign-in Sheet

**Project name:** Kearl Module Transport Project  
**Control Number:** CN 6800  
**Meeting date and time:** 6:00 p.m., Wednesday, April 27, 2010  
**Location:** Cut Bank Civic Center, 800 E Railroad, Cut Bank, MT

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<th>Mailing Address (Include physical address &amp; email address)</th>
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<tbody>
<tr>
<td>1.</td>
<td>Cut Lane</td>
<td>202 E 200th St. NE, Minot, ND</td>
<td>58701</td>
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<tr>
<td>2.</td>
<td>Rick Flink (BNSF)</td>
<td>238 Highway Ave, Whitefish, MT</td>
<td>59937</td>
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<td>3.</td>
<td>Elroy Schaalik</td>
<td>Cut Bank</td>
<td>59424</td>
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<tr>
<td>4.</td>
<td>Dave Miller</td>
<td>Toole Co.</td>
<td>59474</td>
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<tr>
<td>5.</td>
<td>Dennis D. Vries</td>
<td>1105 8th St. SE, Shelby MT</td>
<td>59474</td>
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<td>6.</td>
<td>Ben Oh</td>
<td>Toole Co., PO Box 1327, Shelby MT</td>
<td>59474</td>
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<td>7.</td>
<td>Jerriee Wilkerson</td>
<td>239 3rd Ave SW, Cut Bank, MT</td>
<td>59427</td>
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<td>8.</td>
<td>Betty True</td>
<td>Cut Bank</td>
<td>59427</td>
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<td>9.</td>
<td>Earl Miller</td>
<td>239 3rd Ave SW, Cut Bank, MT</td>
<td>59427</td>
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### Public Meeting Sign-in Sheet

**Project name:** Kearl Module Transport Project  
**Control Number:** CN 6800  
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**Location:** Cut Bank Civic Center, 800 E Railroad, Cut Bank, MT

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<tr>
<td>11. John Doe</td>
<td>315 1st Ave SW E D</td>
<td>59427</td>
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<td>12. Cheryl Smy</td>
<td>311 S Main St D</td>
<td>59425</td>
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<td>13. Doug Embody</td>
<td>221 5th Ave SW</td>
<td>59427</td>
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<td>15. Glenn Rush</td>
<td>121 5th Ave CB</td>
<td>59427</td>
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<td>16. Art Rooney</td>
<td>148 Hwy 213</td>
<td>59427</td>
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## Public Meeting Sign-in Sheet

Project name: Kearl Module Transport Project  
Control Number: CN 6800  
Meeting date and time: 6:00 p.m., Wednesday, April 27, 2010  
Location: Cut Bank Civic Center, 800 E Railroad, Cut Bank, MT

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<tr>
<td>21.</td>
<td>William J. McCaula</td>
<td>318 15th Ave S E C/6</td>
<td>59427</td>
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<td>22.</td>
<td>Samantha Brandon</td>
<td>20 4th Ave SW Condo</td>
<td>59425</td>
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<td>23.</td>
<td>Bill Banjac</td>
<td>512 E Main Cut Bank</td>
<td>59427</td>
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<td>24.</td>
<td>Steve Kincade</td>
<td>101 2nd St NE</td>
<td>59427</td>
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<tr>
<td>25.</td>
<td>Merry Skyy</td>
<td>146 3rd Ave N W</td>
<td>59427</td>
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<td>26.</td>
<td>Lacy Overton</td>
<td>PO Box 609 SWEETGRASS MT</td>
<td>69484</td>
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Lincoln Meeting

Public Meeting Sign-in Sheet
Project name: Kearl Module Transport Project EA for western route
Control Number: CN 6800
Meeting date and time: 6:00 p.m., Thursday, April 28, 2010
Location: Lincoln School, 808 Main St., Lincoln, MT

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<tbody>
<tr>
<td>1.</td>
<td>Tom Ide</td>
<td>42615 Hwy 200 E (Greenough) 59823</td>
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<tr>
<td>2.</td>
<td>Mike Kennedy</td>
<td>Lewis &amp; Clark County</td>
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<td></td>
<td></td>
<td>316 Park Ave Helena</td>
<td>59623</td>
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<tr>
<td>3.</td>
<td>Gary Aitken</td>
<td>609 Old Trailhead, Anaconda</td>
<td>59854</td>
</tr>
<tr>
<td>4.</td>
<td>Mike Miller</td>
<td>2002 Hwy 141 Helena</td>
<td>59843</td>
</tr>
<tr>
<td>5.</td>
<td>Chris J. Castagne</td>
<td>P.O. Box 274</td>
<td>59639</td>
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<tr>
<td>6.</td>
<td>Bennie Shown</td>
<td>Box 336 Lincoln</td>
<td>59639</td>
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## Public Meeting Sign-in Sheet

Project name: Kearl Module Transport Project EA for western route  
Control Number: CN 6800  
Meeting date and time: 6:00 p.m., Thursday, April 28, 2010  
Location: Lincoln School, 808 Main St., Lincoln, MT

<table>
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<th>Name</th>
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<th>Zip Code</th>
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<tbody>
<tr>
<td>11. Bud Williams</td>
<td>Box 1104 Lincoln</td>
<td>59639</td>
</tr>
<tr>
<td>12. James Anderson</td>
<td>OVARO, MT</td>
<td>59854</td>
</tr>
<tr>
<td>13. Gloria Anderson</td>
<td>P.O. Box 12 OVARO</td>
<td>59854</td>
</tr>
<tr>
<td>14. Kathy Schoendeker</td>
<td>Box 84 OVARO</td>
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<tr>
<td>15. Sara Boyett</td>
<td>Box 104 OVARO</td>
<td>59854</td>
</tr>
<tr>
<td>16. Jim Hedgskiss</td>
<td>Box 343 Choteau</td>
<td>59422</td>
</tr>
<tr>
<td>17. Sandie Hedgskiss</td>
<td>P.O. Box 1343 Choteau</td>
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<tr>
<td>18. Murphy Woodhouse</td>
<td>701 Locust Ave.</td>
<td>59701</td>
</tr>
<tr>
<td>19. Brent Rowley</td>
<td>Box 8254</td>
<td>59807</td>
</tr>
<tr>
<td>20. Nick StocKs</td>
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**Public Meeting Sign-in Sheet**

Project name: Karel Module Transport Project EA for western route  
Control Number: CN 6800  
Meeting date and time: 6:00 p.m., Thursday, April 28, 2016  
Location: Lincoln School, 808 Main St., Lincoln, MT

<table>
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<th>Name</th>
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<tr>
<td>Stewart Baker</td>
<td>189 Meadow St. P.O. Box 312</td>
<td>59639</td>
</tr>
<tr>
<td>Edith M. Baker</td>
<td>189 Meadow St. P.O. Box 312</td>
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</tr>
<tr>
<td>Carol Wells</td>
<td>P.O. Box 924</td>
<td>59639</td>
</tr>
<tr>
<td>Lewis E. Griffin</td>
<td>3107 E 22nd Ave. Lincoln, MT</td>
<td>59601</td>
</tr>
<tr>
<td>Dennis Smrdel</td>
<td>6757 W MT. Hwy 200</td>
<td>59639</td>
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<tr>
<td>Carol Kuhns</td>
<td>P.O. Box 145</td>
<td>54854</td>
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<tr>
<td>Christy Clark</td>
<td>P.O. Box 423</td>
<td>59922</td>
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<tr>
<td>Phelps &amp; Jack Ward</td>
<td>Box 131, Choteau, MT</td>
<td>59639</td>
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<tr>
<td>Megan Susan Grassman</td>
<td>Lincoln, MT</td>
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<tr>
<td>Carol Boyd</td>
<td>4040 Hwy 202, Lincoln, MT</td>
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## Public Meeting Sign-in Sheet

**Project name:** Kearl Module Transport Project EA for western route  
**Control Number:** CN 6800  
**Meeting date and time:** 6:00 p.m., Thursday, April 28, 2011  
**Location:** Lincoln School, 808 Main St., Lincoln, MT

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<tr>
<td>51. Pete Callanan</td>
<td>Helena</td>
<td>59601</td>
</tr>
<tr>
<td>52. House Brown</td>
<td>Box 188 Lincoln</td>
<td>59639</td>
</tr>
<tr>
<td>53. Tim Stone</td>
<td>Box 148创伤</td>
<td>59654</td>
</tr>
<tr>
<td>54. Scott Gordon</td>
<td>Box 100 Seeley Lane</td>
<td>59868</td>
</tr>
<tr>
<td>55. Johnny J Thompson</td>
<td>Box 37 Lincoln MT</td>
<td>59639</td>
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<tr>
<td>56. Ryan Thompson</td>
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<td>59639</td>
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<tr>
<td>57. Johnnie Thompson</td>
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## Missoula Meeting

### Public Meeting Sign-in Sheet

**Project name:** Kernel Module Transport Project EA for western route  
**Control Number:** CN 6800  
**Meeting date and time:** 6:00 p.m., Thursday, April 19, 2010  
**Location:** Meadow Hill Middle School, 4310 Reserve, Missoula, MT

**Please Print**

<table>
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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>1. Spook John</td>
<td>501 N. CANDERS Helena, MT</td>
<td>59601</td>
</tr>
<tr>
<td>2. Brent Peterson</td>
<td>1700 W. Broadway Missoula, MT</td>
<td>59808</td>
</tr>
<tr>
<td>3. Jim Clearley</td>
<td>Seeley Lake Missoula, MT</td>
<td>59808</td>
</tr>
<tr>
<td>4. Terry &amp; Mike Aldridge</td>
<td>Lolo, MT</td>
<td>59847</td>
</tr>
<tr>
<td>5. Erik Berry</td>
<td>Missoula, MT</td>
<td>59803</td>
</tr>
<tr>
<td>6. Jason Berry</td>
<td>160 Meadowlark Ct. Missoula, MT</td>
<td>59803</td>
</tr>
<tr>
<td>7. Trevor Livesay</td>
<td>2872 Blackbird Dr Bozeman, MT</td>
<td>59715</td>
</tr>
<tr>
<td>8. Denise Wilder</td>
<td>3341 Eldora Missoula, MT</td>
<td>59803</td>
</tr>
<tr>
<td>9. Rusty Wilder</td>
<td>1661 S. 7th St Missoula, MT</td>
<td>59801</td>
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<tr>
<td>10. Jeff Hollenback</td>
<td>Box 955 Lolo, MT</td>
<td>59847</td>
</tr>
<tr>
<td>Name</td>
<td>Mailing Address (Include physical address &amp; email address)</td>
<td>Zip Code</td>
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</tr>
<tr>
<td>Steve Seninger</td>
<td>9601 Cedar Ridge, Missoula, MT</td>
<td>59808</td>
</tr>
<tr>
<td>Brent J. Evans</td>
<td>51 Tennesse St., Rapid City, SD 59803</td>
<td>59803</td>
</tr>
<tr>
<td>Tom Alsaker</td>
<td>11600 Muller Rd, 59808</td>
<td>59808</td>
</tr>
<tr>
<td>Doug Gardwell</td>
<td>16885 Schofield Ln, Missoula, MT 59801</td>
<td>59846</td>
</tr>
<tr>
<td>Len &amp; Sally Hestonson</td>
<td>13450 LoLo Creek Rd, 59847</td>
<td>59847</td>
</tr>
<tr>
<td>Ken Konsperger</td>
<td>690 Daisy Ln, Socor Lake, MT 59807</td>
<td>59808</td>
</tr>
<tr>
<td>Rudim Miller</td>
<td>1118 Michael St, Missoula, MT 59801</td>
<td>59801</td>
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<tr>
<td>Richard Eggert</td>
<td>11601 Highway 200, Missoula, MT 59801</td>
<td>59831</td>
</tr>
<tr>
<td>Cliff Mairer</td>
<td>1920 35th Street, Missoula, MT 59801</td>
<td>59801</td>
</tr>
<tr>
<td>Valerie Wilson</td>
<td>Box 2100, Missoula, MT 59820</td>
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# Public Meeting Sign-in Sheet

**Project name:** Karl Module Transport Project EA for western route  
**Control Number:** CN 6000  
**Meeting date and time:** 6:00 p.m., Thursday, April 29, 2010  
**Location:** Meadow Hill Middle School, 4340 Reserve, Missoula, MT

<table>
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<th>Name</th>
<th>Mailing Address (Include physical address &amp; email address)</th>
<th>Zip Code</th>
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<tbody>
<tr>
<td>21. John Walker</td>
<td>621 Westford MSU 59801 <a href="mailto:JAWALKER21@GMAIL.COM">JAWALKER21@GMAIL.COM</a></td>
<td>59801</td>
</tr>
<tr>
<td>22. David Zohner</td>
<td>460257 P.O. Box Huson, MT 59846</td>
<td>59846</td>
</tr>
<tr>
<td>23. Paul Johnson</td>
<td>MONTANA DEPARTMENT OF TRANSPORTATION 59801</td>
<td>59801</td>
</tr>
<tr>
<td>24. Michelle Landquist</td>
<td>200 W Broadway MRA 59801</td>
<td>59801</td>
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<tr>
<td>25. Larry Anderson</td>
<td>301 E Broadway Missoula, MT 59801</td>
<td>59801</td>
</tr>
<tr>
<td>27. Patrick O’Herren</td>
<td>200 W. Broadway Missoula 59801</td>
<td>59801</td>
</tr>
<tr>
<td>28. Larry Hoffland</td>
<td>4319 North Ave West Missoula MT 59804</td>
<td>59804</td>
</tr>
<tr>
<td>29. Tasha Dunlap</td>
<td>400 C. Pantzer Hall Missoula 59801</td>
<td>59801</td>
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<tr>
<td>30. Jim Melvin</td>
<td>4221 Timberlake 59802</td>
<td>59802</td>
</tr>
<tr>
<td></td>
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<tr>
<td>31.</td>
<td>EREC JOHNSON</td>
<td>1691 S. 9 1/2 W MS44 MT</td>
</tr>
<tr>
<td>32.</td>
<td>Richard Bingham</td>
<td>1520 Defoe St. MS44 MT</td>
</tr>
<tr>
<td>33.</td>
<td>PAMELA ENGLISH</td>
<td>1204 Margaret St.</td>
</tr>
<tr>
<td>34.</td>
<td>Gary Sieben</td>
<td>15060 Miller Rd. Fremont 59834</td>
</tr>
<tr>
<td>35.</td>
<td>JUSTIN WALSH</td>
<td>PO Box 7335 Idaho Falls, ID 83401</td>
</tr>
<tr>
<td>36.</td>
<td>Pat Wilson</td>
<td>104 Tahoe Drive MS44 MT</td>
</tr>
<tr>
<td>37.</td>
<td>Sara Boyett</td>
<td>Box 64 Ovando</td>
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<tr>
<td>38.</td>
<td>Lucas Childress</td>
<td>1725 Madea, Missoula</td>
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<tr>
<td>39.</td>
<td>Mary Matthiae</td>
<td>804 W. Pine, Missoula</td>
</tr>
<tr>
<td>40.</td>
<td>Norman Johnson</td>
<td>PO Box 1657 Polson</td>
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## Public Meeting Sign-in Sheet

**Project name:** Kearl Module Transport Project EA for western route  
**Control Number:** CN 6800  
**Meeting date and time:** 6:00 p.m., Thursday, April 29, 2010  
**Location:** Meadow Hill Middle School, 4210 Reserve, Missoula, MT

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<th>Name</th>
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<tbody>
<tr>
<td>Willie Curdy</td>
<td>Kona Ranch Rd, Missoula, MT 11260, <a href="mailto:wcurdy@bridgetel.net">wcurdy@bridgetel.net</a>, 59804</td>
<td>59804</td>
</tr>
<tr>
<td>William Kitchin</td>
<td>P.O. Box 16855, Missoula, MT 59800, <a href="mailto:skitchin@msula.missoula.mt">skitchin@msula.missoula.mt</a></td>
<td>59800</td>
</tr>
<tr>
<td>Robert Livesay</td>
<td>Knowles Hall Missoula, MT 59801, #512</td>
<td>59801</td>
</tr>
<tr>
<td>Zach Brown</td>
<td>305 Knowles Hall, Missoula, MT</td>
<td>59801</td>
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<tr>
<td>Alison Wren</td>
<td>126 Miller Hall, Missoula, MT 59801</td>
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<tr>
<td>Sam Wilson</td>
<td>301 Elmo Hall, Missoula, MT</td>
<td>59801</td>
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<tr>
<td>Yasha Rokhnoa</td>
<td>310 Stephens Ave, Apt A, Missoula, MT</td>
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<tr>
<td>Zack Porter</td>
<td>514 E. Front St. #6, Missoula, MT 59802</td>
<td>59802</td>
</tr>
<tr>
<td>Aleta Jaksich</td>
<td>614 Woodworth Ave, Missoula, MT</td>
<td>59801</td>
</tr>
<tr>
<td>Allen Danenhauer</td>
<td>2306 42 St, Missoula, MT</td>
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# Public Meeting Sign-in Sheet

Project name: Kearl Module Transport Project EA for western route  
Control Number: CN 6800  
Meeting date and time: 6:00 p.m., Thursday, April 29, 2010  
Location: Meadow Hill Middle School, 4210 Reserve, Missoula, MT

<table>
<thead>
<tr>
<th>Name</th>
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<th>Zip Code</th>
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</thead>
</table>
| 51. Bill Flanery | 1917 E. Broadway  
                              Missoula 59002  
                              billflanery@yahoo.com | 59801    |
| 52. Orrin Johnson | 501 W. Front St  
                              Apt 707  
                              Missoula, MT 59802 | 59802    |
| 53. Michael Gehman | 1100 34th St. Apt 60  
                              Missoula, MT 59801 | 59801    |
| 54. Derek Konwischer | 633 5th St. East  
                              Missoula 59801 | 59801    |
| 55. Rashmi Doowa | University of Montana  
                              59801    |
| 56. Erin Axeirod | University of Montana  
                              59801    |
| 57. Anton Gabrielson | 5210 38th St  
                              Missoula, MT 59801 | 59801    |
| 58. Kip Beckwith | 351 Strand Ave  
                              Missoula, MT 59801 | 59801    |
| 59. Julie Oldfield | University of MT  
                              59801    |
| 60. Karen Perszyk | 620 Evans 59801 | 59801    |
### Public Meeting Sign-in Sheet

**Project name:** Krawl Module Transport Project EA for western route  
**Control Number:** CN 6800  
**Meeting date and time:** 6:00 p.m., Thursday, April 29, 2010  
**Location:** Meadow Hill Middle School, 4210 Reserve, Missoula, MT

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<tr>
<td>ERICA DOSSA</td>
<td>484 Brooks St. <a href="mailto:erica.g.dossa@gmail.com">erica.g.dossa@gmail.com</a></td>
<td>59801</td>
</tr>
<tr>
<td>John Wolverton</td>
<td>1637 58th St W</td>
<td>59801</td>
</tr>
<tr>
<td>Dana M Boych</td>
<td>1954 5 4th W #7</td>
<td>59801</td>
</tr>
<tr>
<td>Robert Schweitzer</td>
<td>11905 Green Acres</td>
<td>59804</td>
</tr>
<tr>
<td>BT NIELSEN</td>
<td>2245 Sunlite Ln <a href="mailto:kelsey.a.6@gmail.com">kelsey.a.6@gmail.com</a></td>
<td>59804</td>
</tr>
<tr>
<td>CLIFF CARSEN</td>
<td>8925 Levitt Circle <a href="mailto:cliffi@lson.com">cliffi@lson.com</a></td>
<td>59804</td>
</tr>
<tr>
<td>JESSE LAMB</td>
<td>706 HIBERNIA MISSOULA BEBER@YAHOO</td>
<td>59807</td>
</tr>
<tr>
<td>Kellie Gustafson</td>
<td>PO BOX 491 BILLINGS MT</td>
<td>59101</td>
</tr>
<tr>
<td>Dan Nordlund</td>
<td>PO BOX 5453 Helena MT</td>
<td>59604</td>
</tr>
<tr>
<td>Brian Nordlund</td>
<td>809 Hansel Blvd Helena MT</td>
<td>59611</td>
</tr>
<tr>
<td>Name</td>
<td>Mailing Address (Include physical address &amp; email address)</td>
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<tr>
<td>Patrick Dyer</td>
<td>633 S. 5th St, Missoula, MT 59801</td>
<td>59801</td>
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<tr>
<td>Prairie Wolfe</td>
<td>500 Daly Ave, Missoula, MT 59801</td>
<td>59801</td>
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<tr>
<td>Jim Wilson</td>
<td>2425 Briggs St, Missoula, MT 59803</td>
<td>59803</td>
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<tr>
<td>Peggy Miller</td>
<td>1520 S 7th St, Missoula, MT 59801</td>
<td>59801</td>
</tr>
<tr>
<td>Mary B. Smith</td>
<td>400 W Franklin, Missoula, MT 59801</td>
<td>59801</td>
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<tr>
<td>Dru Carr</td>
<td>619 Howell St, Missoula, MT 59802</td>
<td>59802</td>
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<tr>
<td>Roy E. Conover</td>
<td>125 Bank St, Missoula, MT 59802</td>
<td>59802</td>
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<tr>
<td>Rick Newton</td>
<td>200 W. 8th St, Missoula, MT 59802</td>
<td>59802</td>
</tr>
<tr>
<td>Dylan Hochsterer</td>
<td>5845 US Hwy 93 S, Missoula, MT 59804</td>
<td>59804</td>
</tr>
<tr>
<td>Jeanette Zentgraf</td>
<td>PO Box 1116, 11015 Slieman Creek Rd, Missoula, MT 59847</td>
<td>59847</td>
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</table>
# Public Meeting Sign-in Sheet

Project name: Kearl Module Transport Project EA for western route  
Control Number: CN 6800  
Meeting date and time: 6:00 p.m., Thursday, April 29, 2010  
Location: Meadow Hill Middle School, 4210 Reserve, Missoula, MT

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<th>Name</th>
<th>Mailing Address (Include physical address &amp; email address)</th>
<th>Zip Code</th>
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<tbody>
<tr>
<td>81. K.C. Hayes</td>
<td>1301 Jackson St., Missoula</td>
<td>59802</td>
</tr>
<tr>
<td>82. Andrew Gordon</td>
<td>411 Livingston Ave., Missoula</td>
<td>59801</td>
</tr>
<tr>
<td>83. W&amp;W Ray Smetsengen</td>
<td>1919 So 8th St, Missoula</td>
<td>59801</td>
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<tr>
<td>84. Dick Lewan</td>
<td>1547 Van Buren St, Missoula MT</td>
<td>59802</td>
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<tr>
<td>85. Jean A LaReinier</td>
<td>4750 Nolbert Dr, Florence, MT</td>
<td>59803</td>
</tr>
<tr>
<td>86. Ben Munalee</td>
<td>2771 Sheffield Dr, Missoula</td>
<td>59808</td>
</tr>
<tr>
<td>87. Jim Hepburn</td>
<td>912 E Broadway, Missoula MT</td>
<td>59801</td>
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<tr>
<td>88. Lawrence Watson</td>
<td>245 SW Higgins Ave, Apt #1, Missoula MT</td>
<td>59803</td>
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<tr>
<td>89. Cheyenne Rogers</td>
<td>329 Hazel St, Missoula MT</td>
<td>59801</td>
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<tr>
<td>90. Nick Stocks</td>
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## Public Meeting Sign-in Sheet

Project name: Kearsley Module Transport Project EA for western route  
Control Number: CN 6200  
Meeting date and time: 6:00 p.m., Thursday, April 29, 2010  
Location: Meadow Hill Middle School, 4200 Reserve, Missoula, MT

### Please Print

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<th></th>
<th>Name</th>
<th>Mailing Address (Include physical address &amp; email address)</th>
<th>Zip Code</th>
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</thead>
</table>
| 91. | Jon Wilkins              | 501 Fairview  
Missoula MT 59801                                      | 59801    |
| 92. | Cyndy Brown              | 1821 Jackson  
Missoula MT 59802                                      | 59802    |
| 93. | John Davis               | 911 Cherry St  
Missoula MT 59801                                      | 59801    |
| 94. | Melissa Parks            | 1315 S 5th W  
Missoula MT 59801                                      | 59801    |
| 95. | John Devora              | 3233 S. 6th L. Polson  
Missoula MT 59803                                      | 59803    |
| 96. | Steve Smith              | 2410 Camino Ramon Suite #250  
San Ramon, CA 94583                                      | 94583    |
| 97. | Happy Lafrinere          | 5001 S. 6th L. Polson  
Florence MT 59807                                      | 59807    |
| 98. | Jake Gubaldon            | 2410 Camino Ramon Suite #250  
San Ramon, CA 94583                                      | 94583    |
| 99. | Steven Mumble            | 2410 Camino Ramon Suite #250  
San Ramon, CA 94583                                      | 94583    |
| 100. | Paul Sibick             | 210 N. Poplar  
Missoula MT 59801                                      | 59801    |
<table>
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<tr>
<th>Name</th>
<th>Mailing Address (Include physical address &amp; email address)</th>
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<tr>
<td>Forrest Senterfer</td>
<td>2407 Tymonda Ave</td>
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<tr>
<td>Max Granger</td>
<td>1009 W. Sussex, 59801</td>
<td></td>
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<tr>
<td>Amy Gilimborg</td>
<td>1601 Tamarack St</td>
<td>59802</td>
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<tr>
<td>Cyndle Clift</td>
<td>806 N. 8th St</td>
<td>59802</td>
</tr>
<tr>
<td>Summer Nelson</td>
<td><a href="mailto:summer@summerndolumlaw.com">summer@summerndolumlaw.com</a>, Missoula, MT</td>
<td>59802</td>
</tr>
<tr>
<td>Meghan Gill</td>
<td>PO Box 7923, Missoula, MT</td>
<td>59807</td>
</tr>
<tr>
<td>Robert Grady</td>
<td>2422 Wyli Ave, Missoula, MT</td>
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<tr>
<td>Steve Middle</td>
<td>305 Agnes Ave</td>
<td>59801</td>
</tr>
<tr>
<td>Kevin Walsh</td>
<td>713 N 1st St</td>
<td>59802</td>
</tr>
<tr>
<td>Pam Walzer</td>
<td>1339 Sherwood</td>
<td>59802</td>
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## Public Meeting Sign-in Sheet

**Project name:** Kearl Module Transport Project EA for western route  
**Control Number:** CN 6800  
**Meeting date and time:** 6:00 p.m., Thursday, April 29, 2010  
**Location:** Meadow Hill Middle School, 4200 Reserve, Missoula, MT

<table>
<thead>
<tr>
<th>Name</th>
<th>Mailing Address (Include physical address &amp; email address)</th>
<th>Zip Code</th>
</tr>
</thead>
</table>
| 111. Talasi Breck     | 1312 Phillips St  
MISSOULA MT (talasi.breck@  
gmail.com)              | 59802    |
| 112. Derek Goldman    | 1750 S. 3rd St W  
MISSOULA MT               | 59801    |
| 113. Larry Nolan      | 2455 Lark St  
MISSOULA MT               | 59802    |
| 114. Genevieve Schroeder | 810 S. 4th St W  
MISSOULA MT               | 59801    |
| 115. P. Doenewald     | MISSOULA MT               | 59801    |
| 116. Jim Lynch        | MDT Helena MT             | 59602    |
| 117. Deborah Obersky  | 503 Garden St  
MISSOULA MT               | 59802    |
| 118. Kristin Bausgard  | 1111 Mission Rd  
SUPERIOR MT               | 59802    |
| 119. Tim Laekeke      | PO BOX 2672  
MISSOULA MT               | 59806    |
| 120. Nathan Howard    | 1960 Chickadee  
MISSOULA MT               | 59808    |
## Public Meeting Sign-in Sheet

Project name: Karel Module Transport Project EA for western route  
Control Number: CN 6800  
Meeting date and time: 6:00 p.m., Thursday, April 29, 2010  
Location: Meadow Hill Middle School, 420 Reserve, Missoula, MT

<table>
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<th>Name</th>
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<tbody>
<tr>
<td>121. Kathleen Kennedy</td>
<td>1580 Cornerstone Dr. Missoula, MT <a href="mailto:KKembery68@hotmail.com">KKembery68@hotmail.com</a></td>
<td>59802</td>
</tr>
<tr>
<td>122. Halette Hansen</td>
<td>127 S. Eddy St. Missoula, MT</td>
<td>59802</td>
</tr>
<tr>
<td>123. Sterling Miller</td>
<td>Lolo, MT</td>
<td>59847</td>
</tr>
<tr>
<td>124. Heather Aedam</td>
<td>Missoula</td>
<td>59803</td>
</tr>
<tr>
<td>125. Stephanie Olszewski</td>
<td>527 E. Main Apt 41</td>
<td>59802</td>
</tr>
<tr>
<td>126. Jennifer Oakland</td>
<td>311 Skyline</td>
<td>59802</td>
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<tr>
<td>127. J. Manuel</td>
<td></td>
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</tr>
<tr>
<td>128. Murphy Wedhouse</td>
<td>701 Leonst Ave.,</td>
<td>86901</td>
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<tr>
<td>129. Lauren Caldwell</td>
<td>280 E. Front St. Missoula, MT</td>
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<tr>
<td>130. Chris Brink</td>
<td>7000 Cold St. Missoula, MT</td>
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Public Meeting Sign-in Sheet

Project name: Kean Module Transport Project EA for western route
Control Number: CN 6800
Meeting date and time: 6:00 p.m., Thursday, April 29, 2010
Location: Meadow Hill Middle School, 420 Reserve, Missoula, MT

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<table>
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<th>Name</th>
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<tbody>
<tr>
<td>141. George Nickas</td>
<td>Box 7362, Missoula</td>
<td>59807</td>
</tr>
<tr>
<td>142. Deborah Brae Tanner</td>
<td>414 Hartman St Apt D 0 <a href="mailto:mchassonc@msn.com">mchassonc@msn.com</a></td>
<td>59802</td>
</tr>
<tr>
<td>143. Whitney Kemkel</td>
<td>108 W Broadway Missoula <a href="mailto:Whitney123@hotmail.com">Whitney123@hotmail.com</a></td>
<td>59802</td>
</tr>
<tr>
<td>144. Alex Saabioonen Missoula Independent</td>
<td>317 5. Orange Missoula MT 59801 <a href="mailto:saabioonen@msn.com">saabioonen@msn.com</a></td>
<td></td>
</tr>
<tr>
<td>145. Jeffrey P. Shotty</td>
<td>1167 Johanna Dr Missoula MT 59804</td>
<td></td>
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<tr>
<td>146. Darrel Armstrong</td>
<td>537 E Pine, #3, Missoula</td>
<td></td>
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<tr>
<td>147. Lindsey Myers</td>
<td>P.O. Box 193 Drummond MT 59832</td>
<td></td>
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<td>148.</td>
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Please print!
# Public Meeting Sign-in Sheet

Project name: Kean Module Transport Project EA for western route  
Control Number: CN 6800  
Meeting date and time: 6:00 p.m., Thursday, April 29, 2010  
Location: Meadow Hill Middle School, 4200 Reserve, Missoula, MT

Please print!

<table>
<thead>
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<th>Name</th>
<th>Mailing Address (Include physical address &amp; email address)</th>
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<tbody>
<tr>
<td>131. Aimee Wilker</td>
<td>6860 Gourley</td>
<td>03</td>
</tr>
<tr>
<td>132. Xwen Myers</td>
<td>PO Box 143, Drummond, MT</td>
<td>59832</td>
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<tr>
<td>133. Brent Bowley</td>
<td>Box 825, Missoula, MT</td>
<td>59807</td>
</tr>
<tr>
<td>134. Unee E.</td>
<td>PO Box 736, Missoula, MT</td>
<td>59807</td>
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<tr>
<td>135. William E. Larson</td>
<td>12500 Hwy 97 S, Box 98, Lolo, MT</td>
<td>59847</td>
</tr>
<tr>
<td>136. Barbara Hall</td>
<td>1110 Phillips Street, Missoula, MT</td>
<td>59802</td>
</tr>
<tr>
<td>137. Jennifer Peik</td>
<td>576 Swan River Rd, Bigfork, MT</td>
<td>59911</td>
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<tr>
<td>138. Nina Leangtree</td>
<td>Hot Springs</td>
<td>59845</td>
</tr>
<tr>
<td>139. Mike Sullivan</td>
<td>Helmville</td>
<td>59843</td>
</tr>
<tr>
<td>140. Kent Watson</td>
<td>225 Black Pine Dr, Missoula, MT</td>
<td>59803</td>
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## Public Meeting Sign-in Sheet

**Project name:** Kearl Module Transport Project EA for western route  
**Control Number:** CN 6800  
**Meeting date and time:** 6:00 p.m., Thursday, April 29, 2010  
**Location:** Meadow Hill Middle School, 4320 Reserve, Missoula, MT

**Please print!**

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<th>No.</th>
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<th>Zip Code</th>
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<tbody>
<tr>
<td>151</td>
<td>Shane Stuck</td>
<td>2331 South 7th</td>
<td>59801</td>
</tr>
<tr>
<td>152</td>
<td>Derek Gallagher</td>
<td>Box 294, LoLo, MT</td>
<td>59847</td>
</tr>
<tr>
<td>153</td>
<td>Brianna Randall</td>
<td>1809 S. 6th St., W., Apt. A</td>
<td>59801</td>
</tr>
<tr>
<td>154</td>
<td>Ashley Wolf-Sheehy</td>
<td>2191 E. Mulan Rd, Clinton 59825</td>
<td>59825</td>
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<tr>
<td>155</td>
<td>Jennifer Watson</td>
<td>1331 Steel Bridge Drive, 1010</td>
<td>59847</td>
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<tr>
<td>156</td>
<td>Brianna Randall</td>
<td>2950 Gilmore Ave, Missoula, MT 59802</td>
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<tr>
<td>157</td>
<td>Chris Fehe</td>
<td>P.O. Box 700, Missoula, MT 59807</td>
<td>59807</td>
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<tr>
<td>158</td>
<td>Melissa Early</td>
<td>891 Hastings, Missoula, MT</td>
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<tr>
<td>159</td>
<td>Eileen Buchanan</td>
<td>481 W. Alder St, Missoula, MT</td>
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<tr>
<td>160</td>
<td>Josh Mahan</td>
<td>1626 S. 5th W., #4, Missoula, MT 59801</td>
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**Please print!**
Public Meeting Sign-in Sheet

Project name: Kearl Module Transport Project EA for western route
Control Number: CN 6800
Meeting date and time: 6:00 p.m., Thursday, April 29, 2010
Location: Meadow Hill Middle School, 4250 Reserve, Missoula, MT

<table>
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<tr>
<td>171.</td>
<td>Erika Foster</td>
<td>59801</td>
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<td>172.</td>
<td>Matt Dunkle</td>
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<tr>
<td>173.</td>
<td>Amy Zenni</td>
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