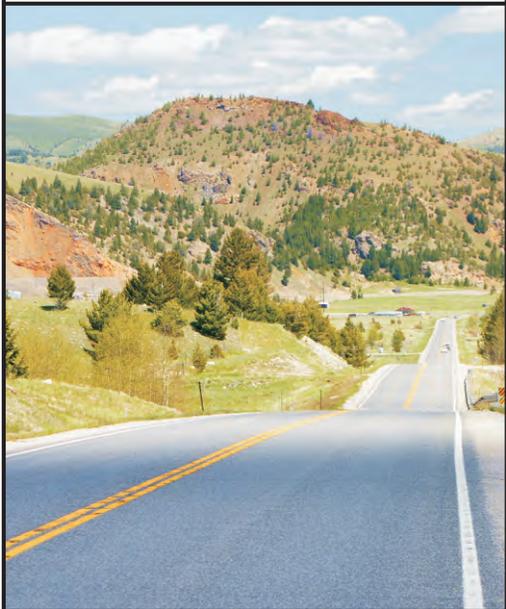


APPENDIX A

CONSULTATION, COORDINATION AND
COMMUNITY INVOLVEMENT





Montana Fish, Wildlife & Parks

Region 2 Office
3201 Spurgin Road
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406-542-5500
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December 23, 2011

Carol Strizich, Project Manager
MDT Statewide and Urban Planning
PO Box 201001
Helena, MT 59620-1001

Reference: MT-1 West of Anaconda to Georgetown Lake, Corridor Planning Study, Draft,
November 2011

Dear Ms. Strizich:

Montana Fish, Wildlife & Parks (FWP) is pleased that the Montana Department of Transportation (MDT) has completed the MT-1 West of Anaconda to Georgetown Lake: Corridor Planning Study Draft (Nov 2011; hereafter, Draft Study). This is a corridor study that FWP recommended in our October 1, 2009 letter to MDT. MDT's willingness to implement the study process, as well as pursue ongoing mitigations to reduce collisions between bighorn sheep and motorists are greatly appreciated.

FWP would like to offer the following comments and recommendations regarding the Draft Study. Although we are submitting these later than planned, we hope they may be of help as you progress in this corridor study.

GENERAL COMMENTS

Fisheries

1. Regarding **Fisheries/Water** comments made at the **Resource Agency Meeting** (Sec 3.3, p 31):
 - a. While fish entrainment in ditches may be an issue within the corridor study area, we believe it is unlikely to be something that MDT would be able to address during possible corridor improvement. This was probably stated as a general fisheries concern for the area and not necessary something that should be addressed in this study report.
 - b. One of the most important issues FWP brought up at the agency meeting was FWP's desire to address fish passage concerns at several Highway 1 stream crossings in the near future. The most important location discussed was the culvert crossing at Twin Lakes Creek. Other locations included two culvert crossings on the Silver Lake Aqueduct (historically the old Storm Lake Creek channel; uppermost and lowermost crossings). None of these crossing are currently fish friendly. Upstream passage through these structures may be limited to certain time periods and/or fish life stages. As is stated in the Draft Study, Warm Springs Creek is considered critical habitat for bull trout, and restoring connectivity is of utmost importance in this drainage. We would like to see a greater emphasis on this in the CPS, including a specific plan under the Spot Improvement Options (Sec 5.3, or wherever it is most appropriate) to

address passage concerns at these locations (particularly the Twin Lakes Creek crossing) in the near term. We believe this would lend greater importance to these potential project locations as funding becomes available.

- c. Due to the age of the North Fork Flint Creek crossing, we believe that any corridor improvements would ultimately have to do work on this structure during any project implementation. Fish passage would be an important consideration when redesigning this crossing, due to North Fork Flint Creek being an important spawning tributary for brook trout, rainbow trout and kokanee salmon populations in Georgetown Lake, one of the most fished bodies of water in Montana.

Wildlife

In light of the emerging information, strong public support, and continued conflict with bighorn and motorists, FWP would like to see additional consideration for placing a wildlife underpass near mile marker 14.5 to eliminate bighorn sheep strikes in the area. A **Wildlife Overpass** (Sec 5.4, 6(c); p 50) option was considered, but not advanced in the Draft Study. While not specifically mentioned in that section, from the way it was written, we believe that it intended to include a wildlife *underpass* as also not being advanced. But **Improvement Options Summary and Implementation** (Sec 5.5, p 51, para 2) states: "The recommended improvement options recognize the impact of the roadway on wildlife resources, and offers potential mitigation strategies that may be candidates for further exploration during project development activities. These include wildlife signing, wildlife fencing, animal detection systems, and *the potential for wildlife underpasses/overpasses*" (FWP emphasis in italics). We found no later mention of underpass in the document. FWP recommends a wildlife underpass be advanced in the Draft Study as a spot improvement--at least as a long-term improvement option—and that it also be listed in the **Recommended Improvement Options Summary** (Table 5.1, and its companion Figure 5.2).

The adoption of a seasonal reduced-speed limit from mile marker 14.3 to 15.3, substitution of sand for salt when de-icing the area, and variable message signage warning of bighorn sheep in the roadway has been partially effective at reducing bighorn sheep road kill. FWP appreciates the work of MDT and Anaconda-Deer Lodge County (ADLC) in implementing these changes. Unfortunately some collisions still occur. Despite close coordination between MDT and ADLC road crews, application of salt to the roadway occurs on occasion and can result in the deaths of bighorn as well as danger and cost to motorists. For example, on November 19, 2011 an adult bighorn ewe was struck and killed by a vehicle at 10 a.m.--the road was not icy and the collision occurred in broad daylight without the motorist stopping. Apparently, the road had been salted the previous night due to an incoming storm and MDT's need to assure that motorists would not slide off the road.

FWP expects the continued development of Anaconda's West Valley and the Georgetown Lake area as well as expansion of the Discovery Ski Area, to lead to greater traffic volumes and increased vehicle strikes on Highway 1 West and with bighorn specifically. With increasing traffic volume and only partial success in slowing traffic and removing salt from the road, construction of a wildlife underpass may be the only long-term solution to eliminate bighorn versus vehicle accidents from mile marker 14 to 15.

SPECIFIC COMMENTS ON THE DRAFT STUDY DOCUMENT

Below, grouped by Chapter are FWP's recommended changes, updates and/or corrections to the Draft Study.

Chapter 2. Existing and Projected conditions (pp 5-28)

1. **Future Traffic Projections** (Sec 2.1.2, p 6). Are there any expected traffic increases expected as a result of current and planned expansions at Discovery Ski Area?
2. **Crash Analysis** (Sec 2.1.4, pp 8-9). Frequent FWP staff response to and observations of road kill on Highway 1 West suggest that MDT's crash rate and severity data may underestimate the number of wildlife strikes on the highway. The fact that MDT carcass data show more collisions than the crash rate data likely demonstrates or reinforces this.
3. **Hydraulics** (Sec 2.2.8, p 15). The word "ephemeral" should be changed to "perennial" when referring to stream and tributary types, e.g., "Numerous intermittent and *perennial* tributaries, . . . flow out of the mountains on either side of the highway". This change should also be made on pages 21 and 22 where the word "ephemeral" occurs. Several of the streams listed are perennial streams, not "intermittent or ephemeral," as is currently stated.
4. **Hydraulics** (Sec 2.2.8, p 15). All places in the Draft Study where "Storm Creek" is used should be changed to "Storm Lake Creek."
5. **Wildlife** (Sec 2.3.6, p 18). The most current information suggests that the Anaconda bighorn sheep herd now numbers well under 100 animals. Our high count is 40 as of December 5, and we estimate the total may be 65 bighorn. The small size of this population makes it all the more imperative to avoid the road kill of bighorn sheep.
6. **Birds** (Sec 2.3.8, p 19). In addition to the Migratory Bird Treaty Act, we would add that the Bald and Golden Eagle Protection Act should also be carefully considered.¹
7. **Aquatic Resources** (Sec 2.3.9; **Fisheries**, p 19 para 1). "Westslope cutthroat" should be changed to "westslope cutthroat trout."
8. **Aquatic Resources** (Sec 2.3.9; **Fisheries**, p 19 para 1). The meaning of the final sentence in the first paragraph ("River miles from 24.2 . . .") is unclear in its relation to fisheries--it may be referring more to big game and/or bighorn sheep winter and spring range? We are also unsure what "MFWP protected areas" is referencing.
9. **Wetlands** (Sec 2.3.15, p 23; **Aquatic Resources**).
 - a. We recommend this section be re-titled **Wetlands and Riparian Areas**, and expanded to clearly include riparian areas associated with perennial and intermittent streams--areas which are not always wetlands.
 - b. With the previous change, this subsection would then be a good place to reference the State of Montana's various stream permitting requirements² for which we found no mention in the Study. One example is the need for a Montana Stream Protection Act (SPA 124) permit for any government agency proposing a project that may affect the bed or banks of any stream in Montana.

¹ You may wish to consult with our nongame wildlife biologist, Kristi DuBois (phone 406-542-5551 in Missoula, kdubois@mt.gov) for further information.

² Information is available on FWP's website at <http://fwp.mt.gov/doingBusiness/licenses/pondsAndStreams/>, under "Stream Permitting."

- c. In **Flood Plains and Floodways** (Sec 2.3.16, p 23; **Aquatic Resources**): The final sentence in the first paragraph is a very useful statement regarding the “natural beneficial values” of floodplains. Most of these values apply equally to wetlands and riparian areas. Therefore, we recommend a similar statement of values be added to the (re-titled) **Wetlands** section.
- d. Alternatively, items a. and b. above could be added to and addressed in the **Flood Plains and Floodways** section (2.3.16), to become **Flood Plains, Floodways and Riparian Areas**.
- e. The introduction in the **Environmental Setting** (Sec 2.3, p 16, para 1) indicates that Section 2.3 is a summary of the earlier, full **Environmental Scan** (a copy of which is in Appendix B of the Draft Study). In the **Wetlands** section (3.4, p 12, para 5) of the **Scan**, we found three statements regarding wetlands:

Impacts to wetland areas should be avoided and minimized through conscientious project design. Documentation of avoidance and minimization measures should be included in the project development. Any unavoidable wetland impacts must be quantified and compensated for through mitigation in accordance with USACOE regulatory requirements.

We believe this information is important enough that we recommend the statements be added to the **Wetlands** section in the Draft Study.

10. **Wildlife Connectivity and Wildlife-Vehicle Collisions** (Sec 2.4.4, p 26; in Sec 2.4 **Areas of Concern and Consideration**. There are many important wildlife crossings between Anaconda and Georgetown but there is really only one remaining stretch of country that is somewhat intact and free of homes and development, and that is the stretch from Silver Lake eastward to Yankee Flats. This is the last stretch of open space between Anaconda and Georgetown: It links up the ridgelines (Wraith Hill, Grouse Hill, Johnson Hill, Silver Hill, Mount Haggin) and drainages of upper Warm Springs Creek (Storm Lake Creek, Twin Creek, Cable Creek) between the Flint and Anaconda/Pintler Ranges. In recent times FWP has verified some grizzly bear activity in this area and it appears that this stretch may be important for other wildlife as well. We would like to see this area given official designation as an important wildlife movement zone in the Corridor Planning Study and added to Section 2.4.4.

Chapter 4. (and 4.1 subsection) Corridor Needs and Objectives (pp 33-34)

Need # 2: Preserve the environmental, scenic and recreational nature of the corridor and promote wildlife and aquatic connectivity. This section references “‘best practice’ mitigation strategies” relative to wildlife in the third- and fourth-bulleted “Objectives.” We are not familiar with these strategies, so could you direct FWP to a reference for these best practices?

Chapter 5. Improvement Options (pp 35-54)

1. **Wildlife/Aquatics** (Sec 5.1.3)
 - a. We note that paragraph 1 of this section on page 36 indicates that the corridor carcass data are for the time period 1999-2010, but the time period is listed as 2006-2010 in **Crash Analysis** (Sec 2.1.4, p 9, para 4).
 - b. We did not find any aquatics improvement strategies in this section or in **Corridor-wide Improvements** (Sec 5.2). We found mention of impacts to fisheries only in sections 13

Roadway widening (RP 24.2- RP 27.35) and Guardrail (RP 24.8-RP 26.8) of the Spot Improvement Options (Sec 5.3). We recommend that an option in the **Corridor-wide Improvements** section be added to address fish passage evaluation and potential improvement at all culverts and bridges in the corridor planning study area, as well as any stream areas that run “parallel” to any portions of the corridor.

2. **Corridor-wide Improvements (Sec 5.2).**

- a. **Animal Detection System** (Subsec 2(b), p 39). FWP welcomes the use of animal detection techniques to alert motorists of wildlife on the road, but we believe note that speed-limit restrictions are more effective at slowing motorists than optional reductions in speed suggested/recommended by wildlife signage.
- b. **Wildlife Fencing** (Subsec 2(c), p 39) and **Vegetation Management Plan** (Subsec 3, p 39). FWP recommends that these sections indicate that MDT will consult FWP biologists early in the development of these plans.

3. **Spot Improvement Options (Sec 5.3).** We agree that the junction of **Discovery Road (USFS Road 65, Southern Cross Road³; Subsec 16, pp 47-48)** with Highway 1 is problematic. Motorists on Highway 1--at high speed (60 mph) on a curve with limited visibility south of this junction--are intersecting with Discovery Road motorists turning onto the highway. Additionally, pedestrians and recreationists such as snowmobilers and bicyclists cross Highway 1 at this junction to reach the lake. This also is exacerbated by the presence of local businesses (motel, restaurant, rental cabins) on the lower portion of Discovery Road within one-tenth mile of this intersection. Therefore, in addition to the improvement options listed in the Draft Study, we recommend slowing traffic at this site below the currently posted 60 miles per hour. Perhaps local businesses would also support this action.

4. **Improvement Options Summary and Implementation (Sec 5.5).** FWP has a general concern relative to whether the wildlife and aquatic concerns that are not singled out as separate (spot) or corridor-wide improvements will be considered early enough in project development to allow for adequate budgeting and design. For example, the highway widening proposed for the Silver Lake-Georgetown Lake stretch (Project 13 under Spot Improvement Options) appears to warrant wildlife connectivity/wildlife mitigation measures, as well as fish passage in the vicinity. We would like to see MDT explore fisheries/aquatic and wildlife needs/options in more detail now, so that something for fish and wildlife is added to the estimated project cost of \$3.75 million, versus potentially indicating that such work could not be accommodated given this early projected cost.

Chapter 6. Funding Mechanisms (pp 55-62)

FWP encourages Anaconda-Deerlodge County and MDT to pursue Community Transportation Enhancement Program (CTEP) funding, especially to address “wildlife mortality while maintaining habitat connectivity”---the sixth bulleted item under Eligible CTEP categories (p 56).

³ The Montana Cadastral website <http://svc.mt.gov/msl/mtcadastral/> lists parcels along this road as having a “Southern Cross Road” property address, but we did not see this road name mentioned in the Draft Study. We also did not find mention of whether or not this is a county road, and if so, how many miles north from its MT-1 junction.

Appendices

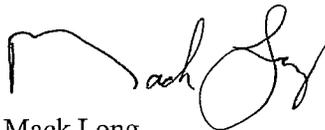
The **Environmental Scan** (App A) includes a **Public Land Ownership Maps, Appendix A** (right after p 23 of the Scan). Some recommended changes include:

1. The Montana Wild Sheep Foundation copied us on their 25 November 2011 comment letter for this Draft Study, and we noted their comment about the Blue-eyed Nellie Wildlife Management Area (WMA) map in the **Scan** (App A) not being up to date. This map is from FWP's website, and we have now updated it (enclosed). The webpage for this WMA on FWP's website is <http://fwp.mt.gov/habitat/siteDetail.html?id=1130750>, and the direct link to this updated map is <http://fwpiis.mt.gov/maps/wma/2140.pdf>.
2. An additional public lands map to add to this Appendix would be FWP's Stuart Mill Bay Fishing Access Site (FAS). This FAS is accessed by Denton Point Road, and its northwest area is within the MT-1 corridor study area (map enclosed). The webpage for this FAS on FWP's website is <http://fwp.mt.gov/fishing/siteDetail.html?id=5986103>, and the direct link to this map is <http://fwpiis.mt.gov/maps/fas/2292.pdf>. We did not find mention anywhere in the Scan of this FAS.
3. FWP also has a small 2.485-acre parcel along the north side of Highway 1 at its junction with Whitetail Lane (or Road; a little north past the junction of Southern Cross/Discovery Road with Hwy 1). Location is T5N, R13W, Sec 7 SE4, and its Geocode is 30-1375-07-4-02-01-0000 on the MT Cadastral website <http://svc.mt.gov/msl/mtcadastral/>.

Thank you for providing FWP the opportunity to comment on this Study, and thank you for your patience.

Also, would you please ensure that Sharon Rose⁴ at our office is on your contact list for this project as it progresses? She coordinates any review and comments made by myself and Region 2 FWP on this and other projects.

Sincerely,



Mack Long
Regional Supervisor

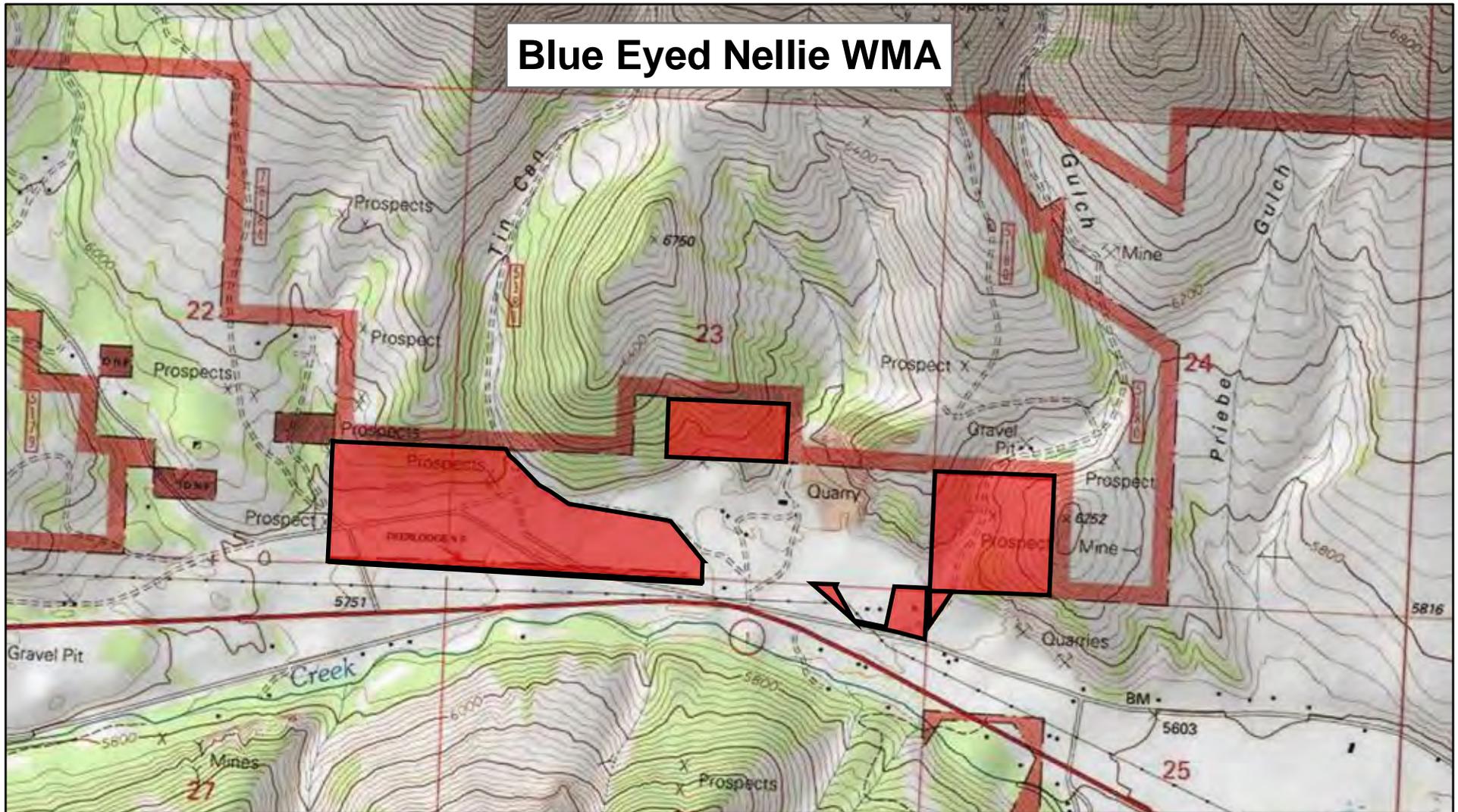
ML/sr

Enc: Blue-eyed Nellie WMA map, Stuart Mill Bay FAS map

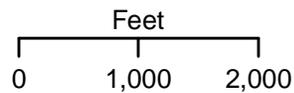
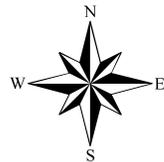
C: Tom Martin and Barry Brosten, MDT, Helena, MT
Jeff Key, Robert Peccia & Associates, Helena, MT
James Weatherly, Executive Director, Montana Wild Sheep Foundation, Missoula, MT

⁴ Phone 406-542-5540; address Region 2 FWP, 3201 Spurgin Rd, Missoula, MT 59804; email shrose@mt.gov.

Blue Eyed Nellie WMA



- Fee Simple
163 Acres
- Agreement, Lease, or Easement
0 Acres
- Conservation Easement
0 Acres



Map produced by:

Information Management Bureau
Montana Fish, Wildlife & Parks
1420 East 6th Ave
Helena, MT 59620-0701

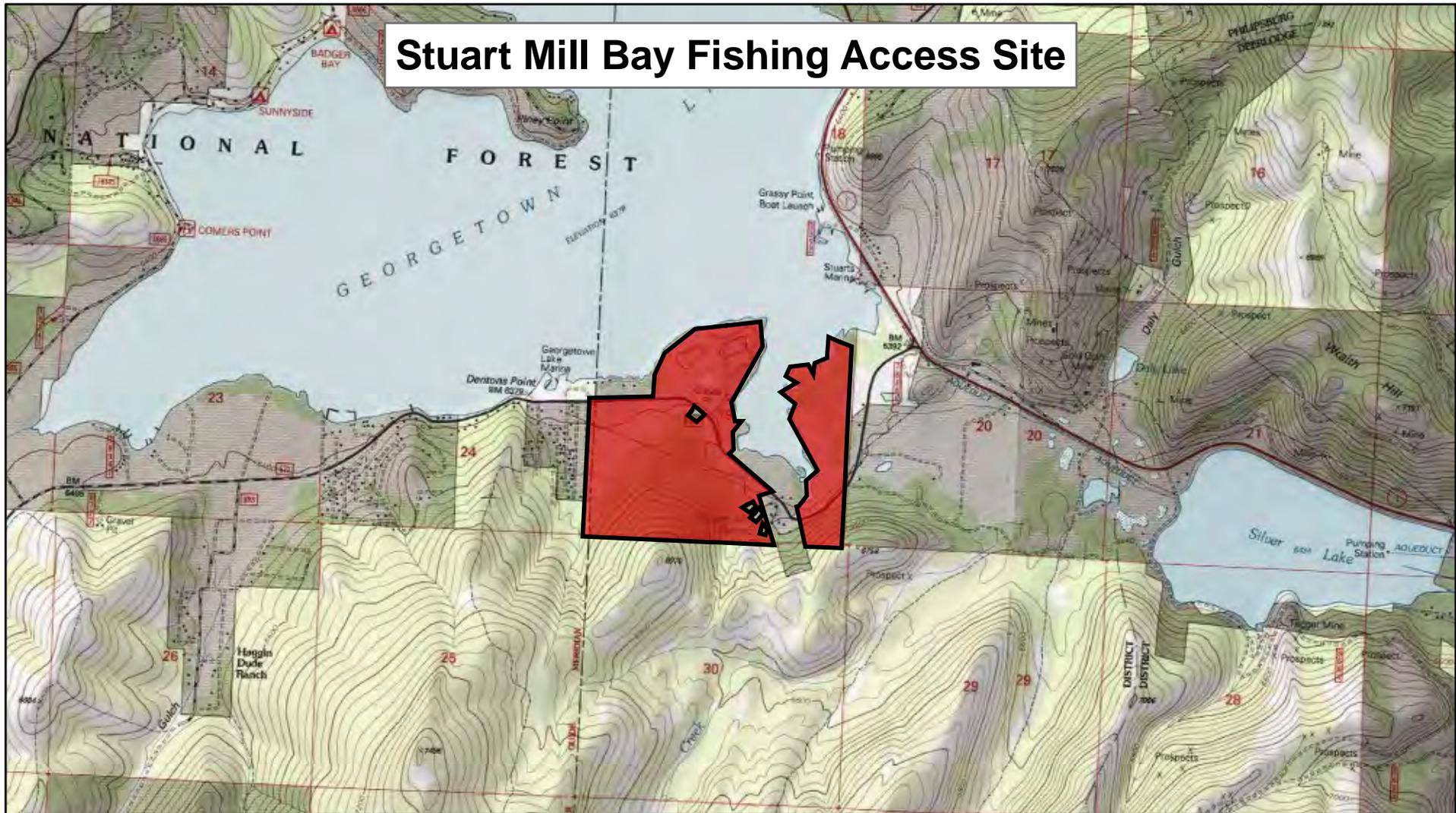
W:\PlanVisitMaps\WMAs\2140.pdf - ED - 2/7/2011

Lands data from Montana Fish, Wildlife & Parks.
Digital Raster Graphic from Environmental Systems
Research Institute (ESRI), Redlands, CA.

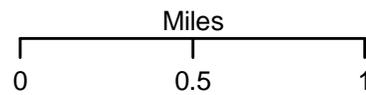
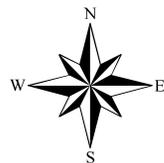


**Montana Fish,
Wildlife & Parks**

Stuart Mill Bay Fishing Access Site



-  Fee Simple
356 Acres
-  Agreement, Lease, or Easement
0 Acres
-  Conservation Easement
0 Acres



Map produced by:

Information Management Bureau
Montana Fish, Wildlife & Parks
1420 East 6th Ave
Helena, MT 59620-0701

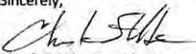
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Lands data from Montana Fish, Wildlife & Parks.
Digital Raster Graphic from Environmental Systems
Research Institute (ESRI), Redlands, CA.



**Montana Fish,
Wildlife & Parks**

DATE	COMMENT	RESPONSE
11/06/11	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item: Comment on a Project Submitted: 11/06/2011 13:23:04 Project Commenting On: MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study Project State Highway No.: MT-1 Nearest Town/City to Project: Anaconda Name: Judy Fink Email Address: bjfinko5@yahoo.com</p> <p><u>Comment or Question:</u></p> <p>I would like to express my concerns regarding MT 1 from Anaconda to Georgetown Lake. We have lived at Georgetown Lake for the last 12 years and 8 of those I drove to Anaconda to work. I believe the speed limit should be 65 mph from Anaconda to Georgetown Lake. With the speed limit at 70 mph people are driving 75 and 80. I have encountered every animal on the road and have seen deer get hit. I have even encountered sheep on the highway just below Silver Lake and at Spring Hill. Some people do not drive with caution, whether it is summer or winter.</p> <p>There are a lot of trailers in the summer and skiers in the winter on the road. People get in a hurry and drive too fast.</p> <p>Also, I have suggested to the highway department over 10 years ago that there should be signs from Anaconda to Drummond that say "Please drive with your headlights on". You cannot believe how many people drive at dusk without headlights on. I could not attend the meeting, but I hope you will consider these two requests:</p> <ol style="list-style-type: none"> 1. Changing the speed limit 2. Drive with headlights on <p>Thank you for your time.</p> <p>Judy Fink</p> <p>Submitter's IP address: 166.250.3.11 Reference Number = picomment_944000244140625</p>	<p>Thank you for your comment.</p> <p>Speed data was collected at four locations along MT-1 during this study. Section 2.1.3 "Vehicle Speeds" in the corridor study report contains the results of the speed data collection. The collected data does not support a 65 mph speed limit between Anaconda and Georgetown Lake. Speed limits can only be modified by petition of the Anaconda-Deer Lodge County (ADLC) Commissioners to the Montana Transportation Commission. The issue of drivers exceeding the posted speed limit is an enforcement issue that falls under the responsibility of the city of Anaconda, Deer Lodge County, and the Montana Highway Patrol.</p> <p>Crash trends within the corridor are slightly lower than similar corridors in the State of Montana. Special safety signing for full time headlight use is not warranted at this time.</p>

DATE	COMMENT	RESPONSE
<p>11/07/11</p>	 <p style="text-align: center;">Georgetown Lake Home Owners' Association, Inc.</p> <p style="text-align: center;">November 7, 2011</p> <p>Department of Transportation</p> <p>Dear Sir:</p> <p>Re: Montana Route 1 Public Hearing</p> <p>The following comments reflect issues raised by the Georgetown Lake Homeowner's Association Board of Directors in the summer of 2011 regarding Montana Route 1 near Georgetown Lake.</p> <p>The intersection of route 1 and the road across the dam is unsafe. A number of accidents have been recorded here. Visibility is poor.</p> <p>The residents in the area of Pintlar Vista subdivision and also Lodge Pole campground users have requested slower vehicle speeds in this area as pedestrians cross the highway in these areas.</p> <p>The intersection at the Seven Gables turnout is indefinite. Lanes for right and left turns should be identified so traffic can proceed smoothly.</p> <p>There needs to be more enforcement of parking along the Pump House area.</p> <p>When entering the highway from the Georgetown Lake Road from Denton's Point there is a highway sign that obstructs visibility to the north.</p> <p>The curve at Silver Lake is hazardous in poor weather conditions. Steps need to be implemented to make this area safer.</p> <p>The Georgetown Lake Homeowner's Association thanks you for considering our comments.</p> <p>Sincerely,  Chuck Stokke, President Georgetown Lake Homeowner's Association</p>	<p>Thank you for your comment.</p> <p>Three improvement projects have been identified to improve the intersection of MT-1 and Georgetown Lake Road near the dam. These are noted in the corridor study report as improvement options 19(a), 19(b) and 19(c).</p> <p>A speed study was performed on MT-1 at several locations during the summer of 2011. Section 2.1.3 "Vehicle Speeds" in the corridor study report contains the results of the speed data collection. Near Georgetown Lake, the posted speed limit is 60 mph. The 85th percentile speeds (i.e. the speed at which 85% of the vehicles are travelling at or under) was 65.4 mph. As the posted speed limit is very close to within 5 mph of the 85th percentile speeds, no changes to the posted speed limit are proposed. Speed limits can only be modified by petition of the Anaconda-Deer Lodge County (ADLC) Commissioners to the Montana Transportation Commission.</p> <p>Improvements to the intersection of MT-1 and Discovery Basin Road (i.e. Seven Gable area) are recommended and are noted in the corridor study report as improvement options 16(a thru d).</p> <p>Short-term, parking enforcement is a local law enforcement issue. Long-term, improvement option 13 recommends reconstructing MT-1 between Denton Point Road and Georgetown Lake Road near the dam. During this development parking mitigation design strategies would be considered. Additionally, improvements to address pedestrian concerns would be addressed at that time.</p> <p>Improvement options have been identified at the Denton Point Road intersection to mitigate the grade issues on Denton Point Road and are referred to as improvement option 12 (a thru f). If these</p>

DATE	COMMENT	RESPONSE
		<p>improvements are implemented – specifically number 12(e) - the sight obstruction and visibility concerns will be alleviated.</p> <p>The horizontal curve referred to is identified for higher visibility signing with an advisory speed plate in the corridor study report (improvement option 11).</p>

DATE	COMMENT	RESPONSE
11/07/11	<p style="text-align: center;">RECEIVED 7-11 NOV 10 2011</p> <p style="text-align: center;">TRANSPORTATION PLANNING</p> <p>COROL STRIZICK</p> <p>I'd LIKE TO COMMENT ON THE DRAFT STUDY CONCERNING HIGHWAY 1 FROM ANACONDA TO GEORGETOWN LAKE</p> <p>THE ANACONDA SPORTSMEN WOULD LIKE TO REQUEST TO HAVE A UNDERPASS FOR THE SAFETY OF PEOPLE DRIVING AND ALSO FOR BIG HORN SHEEP AS WELL AS OTHER WILDLIFE TO GET ACROSS THE HIGHWAY.</p> <p>THE UNDERPASS SHOULD BE SOMEWHERE UP AROUND THE LIME-QUERY WEST OF ANACONDA.</p> <p>WE KNOW THIS IS GOING TO BE EXPENSIVE JOB TO DOE. IF WE COULD GET KEY-PLAYERS TO HELP WITH EXPENSES OF THIS PROJECT, SUCH AS, BIG HORN SHEEP ROCKY MT. SHEEP FOUNDATION, FISH WILDLIFE AND PARKS, AND NRD MONEY IS THERE TO HELP WITH SUCH PROJECTS. THIS IS VERY IMPORTANT FOR EVERYONE.</p>	<p>Thank you for your comment.</p> <p>The potential usage of a wildlife underpass was reviewed within the scope of this planning study. The conclusion reached by the planning team was to advance a wildlife underpass near RP 14.5 as a long-term improvement option. A wildlife underpass would be evaluated further if project development activities are initiated. The corridor study report describes this in further detail under improvement option 6(c).</p> <p>Since there is presently not enough data available to measure the success of wildlife underpasses specific to Bighorn Sheep, the recommendations contained in the corridor study report also set forth a range of wildlife mitigation measures to implement while conditions are monitored and more data becomes available regarding Bighorn Sheep usage of wildlife underpasses.</p>

DATE	COMMENT	RESPONSE
	<p>RECEIVED THANKS FOR LETTING ME RESPOND.</p> <p>THANKS,</p> <p>LORRY THOMAS PRES. OF SPORTSMAN 2 CHERRY ST. ANACONDA, MT. 59711 1-406-563-7992</p> <p><i>Lorry Thomas</i></p> <p>P.S. Attended the meeting on Highway 1 and we were told the Department wasn't thinking about an underpass for the Big Horned sheep or other wildlife. So bad you didn't give this better attention. I think we could have gotten enough help</p>	<p>Thank you for your comment. Attention was given to this matter throughout the development of this study.</p>

DATE	COMMENT	RESPONSE																		
11/09/11	<p>Jeff,</p> <p>Kristie Vauthier from the Anaconda Saddle Club. I liked all the proposals in the study. Most of it sounds like general repairs. I really like the turning lane and I'm OK with that speed increase to make the Georgetown people happy. I am against putting in an Animal crossing over/under pass. I feel that would allow people to drive 70 along the corridor and the 12 foot game fence would cut all access to any kind of access to the opposite side of the highway.</p> <p>Thanks for your time.</p> <p>Kristie Vauthier Glacier Bank 307 East Park Avenue Anaconda, MT 59711 (406) 497-7111 kvauthier@glacierbank.com</p>	<p>Thank you for your comment.</p>																		
11/10/11	<p>I have down loaded the draft study. Just a side note, when I went to the site for the corridor draft study, I was totally confused. I did finally get the right report, but there were so many side links, with huge files, wow!!</p> <p>Just a couple of items that have popped up so far. Georgetown Fire department has their number three fire house at the NRD location. Some special consideration should be given to that site.</p> <p>Denton Point road shows up several places in the report, should all be Georgetown Lake Road.</p> <p>I am still reviewing the study.</p> <p>Jerome Jenson</p>	<p>Thank you for your comment.</p> <p>Signage currently exists along MT-1 for the DNRC fire operations center, at which the Georgetown Lake Fire Station No. 3 is co-located.</p> <p>This roadway is officially labeled as Denton Point Road in the County map index and GIS database, although locally it is known as Georgetown Lake Road. In the corridor study report changes were made to acknowledge that some in the local community refer to Denton Point Road as Georgetown Lake Road.</p>																		
11/10/11	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <table border="0"> <tr> <td>Action Item:</td> <td>Comment on a Project</td> </tr> <tr> <td>Submitted:</td> <td>11/10/2011 21:09:00</td> </tr> <tr> <td>Project Commenting On:</td> <td>montana hwy 1</td> </tr> <tr> <td>Nearest Town/City to Project:</td> <td>Anaconda</td> </tr> <tr> <td>Name:</td> <td>Becky Finnegan</td> </tr> <tr> <td>Address Line 1:</td> <td>421 Willow Street</td> </tr> <tr> <td>City:</td> <td>Anaconda</td> </tr> <tr> <td>State/Province:</td> <td>mt</td> </tr> <tr> <td>Postal Code:</td> <td>59711</td> </tr> </table>	Action Item:	Comment on a Project	Submitted:	11/10/2011 21:09:00	Project Commenting On:	montana hwy 1	Nearest Town/City to Project:	Anaconda	Name:	Becky Finnegan	Address Line 1:	421 Willow Street	City:	Anaconda	State/Province:	mt	Postal Code:	59711	
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State/Province:	mt																			
Postal Code:	59711																			

DATE	COMMENT	RESPONSE
	<p>Email Address: bfinnegan02@msn.com</p> <p><u>Comment or Question:</u></p> <p>I was unable to attend the meeting in Anaconda but feel strongly about adding a bike trail west of town. Will there be a bike path included in the plans for Hwy 1, West of Anaconda? For safety reasons I feel that this is a priority when planning for future recreation in the area.</p> <p>Submitter's IP address: 69.146.211.149 Reference Number = picomment_116973876953125</p>	<p>Thank you for your comment.</p> <p>A separated multi-use trail is part of improvement option 5 as referenced in the corridor study report. The trail is consistent with the ADLC trails plan and will accommodate pedestrians and bicyclists. The trail is recommended to be placed on the north side of MT-1 for the first four miles west of Anaconda.</p>
11/11/11	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item: Comment on a Project Submitted: 11/11/2011 22:03:44 Project Commenting On: MT1 Name: Jerome Jenson Address Line 1: 15 Lodgepole Lane West City: Anaconda State/Province: MT Postal Code: 59711 Email Address: JerryJenson62 @msn.com Phone Number: 406-563-3471</p> <p><u>Comment or Question:</u></p> <p>Comments about the MT1 corridor study</p> <p>I live in the Georgetown Lake area and I frequently use MT1 to go to Anaconda and Butte.</p> <p>There is only one Georgetown Lake Road that intersects at approx. MP 22.</p> <p>There is a Georgetown Lake fire station #3 at about MP 18 that should receive special signing and a larger intersection.</p> <p>The intersection at Georgetown Lake Road and also at Discovery Road (?) should have a street light for safety.</p>	<p>Thank you for your comment.</p> <p>The intersecting roadway near MP 22 is officially labeled as Denton Point Road in the County map index and GIS database, although locally it is known as Georgetown Lake Road. Furthermore, the intersecting roadway near the dam is officially recorded as Georgetown Lake Road. In the corridor study report changes were made to acknowledge that some in the local community refer to Denton Point Road as Georgetown Lake Road.</p> <p>Signage currently exists along MT-1 for the DNRC fire operations center, at which the Georgetown Lake Fire Station No. 3 is co-located.</p> <p>Several improvements are recommended at this intersection that will improve operations. These are</p>

DATE	COMMENT	RESPONSE
	<p>Georgetown Lakeshore (about MP 25.5) that abuts to the highway should have a special design. Winter snow drifts along with the berm created from the snowplows pose a winter driving hazard. Many cars slide into the east side ditch. Delineators prevent snowplows from slinging the snow into the ditch in that area. Inslopes of 3:1 or flatter would slow up a lot of the snow drifting.</p> <p>The typical section that exists at the beginning of the project (MP 10) should be continued to about MP14.5. There should be five lanes consisting of 12 foot driving lanes and a 14 foot left turn lane with 4 foot shoulders on each side. That typical section would occupy 70 feet of road way which consists of 200 feet, which would leave plenty of room for a trailway.</p> <p>By widening the road would allow a safer driving condition as well as prevent traffic backups. Summer traffic as well as weekend skiers back up traffic frequently.</p> <p>Has the subgrade and road fill of the present road been tested for contaminates? It would be discouraging to discover contaminates and then have to redo the whole road. The present road has been very stable in the past ten years.</p> <p>Better intersections in the dense area should be designed. The present frontage road intersections seem to be doing their job alright, as noted by the low frequency of accidents in that area. The striping pattern and no-pass zones should be reevaluated.</p> <p>There are several sections that have clear visibility of over one half mile that have no-pass striping. The intersection densities are no worse than several other rural Montana areas that allow passing on rural roads.</p> <p>New cut rock slopes should not have fencing to catch fallen rock, they are ugly. There have not been any rock slides nor do the glacial rock deposits slough down on any portion of the highway.</p> <p>The water rights for the pump house at Georgetown Lake are no longer valid. It has been reported that the water rights have been given back to DNRC. The pump house as a roadside hazard could be dismantled, and removed from the hazard zone.</p> <p>Submitter's IP address: 75.249.182.73 Reference Number = picomment_231170654296875</p>	<p>identified as improvement options 16 (a thru d). Installation of a street light would normally not be considered at a rural intersection location unless there was raised median on one or more leg(s) of the intersection. In the future, the local community/residents could approach the MDT and propose a street light at this location. Installation and continued maintenance of the street light would need to be funded by the local community/residents.</p> <p>A long-term recommendation is described in the corridor study report, improvement option 13, which recommends reconstructing MT-1 between Denton Point Road and Georgetown Lake Road near the dam. During the project development process, special design considerations would be evaluated.</p> <p>The continuation of a five-lane roadway through the first four miles of the project is not consistent with the needs and objectives defined by the planning team, resource agencies and community stakeholders. Traffic volumes do not warrant this type of section, nor does it fit within the context of the adjacent land use.</p> <p>As this is a high level planning study, the existing road subgrade and fill has not been tested for contamination. This would be completed during the project development process.</p> <p>Intersection design and pavement marking modifications would be completed during the project development process.</p> <p>Rock fencing is one type of rockfall mitigation allowed by the MDT. Increased maintenance activities are also suggested. Both of these strategies are contained in the corridor study report.</p>

DATE	COMMENT	RESPONSE
11/21/11	<p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item: Comment on a Project Submitted: 11/21/2011 15:26:41 Project Commenting On: MT1 Project State Highway No.: MT-1 Nearest Town/City to Project: Anaconda Project Milepost: 14.5 Name: Brian Solan, PE Address Line 1: 116 Sandpiper Loop City: Helena State/Province: MT Postal Code: 59602 Email Address: bsolan.bs@gmail.com Phone Number: 406-461-7432</p> <p><u>Comment or Question:</u></p> <p>I am writing to comment on the Draft Corridor Study Report of MT-1 West of Anaconda to Georgetown Lake. As an Anaconda native and current owner of property at Georgetown Lake I support the majority of the corridor study recommendations with one exception. I would strongly encourage the final study of the draft to ADVANCE the Long Term Improvement 6(c) Wildlife Underpass at location 14.5. While I agree with the assessment that an overpass crossing is not feasible given the site challenges and costs, an underpass crossing coupled with wildlife fencing and non-salt roadway de-icing solution is the best long term solution for the bighorn sheep and wildlife in this area. Underpass crossings are less expensive to build and have proven effective in different areas of the country including Arizona and Highway 93 in Western Montana.</p> <p>Submitter's IP address: 107.0.10.2 Reference Number = picomment_353363037109375</p>	<p>Thank you for your comment.</p> <p>The potential usage of a wildlife underpass was reviewed within the scope of this planning study. The conclusion reached by the planning team was to advance a wildlife underpass near RP 14.5 as a long-term improvement option. A wildlife underpass would be evaluated further if project development activities are initiated. The corridor study report describes this in further detail under improvement option 6(c).</p> <p>Since there is presently not enough data available to measure the success of wildlife underpasses specific to Bighorn Sheep, the recommendations contained in the corridor study report also set forth a range of wildlife mitigation measures to implement while conditions are monitored and more data becomes available regarding Bighorn Sheep usage of wildlife underpasses.</p>

DATE	COMMENT	RESPONSE
<p>11/21/11</p>	<div style="text-align: center;"> <p>RECEIVED NOV 23 2011 TRANSPORTATION PLANNING</p> </div> <p>November 21, 2011</p> <p>Carol Strizich Project Manager MDT Statewide and Urban Planning Section PO Box 201001 Helena, MT 59620-1001</p> <p>Subject: Draft Corridor Study Report – MT-1 West of Anaconda to Georgetown Lake</p> <p>Dear Carol,</p> <p>I am writing to comment on the Draft Corridor Study Report of MT-1 West of Anaconda to Georgetown Lake. As an Anaconda native and current owner of property at Georgetown Lake I support the majority of the corridor study recommendations with one exception. I would strongly encourage the final study of the draft to ADVANCE the Long Term Improvement 6(c) Wildlife Underpass at location 14.5. While I agree with the assessment that an <u>overpass</u> crossing is not feasible given the site challenges and costs, an <u>underpass</u> crossing coupled with wildlife fencing and non-salt roadway de-icing solution is the best long term solution for the bighorn sheep and wildlife in this area. Underpass crossings are less expensive to build and have proven effective in different areas of the country including Arizona (see photo below) and Highway 93 in Western Montana.</p>  <p><i>Bighorn Sheep using bridge underpass in Arizona. Photo credit: K. Morgan, Arizona Game and Fish</i></p> <p>Sincerely,</p>  <p>Brian A. Solan, P.E. bsolan_bs@gmail.com 406-461-7432 Home Address: 116 Sandpiper Loop Helena, MT 59602 Georgetown Lake Address: #7 Wild Geese Lane Georgetown Lake, MT</p>	<p>Thank you for your comment.</p> <p>The potential usage of a wildlife underpass was reviewed within the scope of this planning study. The conclusion reached by the planning team was to advance a wildlife underpass near RP 14.5 as a long-term improvement option. A wildlife underpass would be evaluated further if project development activities are initiated. The corridor study report describes this in further detail under improvement option 6(c).</p> <p>Since there is presently not enough data available to measure the success of wildlife underpasses specific to Bighorn Sheep, the recommendations contained in the corridor study report also set forth a range of wildlife mitigation measures to implement while conditions are monitored and more data becomes available regarding Bighorn Sheep usage of wildlife underpasses.</p> <p>The image provided shows a Desert Bighorn Sheep crossing underneath an Arizona highway. This image is located on the website www.wildlifeandroads.org and is related to the Decision Guide Process contained in <i>NCHRP Report 615: Evaluation of the Use and Effectiveness of Wildlife Crossings</i>. The image and circumstance of this underpass are vastly different than the conditions experienced along MT-1 west of Anaconda.</p> <p>A report prepared by the Arizona Game and Fish Department titled <i>Evaluation of Distribution and Trans-Highway Movement of Desert Bighorn Sheep: Arizona Highway 68</i> (August 2008) examined three wildlife underpasses along State Route (SR) 68 between 2006 and 2007. In the study, less than 32 Desert Bighorn Sheep utilized an underpass crossing – out of three studied. Eighty-eight percent of the sheep underpass crossings were through the underpass with</p>

DATE	COMMENT	RESPONSE
		<p>the most topographical relief and rugged terrain. Only three crossings were noted at the underpass that was relatively flat with no topographical relief. A summary statement contained in the report was that <i>"...the presence of ungulates and humans may preclude Bighorn use of underpasses."</i></p> <p>Comparisons to U.S. Highway 93 (US 93) in Montana may be difficult as US 93 has much higher traffic volumes than MT-1, and at most underpass locations topographical relief is available.</p>

DATE	COMMENT	RESPONSE
<p>11/25/11</p>	<div data-bbox="394 293 701 472" data-label="Image"> </div> <div data-bbox="810 427 1113 448" data-label="Text"> <p>Box 17731 • Missoula, MT 59808</p> </div> <p data-bbox="436 524 583 545">November 25, 2011</p> <p data-bbox="436 570 760 667">Carol Strizich Project Manager MDT Statewide and Urban Planning Section PO Box 201001 Helena, MT 59620-1001</p> <p data-bbox="436 711 961 732">RE: MT-1 West of Anaconda to Georgetown Lake Draft Corridor Study</p> <p data-bbox="436 773 571 794">Dear Ms. Strizich:</p> <p data-bbox="436 813 1192 911">The Montana Wild Sheep Foundation (MTWSF) appreciates this opportunity to submit its comments and concerns with the above referenced draft corridor study. MWSF is a nonprofit organization that works to enhance bighorn sheep populations in the state of Montana. Our organization has spent numerous hours and dollars in the immediate vicinity of this project to provide a corridor and winter habitat for bighorn sheep.</p> <p data-bbox="436 935 1167 1138">Together with the Montana Department of Fish Wildlife and Parks (FWP) and other conservation organizations over \$1,500,000 has been spent to purchase property to expand the Blue Eyed Nellie Wildlife Management Area in the past 5 years. These acquisitions have prevented residential development and insured over 1.5 miles of frontage along Montana Highway 1 provides a permanent corridor at the location of historical use by bighorn sheep, mule deer and other wildlife. The Public Lands map in Appendix A of the Environmental Scan is incomplete as it fails to show the last 29 acre land purchase on the north side of Highway 1 that was purchased by FWP, MTWSF and other conservation groups. This purchase eliminated the last private ownership between Blue Eyed Nellie WMA and Highway 1. The current wildlife corridor near Mile Post 14.5 is located totally within land owned by the US Forest Service and the State of Montana to insure passage for wildlife in perpetuity.</p> <p data-bbox="436 1157 1192 1239">While the bighorn sheep in the plan area are currently experiencing a dieoff similar to the 1991 dieoff the sheep numbers will improve and are expected to approach the predieoff numbers up to 300 sheep as they did in 1991 and 2009. The habitat is available due to past efforts of the community, wildlife enthusiasts and the State of Montana provided a wildlife crossing of Highway 1 can be maintained for the sheep.</p>	<p data-bbox="1373 816 1663 837">Thank you for your comment.</p> <p data-bbox="1373 878 1898 984">Thank you for bringing the 29 acre land purchase to our attention. The Blue Eyed Nellie WMA map was accessed on the MFWP website on December 7, 2011 at the following address:</p> <p data-bbox="1373 992 1898 1040">http://fwp.mt.gov/habitat/siteDetail.html?id=113075</p> <p data-bbox="1373 1049 1898 1276">The current map on the MFWP website is the same as contained in Appendix A and does not reflect the 29 acre public parcel referred to. At the time the maps were created (January 2011) for Appendix A, the NRIS database showed the 29 acre parcel as being “private” and under the ownership of the Five Valleys Land Trust. Accordingly, this parcel was not coded as “public”.</p> <p data-bbox="1373 1312 1898 1333">MT-1 is not an “officially” designated wildlife corridor.</p>

DATE	COMMENT	RESPONSE
	<p>We appreciate the recent elimination of deicer on the highway in bighorn sheep areas and the flashing lights which warn motorists when bighorn sheep are near the highway. These are good short term solutions as long as everyone involved is proactive. During the past two weeks we had to request the flashing lights be activated because the sheep had moved onto the winter range next to the highway. As proven with the flashing lights on Montana Highway 200 near Thompson Falls tourists decrease their speed because they hope to see sheep while the locals ignore the signs because of their familiarity with the driving conditions. Again these are good short term solutions to the sheep on the highway.</p> <p>We agree the animal actuated flashing lights, designated wildlife crossings and 45 mph seasonal speed limits as proposed in the draft plan are a good attempt to protect motorists and animals if no other solutions are available. We believe the cost of these solutions, the partial effectiveness and the irritability of motorists with several miles of decreased speed limits require the department further evaluate grade separated crossings for bighorn sheep.</p> <p>The plan indicates an overpass for wildlife may not be effective and it would cost \$1,250,000. Recent studies indicate overpasses for bighorn sheep do work when they are located along ridge lines traditionally used by wild sheep. The bighorn sheep cross Highway 1 in a level terrain area. A more effective solution for Highway 1 with less impact on the scenic corridor is the use of an underpass for bighorn sheep.</p> <p>The effectiveness of underpasses for bighorn sheep is verified by the following: A personal communication with Paul Krausman, Certified Wildlife Biologist, University of Montana indicates "I worked with desert bighorn sheep in the Southwest for years and did some work with underpasses. In my experience, those that worked were high (>3m) and relatively short (~35 m). They were also effective when associated with natural travel routes." A personal communication with Jon Jorgenson with the Alberta government indicates "Just east of Banff National Park along the Trans Canada Highway near Canmore we have two wildlife underpass structures. One of these structures is used regularly by bighorn sheep. The structures were not built specifically for bighorn sheep rather they were intended to accommodate safe passage across the highway by all range of ungulates and carnivores. The sheep used to come down near to the highway to lick salt and they have continued to do so but are now using the crossing structure to access salt that drips down from the highway and leaches into the soil under the crossing structure. There is no longer any access to the highway surface because of exclusionary fencing. The sheep readily go under the highway via the structure and lick salt on the ground. They do not really use the structure to access range on both sides of the highway the structure has become a destination but they readily walk back and forth through it and spend time milling around in the underpass. The 2 underpasses are the same but only one gets regular use by sheep - the one not used much, is in an area where there is no history of sheep use near the highway." An Arizona study determined that rams readily used underpasses especially during the rut in a study "Evaluation of Distribution and Trans Highway Movement of Desert Bighorn Sheep Arizona Highway 68 (August 2008)</p>	<p>The potential usage of a wildlife underpass was reviewed within the scope of this planning study. The conclusion reached by the planning team was to advance a wildlife underpass near RP 14.5 as a long-term improvement option. A wildlife underpass would be evaluated further if project development activities are initiated. The corridor study report describes this in further detail under improvement option 6(c).</p> <p>Since there is presently not enough data available to measure the success of wildlife underpasses specific to Bighorn Sheep, the recommendations contained in the corridor study report also set forth a range of wildlife mitigation measures to implement while conditions are monitored and more data becomes available regarding Bighorn Sheep usage of wildlife underpasses.</p>

DATE	COMMENT	RESPONSE
	<p>An Alberta study on bighorn sheep titled “Highway Research, Monitoring, and Adaptive Mitigation Study – Banff, Yoho & Kootenai National Parks (March 31, 2003) indicates sheep use underpasses.</p> <p>An underpass with 3 meters of clearance and an invert 1 or more meters below the existing ground surface depending on water table levels and appropriate fencing would be much less intrusive than a wildlife overpass which would be more than 7 meters above the surrounding terrain. A low wildlife underpass would require some adjustments to the final road grade to accommodate visual sight distances and highway safety however the cost and visual impact would be much less than an overpass.</p> <p>The plan indicates fencing associated with a wildlife overpass would restrict some pedestrian movements in the area. We question the Montana Department of Transportations desire to increase pedestrian movements in a designated wildlife corridor.</p> <p>We appreciate your review of our comments and your reconsideration of the recommended improvements for the Final Corridor Study documents. Please contact us if we can provide any additional information as you finalize this study.</p> <p>Sincerely Montana Wild Sheep Foundation,  James Weatherly Executive Director</p> <p>Cc: Board of Directors Department of Fish, Wildlife & Parks</p>	<p>For planning and cost estimating purposes, the underpass was assumed to be 16 feet high, 45 feet wide and 60 feet long.</p> <p>MT-1 is not an “officially” designated wildlife corridor. There are existing non-vehicular uses between Anaconda and Georgetown Lake. Federal and State transportation guidance requires all travel modes be evaluated in planning studies and project development activities.</p>

Date of Comment (Sender)	Comment Identifier
September 19, 2011 (Karl Barnickol)	
	<p>-----Original Message----- From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Sunday, September 18, 2011 2:02 PM To: MDT Comments - Project Subject: Comment on a Project Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item: Comment on a Project Submitted: 09/18/2011 14:01:51 Project Commenting On: MT1 Project State Highway No.: 1 Nearest Town/City to Project: Anaconda Project Milepost: MP 10 to 27 Name: Karl Barnickol Address Line 1: 317 Cabin Grove Ln City: St. Louis State/Province: MO Postal Code: 63141 Email Address: krcab@sbcglobal.net Phone Number: 314-434-4099</p> <p>Comment or Question: Regarding your study of possible improvements to MT 1 from Anaconda to Georgetown Lake, we believe that the number of bicyclists on the highway is steadily increasing every year. You might consider modestly widening the shoulder and/or striping the shoulder plus appropriate signage so as to achieve greater separation between bicycles and vehicles. There are also sections where there is a parallel right-of-way (road or former BA&P Railway) onto which bicyclists could be directed.</p> <p>Submitter's IP address: 70.242.135.93</p> <p>Reference Number = picomment_74127197265625</p>

Date of Comment (Sender)	Comment Identifier
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September 16, 2011
(Mr. & Mrs. Edward J. Lord)

COMMENT FORM



MT-1 West of Anaconda to Georgetown Lake
Corridor Planning Study
 Community Informational Meeting #1 – July 25, 2011

MDT INVITES YOUR COMMENTS:

1. Increase the speed limit - making the current 45 mph zone a 55 mph zone and the 35 mph zone a 45 mph zone
2. Cut the brush in the area near the Saddle Club. Currently, it provides protection for deer & sheep to hide and then breed out onto the highway.
3. Create more passing lanes between the Anaconda city limits and Georgetown Lake.

RECEIVED
 SEP 16 2011
 Robert Peccia & Associates

Please mail or email your comments to:

Jeff Key, P.E.
 Robert Peccia & Associates
 PO Box 5653
 Helena, MT 59604
jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

NAME:  Mr. & Mrs. Edward J. Lord
 4 Cattle Dr.
 Philipshurg, MT 59858-9716
 ADDRESS: **** SUPPORT OUR TROOPS ****
 EMAIL: _____
 PHONE: _____



Date of Comment (Sender)	Comment Identifier
August 16, 2011 (Joy Connors)	
	<p>Dear Jeff,</p> <p>Hello, my name is Joy Connors. I attended the meeting on July 25, 2011. I lived in the West Valley, about three miles west of Anaconda, the first 18 years of my life and I now live at 1295 Warm Springs Creek RD, which is at the bottom of Spring Hill. I have resided here for the last forty years. I am very familiar with this highway since I drive to Anaconda every day to work. My husband and I ride our mt. bikes a lot on the highway. Here are a few things I would like to see:</p> <ul style="list-style-type: none"> ▪ Non-motorized bike and walking trail from Anaconda to Lime Quarry. I don't know what the answer is for the people that want to fly up and down on ATVs. It is not safe to be driving over all the driveways, plus I don't believe some of these kids are even legally old enough to be driving. ▪ Bike trail or bike lane from Lime Quarry to Georgetown Lake. There are many people who like to ride bikes on this highway and some places have no shoulder at all. ▪ 70 mph speed limit lowered to 60 mph. This busy, two way scenic highway has a lot of wildlife and driveways where people are turning off and onto the highway. I'm tired of people complaining about the 'speed trap'. I have seen too many terrible accidents and too much road-kill. Those that feel the need to drive faster should stay on the interstate highways. ▪ Street signs on the driveways. I guess changing everyone's address was to make things less confusing for 911. I know of one instance where the ambulance could not find the address it was called to. This address was my 80 year old mother's neighbor. This has me concerned. I have not moved for forty years, yet my address has changed four times. Does this make sense? <p>I hope things will be changed in the near future for everyone's safety. There has been numerous studies conducted on this highway since the 70's, but not much done about it. Lowering the speed limits has helped some.</p> <p>Thank you for taking the time to read my thoughts on this matter. See you at the next meeting.</p> <p style="text-align: center;">Joy Connors</p>

Date of Comment (Sender)	Comment Identifier
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August 8, 2011
(Peter Radonich)

COMMENT FORM



MT-1 West of Anaconda to Georgetown Lake
Corridor Planning Study
 Community Informational Meeting #1 – July 25, 2011

MDT INVITES YOUR COMMENTS:

In reconstructing the highway, consider installing the major sewer line (for future use) to alleviate reconstruction. The feasible place to install the line would be the north side of the highway.

RECEIVED

AUG 29 2011

Robert Peccia & Associates

Please mail or email your comments to:
Jeff Key, P.E.
 Robert Peccia & Associates
 PO Box 5653
 Helena, MT 59604
jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:
NAME: Peter Helen Radonich
ADDRESS: 210 Howe St
Anaconda MT 59711
EMAIL: prh@mt-tch.com
PHONE: (406) 563-7613



Date of Comment (Sender)	Comment Identifier
August 2, 2011 (Dick Verstraete)	
	<p>Sir,</p> <p>A good meeting on July 25th. Many comments and ideas, most of which have merit. While funds will be in short supply, I think priority should be given to a frontage road from the city limits to almost the saddle club. This could eliminate most of the drives on the north side. Turn lanes for the south side would also be helpful. Without these changes, the 45 mile speed limit should stay in place. However, the 35 mph zone could be raised to 45.</p> <p>I'm sure the stats show a reduction of wrecks and fatalities since the reduced speed limits were imposed several years ago.</p> <p>Thank you, Dick Verstraete (Georgetown Lake resident for 20+ years)</p>

Date of Comment (Sender)	Comment Identifier
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July 29, 2011
(Harold Griffis)



COMMENT FORM



MT-1 West of Anaconda to Georgetown Lake
Corridor Planning Study
 Community Informational Meeting #1 – July 25, 2011

MDT INVITES YOUR COMMENTS:

bad Animal Overpass for sheep - (or underpass)
 fence for Deer - Along west valley area -
 vintage rd. for 4 miles -
 low Turn outs - Silver LK + Georgetown LK. areas

 I understand the sheep foundation has stated they
 will come up with money to help the cost of
 the underpass

 Fish Pond Georgetown LK - Sensitive area

RECEIVED

JUL 29 2011

Robert Peccia & Associates

Please mail or email your comments to:

Jeff Key, P.E.
 Robert Peccia & Associates
 PO Box 5653
 Helena, MT 59604

To receive further study information, please provide your name and address:

NAME: Harold Griffis
 ADDRESS: 1720 Elk Haven Dr
Anaconda, MT 59711



Date of Comment (Sender)	Comment Identifier
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July 25, 2011
(Ed Silverstein)

COMMENT FORM



MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study

Community Informational Meeting #1 – July 25, 2011

MDT INVITES YOUR COMMENTS:

Higher Speed Limits into Town slower speeds hurts G.T. Lake Business & we avoid going into Anaconda No need for 35 mph & 45 mph limits More passing lanes on way to G.T. Lake Turn lane at Silverlake

Please mail or email your comments to:

Jeff Key, P.E.
Robert Peccia & Associates
PO Box 5653
Helena, MT 59604
jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

NAME: Ed Silverstein
ADDRESS: 270 Gunsberg Ln
Anaconda, MT 59711
EMAIL:
PHONE:



Date of Comment (Sender)	Comment Identifier
--------------------------	--------------------

July 25, 2011
(Rita Sorum)

COMMENT FORM



MT-1 West of Anaconda to Georgetown Lake
Corridor Planning Study
 Community Informational Meeting #1 – July 25, 2011

MDT INVITES YOUR COMMENTS:

Living on MT 1 I feel the speed limit should NOT be raised. With wildlife and houses and people crossing the road faster is not better what is 10 min to get to the lake.

Please mail or email your comments to:

Jeff Key, P.E.
 Robert Peccia & Associates
 PO Box 5653
 Helena, MT 59604
jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

NAME: *Rita Sorum*
ADDRESS: *13227 MT Highway*
EMAIL: *rita.pita76@yahoo.com*
PHONE: *360-7457*



Date of Comment (Sender)	Comment Identifier
July 25, 2011 (Wilma Burke)	
	<p>It is my opinion that the main problem along this highway is the slow speed limit. I think from the west end of town the speed limit should be increased to at least 55 mph. Even in the area of concern at the 4 mile mark where the sheep come down 55 allows adequate time for vehicles to slow down and avoid animals if the driver is paying attention.</p> <p>It is currently very annoying to have to drive between 35 and 45 mph for the 4-5 mile stretch of highway which begins at the west end of town. When going into Helena there are many houses that have driveways off the highway which has a 55 mph limit. The limit of 55 continues well into town and then decreases to 45. This makes sense and that pattern should be applied here.</p> <p>Wilma Burke 213 E 6th Anaconda, MT 59711 406-491-5261</p>

Date of Comment (Sender)	Comment Identifier
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July 25, 2011
(Kristie Vauthier)

COMMENT FORM



MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study

Community Informational Meeting #1 -- July 25, 2011

MDT INVITES YOUR COMMENTS:

- ACCESS TO PUBLIC LAND FROM THE
- SADDLE CLUB GOING IN BOTH
- DIRECTIONS. (A HORSE - PEDESTRIANS)
(BIKES - MOTORBIKE & WHEELCHAIR)
- * MYERS DAM NEEDS TO BE CLEANED UP SO THE WATER IS UNDER CONTROL. IT WOULD ALLOW US TO CROSS THE HIGHWAY SAFELY AT THE SADDLE CLUB.
- * THE TRAIL SYSTEM WOULD BE ABLE TO CONNECT WITH MANY TRAILS AVAILABLE ON GARRY MOUNTAIN.
- * ANIMALS - FOX BEAVERS RACOONS ALL POPULATE THIS AREA AS WELL AS →

~~PLEASE~~ Please correct or change the ANACONDA SADDLE CLUB ADDRESS LISTED BELOW

Please mail or email your comments to:

Jeff Key, P.E.
Robert Peccia & Associates
PO Box 5653
Helena, MT 59604
jeff.key@rpa-hln.com

To receive further study information, please provide your name and address:

NAME: KRISTIE VAUTHIER
ADDRESS: 181 SADDLE CLUB DRIVE
ANACONDA MT
EMAIL: kvauthier@glaciersbank.com
PHONE: 406 560 4010
ANACONDA SADDLE CLUB



Date of Comment (Sender)	Comment Identifier
	 <p>WE WOULD LIKE OUR DRIVEWAY PAVED TO THE CATTLE GUARD.</p> <p>* WOULD LIKE TO SEE A HORSE CROSSING</p> <p>* Speed needs to stay safe for everyone crossing.</p>  <p>→ + ALL THE LARGE ANIMALS USE THIS AREA.</p> 

Date of Comment (Sender)	Comment Identifier
July 21, 2011 (Unknown)	
	<p>-----Original Message----- From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Thursday, July 21, 2011 12:41 PM To: MDT Comments - Project Subject: Comment on a Project Submitted</p> <p>A question, comment or request has been submitted via the "Contact Us" web page.</p> <p>Action Item: Comment on a Project Submitted: 07/21/2011 12:40:42 Project Commenting On: Montana Highway 1 corridor west of Anaconda Project State Highway No.: MT Hwy 1 Nearest Town/City to Project: Anaconda Project Milepost: From Linden street to Georgetown Lake Road</p> <p>Comment or Question: A way to safely increase the speed limit immediately west of Anaconda should be implemented. The speed limit, as it stands currently, is ridiculously low.</p> <p>Additionally, wildlife crossings and fencing should be constructed throughout the entirety of this stretch of highway, but especially along the area adjacent to the lime quarry where the bighorn sheep cross and winter. These animals are a national asset and are far more valuable than many realize. A project similar to the one constructed on Hwy 93 near Arlee should be completed.</p> <p>Submitter's IP address: 174.255.130.129</p> <p>Reference Number = picomment_89447021484375</p>

Date of Comment (Sender)	Comment Identifier
July 21, 2011 (Jay Slocum)	
	<p>Hello my name is Jay Slocum and I just reviewed your newsletter #1 and I am interested in your study, unfortunately I can't attend your meeting next Tuesday. I would like to participate in public comment if you so desire my input. I have lived and worked in the area all my life and would be happy to help with your assessment in any way I can. Thanks for your time.</p> <p><i>Jay Slocum</i> Wildlife Biologist/GIS Specialist</p> <p>Water & Environmental Technologies 480 East Park Street, Suite 200 Butte, Montana 59701 (406) 782-5220/(406) 533-8258-Cell (406) 723-1537-Fax</p> <p>Water & Environmental Technologies-Great Falls Office 1321 8th Avenue North, Suite 103 Great Falls, MT 59401 (406) 761-2290</p>



Informational Meeting

Discuss the MT-1 West of Anaconda
to Georgetown Lake Corridor Planning
Study

Monday, July 25, 2011

Open House: 6:00 p.m.

Presentation: 6:30 p.m.

Smitty's Barn

50 Theatre Lane (1.7 Miles west of
Anaconda on MT-1)

The Montana Department of Transportation (MDT) in partnership with Anaconda-Deer Lodge County (ADLC) have initiated the development of the MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study from reference post (RP) 10.06 (Linden Street/North Cable Road) extending approximately 17.3 miles west to RP 27.35 (Georgetown Lake Road). The corridor study will determine feasible improvement options to address safety, geometric and environmental concerns of the transportation corridor based on needs presented by the community, study partners, and resource agencies. The purpose of the meeting is to inform the community on the corridor study scope and purpose, take questions, and solicit input on the existing conditions and the community's vision, goals and concerns within the corridor.

The meeting is open to the public and the community is urged to attend. 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.

Comments may be submitted in writing at the meeting, by mail to Carol Strizich, MDT State-wide and Urban Planning, Project Manager, PO Box 201001, Helena, MT. 59620-1001, or online at www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate comments are for the MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study. MDT will collect and consider all comments to better understand the community's view of potential issues and concerns within the MT-1 corridor.



SIGN-IN SHEET

MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study

Community Informational Meeting #1 -- July 25, 2011

NAME	ADDRESS	EMAIL
Scott Randall	825 Custer, Helena MT 59604	SCOTT@RPA-HUN.COM
Elaine Lux-Burt	369 Highpark Dr. Anaconda 59711	e.lux-burt@anaconda.deerlodge.mt.gov
Duane & Judy Lanes	187 Lime Spur Rd, Anaconda 59711	lanesgrover@hotmail.com
CELENE JACKOVICH	1205 W 3 RD ANACONDA, 59711	GENEV@G.COM
Becky Gray	800 Main St, Anaconda 59711	CEO@anacondadeerlodge.mt.gov
Jared & Bollen	1016 W. 4th St	
Mary Murphy	20 Balsam 59711	MAMURFY@MSN.COM
Scott Clarity	504 N. Cable Rd. 59711	
Katherine Basirico	P.O. Box 995 Anaconda 59711	Kibasirico@gmail.com
Leo - Joanne Tense	16 Gagnon Dr.	
TIM JORGEYSEN	602 W THIRD ST. ANACONDA MT.	
Chuck Sticker	1309 W. 4th, Anaconda	CWOCHST@K@KSH.COM
Steve Graham	120 Mtn. View Dr. N.	dsgraham@bresnan.net
LARRY THOMAS	#2 CHERRY ST 59711	



SIGN-IN SHEET

MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study

Community Informational Meeting #1 - July 25, 2011

NAME	ADDRESS	EMAIL
L STURM	11 ENGLISH GULCH	
B VEST	131 LINESPYR RD	
Joe Walsh	MDT-Butte	jwalsh@MDT.gov
Pet Connors	1295 Warm Springs Rd	
Connie Lord	4 Cattle Dr Phillipsburg	
Ed Lord	'' ''	
Wilma Burke	213 E 6th Anaconda	
Kent Stacie Connors	226 Scalfise Rd Anaconda	
SEAN & KRIS SMITH	58 Ramsey Ln Anaconda, MT	
MARK PHILLIP	35 PHILLIP RD	home@mahjus
Ed S. Worsker	270 Gun smoke Ln.	
Grace Silverstein	270 Gun smoke Lane	
Cyndi Thompson	109 Warren	
DICK VERSTAEETZ	520 WILDLIFE LN	

SIGN-IN SHEET



MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study

Community Informational Meeting #1 — July 25, 2011

NAME	ADDRESS	EMAIL
Caren DAMSCHEN	318 Balsam St ANACONDA	damsch6@q.com
WALLY BOLKOWATZ	511 1/2 E 3rd St ANA	NEW@Pburgmail.com
Michael Stafford	PO Box 160 Philadelphia	
Tenny Stafford	412 Lincoln Ave. Erie, Penna.	
PAT FOSTER	1618 N. CABUL RD.	LEONHUNT.L.PAT@GMAIL.COM
Paul Lisa Carney	914 Limespar Rd.	CARMEYH1@AOL.COM
Chad Gochayons	102 Warton ANA MT	Chumps@Brosnan.NET
Robert C Bell	145 Mountain View Dr. S	
Jim Dawson	118 C 7th Ana	James & clavin@gmail.com
Connie Subpatruck	218 8th Helena, MT 59601	CONFITZ@BRESNAN.NET

SIGN-IN SHEET



MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study

Community Informational Meeting #1 -- July 25, 2011

NAME	ADDRESS	EMAIL
Mary Jo Staley	11764 MT Hwy 1 Anaconda	mj5533@bresnan.net
HARRY TROKLOPE	933 HARRIS RD ✓	---
Ed Janney	2616 Floral Blue Butte	
Jerry & James Funston	102 Mtn. View Dr. N. Anaconda	
Harold Griggs	1770 Elk Haven dr Anaconda	handgriff@hotmail.com
Joy Connors	1295 Warm Springs Creek	
Dorothy Spindel	57 Smithville	
KATHIE VAATHOR	81 SADDLE CREEK DRIVE	KVAATHOR@GLACIERBANK.COM
Peta Spruce	13227 MT Hwy 1	rita.pika76@ymail.com

SIGN-IN SHEET



MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study

Community Informational Meeting #1 -- July 25, 2011

NAME	ADDRESS	EMAIL
Virginia Montgomery Loran Ann Vot	179 Silver Pine Ln, Ana 13/ Lime Spur Rd	vmbra@hotmai.com
Helen Radovich	210 Lower Anaconda	pnh@M-T-C-H.COM CORRIDOR & ENG CONSULTANTS MT, INC.
Connie Teas Daniels	800 Main, Anaconda	
Bill GRANSBERY	114 MT10. View Dr-IV.	bgrans3ph@AOL.COM

SIGN-IN SHEET



MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study

Community Informational Meeting #1 -- July 25, 2011

NAME	ADDRESS	EMAIL
Carol & Bill Piatterson	313 Coovinity Drive	martensoulair3@gmail.com
Nymeri Taylor	251 Lake Shore - Georgetown	
Dany Lookey	1618 N. Chleford	

Welcome!



MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study



Community Informational Meeting #1

July 25, 2011



STUDY SCHEDULE

MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study

STUDY SCHEDULE

PRESENT TIME



WORK TASKS AND DESCRIPTIONS	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11
Task 1: Develop Scope and Schedule	[Blue bar from Apr-11 to May-11]								
Task 2: Project Management and Accounting	[Blue bar from May-11 to Jun-11]								
Task 3: Develop Community & Stakeholder Information Plan & Website	[Blue bar from Jun-11 to Jul-11]								
Task 4: Supplement Existing and Projected Conditions Report	[Blue bar from Jul-11 to Aug-11]								
Task 5: Identify Needs, Issues, Goals, and Screening Criteria	[Blue bar from Aug-11 to Sep-11]								
Task 6: Determine Improvement Options Advanced and Not Advanced	[Blue bar from Sep-11 to Oct-11]								
Task 7: Recommend Improvement Options	[Blue bar from Oct-11 to Nov-11]								
Task 8: Prepare Corridor Study Report	[Blue bar from Nov-11 to Dec-11]								
Informational Meetings	[Blue bar from Jun-11 to Jul-11]								
Resource Agency Meeting	[Blue bar from Jul-11 to Aug-11]								
Planning Team Meetings	[Blue bar from Aug-11 to Sep-11]								
MISCELLANEOUS DELIVERABLES	[Yellow bar from Jun-11 to Jul-11]								
Community & Stakeholder Information Plan (CSIP)	[Blue bar from Jun-11 to Jul-11]								
Corridor Study Website	[Blue bar from Jul-11 to Aug-11]								
Supplemental Memo to the Existing & Projected Conditions Report	[Blue bar from Aug-11 to Sep-11]								
List/Description of Corridor Transportation Deficiencies	[Blue bar from Sep-11 to Oct-11]								
Maps of Known Environmentally Sensitive Areas	[Blue bar from Oct-11 to Nov-11]								
Summary of Comments/Concerns by Resource Agencies	[Blue bar from Nov-11 to Dec-11]								
List of Initial Avoidance Areas, Potential Mitigation Needs & Opportunities	[Blue bar from Dec-11 to Jan-12]								
Project Newsletters - 2 total	[Blue bar from Jul-11 to Aug-11]								
Press Releases/Advertisements	[Blue bar from Aug-11 to Sep-11]								
List and Description of Corridor Needs, Issues and Goals	[Blue bar from Sep-11 to Oct-11]								
List of Screening Criteria	[Blue bar from Oct-11 to Nov-11]								
List and Description of the Range of Improvement Options	[Blue bar from Nov-11 to Dec-11]								
Documentation of Analysis (Methods and Findings) of Improvements Options	[Blue bar from Dec-11 to Jan-12]								
Documentation of Improvement Options Advanced & Not Advanced	[Blue bar from Jan-12 to Feb-12]								
Package of Improvement Options and/or Options for Improving the Corridor	[Blue bar from Feb-12 to Mar-12]								
List and Description of Potential Impacts and Mitigation Opportunities	[Blue bar from Mar-12 to Apr-12]								
Corridor Study Report	[Blue bar from Apr-12 to May-12]								
Statement of Purpose and Need	[Blue bar from May-12 to Jun-12]								
Final List of Recommendations and Next Steps	[Blue bar from Jun-12 to Jul-12]								
Meeting Agendas and Minutes	[Blue bar from Jul-12 to Aug-12]								

MT-1 Corridor Photos - 1



Looking north from North Cable Road intersection.
RP 10.06



Looking north at Warm Springs Creek bridge.
RP 10.36



Looking north at West Valley.
RP 11.50



Looking north just past West Valley.
RP 12.30



Looking north at 70mph transition area.
RP 14.00



Looking north at the "Camel Humps".
RP 14.50

MT-1 Corridor Photos - 2



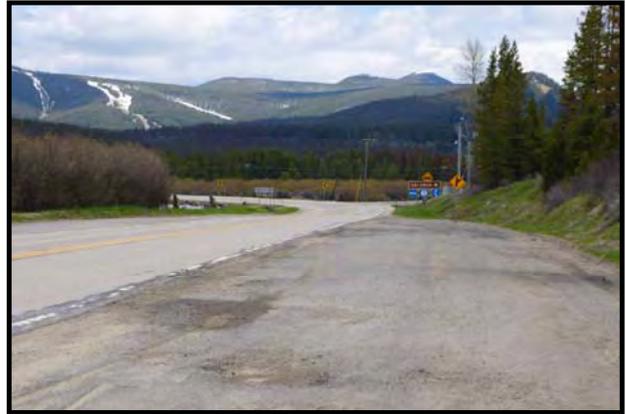
Looking north at 3-lane passing zone.
RP 19.21



Looking north at Silver Lake
RP 21.63



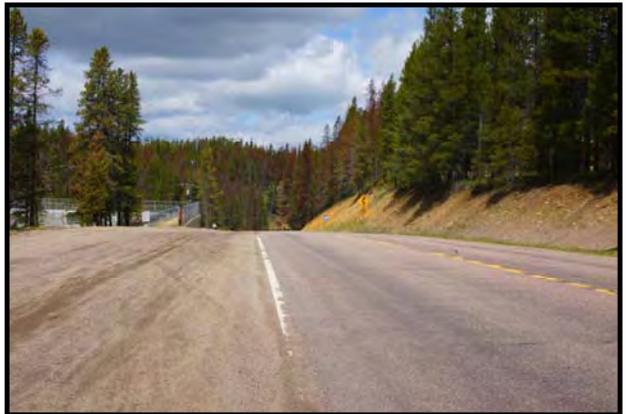
Looking north before Georgetown Lake Road.
RP 23.68



Looking north before Discovery Road.
RP 25.10



Looking north before campground turnoff.
RP 26.64



Looking north before Georgetown Lake Road.
RP 27.00

MT-1 Corridor Photos - 3



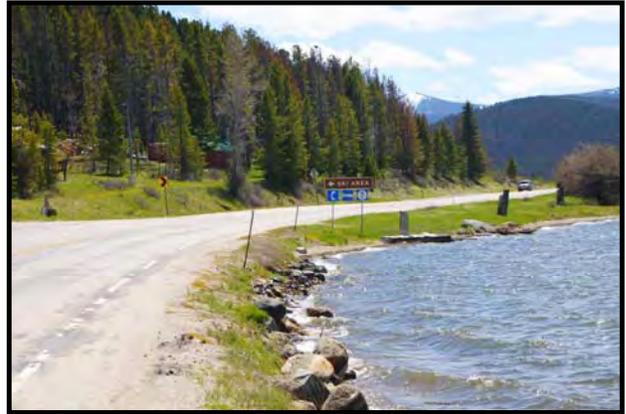
Looking south at Georgetown Lake Road
RP 27.52



Looking south at campground turnoff.
RP 27.10



Looking south along Georgetown Lake.
RP 26.13



Looking south at Discovery Road.
RP 25.67



Looking south along Georgetown Lake.
RP 25.40



Looking south at Grassy Point Boat Launch.
RP 25.00

MT-1 Corridor Photos - 4



Looking south before Georgetown Lake Road.
RP 24.55



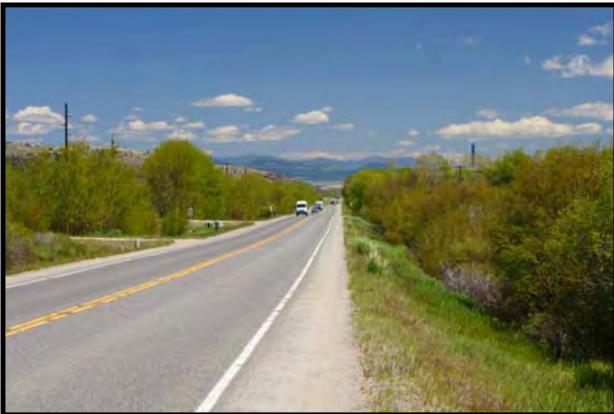
Looking south before Silver Lake.
RP 23.36



Looking south at 3-lane passing zone.
RP 20.55



Looking south at the "Camel Humps".
RP 16.11



Looking south before West Valley.
RP 13.20



Looking south at West Valley.
RP 12.57

MONTANA
MDT★
DEPARTMENT OF TRANSPORTATION

MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study

Community Informational Meeting No. 1
July 25th, 2011



1

Introduction

- Introduction of local officials
- Partners
 - ADLC
 - MDT
 - FHWA
- Planning team members in attendance
- Consultant team



2

COMMUNITY INFORMATIONAL MEETING NO. 1 JULY 25th, 2011



Outline of this Evening's Meeting

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



What is a Corridor Planning Study?

- Pre-NEPA/MEPA Corridor Study
 - 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
- It is.....



Corridor Study Approach

- Corridor studies:
 - Are a “high level scan”
 - Define transportation issues/areas of concern
 - Assess a broad range of options
 - Consider social, economic and environmental effects at an early stage
 - Provide a level of analysis that can support informed and sustainable decisions
 - Provide opportunities for early and continuous involvement

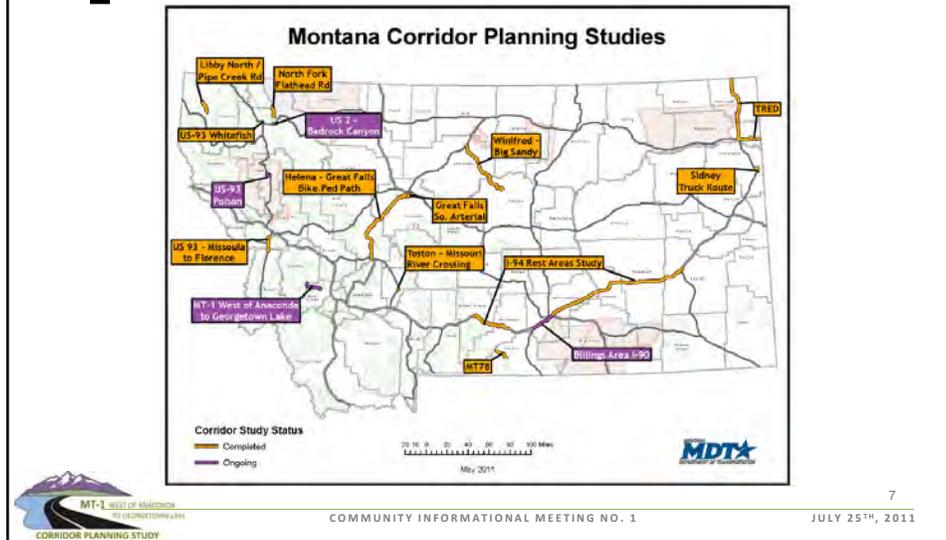


Corridor Study Approach

- Corridor study results
 - Identify and prioritize cost-effective and feasible strategies
 - Consider community concerns and values
 - Foster greater cooperation among agencies and other stakeholders
 - Determine concerns or constraints early and provides this information to the NEPA/MEPA process
 - Identify corridor management strategies



Corridor Studies in Montana



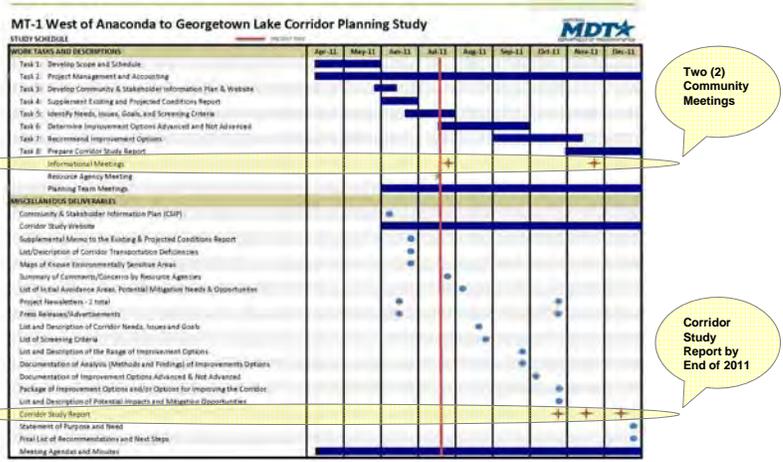
Goals and Purpose MT1 Anaconda to Georgetown Lake Study

- Engage constituents early!
- Identify constraints
- 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

MT 1 Anaconda to Georgetown Lake Study Area Boundary



Study Schedule



Community Involvement Activities

- Two community informational meetings
- Presentations and outreach to civic groups, stakeholders and land owners as warranted
- Study newsletters
- Website/toll free line
- Informal meetings



Identified Stakeholders

- Anaconda – Deer Lodge County
- ADLC Commissioners
- Western Federal Lands Highway Division (WFLHD)
- County Fire Departments and Emergency Medical Personnel
- Chief of Law Enforcement and Montana Highway Patrol
- Montana Fish, Wildlife, and Parks
- US Forest Service
- Landowners in the Corridor
- Anaconda Chamber of Commerce
- Anaconda Saddle Club
- Environmental Protection Agency
- Department of Natural Resources and Conservation
- Georgetown Lake Landowners
- West Park Subdivision
- Anaconda Sportsman's Club
- Trails users



MT-1 Corridor Context

- Functionally classified as a Rural Minor Arterial
- Posted speeds vary between 25 mph and 70 mph
- *Pintler Veterans' Memorial Scenic Highway* between Anaconda and Philipsburg
- Serves multiple uses
 - Local traffic
 - Recreational traffic
 - Thru traffic



COMMUNITY INFORMATIONAL MEETING NO. 1

13
JULY 25TH, 2011

MT-1 Corridor Physical Characteristics

- Two-lane roadway (with westbound passing lane between RP 19.0 – RP 20.2)
- Single left-turn bay at Georgetown Lake Road (RP 24.15)
- 156 access points, with 80 occurring within first four miles (west of Anaconda)
- Constructed or improved at various times (as early as 1934 and as recently as 1995)



COMMUNITY INFORMATIONAL MEETING NO. 1

14
JULY 25TH, 2011

MT-1 Corridor Traffic Data

- Ranges from 3800 vehicles per day (vpd) near Anaconda to 1300 vpd near Georgetown Lake

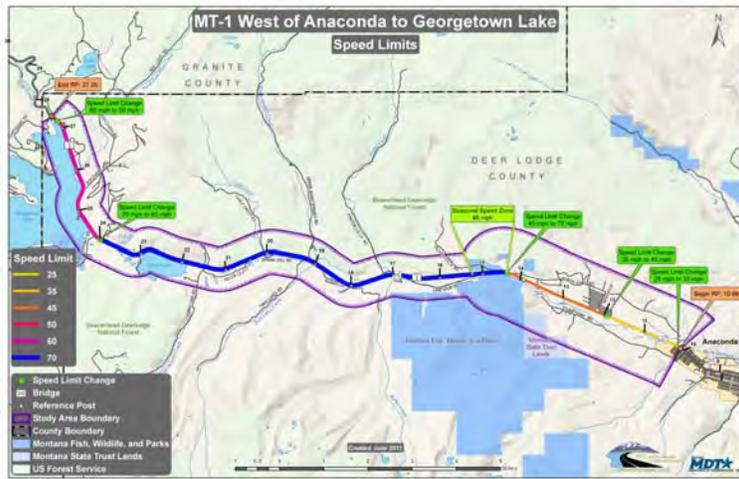
Location.	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
E of Haufbrau Tavern Turnoff	3150	3360	-	3640	4130	4130	4140	3660	3730	3790
0.6 mi W of Bridge Ln - RP 11	2700	3040	-	3230	3820	3820	3830	3340	3400	3480
W of Jones Ln - RP 13	2260	2460	-	3080	2390	2470	2540	2490	2580	1960
W of MDT Gravel Stockpile - RP 15	1380	1600	-	1970	2140	2210	2270	1360	1410	1720
W of Anaconda - RP 17	1790	1970	-	1970	2140	2210	1310	1230	1270	1600
N of Silver Lake - RP 23	1630	1060	-	1450	1620	1670	1090	1030	1070	1330

Year 2010 Volumes Highest Near Anaconda

Highest Years (Past Decade)



MT-1 Corridor Posted Speeds



MT-1 Corridor Speed Data

- Speed data collected at four locations in June 2011
- Primary speed data factor for determining the validity of the posted speed limit is the 85th percentile speed

Location	Posted Speed Limit (mph)	ADT (vpd)	85 th Percentile Speed (mph)
RP 11.2	35	3902	42.2
RP 14.0	45	2333	51.9
RP 15.3	70	2145	68.5
RP 24.4	60	1539	65.4

 Indicates greater than 5 mph difference



MT-1 Corridor Level of Service

- Obtained from the MDT Congestion Management System
- Currently operating at LOS of B
 - Maneuvering within traffic stream is slightly restricted
 - General level of physical and psychological comfort provided to drivers is still high
 - Minor disruptions are still easily absorbed at this level
- LOS is forecasted to degrade to a C in five years



MT-1 Corridor Right-of-Way

- Road is adjacent to private and public lands
- Right-of-way widths vary from 275 feet to as little as 80 feet

Begin RP	End RP	R/W Width (approx.)	Adjacent Ownership
10.06	14.51	200'	Private
14.51	16.42	160'	Private and Public
16.42	17.06	180'	Private
17.06	19.23	160'	Private
19.23	21.16	180'	Public
21.16	24.94	160' TO 275'	Private and Public
24.94	27.35	80' TO 240'	Public



MT-1 Corridor Roadway Geometrics - Horizontal

- Corridor consists of both level and rolling terrain
- Four of eighteen horizontal curves do not meet current standards
 - RP 22.86
 - RP 23.185
 - RP 24.019
 - RP 27.077



MT-1 Corridor

Roadway Geometrics - Vertical

- Grades
 - Twelve areas have vertical grades greater than 3.0% (exceeds current standards)
 - Of the twelve, ten have grades greater than 4.0%
- Curves
 - Five curves do not meet current standards
 - Two curves do not meet current standards for stopping sight distance (SSD)



MT-1 Corridor

Roadway Geometrics - Roadside

Approximate Location (RP)	Feature	Description	Comments
12.4 - 13.4	Clear Zone	Cut slope with fallen rock	South side
13.9 - 14.2	Clear Zone	Heavy vegetation	Area with high rate of animal crashes
16.4	Slope	Steep fill slope	Noted fatality at this location
16.5 - 16.8	Slope	Steep fill slope	
21.1 - 21.4	Slope	Cut slope with fallen rock	North Side
21.7 - 21.8	Slope	Cut slope with fallen rock	North Side
22.1 - 22.6	Slope	Cut slope with fallen rock	North Side
22.9 - 23.1	Slope	Cut slope with fallen rock	North Side
24.2	Horizontal Curve	Poor sight distance	Steep cut slope at Georgetown Lake Rd intersection
24.8	Slope	Steep fill slope	Culvert location
25.0	Slope	Sharp drop-off into water	Signed "no parking" area by lake
25.0 - 25.3	Horizontal Curve	Poor sight distance	Due to cut slope on north side
25.4 - 25.6	Slope	Shoulder and side slope to water	
25.5	Slope / Intersection	Steep slope into water at intersection	Noted fatality at this location
25.9	Bridge ends	Blunt concrete bridge ends	
26.1	Slope	Steep fill slope	Culvert location
26.2 - 26.8	Slope	Steep fill slope	South side



MT-1 Corridor Roadway Geometrics - Widths

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

From (RP)	To (RP)	Lanes	Width (ft)			Thickness (inches)	
			Surface	Lane	Shoulder	Surfacing	Base
10.060	10.076	2	28	12	2	5	12
10.076	10.202	2	32	12	4	5	12
10.202	10.496	2	32	12	4	6	12
10.496	10.565	2	40	12	8	6	12
10.565	19.066	2	32	12	4	6	12
19.066	20.246	3	44	12	4	6	12
20.246	24.148	2	32	12	4	6	12
24.148	26.851	2	22	11	0	4	4
26.851	27.350	2	24	12	0	6	4

Widths Are Of Interest



MT-1 Corridor Access Points

- Approximately 156 access points along the study corridor
- Average density of 9.02 accesses/mile
- First five miles west of Anaconda has highest density of (16.19 access/mile)

Begin RP	End RP	Length (mi)	Access Points	Density (Access / mi)
10.06	15.00	4.94	80	16.19
15.00	20.00	5.00	33	6.60
20.00	24.00	4.00	22	5.50
24.00	27.35	3.35	21	6.27
Total		17.29	156	9.02



MT-1 Corridor Bridge Crossings

- Two bridge crossings (RP 10.57 and RP 16.92)
- RP 10.57
 - Two-lane, three span concrete structure
 - 68.01' long by 39.4' wide
 - Built in 1990
- RP 16.92
 - Two-lane, single span concrete structure
 - 42.0' long by 36.4' wide
 - Built in 1930

Neither bridge is structurally deficient or functionally obsolete



MT-1 Corridor Safety (Reported Crashes)

- For period between January 1, 2005 and December 31, 2009
- 67 total reported crashes
 - Two fatal crashes (with 2 fatalities), 20 injury crashes and 45 property damage only crashes

	MT-1 Corridor	Statewide Rural Average	Corridor Rates Less Than Statewide Average?
Crash Rate (per MVM)	1.16	1.22	YES
Severity Rate (per MVM)	2.44	2.83	YES

MVM = million-vehicle-miles



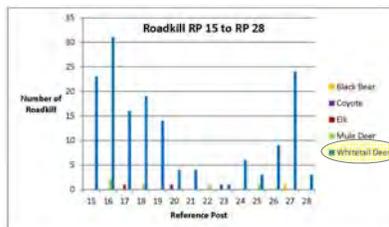
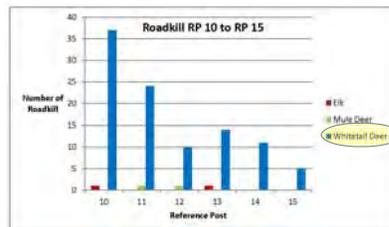
MT-1 Corridor Safety (Reported Crashes)

- Predominant crash types are single vehicle crashes
- Analysis of crash data from the last 10 years, identified 4 crash clusters
 - Addressable trends will be considered in this study
 - Short-term and long-term



MT-1 Corridor Safety (Wildlife/Vehicle)

- Whitetail Deer
- Bighorn Sheep
 - RP 14.7 – 15.7
 - Single incident resulted in 8 sheep deaths (RP 14.4)
- Moose
 - 9 carcasses collected between 2006 and 2010



Note: High Numbers of Whitetail Deer (January 1998 to June 2010)



MT-1 Corridor Non-Motorized Facilities

- *ADLC Trails Master Plan*
 - Goal to provide a safe alternative mode of travel and connectivity between communities.
 - Strong desire to extend non-motorized facilities west of Anaconda to the West Valley area
 - Eventual full route of some type all the way to Georgetown Lake



MT-1 Corridor Local Infrastructure Expansion

- Wastewater system *Preliminary Engineering Report (PER)* developed to address the wastewater system in Anaconda and the surrounding areas
- The *West Valley Water and Sewer Feasibility Study (2000)* suggests that Anaconda's wastewater facilities could be expanded to serve the West Valley Area
- The *Growth Policy* recommends that a central wastewater system for West Valley be constructed



Environmental Resources

- Geographic Setting
- Land Ownership / 4(f)
- **Soil Resources and Prime Farmland**
- **Water Resources**
- **Wetlands**
- Floodplains and Floodways
- Montana FWP and WMA
- Hazardous Substances
- Air Quality
- **Visual Resources**
- **Biological Resources**
- Vegetation
- **Cultural and Archaeological Resources**
- Social



Resources in blue are discussed in PPT 31

COMMUNITY INFORMATIONAL MEETING NO. 1

JULY 25TH, 2011

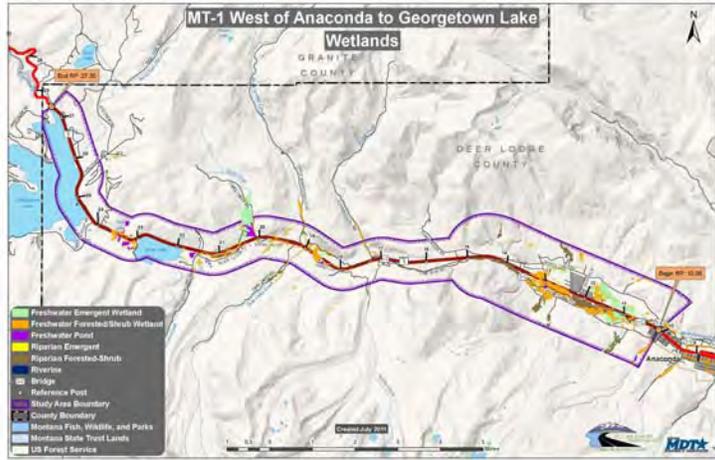
Soil Resources and Prime Farmland



COMMUNITY INFORMATIONAL MEETING NO. 1

JULY 25TH, 2011

Wetlands



Visual Resources

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



Biological Resources

- Fish and Wildlife
- Vegetation



Fish and Wildlife

General Fish and Wildlife

- Common Mammals
 - White-tail deer
 - Mule deer
 - Bighorn sheep
 - Black Bear
 - Elk
 - Moose
 - Mountain Lion
 - Coyote
- Amphibians and Reptiles
 - Columbia spotted frog
 - Rocky Mountain tailed frog
 - Long-toed salamander
- Birds
 - Bald Eagle
 - Golden Eagle
 - Migratory Song Birds and Raptors



Fish and Wildlife

Aquatic Resources

- Fisheries
 - Warm Springs Creek
 - Stumptown Pond
 - AMC Pond
 - Silver Lake
 - Georgetown Lake
- Fish Species
 - Brown trout
 - Longnose sucker
 - Mottled sculpin
 - Rainbow trout
 - Slimy sculpin
 - Brook trout
 - Bull trout
 - Mountain whitefish
 - Westslope cutthroat trout



Cultural and Archaeological

Resources

- Historic Properties

Site	Site No.	Section	Township	Range	NRHP elig.
Pumping Station	24DL425	17, 18, 20, 21	5N	13W	Yes
BA & P Spur	24DL426	17	5N	13W	Yes
Malvey Cabin	24DL427	18	5N	13W	Yes
Silver Lake Water System	24DL691	21, 22, 23, 26, 27, 35	5N	13W	Yes



Cultural and Archaeological Resources



Next Steps

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

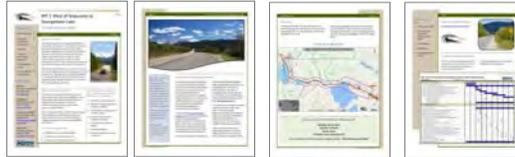


[Conclusion]

- Questions, answers and/or comments?

Study website: <http://www.mdt.gov/pubinvolve/mt1/>

Study newsletters:



Study contact:

Jeff Key, P.E.
Robert Peccia and Associates
825 Custer Avenue
Helena, Montana 59604

Email: Jeff.key@rpa-hln.com
Tel: (406) 447-5000
Fax: (406) 447-5036



COMMUNITY INFORMATIONAL MEETING #1 - MINUTES



Prepared For:

MONTANA DEPARTMENT OF TRANSPORTATION
Helena, Montana



Prepared By:

ROBERT PECCIA & ASSOCIATES
Helena, Kalispell & Butte, Montana

Monday, July 25, 2011
5:30 PM - 7:30 PM
Smitty's Barn, Anaconda, MT

Community Informational Meeting #1 - Minutes

Monday, July 25, 2011

5:30 PM - 7:30 PM

Smitty's Barn, Anaconda, MT

INTRODUCTION

The first community informational meeting for the MT-1 Corridor Planning Study was held on Monday, July 25th, 2011, from 5:30 to 7:30 PM at Smitty's Barn west of Anaconda. The purpose of the meeting was to inform the community on the purpose and scope of the corridor study, and solicit input on the existing conditions. The meeting was also to seek input on the community's vision, goals and any concerns within the corridor. The following Planning Team members were present at the meeting:

- Jeff Ebert (MDT)
- Joe Walsh (MDT)
- Carol Strizich (MDT)
- Elaine Lux-Burt (ADLC)
- Connie Daniels (ADLC)
- Jeff Key (RPA)
- Scott Randall (RPA)

An open house was held from 5:30 PM to 6:00 PM. A presentation followed the open house at 6:05 PM. RPA's project manager, Jeff Key, facilitated the meeting and gave the presentation. After the presentation a comment session was held. A total of 63 members of the community signed in at the meeting, with others present who did not sign in.

COMMENTS

A number of oral comments were made during 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 are presented below:

Animals

- Salt blocks should be used to keep the big horn sheep off of the road.
- Salt blocks may spread disease.

- An animal overpass (or underpass) should be considered.
- Wildlife fences should be installed.
- Are the effects of the pine beetle being taken into consideration?

Geometrics

- Speed limit should be increased in the 35 mph zone.
- Speed limit should be decreased near Georgetown Lake.
- Speeds need to be kept low for safety.
- Passing lanes should be constructed near the speed transition zones.
- Additional passing lanes should be considered in the corridor. It is difficult to make turns off of MT-1 because of the heavy truck travel on the highway. Left-turn and right-turn bays should be added.
- A center two-way turn lane (CTWTL) should be considered.
- The old railroad right-of-way is being used by ATV's and motor bikes. This is creating safety issues.
- Don't restrict four-wheeler / dirt bike activity.
- Non-traffic related recreation use should be controlled along the corridor.
- The new right-of-way is popular for non-motorized use.
- The ADLC *Trails Plan* has a design for a path along the new right-of-way.
- The grades on the approaches should be examined.
- There is illegal parking around the Pump Station.
- The access to Discovery Ski area needs to have better geometrics and control.
- Sight distance needs to be increased at the Denton's Point turn-off.
- Better signage needs to be installed for the Fire Department. Access is provided at Theatre Lane and Hagen Lane.

Safety

- The asphalt millings provided by MDT to ADLC are a nuisance as they are stacked as a berm along several roadways – especially on Lime Spur Road.
- Have the locations of fatalities been looked at? Look at historic crash information farther back than the last 5 to 10 years.
- The access at the dam is a potential safety concern.

- Pedestrian traffic across MT-1 to Georgetown Lake, near the campground access, is a concern.
- Vegetation at the Saddle Club creates sight distance issues.

Other

- The Anaconda Saddle Club is on the Historic Registry.
- Are the graphs and graphics shown at this meeting available to the public?
 - They are on the project website
- What is the outlook on changes actually occurring?
- What are the future traffic projections?
 - 1% yearly growth rate was assumed.
- Population may have decreased in the county, but it has increased in the study area.
- The Forest Service and FWP should be involved in the Study.
- When will the Draft Study be available?
 - Anticipated in November.
- When is the best time to make comments?
 - The official “formal” comment period will be after the Draft document is made available. The “informal” comment period is open until that time, and all comments received will be considered in the process as warranted.

The meeting concluded at 7:30 PM.

Meeting minutes are intended to capture the general content of meeting discussions. 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.



Informational Meeting

Discuss the MT-1 West of Anaconda to
Georgetown Lake Corridor Planning Study

Monday, November 7, 2011

Open House: 6:00 p.m.

Presentation: 6:15 p.m.

Anaconda High School

Little Theater Room,

400 Main Street, Anaconda, MT

The Montana Department of Transportation (MDT) in partnership with Anaconda-Deer Lodge County (ADLC) have initiated the development of the MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study from reference post (RP) 10.06 (Linden Street/North Cable Road) extending approximately 17.3 miles west to RP 27.35 (Georgetown Lake Road). The corridor study identifies possible improvement options to address safety, geometric and environmental concerns of the transportation corridor based on needs presented by the community, study partners, and resource agencies and funding availability. The purpose of the meeting is to present the Draft Study, discuss the recommended improvement options, and solicit comments from the community.

The meeting is open to the public and the community is urged to attend. 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.

Comments may be submitted in writing at the meeting, by mail to Carol Strizich, MDT State-wide and Urban Planning, Project Manager, PO Box 201001, Helena, MT. 59620-1001, or online at www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate comments are for the MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study. MDT will collect and consider all comments to better understand the community's view of potential issues and concerns within the MT-1 corridor.

SIGN-IN SHEET



MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study

Community Informational Meeting #2 – November 7, 2011

NAME	ADDRESS	EMAIL
Carol Strizich	MDT Planning - Helena	cstrizich@mt.gov
Mike Burt	369 Highpark Dr - ANAC.	
Elaine Lux-Burt	369 Highpark Dr. - ANAC.	
JOE WALSH	MDT	
Tenny Battle	Po Box 587 Anac	
Joe Bolhoratz	1016 W. 4th St	
GENE VUCKOVICH	1205 W. 3 RD ANACONDA	MT. 5043 @ gmail.com
LARRY STURM	121 ENGLISH GULCH ANACONDA	L STURM @ ANACONDA DEER HODGKINS.MT.GC
LORRY THOMAS	#2 CHERRY ANACONDA	
FLORENCE THOMAS	2 CHERRY ANACONDA	
Rita Sorum	13227 MT Hwy 1	
Chad Gochanour	102 WARREN ANA, MT	
SERDAR JENSON	5 LODGEPOLE LN. W. ANA, MT	JERRY JENSON 62 @ MSN.COM
Todd Schmidt	20 Duck Lane, Georgetown, Wyo	

SIGN-IN SHEET



MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study Community Informational Meeting #2 – November 7, 2011

NAME	ADDRESS	EMAIL
SCOTT RANDALL	225 Custer, Helena, MT 59604	SCOTTR@RPA-HLV.COM
Rose Nyman	520 Cedar	rose.nyman1@gmail.com
Lynn Stanton	225 Stucky Gulch Rd	
KRISTIE VAUTHIER	405 Poplar St	KVAUTHIER@glaciorbank.com
FRED BJORKLUND	48 FIR TREE LN - ANACONDA	
Katherine Basirico	P.O. Box 995 - Anaconda	Kjbasirico@gmail.com
Bob Horne	151 Wedgewood Ln. WF MT 59937	rhorne@oypc.com.net
Connie Terris Darnish	800 Main St Anaconda, MT	
Cyndi Thompson	109 Warren Ana.	cyndit@bresnan.net
Jeff Paton	Helena	FHWA

SIGN-IN SHEET



MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study

Community Informational Meeting #2 – November 7, 2011

NAME	ADDRESS	EMAIL
Alan Gader	300 Hickey St. Anaconda	
Joe Michelotti		

Welcome!



MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study



Community Informational Meeting #2

November 7, 2011



MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study

Community Informational Meeting No. 2
November 7th, 2011



Introduction

- Introduction of local officials
- Partners
 - ADLC
 - MDT
 - FHWA
- Planning team members in attendance
- Consultant team



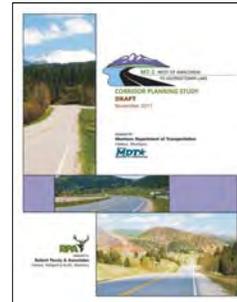
Outline of Presentation

- Draft Corridor Planning Study
- Planning Process
- Needs and Objectives
- Recommended Improvement Options
- Next Steps
- Funding Sources



Draft Corridor Planning Study

- Draft is available for review at:
 - MDT Statewide and Urban Planning (Helena, MT)
 - MDT Butte District Office (Butte, MT)
 - ADLC Planning Department (Anaconda, MT)
 - Online: www.mdt.mt.gov/pubinvolve/mt1



Deadline for comments is November 25th, 2011



[Planning Process]

- Environmental Scan
- Existing and Future Roadway Conditions
- Corridor Issues and Areas of Concern
- Consultation and Coordination
- Needs and Objectives
- Corridor Improvement Options
- Potential Funding Mechanisms



[Needs and Objectives]

Need #1

Improve Safety and Operation of MT-1 Through the Corridor Planning Study Area.

Objectives

- Improve geometric elements to meet current MDT design criteria.
- Accommodate existing and future capacity demands within the corridor.
- Minimize impacts caused by access density.
- Identify appropriate speeds within the study area.
- Provide adequate clear zones to meet current MDT design criteria.
- Review and implement innovative maintenance practices.



Needs and Objectives

Need #2

Preserve the Environmental, Scenic and Recreational Nature of the Corridor and Promote Wildlife and Aquatic Connectivity.

Objectives

- Preserve the scenic nature of the corridor with respect to view sheds and landscape features.
- Avoid and minimize the environmental resource impacts of improvement options.
- Evaluate and incorporate “best practice” mitigation strategies to promote wildlife connectivity across MT-1.
- Evaluate and incorporate “best practice” mitigation strategies to reduce animal-vehicle conflicts.
- Evaluate fish (aquatic organism) passage issues and incorporate appropriate solutions to improve aquatic connectivity and stream function through structures and culverts.



Needs and Objectives

Need #3

Coordinate with Local Planning Efforts and Minimize Conflicts Along the Corridor.

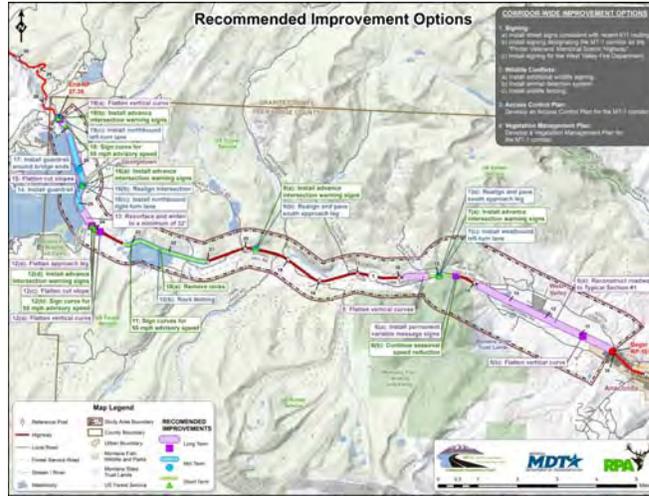
Objectives

- Coordinate future infrastructure needs with ADLC.
- Support local planning efforts.
- Minimize impacts to existing residences and businesses along the corridor.
- Consider all modes of transportation.



Recommended Improvements

- 15 Short-Term
- 12 Mid-Term
- 10 Long-Term



Recommended Improvements (Short-Term)

ID	NAME	LOCATION	IMPROVEMENT OPTION	ESTIMATED COST
1(a)	Street Signing	Corridor-Wide	Install street signs consistent with recent 911 routing.	\$500 EA
1(b)	Scenic Highway Designation	Corridor-Wide	Install signing designating the MT-1 corridor as the "Pintler Veterans' Memorial Scenic Highway".	\$750 EA
1(c)	Fire Department Signing	Corridor-Wide	Install signing for the West Valley Fire Department	\$500 EA
2(a)	Wildlife Signing	Corridor-Wide	Install signing warning of potential wildlife conflicts.	\$500 EA
4	Vegetation Management Plan	Corridor-Wide	Prepare Vegetative Management Plan	\$40,000
6(b)	Seasonal Speed Reduction	14.3 - 15.3	Continue seasonal speed reduction	LABOR
7(a)	Lime Spur Road Intersection - Advance Warning Signs	15	Install advance intersection warning signs	\$500 EA
9(a)	Spring Hill Road Intersection - Advance Warning Signs	19.9	Install advance intersection warning signs	\$500 EA
10(a)	Rockfall Maintenance	21.1 - 23.1	Increase maintenance efforts to remove and clear rocks within the roadside clear zone.	LABOR
11	Horizontal Curve Signing	22.9 - 23.2	Sign curve for 55 mph advisory speed	\$500 EA
12(b)	Horizontal Curve Signing	24	Sign curve for 55 mph advisory speed	\$500 EA
12(d)	Denton Point Road Intersection - Advance Warning Signs	24.2	Install advance intersection warning signs	\$500 EA
16(a)	Discovery Road Intersection - Advance Warning Signs	25.5	Install advance intersection warning signs	\$500 EA
18	Horizontal Curve Signing	27.1	Sign curve for 55 mph advisory speed	\$500 EA
19(b)	Georgetown Lake Road Intersection - Advance Warning Signs	27.35	Install advance intersection warning signs	\$500 EA



Recommended Improvements

1(a) & 1(b) – Street and Scenic Highway Signing

- Corridor-wide recommendation
- Install street signs consistent with 911 routing
 - Improved 911 response times
 - Improved safety
 - No impacts identified
- Install scenic highway signing



Recommended Improvements

4 – Vegetation Management Plan

- Corridor-wide recommendation
- Develop a *Vegetation Management Plan* for the corridor
 - Increased roadside clear zones
 - Improved sight distances
 - Potential impacts to wildlife & aquatic habitat/connectivity



Recommended Improvements (Mid-Term)

ID	NAME	LOCATION	IMPROVEMENT OPTION	ESTIMATED COST
2(b)	Animal Detection System	Corridor-Wide	Install animal detection system	\$400,000
2(c)	Wildlife Fencing	Corridor-Wide	Install wildlife fencing	\$600,000
3	Access Control Plan	Corridor-Wide	Develop an Access Control Plan for the MT-1 corridor.	\$75,000
7(b)	Lime Spur Road Intersection - Realignment	15	Realign and pave south approach leg	\$50,000
7(c)	Lime Spur Road Intersection - Left-Turn Lane	15	Install westbound left-turn lane	\$100,000
9(b)	Spring Hill Road Intersection - Realignment	19.9	Realign and pave south approach leg	\$100,000
10(b)	Rock Fall Protection Netting	21.1 - 23.1	Rock Netting	\$400,000
14	Guardrail	24.8 - 26.8	Install guardrail	\$200,000
16(b)	Discovery Road Intersection - Realignment	25.5	Realign Intersection	\$50,000
16(c)	Discovery Road Intersection - Right-Turn Lane	25.5	Install northbound right-turn lane	\$100,000
17	Concrete Bridge Ends	25.9	Install guardrail around bridge ends	\$25,000
19(c)	Georgetown Lake Road Intersection - Left-Turn Lane	27.35	Install northbound left-turn lane	\$100,000



Recommended Improvements 2(b) - Animal Detection System

- Corridor-wide recommendation
- Install animal detection systems
 - Increased driver awareness
 - Reduced animal-vehicle collisions
 - Doesn't change animal behavior



Recommended Improvements

7(c) - Lime Spur Road Intersection

- Install a westbound left-turn on MT-1 at Lime Spur Road
 - Improved safety
 - Requires minimal roadway reconstruction along MT-1
 - Additional right-of-way may be needed



Recommended Improvements

16(c) - Discovery Road Intersection

- Install a northbound right-turn lane on MT-1 at Discovery Road
 - Improved safety
 - Requires minimal roadway reconstruction along MT-1
 - Potential slope issues along the edge of roadway



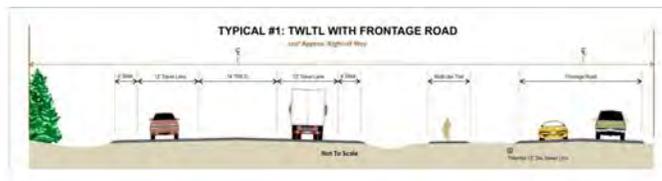
Recommended Improvements (Long-Term)

ID	NAME	LOCATION	IMPROVEMENT OPTION	ESTIMATED COST
5(a)	Urban Interface - Typical Section #1	10.06 - 13.8	Reconstruct roadway to incorporate a TWLTL, frontage road, and multi-use path	\$9,500,000
5(b)	Vertical Curve Flattening	10.9	Flatten vertical curve	\$25,000
6(a)	At-Grade Wildlife Crossing and Signage	14.5	Install permanent variable message signs	\$100,000 EA
8	Vertical Curve Flattening	15.3 - 15.8	Flatten vertical curves	\$375,000
12(a)	Vertical Curve Flattening	23.9	Flatten vertical curve	\$125,000
12(c)	Flatten Cut Slopes	24	Flatten cut slope	\$50,000
12(e)	Denton Point Road Intersection - Flatten Approach	24.2	Flatten approach leg	\$50,000
13	Roadway Widening	24.2 - 27.35	Resurface and widen to a minimum of 32'	\$3,750,000
15	Flatten Cut Slopes	25.0 - 25.3	Flatten cut slopes	\$50,000
19(a)	Vertical Curve Flattening	27.3	Flatten vertical curve	\$125,000



Recommended Improvements 5(a) - Urban Interface Typical Section

- Between RP 10.06 and RP 13.8
- Reconstruct to Typical Section #1 – TWLTL with Frontage Road
 - Center TWLTL to accommodate westbound and eastbound left turning traffic



Recommended Improvements

5(a) - Urban Interface Typical Section

- Typical Section (continued)
 - Future development of frontage road on north side
 - Potential consolidation and/or closure of numerous private approaches
 - Accommodates ADLC plans for wastewater facility extension
 - Accommodates ADLC plans for a multi-use trail



Recommended Improvements

5(a) - Urban Interface Typical Section

- Typical Section (continued)
 - Potential for right-turn lanes at major access points
 - Pedestrian signage and crossing opportunities
- After installation of TWLTL
 - Recommended 35 mph posted speed limit be increased to 45 mph (with appropriate transitions)



Recommended Improvements

5(a) - Urban Interface Typical Section

- Speed limit can only be raised by petition of the ADLC Commissioners to the Montana Transportation Commission
- Only if future improvements are in place
- Frontage road on the north side may not be necessary unless development occurs



Recommended Improvements

5(a) - Urban Interface Typical Section

- Benefits
 - Increased safety due to left-turning traffic being removed from the traffic stream
 - Enhanced multi-modal accommodations
 - Potential for reduction of approaches to reduce conflict points
 - Increased speed limit correlates closer to driver expectation
 - Reduction in speed variability



Recommended Improvements

5(a) - Urban Interface Typical Section

- Potential Impacts
 - Elimination or consolidation of approaches
 - Construction activities may result in the removal of vegetation used by wildlife
 - Potential wetland mitigation required
 - 4(f) property present (BA&P Spur)



Next Steps

- Finalize Corridor Planning Study
 - December 2011
- Project(s) Development
 - Identify and secure a funding source(s)
 - Follow MDT guidelines for project nomination and development, including public involvement process and environmental documentation



Eligible Funding Sources

- Federal Funds
- State Funds
- Local Funds
- Private Funds



Comments on Draft Report

- Comments due in writing by 5:00 pm on November 25

- Comments may be sent to:

Jeff Key, PE
Robert Peccia and Associates
825 Custer Avenue
Helena, MT 59604

Email: Jeff.Key@rpa-hln.com
Tel: (406) 447-5000
Fax: (406) 447-5036

Carol Strizich
MDT Statewide & Planning Section
PO Box 201001
Helena, MT 59620-1001

Email: cstrizich@mt.gov
Tel: (406) 444-9240
Fax: (406) 444-7671

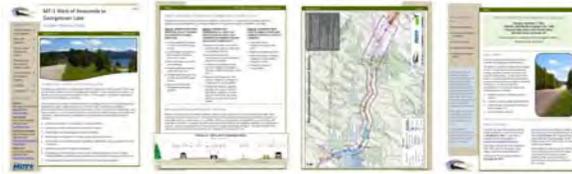
- Comments may be submitted online at:

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



Conclusion

- Questions, Answers, and/or Comments?
 - Study Website: www.mdt.mt.gov/pubinvolve/mt1
 - Study Newsletters



COMMUNITY INFORMATIONAL MEETING #2 - MINUTES



Prepared For:

MONTANA DEPARTMENT OF TRANSPORTATION
Helena, Montana



Prepared By:

ROBERT PECCIA & ASSOCIATES
Helena, Kalispell & Butte, Montana

Monday, November 7, 2011
6:00 PM - 8:00 PM
Anaconda High School, Anaconda, MT

Community Informational Meeting #2 - Minutes

Monday, November 7, 2011

6:00 PM - 8:00 PM

Anaconda High School, Anaconda, MT

INTRODUCTION

The second community informational meeting for the MT-1 Corridor Planning Study was held on Monday, November 7th, 2011, from 6:00 to 8:00 PM at the Anaconda High School. The purpose of the meeting was to present the Draft Corridor Planning Study, discuss recommendations, and solicit input and hear comments.

The following Planning Team members were present at the meeting:

- Jeff Ebert (MDT)
- Joe Walsh (MDT)
- Carol Strizich (MDT)
- Jeff Patten (FHWA)
- Elaine Lux-Burt (ADLC)
- Connie Terns-Daniels (ADLC)
- Bob Horne (ADLC)

An open house was held from 6:00 PM to 6:15 PM. A presentation followed the open house at 6:15 PM. RPA's project manager, Jeff Key, facilitated the meeting and gave the presentation with assistance from Scott Randall, RPA's transportation engineer. A comment session was held after the presentation. A total of 26 members of the community signed in at the meeting. Others were present who did not sign in, bringing the estimated total in attendance to 31 individuals.

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 are presented below:

- Cable Road traffic should be examined to determine if the route is being used, or could be used, as an alternate route to MT-1 between Anaconda and Lime Spur Road.
- Maintenance on Cable Road should be improved.

- Increased maintenance would allow Cable Road to carry additional traffic and reduce the number of vehicles on MT-1.
- There is an existing frontage road in West Valley that should be incorporated into the Urban Interface recommended improvement option.
- A four-lane typical section should be incorporated in the “Urban Interface” section (first 4 miles).
 - A four-lane roadway would allow for additional passing opportunities.
- A wildlife underpass / overpass should be included as a recommendation.
 - Partnerships should be explored to help develop the wildlife underpass / overpass.
 - Existing Montana wildlife underpasses and overpasses should be examined to determine the effectiveness on reducing animal-vehicle collisions.
 - A more aggressive approach to developing a wildlife underpass / overpass should be taken instead of trying interim measures. Something needs to be done about the issues now.
 - If it takes 5 – 7 years before funding for a major project can be identified then the need for a wildlife underpass / overpass should be identified now.
- A multi-modal path should be examined near the Seven Gables Resort (Discovery Road).
- Near the Seven Gable Resort (Discovery Road), the old highway / power line route should be opened to ATV's and snowmobiles. It is currently fenced off.
- A southbound left-turn lane should be added as a recommended improvement option along MT-1 at the intersection with Discovery Road.
- Non-motorized use should be removed from the MT-1 right-of-way throughout the urban interface.
 - A multi-modal path should be developed along adjacent roads (i.e. Cable Road and Stumptown Road) not along MT-1.
- The existing speed limit through the urban interface should not be changed.

The meeting concluded at 8:00 PM.

Meeting minutes are intended to capture the general content of meeting discussions. 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.



MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study

Inside this issue:

- Study Description 1
- Community Involvement Opportunities 2
- Study Area 3
- Community Informational Meeting #1 3
- Work Completed to Date 4
- Corridor Planning Study Schedule 4

Study Contacts:

Jeff Ebert

MDT Butte Administrator

(406) 494-9625

jebert@mt.gov

Carol Strizich

MDT Project Manager

(406) 444-9240

cstrizich@mt.gov

Connie Ternes-Daniels

ADLC Planning Director

(406) 563-4015

ctdaniels@anacondadeerlodge.mt.gov

Jeff Key, P.E.

RPA Project Manager

(406) 447-5000

jeff.key@rpa-hln.com



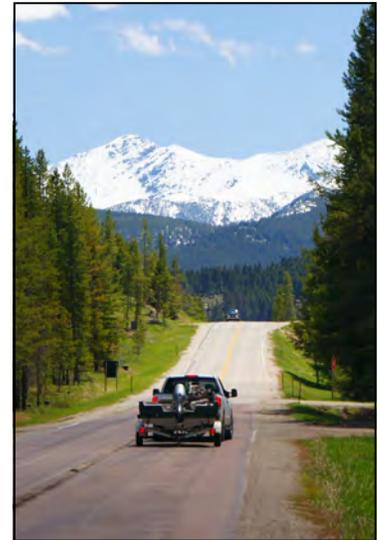
Newsletter #1

July 2011

Study Description

The Montana Department of Transportation (MDT), in partnership with Anaconda – Deer Lodge County (ADLC), has initiated the development of the MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study. The purpose of the Study is to determine financially feasible improvement options to address safety, environmental, and geometrical concerns of the transportation corridor based on needs presented by the community, the study partners, and resource agencies.

MT-1 is functionally classified as a rural minor arterial on the Principal Highway System and is designated as a State Primary Route. The study area is established along MT-1 from Reference Post (RP) 10.06 (Linden Street / North Cable Road) extending approximately 17.3 miles west to RP 27.35 (Georgetown Lake Road).



What is a Corridor Planning Study?

A corridor planning study is an effort that 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 overriding goal for the study is to analyze existing data to determine current and future issues and needs within the corridor, and identify potential mitigation opportunities if projects are identified to move forward.

A Corridor Planning Study is NOT:

- ◆ A NEPA Study or Environmental Study
- ◆ A Preliminary or Final Design Project
- ◆ A Construction or Maintenance Project

MDT has established several steps that will be followed to produce an effective Study. These include:

- ◆ Complete environmental scan
- ◆ Establish existing conditions and projected conditions
- ◆ Identify needs, issues, goals, and screening criteria
- ◆ Determine and evaluate improvement options
- ◆ Recommend improvement options
- ◆ Prepare draft report
- ◆ Proactive community outreach throughout



ADLC, 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 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.

Community Involvement Opportunities

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

A study website (www.mdt.mt.gov/pubinvolve/mt1) has been developed to provide online opportunities to comment on the MT-1 corridor 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.

Two community informational meetings will be held over the course of the study. The first community informational meeting is scheduled for Monday, July 25, 2011 from 6-8 PM at Smitty's Barn (50 Theatre Lane, Anaconda, MT). The community is welcome and encouraged to attend.

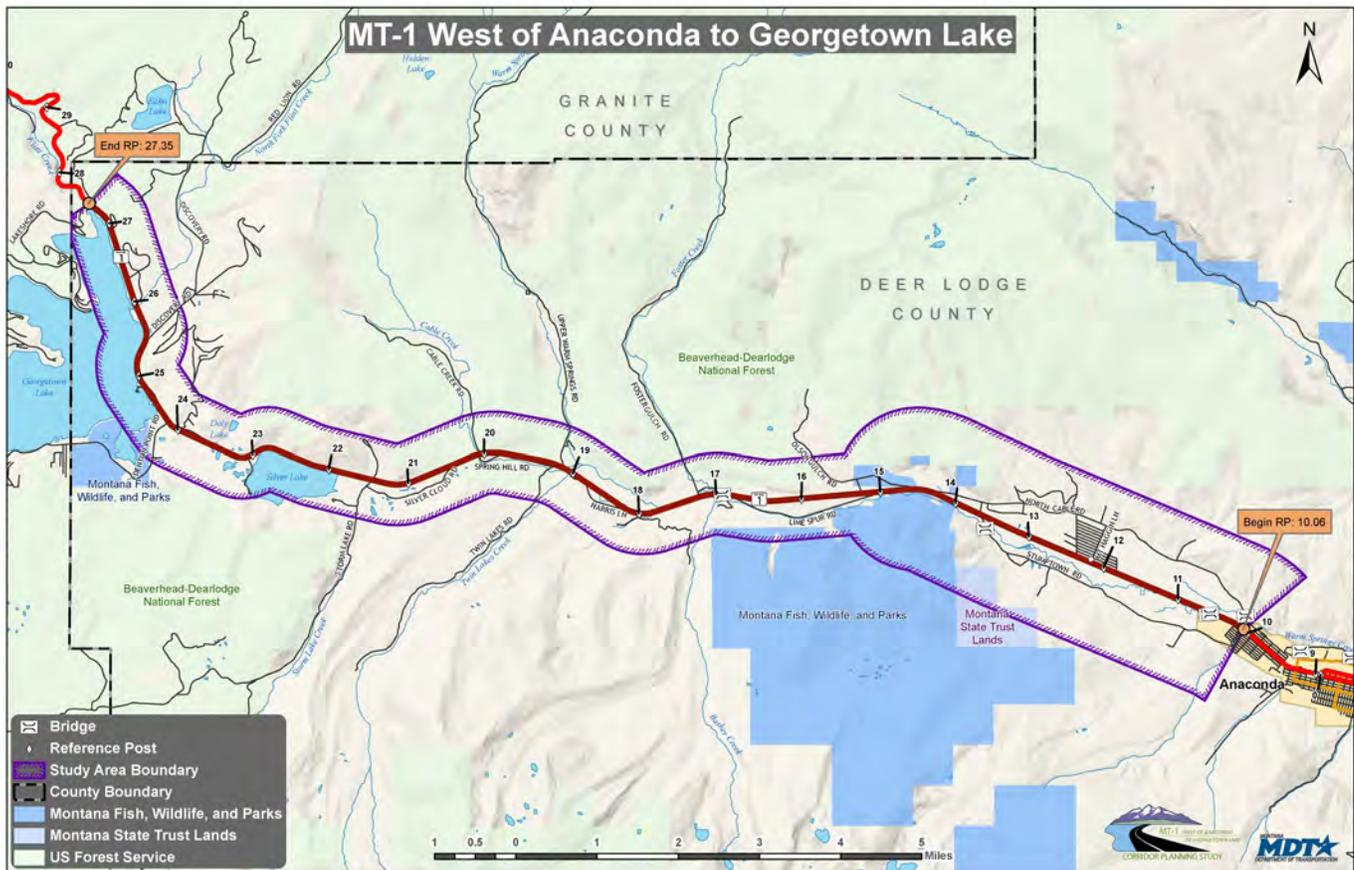
Check the local media and study website periodically for information relating to the time and location of future community meetings and other community outreach events.

Study Area

The termini of the MT-1 Corridor Planning Study is between Reference Post (RP) 10.06 on the west end of Anaconda and RP 27.35 (the intersection of MT-1 and Georgetown Lake Road).

The study area generally includes a 0.5-mile buffer on each side of MT-1, except the first four miles west of Anaconda which includes a one-mile buffer each side of the road. The study area location is shown in the figure below.

Study Area Boundary



Community Informational Meeting #1

Monday, July 25, 2011

6:00 PM—8:00 PM

Smitty's Barn

50 Theatre Lane, Anaconda, MT

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



MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study

Inside this Issue:

Corridor Planning Study Highlights	1
Needs and Objectives	2
Recommended Improvement Options	2
Recommended Improvement Options Graphic	3
Final Community Informational Meeting	4
Next Steps	4
Input Wanted	4

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RPA Project Manager
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Newsletter #2

October 2011



CORRIDOR PLANNING STUDY HIGHLIGHTS

The Montana Department of Transportation (MDT) in cooperation with Anaconda – Deer Lodge County (ADLC) initiated a Corridor Planning Study along MT-1 west of Anaconda, Montana, to identify and assess improvement options for the 17.3 mile segment, from North Cable Road / Linden Street to Georgetown Lake Road.

The Corridor Planning Study, intended strictly as a planning study and not a design project, was developed through a collaborative process with MDT, ADLC, and the Federal Highway Administration (FHWA) and involved focused outreach to the community, key stakeholders, and resource agencies. A full evaluation of known and publically available resource information was conducted. Activities that were completed for the development of the study include the following:

- ◆ Research and analysis of existing MT-1 roadway conditions;
- ◆ Research and analysis of known environmental resources;
- ◆ Identification and documentation of future conditions;
- ◆ Identification and evaluation of corridor issues and areas of concern;
- ◆ 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; and
- ◆ Documentation of potential funding mechanisms for improvement options.

NEEDS AND OBJECTIVES FOR THE CORRIDOR PLANNING STUDY

Based on the analyses of existing and future conditions within the MT-1 study area, the following needs and objectives were established for use in the development of improvement options identified in the study.

NEED #1: IMPROVE SAFETY AND OPERATION OF MT-1 THROUGH THE CORRIDOR PLANNING STUDY AREA.

- ◆ Improve geometric elements to meet current MDT design criteria.
- ◆ Accommodate existing and future capacity demands within the corridor.
- ◆ Minimize impacts caused by access density.
- ◆ Identify appropriate speeds within the study area.
- ◆ Provide adequate clear zones to meet current MDT design criteria.
- ◆ Review and implement innovative maintenance practices.

NEED #2: PRESERVE THE ENVIRONMENTAL, SCENIC AND RECREATIONAL NATURE OF THE CORRIDOR AND PROMOTE WILDLIFE AND AQUATIC CONNECTIVITY.

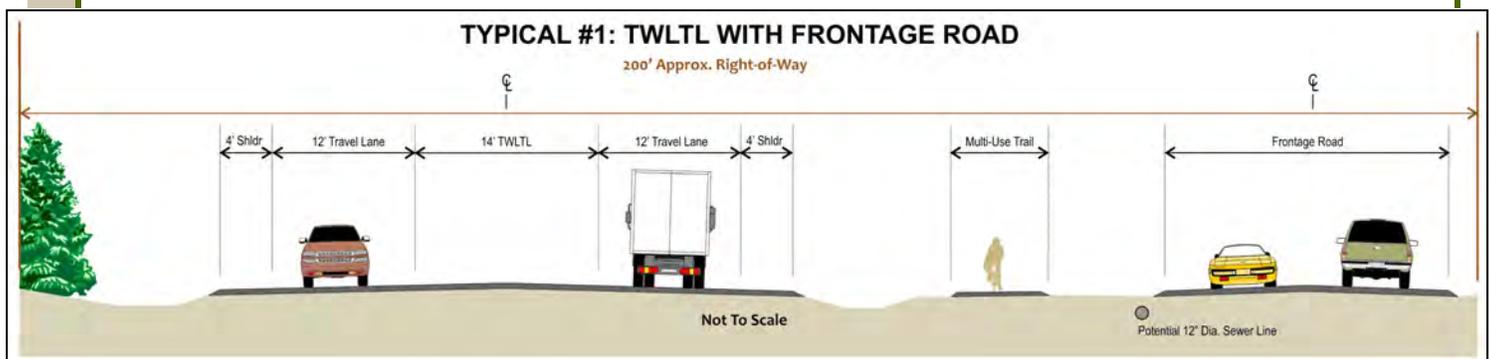
- ◆ Preserve the scenic nature of the corridor with respect to view sheds and landscape features.
- ◆ Avoid and minimize the environmental resource impacts of improvement options.
- ◆ Evaluate and incorporate “best practice” mitigation strategies to promote wildlife connectivity across MT-1.
- ◆ Evaluate and incorporate “best practice” mitigation strategies to reduce animal-vehicle conflicts.
- ◆ Evaluate fish (aquatic organism) passage issues and incorporate appropriate solutions to improve aquatic connectivity and stream function through structures and culverts.

NEED #3: COORDINATE WITH LOCAL PLANNING EFFORTS AND MINIMIZE CONFLICTS ALONG THE CORRIDOR.

- ◆ Coordinate future infrastructure needs with ADLC.
- ◆ Support local planning efforts.
- ◆ Minimize impacts to existing residences and businesses along the corridor.
- ◆ Consider all modes of transportation.

RECOMMENDED IMPROVEMENT OPTIONS

Based on the assessment of existing conditions within the study area and on community and stakeholder input, roadway issues and areas of concern were identified including existing roadway geometrics (widths, steepness of road, sight distance at intersections, etc.), wildlife conflicts, vehicle speeds and speed limits, access density, and alternate use facilities. Improvement options were identified to address the identified roadway issues and areas of concern. These recommended improvement options are shown graphically on Page 3. The typical section below shows the recommended improvement for MT-1 between RP 10.06 and RP 13.8.



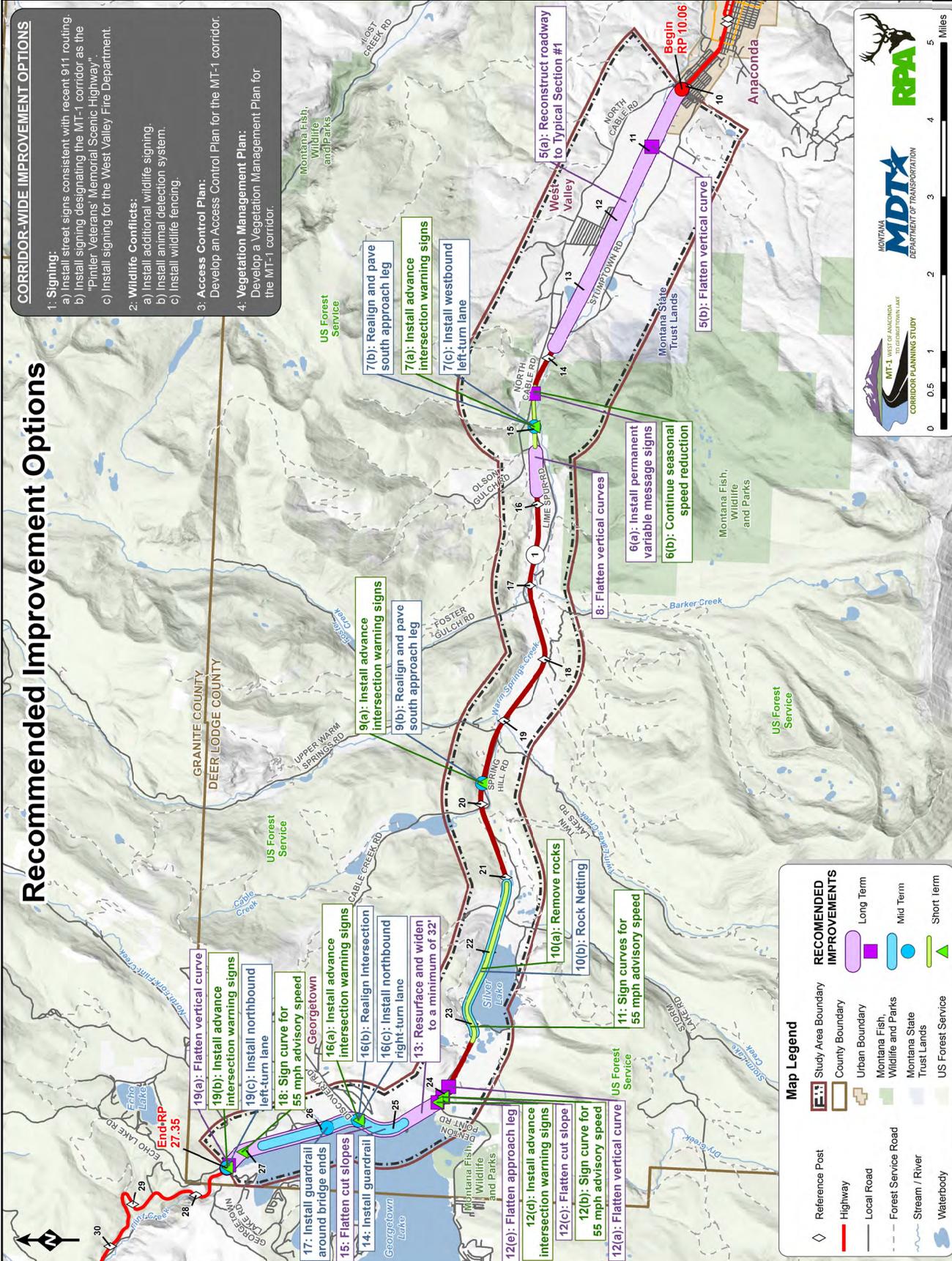
Recommended Improvement Options

CORRIDOR-WIDE IMPROVEMENT OPTIONS

- 1: Signing:**
 - Install street signs consistent with recent 9.11 routing.
 - Install signing designating the MT-1 corridor as the "Purifier Veterans Memorial Scenic Highway".
 - Install signing for the West Valley Fire Department.
- 2: Wildlife Conflicts:**
 - Install additional wildlife signing.
 - Install animal detection system.
 - Install wildlife fencing.
- 3: Access Control Plan:**

Develop an Access Control Plan for the MT-1 corridor.
- 4: Vegetation Management Plan:**

Develop a Vegetation Management Plan for the MT-1 corridor.



Map Legend

◇	Reference Post	▭	Study Area Boundary
—	Highway	▭	County Boundary
—	Local Road	▭	Urban Boundary
—	Forest Service Road	▭	Montana Fish, Wildlife and Parks
—	Stream / River	▭	Montana State Trust Lands
—	Waterbody	▭	US Forest Service

RECOMMENDED IMPROVEMENTS

▭	Long Term
▭	Mid Term
▭	Short term

Work Completed to Date:

- ◆ Environmental Scan
- ◆ Existing and Projected Conditions
- ◆ Areas of Concern
- ◆ Improvement Options
- ◆ Draft Corridor Study Report

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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.

FINAL COMMUNITY INFORMATIONAL MEETING

Monday, November 7, 2011
6:00 PM—8:00 PM (Presentation 6:15—7:00)
Anaconda High School, Little Theater Room
400 Main Street, Anaconda, MT

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

NEXT STEPS

After the public comment period closes the Corridor Planning Study will be finalized.

The ability to implement improvement options for MT-1 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 recommended improvement options contained in the study. To continue with the development of a project (or projects) the following steps are needed:

- ◆ Identify and secure a funding source or sources;
- ◆ Initiate preliminary engineering activities;
- ◆ Finalize design and prepare construction plans package; and
- ◆ Let construction contract.



INPUT WANTED

The Draft Corridor Planning Study will be made available for review and comment on **November 4, 2011**. Copies can be accessed via the study website at www.mdt.mt.gov/pubinvolve/mt1.

Hard copies will also be made available at MDT offices and the Anaconda—Deer Lodge County planning department.

The deadline for receiving comments is **November 25, 2011**.

Comments may be submitted in writing at the Community Informational Meeting, by mail to **Carol Strizich**, MDT Statewide and Urban Planning, Project Manager, PO Box 201001, Helena, MT. 59620-1001, or online via the study website.

Please indicate comments are for the MT-1 Corridor Planning Study. MDT will collect and consider all comments to better understand the community's view of potential issues and concerns within the MT-1 corridor.



June 28, 2011

Mike McGrath, Wildlife Biologist/Section 7 Coordinator
U.S. Fish & Wildlife Service
585 Shepard Way
Helena, MT 59601

Subject: Invitation to Participate in MT-1 West of Anaconda to Georgetown Lake Corridor Study

The Montana Department of Transportation (MDT) has initiated a pre-NEPA/MEPA Corridor Planning Study to determine cost-effective ways to address transportation needs within the MT-1 corridor between Anaconda and Georgetown Lake, Montana. The study will analyze improvement options taking into consideration environmental issues and constraints, as well as technical feasibility and costs. This analysis will form the basis of a future NEPA/MEPA process as a project is forwarded from the study.

We would like to invite you to participate in an agency workshop for the MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study to be held in Helena (video conferencing can be made available for participants at distant sites). The purpose of this meeting is to introduce you to the MT-1 Corridor Planning Study process and discuss your concerns regarding resources that could be affected by potential improvement options. The study area is entirely within Anaconda-Deer Lodge County along MT-1 from Reference Post 10.06 (North Cable Road) to 27.35 (Georgetown Lake Road). The proposed study area is located within the following legal descriptions:

<u>Township</u>	<u>Ranges</u>	<u>Sections</u>
5N	11W, 12W, 13W	6, 7, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33

A study area map is included with this letter, along with the first study newsletter and 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/mt1/>

We have identified **Tuesday, July 19, 2011 from 1:00 pm – 4:00 pm**, for the agency workshop.

A representative from the consulting firm, Robert Peccia and Associates, will be contacting you the first week of July 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 287 and directly adjacent to Les Schwab Tires.

On behalf of the planning team, we look forward to working with you on this important study to identify reasonable improvement options for the MT-1 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

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Bob Horne, Anaconda-Deer Lodge County
Jeff Key, Robert Peccia and Associates
Ken Leonard, Cambridge Systems
File

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Todd Tillinger, US Army Corps of Engineers
Tony Liane, MT Department of Natural Resources & Conservation Southwest Land Office
Fred Staedler, MT Department of Natural Resources & Conservation Anaconda Unit Office
Robert Ray, MT Department of Environmental Quality
Jeff Ryan, MT Department of Environmental Quality
Beau Downing, SPA Coordinator, MT Fish, Wildlife & Parks – Region 2
Patrick Saffel, Regional Fisheries Manager, MT Fish, Wildlife & Parks – Region 2
Ray Vinke, Wildlife Biologist, MT Fish, Wildlife & Parks – Region 2
Rory Zarling, FAS Coordinator, MT Fish, Wildlife & Parks – Region 2
Michael Thompson, Regional Wildlife Manager, MT Fish, Wildlife & Parks – Region 2
Jason Lindstrom, Fisheries Biologist, MT Fish, Wildlife & Parks – Region 2
Janet Krivacek, Butte District Ranger, United States Forest Service

June 28, 2011

Todd Tillinger, Montana Program Manager
U.S. Army Corps of Engineers
Helena Regulatory Office
10 West 15th Street, Suite 2200
Helena, MT 59626

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June 28, 2011

Robert Ray
Montana Department of Environmental Quality
1520 East Sixth Ave
PO Box 200901
Helena, MT 59620-0901

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Jeff Ryan, MT Department of Environmental Quality
Beau Downing, SPA Coordinator, MT Fish, Wildlife & Parks – Region 2
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Rory Zarling, FAS Coordinator, MT Fish, Wildlife & Parks – Region 2

Michael Thompson, Regional Wildlife Manager, MT Fish, Wildlife & Parks – Region 2

Jason Lindstrom, Fisheries Biologist, MT Fish, Wildlife & Parks – Region 2

Janet Krivacek, Butte District Ranger, United States Forest Service

June 28, 2011

Tony Liane
DNRC- Southwest Land Office
1401 27th Ave.
Missoula, MT 59804

Subject: Invitation to Participate in MT-1 West of Anaconda to Georgetown Lake Corridor Study

The Montana Department of Transportation (MDT) has initiated a pre-NEPA/MEPA Corridor Planning Study to determine cost-effective ways to address transportation needs within the MT-1 corridor between Anaconda and Georgetown Lake, Montana. The study will analyze improvement options taking into consideration environmental issues and constraints, as well as technical feasibility and costs. This analysis will form the basis of a future NEPA/MEPA process as a project is forwarded from the study.

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On behalf of the planning team, we look forward to working with you on this important study to identify reasonable improvement options for the MT-1 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

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Janet Krivacek, Butte District Ranger, United States Forest Service

June 28, 2011

Fred Staedler
DNRC - Anaconda Unit Office
7916 Highway 1 West
Anaconda, MT 59711

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June 28, 2011

Patrick Saffel, Fisheries Manager
FWP - Region 2
3201 Spurgin Road
Missoula, MT 59804

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June 28, 2011

Beau Downing, SPA Coordinator
FWP – Region 2
1420 East Sixth Avenue
P.O. Box 200701
Helena, MT 59620-0701

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FWP - Region 2
P.O. Box 881
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P.O. Box 1066
Philipsburg, MT 59858

Subject: Invitation to Participate in MT-1 West of Anaconda to Georgetown Lake Corridor Study

The Montana Department of Transportation (MDT) has initiated a pre-NEPA/MEPA Corridor Planning Study to determine cost-effective ways to address transportation needs within the MT-1 corridor between Anaconda and Georgetown Lake, Montana. The study will analyze improvement options taking into consideration environmental issues and constraints, as well as technical feasibility and costs. This analysis will form the basis of a future NEPA/MEPA process as a project is forwarded from the study.

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Tom Martin
Environmental Services Bureau Chief

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Janet Krivacek, Butte District Ranger, United States Forest Service

June 28, 2011

Janet Krivacek
USFS - Butte District Ranger
1820 Meadowlark Lane
Butte, MT 59701-6816

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June 28, 2011

Charles Coleman
EPA - Montana
10 West 15th ST, Suite 3200
Helena, MT 59626

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MT-1 West of Anaconda to Georgetown Lake *Corridor Planning Study*

RESOURCE AGENCY WORKSHOP

Location: MDTCNF Planning A Conference Room

2960 Prospect Avenue

Date: Tuesday, July 19, 2011

Time: 1:00 PM to 4:00 PM

This workshop will include a presentation of the *MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study* and discussion about resource area concerns and issues located within the study area.

The workshop will begin promptly at 1:00 PM, and will end no later than 4:00 PM. The following items will be discussed at this resource agency workshop:

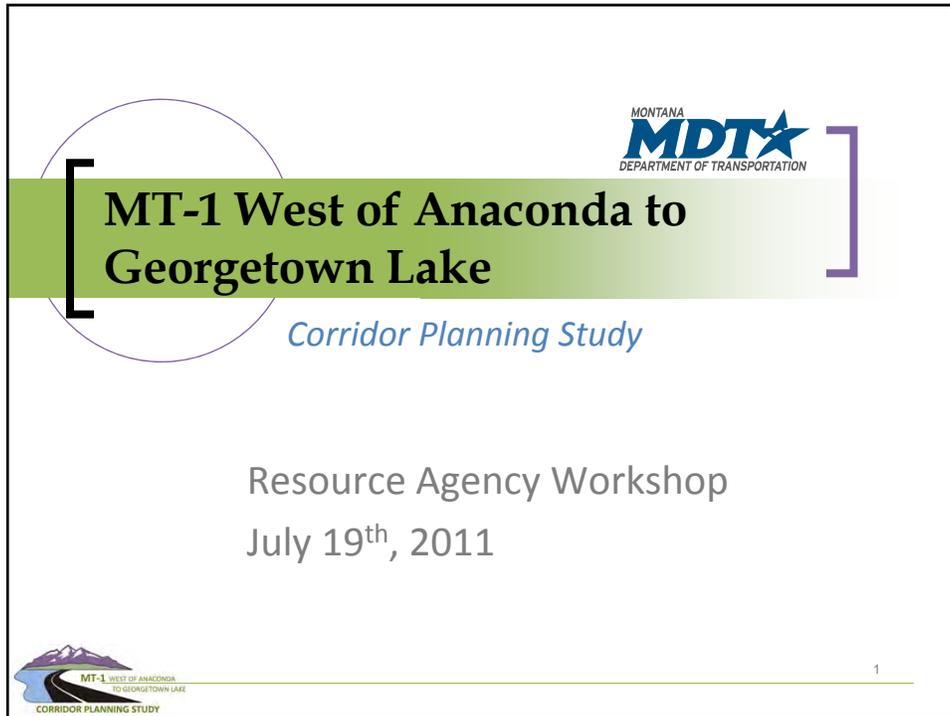
Workshop Agenda

1. Welcome and Introductions (1:00 PM—1:15 PM)
2. Presentation about Corridor Study (1:15 PM—1:45 PM)
3. Discussion about Resource Areas—Issues and Concerns (1:45 PM—?)
4. Conclusion and Next Steps

For questions contact:

Jeff Key, P.E.
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 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.



MONTANA
MDT★
DEPARTMENT OF TRANSPORTATION

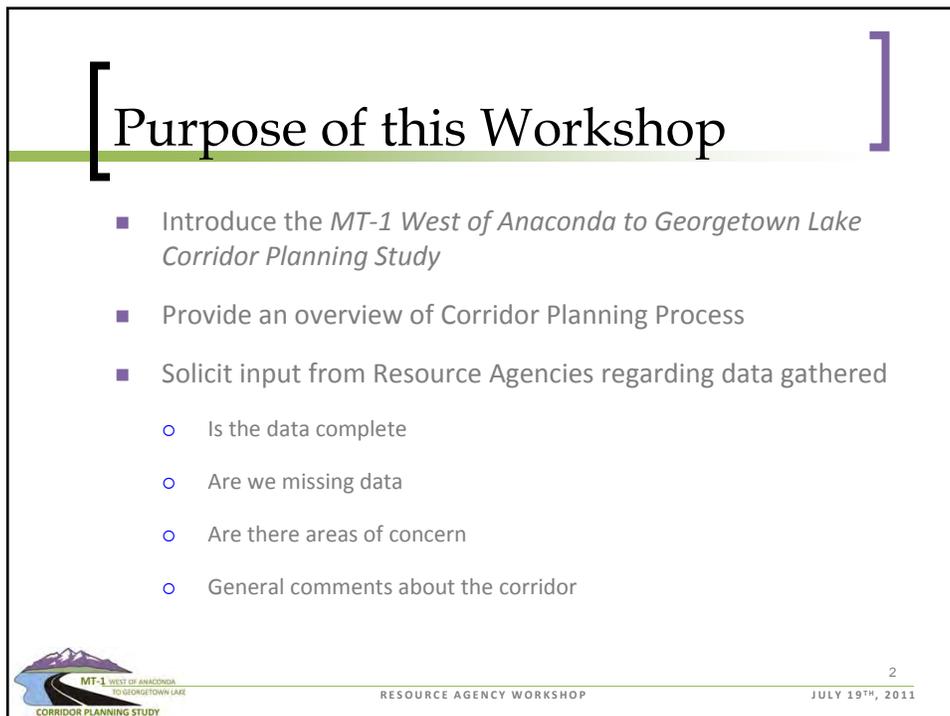
MT-1 West of Anaconda to Georgetown Lake

Corridor Planning Study

Resource Agency Workshop
July 19th, 2011



1



Purpose of this Workshop

- Introduce the *MT-1 West of Anaconda to Georgetown Lake Corridor Planning Study*
- Provide an overview of Corridor Planning Process
- Solicit input from Resource Agencies regarding data gathered
 - Is the data complete
 - Are we missing data
 - Are there areas of concern
 - General comments about the corridor



2

RESOURCE AGENCY WORKSHOP JULY 19TH, 2011

Goals and Purpose of Study

- Engage constituents early!
- Identify constraints
- 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



MT-1 Corridor Overview



Study Area Boundary



Corridor Planning vs. NEPA/MEPA

What is a Corridor Planning Study?

- Pre-NEPA/MEPA Corridor Study
 - 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

- It is.....

An effort that involves early communication with interested parties to help identify needs, constraints and opportunities for a corridor – and help determine if there are implementable improvement options – given available resources and local support



Corridor Planning Approach

- Corridor studies:
 - Are a “high level scan”
 - Define transportation issues/areas of concern
 - Assesses a broad range of options
 - Considers social, economic and environmental effects at an early stage
 - Provides a level of analysis that can support informed and sustainable decisions



Corridor Planning Approach

- Corridor studies:
 - Identify cost-effective and feasible strategies
 - Consider community concerns and values
 - Fosters greater cooperation among agencies and other stakeholders
 - Determines concerns or constraints early and forward this information into the NEPA/MEPA process
 - Can streamline the overall process



Corridor Planning Approach

- Corridor planning:
 - Informs the NEPA/MEPA process
 - Issues Identification
 - Purpose and Need
 - Alternatives Development
 - Technical Analyses
 - Information on Impacts
 - Can reduce the cost of environmental process
 - Can speeds project delivery



Corridor Planning Approach

- Corridor planning:
 - Provides early and continuous involvement
 - Prioritize future transportation improvements based on financial feasibility
 - Identifies corridor management strategies



Community Involvement and Study Schedule

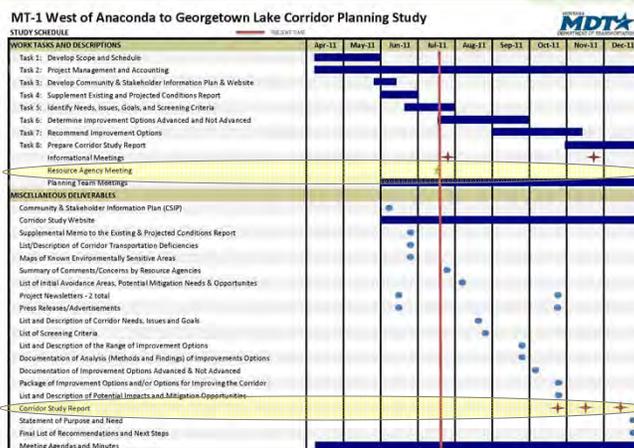


Community Involvement Activities

- Two community informational meetings
- Presentations and outreach to civic groups, stakeholders and landowners as warranted
- Study newsletters
- Website/toll free line
- Informal meetings



Study Schedule





Engineering Summary in the Corridor



Traffic Data

- Ranges from 3800 vehicles per day (vpd) near Anaconda to 1300 vpd near Georgetown Lake

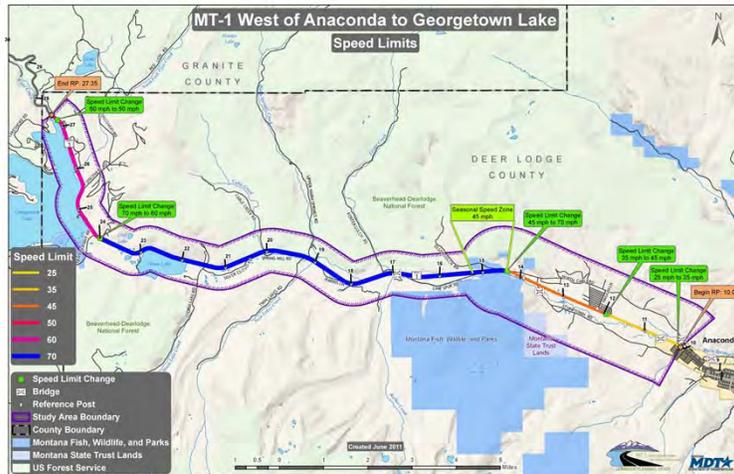
Location.	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
E of Haufbrau Tavern Turnoff	3150	3360	-	3640	4130	4130	4140	3660	3730	3790
0.6 mi W of Bridge Ln - RP 11	2700	3040	-	3230	3820	3820	3830	3340	3400	3480
W of Jones Ln - RP 13	2260	2460	-	3080	2390	2470	2540	2490	2580	1960
W of MDT Gravel Stockpile - RP 15	1380	1600	-	1970	2140	2210	2270	1360	1410	1720
W of Anaconda - RP 17	1790	1970	-	1970	2140	2210	1310	1230	1270	1600
N of Silver Lake - RP 23	1630	1060	-	1450	1620	1670	1090	1030	1070	1330

Year 2010 Volumes Highest Near Anaconda

Highest Years (Past Decade)



Posted Speeds



Speed Data

- Speed data collected at four locations in June 2011
- Primary speed data factor for determining the validity of the posted speed limit is the 85th percentile speed

Location	Posted Speed Limit (mph)	ADT (vpd)	85 th Percentile Speed (mph)
RP 11.2	35	3902	42.2
RP 14.0	45	2333	51.9
RP 15.3	70	2145	68.5
RP 24.4	60	1539	65.4

Indicates greater than 5 mph difference

Access Points

- Approximately 156 access points along the study corridor
- Average density of 9.02 accesses/mile
- First five miles west of Anaconda has highest density of (16.19 access/mile)

Begin RP	End RP	Length (mi)	Access Points	Density (Access / mi)
10.06	15.00	4.94	80	16.19
15.00	20.00	5.00	33	6.60
20.00	24.00	4.00	22	5.50
24.00	27.35	3.35	21	6.27
Total		17.29	156	9.02



Safety (Reported Crashes)

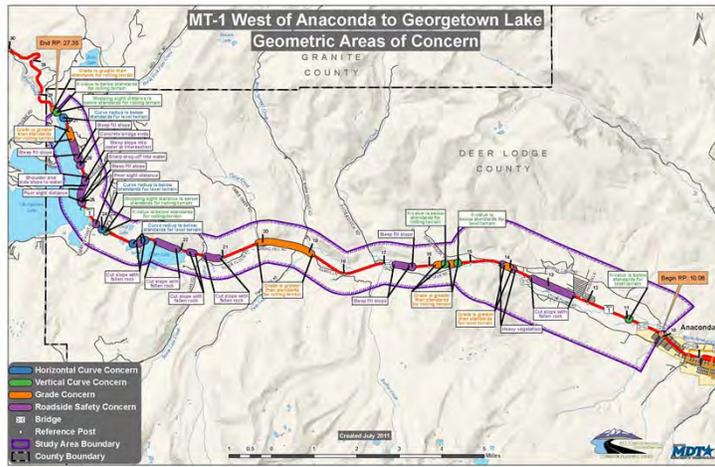
- For period between January 1, 2005 and December 31, 2009
- 67 total reported crashes

	MT-1 Corridor	Statewide Rural Average	Corridor Rates Less Than Statewide Average?
Crash Rate (per MVM)	1.16	1.22	YES
Severity Rate (per MVM)	2.44	2.83	YES

MVM = million-vehicle-miles



Geometric Areas of Concern



Environmental Conditions in the Corridor

Physical and Environmental Resources

- Geographic Setting
- Land Ownership / 4(f)
- Soil Resources and Prime Farmland
- Water Resources
- Wetlands
- Floodplains and Floodways
- Montana FWP and WMA
- Hazardous Substances
- Air Quality
- Visual Resources
- Biological Resources
- Vegetation
- Cultural and Archaeological Resources
- Social



Geographic Setting

- Average Elevation 6,000'
- Recreational and Residential Land Use
- MT-1 is a Minor Arterial
 - 22' to 44' width
 - Constructed and/or improved (1934 – 1995)



Land Ownership / 4(f)

- Predominately privately owned land adjacent to the corridor
- No 6(f) resources identified in study area
- 4(f) resources

Name	Type of 4(f) Resource
Pumping Station	Historic site
BA&P Spur	Railroad
Malvey Cabin	Historic site
Silver Lake Water System	Historic site
Garrity Mountain WMA	Wildlife Management Area
Blue Eyed Nellie WMA	Wildlife Management Area



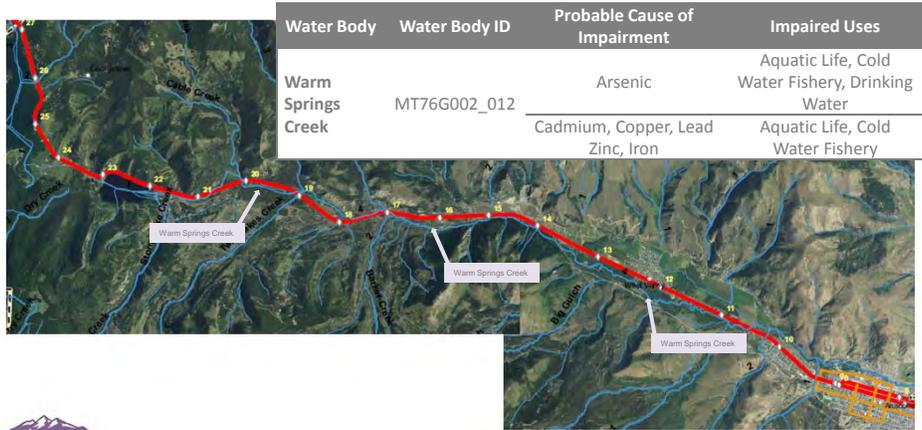
Soil Resources and Prime Farmland



Water Resources

Surface Water

- 303(d) Listed Water Bodies



Water Resources

Groundwater

- Deer Lodge County
 - Has not developed Local Water Quality District

Wetlands



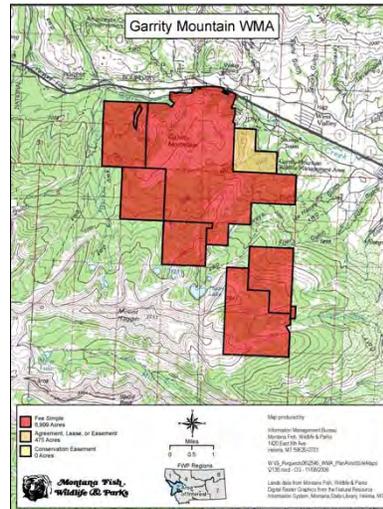
Floodplains and Floodways

- 100 – Year Flood (base flood for floodplain management programs)
 - Most of the Study Corridor – 100 year
 - Maps unavailable for west end near Georgetown Lake
 - Zone D - Undetermined



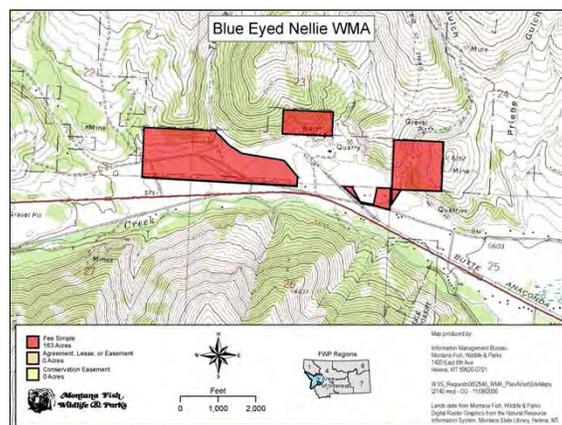
Montana FWP and WMA

- Garry Mountain WMA
 - 9,475 acres
 - Elk
 - Deer
 - Bighorn Sheep
 - Other?



Montana FWP and WMA

- Blue Eyed Nellie WMA
 - 164 acres
 - Bighorn Sheep
 - Other?



Hazardous Substances

- NRIS
 - Several UST locations
 - Four LUST locations
 - Several abandoned, inactive and/or active mine sites
 - One Federal Superfund program site – Georgetown Railroad



Hazardous Substances



Air Quality

- NOT non-attainment area
 - PM - 2.5
 - PM - 10
 - CO



Traffic Noise

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



Visual Resources

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



Biological Resources

- Fish and Wildlife
- Vegetation



Fish and Wildlife

General Fish and Wildlife

- Common Mammals
 - White-tail deer
 - Mule deer
 - Bighorn sheep
 - Black Bear
 - Elk
 - Moose
 - Mountain Lion
 - Coyote
- Amphibians and Reptiles
 - Columbia spotted frog
 - Rocky Mountain tailed frog
 - Long-toed salamander
- Birds
 - Bald Eagle
 - Golden Eagle
 - Migratory Song Birds and Raptors



Fish and Wildlife

Aquatic Resources

- Fisheries
 - Warm Springs Creek
 - Stumptown Pond
 - AMC Pond
 - Silver Lake
 - Georgetown Lake
- Fish Species - Common
 - Brown trout*
 - Longnose sucker
 - Mottled sculpin
- Rainbow trout*
- Slimy sculpin
- Fish Species - Rare
 - Brook trout*
 - Bull trout**
 - Mountain whitefish
 - Westslope cutthroat trout**

*Exotic species, not native to Montana
 **State species of special concern



Fish and Wildlife

Threatened and Endangered Species

- Threatened and Endangered Species

Deer Lodge County		
Salvelinus confluentus	Bull Trout*	LT, CH, PCH
Canis lupus	Gray Wolf**	LE, XN
Thymallus arcticus	Arctic Grayling	C

LT – Listed Threatened
 CH – Critical Habitat
 PCH – Potential Critical Habitat
 LE – Listed Endangered
 XN – Experimental, Non-Essential
 C – Candidate

NOTES:
 * Critical Habitat
 ** Gray Wolf recently delisted (May 2011)



MT-1 WEST OF ANACONDA
 TO GEORGETOWN LAKE
 CORRIDOR PLANNING STUDY

RESOURCE AGENCY WORKSHOP

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Fish and Wildlife

Species of Concern

- Mammals
 - Canada lynx (S3)
 - Dwarf shrew (S2S3)
 - Fisher (S3)
 - Gray Wolf (S4)
 - Wolverine (S3)
- Birds
 - Peregrine Falcon (S3)
 - Bald Eagle (S3)
 - Great blue heron rookeries (S3)
 - Great gray owl (S3)
- Lewis’s woodpecker (S2B)
- Northern goshawk (S3)
- Fish
 - Bull trout (S2)
 - Westslope cutthroat trout (S2)
- Other
 - One invertebrate species
 - Three vascular plant species

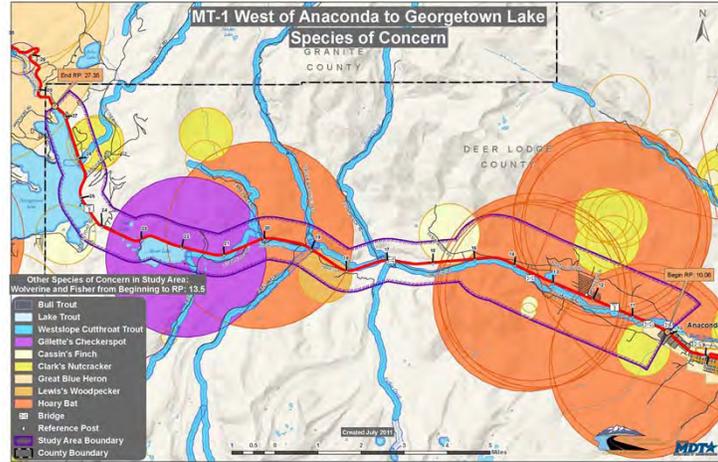


MT-1 WEST OF ANACONDA
 TO GEORGETOWN LAKE
 CORRIDOR PLANNING STUDY

RESOURCE AGENCY WORKSHOP

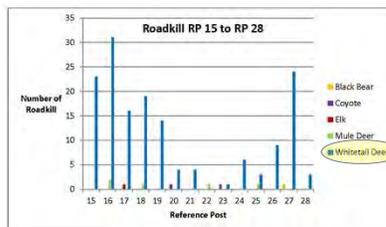
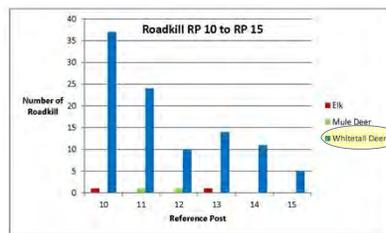
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Fish and Wildlife Species of Concern



Fish and Wildlife Animal-Vehicle Collisions

- Whitetail Deer
- Bighorn Sheep
 - RP 14.7 – 15.7
 - Single incident resulted in 8 sheep deaths (RP 14.4)
- Moose
 - 9 carcasses collected between 2006 and 2010

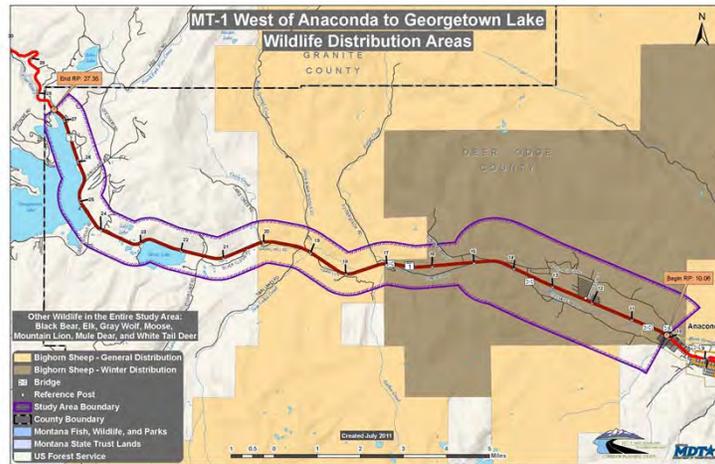


Note: High Numbers of Whitetail Deer (January 1998 to June 2010)



Fish and Wildlife

Wildlife Connectivity and Distribution



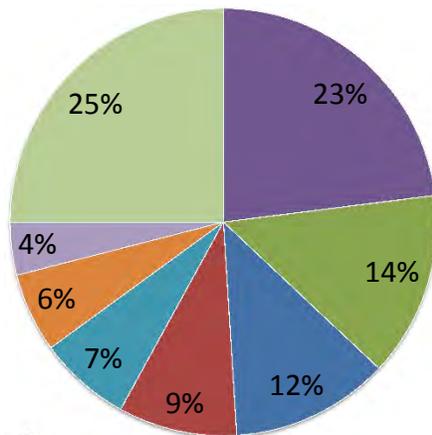
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Vegetation

Vegetation



- Rocky Mountain Lodgepole Pine Forest - 23%
- Rocky Mountain Lower Montane, Foothill, and Valley Grassland - 14%
- Montane Sagebrush Steppe - 12%
- Rocky Mountain Montane Douglas-Fir Forest and Woodland - 9%
- Rocky Mountain Subalpine-Upper Montane Grassland - 7%
- Rocky Mountain Subalpine Dry-Mesic Spruce-Fir Forest and Woodland - 6%
- Northern Rocky Mountain Lower Montane Riparian Woodland and Schrubland - 4%
- Other - 25%



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Vegetation

- Threatened and Endangered Species
 - No endangered, threatened, proposed, or candidate plant species.
- Noxious Weeds
 - Invaders Database System
 - 60 exotic plants
 - 18 noxious weeds
- ADLC Listed Species (Resolution No. 10-24)
 - Babysbreath
 - Common mullein
 - Curly dock
 - Kochia
 - Musk thistle
 - Sowthistle



Cultural and Archaeological Resources

■ Historic Properties

Site	Site No.	Section	Township	Range	NRHP elig.
Pumping Station	24DL425	17, 18, 20, 21	5N	13W	Yes
BA & P Spur	24DL426	17	5N	13W	Yes
Malvey Cabin	24DL427	18	5N	13W	Yes
Silver Lake Water System	24DL691	21, 22, 23, 26, 27, 35	5N	13W	Yes



Cultural and Archaeological Resources



Social

Demographic Information

Area	Population (2010)	Population % Change (2000 thru 2010)	Median Household Income (2009)	Persons Below Poverty (2009)	Persons per Square Mile (2010)
Deer Lodge County	9,298	(-1.3%)	\$32,173	17.0%	12.6
State of Montana	989,415	9.7%	\$42,222	15.0%	6.8
USA	308,745,538	9.7%	\$50,221	14.3%	87.3

Social

Population Data

	Deer Lodge County	State of MT	USA
Total Population ^a	9,298	989,415	308,745,538
White ^b (%)	93.1	89.4	72.4
African American ^b (%)	0.4	0.4	12.6
American Indian/Alaska Native ^b (%)	3.1	6.3	0.9
Asian ^b (%)	0.3	0.6	4.8
Native Hawaiian/Pacific Islander ^b (%)	0.0	0.1	0.2
Hispanic/Latino ^b (%)	2.9	2.9	16.3
2 or more races ^b (%)	2.5	2.5	2.9

Source: US Census Bureau
^a 2010 Data
^b 2010 Data in Percent (%)



Environmental Scan

- Environmental Scan has been completed (January 2011)
- Helps provide sufficient information to compare conceptual improvement options
 - Areas of concern
 - Greater or lesser impacts
 - Can impacts be avoided, minimized or mitigated – and at what cost?
 - Procedural hurdles



Next Steps

- On-going study coordination and outreach
- Complete existing and projected conditions report
- Analyze transportation needs
- Identify potential improvement options
- Draft Corridor Study Report



Upcoming Meetings

- Community Informational Meeting #1
 - Monday, July 25
 - 6:00 PM to 8:00 PM
 - Smitty's Barn



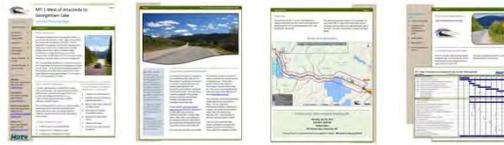
Conclusion

- Questions, answers and/or comments?

Study website:

<http://www.mdt.gov/pubinvolve/mt1/>

Study newsletters:



Study contact:

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Robert Peccia and Associates
825 Custer Avenue
Helena, Montana 59601

Email: Jeff.key@rpa-hln.com
Tel: (406) 447-5000
Fax: (406) 447-5036



RESOURCE AGENCY WORKSHOP - MINUTES



Prepared For:

MONTANA DEPARTMENT OF TRANSPORTATION
Helena, Montana



Prepared By:

ROBERT PECCIA & ASSOCIATES
Helena, Kalispell & Butte, Montana

Tuesday, July 19, 2011
1:00 PM - 2:45 PM
MDTCNF Planning A Conference Room

Resource Agency Workshop – Minutes

Tuesday, July 19, 2011

1:00 PM – 2:45 PM

MDTCNF Planning A Conference Room

ATTENDANCE

- Jeff Ebert (MDT)*
- Dustin Rouse (MDT)*
- Joe Walsh (MDT)*
- Carol Strizich (MDT)
- Jean Riley (MDT)
- Deb Wambach (MDT)
- Brian Andersen (MDT)
- Elaine Lux-Burt (ADLC)
- Connie Daniels (ADLC)
- Bob Horne (ADLC)*
- Steve Potts (EPA)
- Jason Lindstrom (MFWP)
- Beau Downing (MFWP)
- Mike McGrath (USFWS)
- Karen Vaughn (MT DNRC)*
- Debbie Blank (USACOE)
- Jeff Ryan (MDEQ)
- Laura Andersen (MDEQ)
- Art Burbank (USFS)
- Jeff Key (RPA)
- Scott Randall (RPA)
- Ken Leonard (CS)*

**Call-in*

WELCOME AND INTRODUCTIONS

The Resource Agency Workshop for the MT-1 Corridor Planning Study was held on Tuesday, July 19, 2011. The purpose of the meeting was to describe the study and discuss resource areas of concern and issues within the study area. Carol Strizich provided a welcome and opening remarks, followed by introductions of individuals both present and those calling on the phone.

MEETING PRESENTATION

Jeff Key gave a presentation on the MT-1 Corridor Planning Study which included a discussion about the background of corridor planning studies as well as a summary of the environmental scan report. 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 by the resource agencies were addressed.

The following comments were made during the meeting:

Wildlife

- Moose and Big Horn Sheep mortality and habitat connectivity are of concern in the study area.
 - Jim Weatherly with MT Wild Sheep Foundation at 406-531-5015 may have additional information. (Jeff Ryan)
 - Moose are seen around the Saddle Club. (Connie)
 - Special sensitivity is needed between RP 14 and RP 16
- Deer collisions are common throughout the corridor.
- Western (Boreal) Toad should be added to the common mammals list. (Jason)
- Red Fox should be added to the common mammals list. (Elaine)
- Gray Wolf has been delisted, remove from threatened and endangered (T&E) list, treat as species of concern (SOC). (Mike and Deb Wambach)
- Add wolverine to T&E list as a candidate. (Mike)
- Consider wolverine connectivity. Contact Mike Schwartz from Rocky Mountain Reserve Station for snow modeling and trapping data. (Mike)
- No Lynx or critical habitats are documented in the study area. (Mike and Deb Wambach)

Fisheries / Water

- There are entrainment concerns that fish may get trapped in larger irrigation ditches / canals located within the study area. (Jason)
- Combine fish species together rather than use MFISH categories. (Jason and Deb Wambach)
- Arctic Grayling occur in the Big Hole Drainage, not the Clark Fork Drainage. Remove from T&E species list and treat as SOC. (Jason)
- There is Bull Trout critical habitat in the study area.
- There is a noted spawning pond and spring area near Georgetown Lake Road. Brad Liermann with MFWP has more information. (Jeff Ryan)

- There are concerns about North Fork Flint Creek in the study area relative to fish passage, the presence of spawning habitat, and overall impacts. (Jeff Ryan)
- Permanent sediment and erosion control should be utilized within the study area to prevent run-off into streams. (Jeff Ryan)
- Avoid and minimize stream encroachment. (Steve)
- Culverts on fish-bearing streams are generally in poor condition. Improvements should be made to fish passage and stream processes through structures. (Jason)
- Fish passage, sediment and run-off, and lateral and structural encroachment into streams are areas of concern. (Jeff Ryan)
- Mitigation of stream and wetland impacts need to be considered. (Deb Blank)

Other

- Butte-Silver Bow (BSB) is replacing the Silver Lakes Flume with culverts. (Connie)
- The MFWP fishing access area is thought to be a 4(f) resource.
- The Superfund clean-up is complete. There may be remnant waste from Lime Quarry to Georgetown Lake Road along the railroad bed. (Steve)
- Pine beetle hazard tree removal and fuel reduction efforts on private and USFS lands should be considered. (Art)
- MT-1 was recently designated as the *Pintler Veterans' Memorial Scenic Highway*. (Elaine)
- Sensitivity to the recently completed Growth Policy should be considered in the study. (Bob)
- The county is pursuing sewer line extensions to West Valley. These are time-sensitive due to funding constraints. (Connie)
- Consider non-traffic related recreational use in the corridor along the railroad bed, such as ATVs, motor bikes, bicycles, horses and pedestrians. (Connie)

CONCLUSIONS AND NEXT STEPS

Jeff concluded the meeting with a discussion about the next steps for the study. The Community Informational Meeting is scheduled for July 25th, at 6:00 PM at Smitty's Barn (50 Theatre Lane, Anaconda, MT). The meeting concluded at 2:45 PM.

Meeting minutes are intended to capture the general content of meeting discussions. 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.