



Appendix A

Public and Agency Participation Materials





Appendix A:

Public and Agency Participation Materials

COMMENTS RECEIVED AFTER PUBLICATION OF THE DRAFT CORRIDOR STUDY

Summary of Comments and Responses	1
Comments Received from August 20 through September 21, 2012 (on CD)	8

INFORMATIONAL MEETING MAY 10, 2012 (on CD)

Newspaper Announcement	40
Press Release	41
Informational Meeting Sign-in Sheets	42
Agenda	46
Presentation	47
Public Comments	67

PHASE I REPORT (on CD)

PHASE II PUBLIC AND AGENCY PARTICIPATION PLAN (on CD)

RESOURCE AGENCY MEETING JANUARY 9, 2012 (on CD)

Resource Agency Meeting Invitation	162
Agenda	165
Presentation	166
Resource Agency Meeting Minutes	200
Resource Agency Comments	210

INFORMATIONAL MEETING APRIL 10, 2012 (on CD)

Newspaper Announcement	219
Press Release	220
Newsletter #1	221
Agenda	225
Informational Meeting Sign-in Sheets	226
Presentation	229
Informational Meeting Minutes	266
Public Comments	269

INFORMATIONAL MEETING AUGUST 28, 2012 (on CD)

Newspaper Announcement	282
Press Release	283
Resource Agency Notification Letter	284
Newsletter #2	286
Agenda	290
Informational Meeting Sign-in Sheets	291
Presentation	293
Informational Meeting Minutes	336

Table 1 Summary of Public and Agency Comments (August 20 to September 14, 2012)

Comment Number	Last Name, First Name (Affiliation)	Summary of Written Comments	Response
1	Baum, Bill	<ul style="list-style-type: none"> Request for a double-decker structure Request for clarification on US 2 as a high crash corridor 	<ul style="list-style-type: none"> An elevated structure (double-decker) was considered and analyzed as a potential improvement, however, this option would be more than double the cost of a cantilevered structure and is not considered practicable or feasible. An elevated structure would also block canyon views and create wintertime maintenance challenges. In 2012, US 2 from Columbia Falls (RP 133.9) to West Glacier (RP 150.5) was classified as a rural high crash severity corridor based upon 2007 to 2012 crash data. The US 2 corridor does not have the highest crash rate or the highest severity rate compared to other similar facilities in Montana during this time period.
2	Bell, Jacob	<ul style="list-style-type: none"> Support for 3-2-3-4 and 4-2-4 configuration with new South Fork Flathead River Bridge Support for maintaining current speed limit to facilitate safe and efficient travel Request for overhead lighting through the corridor, especially over the bridge Request for fencing/barriers along the river that does not obstruct views 	<ul style="list-style-type: none"> Thank you for your comment. Thank you for your comment. MDT will consider appropriate lighting during project development if a project is forwarded. The specific type of fencing/barrier would be identified during project development if a project is forwarded. Impacts to the view shed will be considered.

Comment Number	Last Name, First Name (Affiliation)	Summary of Written Comments	Response
3	Belt, Jami	<ul style="list-style-type: none"> • Request for separated bicycle/pedestrian lane • Statement of concern that weather is largely responsible for the high number of crashes and cannot be addressed through design modifications • Statement of concern that four or more travel lanes throughout the corridor will increase travel speeds and safety concerns • Request for turnouts and passing lanes 	<ul style="list-style-type: none"> • This study recognizes the strong public desire for a dedicated non-motorized facility in the corridor. The Corridor Study Report has been amended to include a dedicated bicycle/pedestrian facility as part of a new South Fork Flathead River Bridge and roadway reconstruction along Alignment 2. The specific design of the dedicated bicycle/pedestrian facility will be determined during project development if a project is forwarded. Please see Section 6.4.1, page 40, of the Corridor Study Report for additional information. • Reconstruction of the corridor would include modifications to horizontal/vertical geometry and other roadway elements to meet current MDT design standards where practicable, which may improve safety performance. Please see Section 2.1.3, page 22, of the Existing and Projected Conditions Report (Appendix B) for additional information regarding corridor crash statistics. • A four-lane configuration throughout the corridor was considered for this study, but is not recommended due to anticipated impacts to corridor resources and lack of public support. • This study recommends reconstruction of US 2 along Alignment 2 with a 3-2-3-4 or a 4-2-4 lane configuration. These configurations include continuation of transition zones to the east and west of the narrowest part of the corridor. Due to the constraints within this corridor, turnouts are not recommended. Access to Berne Memorial Park will be perpetuated.
4	Byrd, Loretta	<ul style="list-style-type: none"> • Opposition to some Alignment 1 improvements, including rockfall prevention, vegetation removal, and variable message sign • Support for some Alignment 1 improvements, including a bicycle/pedestrian path and new two-lane South Fork Flathead River Bridge with bike path. • Request for traffic calming measures 	<ul style="list-style-type: none"> • Thank you for your comment. • Thank you for your comment. • US 2 is part of the National Highway System (NHS). The NHS includes highways Congress has determined to have the greatest national importance to transportation, commerce, and defense. These highways are intended to efficiently move people and goods. Traffic calming measures are inappropriate along rural sections of US 2 and traffic calming measures within Hungry Horse are outside the limits of this study.

Comment Number	Last Name, First Name (Affiliation)	Summary of Written Comments	Response
5	Cartwright, Chas (USNPS Glacier National Park)	<ul style="list-style-type: none"> • Support for maintaining existing corridor character • Statement of concern regarding variable message sign • Statement of concern regarding future corridor development and need for long range land use planning within the area • Support for Alignment 1 options • Support for bike path • Support for wildlife crossing • Request for slower speed limits • Support for two-lane South Fork Flathead River Bridge • Statement of concern that 3-2-3-4 lane configuration would impact corridor character and be confusing to drivers 	<ul style="list-style-type: none"> • Thank you for your comment. • Permanent and/or temporary variable message signs were requested by members of the public and would be used to warn motorists of safety concerns, such as falling rocks, icy roads, or accidents and inform motorists of bicycle/pedestrian use in the canyon. The specific size, location, and use would be addressed at the project level if a project is forwarded. • The majority of land within the immediate study corridor is owned by MDT and the U.S. Forest Service. Roadway improvements are not anticipated to induce future development within the immediate study area. • Thank you for your comment. • Thank you for your comment. • Thank you for your comment. • MDT is currently conducting a speed study along US 2 from Kalispell to West Glacier. Please see Section 7.0, page 65, of the Corridor Study Report for additional information. • Thank you for your comment. • A 3-2-3-4 lane configuration is recommended to improve the safety and operation of the US 2 roadway facility within the study area while minimizing the roadway footprint within the most constrained portion of the corridor. The existing roadway transitions from two travel lanes in each direction to one travel lane in each direction at the eastern and western ends of the corridor. A 3-2-3-4 or 4-2-4 configuration would simply shift the lane transition locations. Appropriate signing and striping would inform motorists of lane transitions.

Comment Number	Last Name, First Name (Affiliation)	Summary of Written Comments	Response
6	Doggett, Greg	<ul style="list-style-type: none"> Request for a two-lane configuration with shoulders and explanation of passing lane benefits Request that improvements consider impacts to travel speeds Request for additional analysis regarding bicycle/pedestrian safety, additional information on crashes involving pedestrians and/or bicyclists, and identification of a short-term bicycle/pedestrian option Request for information regarding funding amounts and timeframe for replacement of the South Fork Flathead River Bridge Request for prioritization of improvement options 	<ul style="list-style-type: none"> Reconstructing the US 2 corridor with two lanes and shoulders was considered, but is not recommended due to failure to improve LOS in the corridor. Corridor improvements must address corridor needs and objectives, including the need to improve the operation of the US 2 roadway facility. Passing lanes are needed to improve traffic operations in the corridor. Please see Section 6.4.2, pages 58 and 59, of the Corridor Study Report for additional information. Please see Section 7.0, page 65, of the Corridor Study Report for additional information. Based on numerous public comments, this study recognizes the need to improve bicycle/pedestrian access within the corridor. During the five-year analysis period from January 1, 2006 to December 31, 2010, no pedestrians were involved in the 77 recorded crashes. No information is available regarding crashes involving bicyclists. <p>Corridor study amendments related to a bicycle/pedestrian facility are detailed in the response to Comment #3, first bullet. Due to the relatively high cost of a dedicated bicycle/pedestrian facility, limited funding availability, and the need to ensure compatibility with future roadway reconstruction, this option is identified for implementation within the mid-term to long-term (6- to 20-year period).</p> <ul style="list-style-type: none"> Specific funding amounts and implementation timeframes for reconstruction of the South Fork Flathead River Bridge cannot be determined at this time. Please see Section 9.0, page 71, of the Corridor Study Report for additional information. Project priorities are established via the MDT Tentative Construction Program (TCP) process, which considers project eligibility, availability of funds and other system priorities.
7	Dunkin, Reggie	<ul style="list-style-type: none"> Support for Alignment 1 and minimal construction Request for slower speed limits Request for bicycle/pedestrian facility along the south side of US 2 Request for no concrete barriers 	<ul style="list-style-type: none"> Thank you for your comment. Please see Section 7.0, page 65, of the Corridor Study Report for additional information. Please see response to Comment #3, first bullet. The appropriate placement of concrete barriers would be determined during project development if a project is forwarded.
8	Foley, Marion K.	<ul style="list-style-type: none"> Request for a tunnel option to minimize environmental and cultural impacts and maintain traffic during construction 	<ul style="list-style-type: none"> Alignment 3 (Tunnel Alignment) was initially considered, but eliminated due to excessive costs, constructability challenges, and potential impacts to the water source at Berne Memorial Park. Please see Section 6.3, pages 35-38, and Section 8.0, page 67, of the Corridor Study Report for additional information regarding Alignment 3 screening and funding availability.

Comment Number	Last Name, First Name (Affiliation)	Summary of Written Comments	Response
9	Hadden, Dave (Headwaters Montana)	<ul style="list-style-type: none"> • Request for speed reduction • Statement of concern that a larger, faster highway will decrease public safety • Statement of opposition to passing lanes and request for two-lane roadway and two-lane South Fork Flathead River Bridge. • Request for bicycle/pedestrian lane on both sides of South Fork Flathead River Bridge. • Request for consideration of visitor experience including Flathead River access and Berne Memorial Park in the most constrained portion of the corridor. • Statement declaring improvement options do not offer full range of alternatives reflecting public comments (references 6/27/2011 letter) 	<ul style="list-style-type: none"> • Please see Section 7.0, page 65, of the Corridor Study Report. • Please see response to Comment #3, second bullet. The existing posted speed limit would not be changed as part of a roadway reconstruction project. • Please see response to Comment #6, first bullet and Section 6.4.2, pages 58 and 59, of the Corridor Study Report for additional information. • Please see response to Comment #3, first bullet. A bi-directional bicycle/pedestrian facility is recommended on only one side of the roadway to minimize construction costs and impacts to resources. • MDT recognizes the unique character of this corridor and the competing needs and objectives. Although a four-lane configuration is needed to provide desirable operations at all times of the day and year, a 3-2-3-4 or 4-2-4 lane configuration is recommended, allowing a smaller footprint in the narrowest part of the corridor. This lane configuration represents a compromise that attempts to balance the need to improve corridor safety and operations with the need to minimize adverse resource impacts and maintain corridor character. <p>Although a cantilevered structure would restrict access to the Flathead River, river access would be maintained on either side of the cantilevered structure. Please see Section 6.4.2, page 47, of the Corridor Study Report for additional information regarding the need for a structure in the most constrained portion of the corridor.</p> <p>An elevated pedestrian bridge could be constructed to allow access across US 2. At-grade crossings are not recommended due to the highway's functional classification as a rural principal arterial. The presence of an at-grade crossing on a continuous flow segment could violate driver expectancy, potentially creating an unsafe condition for pedestrians and motorists.</p> <ul style="list-style-type: none"> • All comments provided by the public have been noted and considered. The corridor study conducted a full review of potential improvement options, ranging from minor spot improvements to roadway reconstruction along existing and new alignments. Please see Sections 6.2 and 6.3 of the Corridor Study Report for additional information on improvement option identification and screening. The only 6/27/11 comment not addressed in the study is in reference to historical markers. A historical marker exists at approximate RP 140.0, however, relocation could be considered. Please see response to Comment #3, bullet 4 regarding pullouts and Section 7.0, page 65, of the Corridor Study Report regarding speeds.

Comment Number	Last Name, First Name (Affiliation)	Summary of Written Comments	Response
10	Law, L	<ul style="list-style-type: none"> Request for barrier-protected bicycle/pedestrian facility 	<ul style="list-style-type: none"> Please see response to Comment #3, first bullet.
11	Lorona, Aubrie	<ul style="list-style-type: none"> Request for barrier-protected, separated bicycle/pedestrian lane 	<ul style="list-style-type: none"> Please see response to Comment #3, first bullet.
12	McCary, Stephanie (USACE)	<ul style="list-style-type: none"> Restatement of comments provided following January 2012 Resource Agency Meeting regarding environmental compliance, permitting, mitigation, drainage design, and maintenance requirements for new roadway and bridge facilities. 	<ul style="list-style-type: none"> If a project is forwarded, environmental compliance, permitting, mitigation, drainage design, and maintenance procedures would be addressed during project development, as appropriate.
13	Medrano, Trudi	<ul style="list-style-type: none"> Request for separated bicycle/pedestrian lane 	<ul style="list-style-type: none"> Please see response to Comment #3, first bullet.
14	Meehan, Keith	<ul style="list-style-type: none"> Request for barrier-protected bicycle/pedestrian lane 	<ul style="list-style-type: none"> Please see response to Comment #3, first bullet.
15	Parsons, Valerie	<ul style="list-style-type: none"> Request for separated bicycle/pedestrian lane Request for a separated bicycle/pedestrian facility over the mountain to the south of US 2 	<ul style="list-style-type: none"> Please see response to Comment #3, first bullet. Steep topography farther south of US 2 would make construction of an ADA compliant bicycle/pedestrian path difficult and costly. This study recommends a dedicated bicycle/pedestrian facility near or immediately adjacent to the existing roadway.
16	Peck, Brian	<ul style="list-style-type: none"> Request to reschedule the informational meeting later in September 	<ul style="list-style-type: none"> Thank you for your comment. The study is scheduled for completion at the end of September 2012. An informational meeting held in late August was necessary to allow a sufficient public review period.
17	Rinck, Bill	<ul style="list-style-type: none"> Request for separated bicycle/pedestrian path along a reconstructed South Fork Flathead River Bridge 	<ul style="list-style-type: none"> Please see response to Comment #3, first bullet.
18	Ruby, Alan and Mary	<ul style="list-style-type: none"> Request for barrier-protected, separated bicycle/pedestrian path along a reconstructed South Fork Flathead River Bridge 	<ul style="list-style-type: none"> Please see response to Comment #3, first bullet.

Comment Number	Last Name, First Name (Affiliation)	Summary of Written Comments	Response
19	Tucker, Robin	<ul style="list-style-type: none"> • Request for the number of crashes that involved alcohol, drugs and excessive speeds • Statement of concern regarding driver behavior • Support for new bridge • Support for bicycle/pedestrian facility 	<ul style="list-style-type: none"> • Twenty-six (26) out of the 77 crashes (34%) were identified with at least one of the following contributing circumstances: too fast for conditions, exceeded speed limit, alcohol, or drugs. • Safety concerns related to driver behavior can be mitigated through increased enforcement presence, which may be facilitated by shoulders provided with reconstruction. • Thank you for your comment. • Thank you for your comment.
20	Zeisse, Richard	<ul style="list-style-type: none"> • Request for barrier-protected, separated bicycle/pedestrian path along a reconstructed South Fork Flathead River Bridge 	<ul style="list-style-type: none"> • Please see response to Comment #3, first bullet.

Nicolai, Sarah

From: Bill Baum <GrizzlyBill@centurytel.net>
Sent: Tuesday, August 28, 2012 9:04 PM
To: Shane Stack; Sheila Ludlow; Nicolai, Sarah
Subject: Fw: South Fork Addition to Hungry Horse Proposal in Flathead County

Shane:

This is all I can find. I must have misfiled the other e-mails....including the one where I recommended the double-decker approach.

There is no reference to the US Hwy 2 Corridor through Badrock Canyon as being the worst road in Montana in these e-mails. The numbers of fatalities was not accurate at that time...many more since have been accounted for. I'll keep looking.... Maybe I have paper files somewhere?

The contacts I made at MDT are in the e-mail lists. Many communications were verbal, in person....so no written record....and many years ago. They may have valuable data for you in your current study efforts. My own, more current, counts are missing...also misfiled somewhere.

I am on dozens of committees for the governor and county commissioners, as well as an advisor to Baucus and Tester, and am overextended with poor filing skills.

Thanks for your efforts,

Bill Baum
Retired Aerospace Engineer & Computer Scientist
Post-graduate studies in Law & MBA
Substitute high school teacher
Editorial columnist and technical writer
Wildlife advocate & research ecology assistant
Realtor in the wildlands-urban-interface
Advisor in growth policy planning & subdivision regulations
<http://www.linkedin.com/pub/bill-baum/37/757/578>

Bill Baum
BearKat Ranch
Badrock Canyon
P.O. Box 5414
Kalispell, MT 59903
P.O. Box 260234
Martin City, MT 59926
406-212-0280 (Cell - 1st)
406-387-5011 (Home - 2nd)
GrizzlyBill@centurytel.net
www.Facebook.com/GrizzlyBillBaum
----- Original Message -----

From: [Jomini, Pierre](#)
To: [Bill Baum](#)
Cc: [Williams, Duane](#) ; [Kailey, Dwane](#)
Sent: Monday, December 18, 2006 8:51 AM
Subject: RE: South Fork Addition to Hungry Horse Proposal in Flathead County

Dear Mr. Baum:

The information provided was for the 5-year period 2001-2005 and is based on the records from the Montana Highway Patrol. Will add to our list of tasks to look for fatal crashes for the last ten years.

Sincerely,

Pierre A. Jomini, P.E.

Safety Management Engineer

From: Bill Baum [mailto:GrizzlyBill@centurytel.net]
Sent: Sunday, December 17, 2006 6:40 PM
To: Kailey, Dwane; Jomini, Pierre
Cc: Colby, Clay; Duncan, Breta; Kalberg, Gary
Subject: Re: South Fork Addition to Hungry Horse Proposal in Flathead County

Thanks Dwayne. Would you care to take a S.W.A.G. at when that section of road and bridge would be a completed project? Approval of the developer's project would see it completed in 3-5 years.

Pierre, I received your letter. Thanks. You indicated that only 6 fatalities have been recorded on the subject route, however, driving that section of highway shows there are many more white crosses erected to indicate deaths due to traffic fatalities than a mere 6. There are too many to count without taking one's eyes off of the winding road while driving. Can you facilitate a more accurate count for me?

I need e-mail response in order to make the deadline for the hearing on the 20th of December. Thanks again,

Bill Baum
BearKat Ranch
Badrock Canyon
P.O. Box 5414
Kalispell, MT 59903
406-387-5011 (Home)
406-212-0280 (Cell)
GrizzlyBill@centurytel.net

----- Original Message -----

From: [Kailey, Dwane](#)
To: [Bill Baum](#) ; [Kalberg, Gary](#)
Cc: [Colby, Clay](#) ; [Duncan, Breta](#) ; [Jomini, Pierre](#)
Sent: Thursday, December 14, 2006 8:44 AM
Subject: RE: South Fork Addition to Hungry Horse Proposal in Flathead County

Bill, excellent questions, let me try to answer them all.

Currently, we have an EIS completed for the section of US2 you are referring to. However, it was brought to our attention after the document was completed that through the BadRock canyon section our document had two large failings. The cliffs are culturally significant to the tribes and there is gas pipeline that will require substantial expense to relocate for construction. To proceed with any work we need to do a Supplemental Environmental Impact Statement. At this time, we have no funding plan to perform this work. We do plan to replace the bridge, but no date has been set.

Regarding fatality rates in the area, you will need to contact Pierre Jomini in our safety section in Helena. I have copied him on this email for your convenience.

I hope this provides you with the information your looking for.

Dwane

From: Bill Baum [mailto:GrizzlyBill@centurytel.net]
Sent: Wednesday, December 13, 2006 3:13 PM
To: Kailey, Dwane; Kalberg, Gary
Cc: Colby, Clay; Duncan, Breta
Subject: South Fork Addition to Hungry Horse Proposal in Flathead County

Gentlemen:

I am requesting your assistance in preparation for the public hearing on December 20, 2006 in the Planning & Zoning Office of Flathead County on the subject of the proposed 900-1,000 residence subdivision called the South Fork Addition to Hungry Horse.

I seek data on Environmental Impact Studies you have performed and your financing plans to expand US Hwy 2 through Badrock Canyon, with estimates of completion time of such a state road expansion from Hungry Horse to Columbia Heights.

The traffic impact on that stretch of narrow, winding, damp, non-illuminated highway would be enormous and extremely hazardous to current users, not to mention the additional 1,000 users that would precede road expansion completion. Can you supply traffic count estimates used in the EIS? Also, if you have a traffic fatality count for that section of Hwy 2 from Hungry Horse to Columbia Falls it needs to be placed on the record.

I am a local Realtor, School Teacher, and volunteer county government committee activist. Thank you.

Bill Baum
BearKat Ranch
Badrock Canyon
P.O. Box 5414
Kalispell, MT 59903
406-387-5011 (Home)
406-212-0280 (Cell)
GrizzlyBill@centurytel.net

Nicolai, Sarah

From: Jacob Bell <bell@steamboatmediagroup.com>
Sent: Tuesday, August 28, 2012 9:32 PM
To: Nicolai, Sarah
Subject: Badrock Canyon Corridor Comments

Thank you so much for your efforts and planning for the Corridor.
You seem to have put together an excellent plan.

Both the 3-2-3-4 and the 4-2-4 options appeal to me.

I look forward to seeing a new road in the future and a new bridge.

Concerning speed, there seemed to be a number of people at the informational meeting interested in reducing the speed of travel through the canyon. I do not agree with this. There is a moderate amount of commuters and business traffic that require safe and efficient travel back and forth from valley area.

Two personal desires: I would like to see lights along the roadway, and specifically over the bridge. Lighted bridges increase driving comfort and safety, in my opinion.

It would also be nice if the safety features (fencing, barrier) along the river do not obstruct the view.

Concerning the bike path: They are nice, but secondary - the most important thing is to have a safe, efficient drive through the canyon.

If I was writing the check, I would rather have lights next to the road instead of a bike path.

Jacob Bell
123 Greens Rd
Coram, MT
406-250-6852

Nicolai, Sarah

From: Grant, Paul <pgrant@mt.gov>
Sent: Monday, August 27, 2012 8:41 AM
To: Ludlow, Sheila; Nicolai, Sarah; Stoner, David; Zanto, Lynn (MDT); Kazimi, Zia
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]

Sent: Friday, August 24, 2012 1:18 PM

To: MDT Comments - Project

Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 08/24/2012 13:18:00
Project Commenting On: Badrock
Project State Highway No.: 2
Nearest Town/City to Project:Hingry Horse
Name: Jami Belt
Address Line 1: P.O. Box 1203
City: Columbia Falls
State/Province: MT
Postal Code: 59912
Email Address: jami_belt@nps.gov
Phone Number: (406)892-4613

Comment or Question:

Thank you for working on this study of reconfiguring the Badrock Canyon and requesting public comment.

Please consider the following 3 critical facts when you are finalizing your proposal.

1. This section of highway is a vital part of the cross-country route used by many bicycle tourists, as well as an unavoidable area for recreational and commuter bicyclists trying to get from Columbia Falls to Glacier National Park and points in between.

I frequently see kids from local towns riding along this precarious stretch of road with a line of cars behind them. A separated bike lane is critical to the safety of bicyclists and motorists.

2. Weather that is particular to this section of highway is largely responsible for the high number of vehicle accidents. The aspect of this area leads to frequent black ice, the narrow canyon leads to abnormally high winds (and blowing snow) and the proximity to the river leads to frequent fog and more ice. These things are unavoidable despite any reconfiguration and contribute as much if not more to accidents than the high traffic volumes and design issues with this section of highway. Because of these factors, re-designing the highway to include 4 (or more) lanes will only serve to increase vehicle speed thus increasing the danger of this section of road.

3. Roadways in scenic but constricted areas like this frequently use a combination of turnouts and passing lanes to create better traffic flow. These approaches are cheap and minimally impacting. Passing lanes are common along the stretch of highway 2 from Coram to West Glacier and work very well. I was dismayed during the public meeting back in April to learn that these widely used alternatives to a 4-lane highway were not even being considered.

Thank you for listening. Please pass these comments onto the engineering firms responsible for developing this proposal.

Submitter's IP address: 165.83.133.249

Reference Number = picomment_94964599609375

Sept. 12, 12

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Re: US 2 - Badrock Canyon Corridor Planning Study

Dear Sarah,

Again, thank-you for your intensive research and work on this study. Especially thank-you for including public input.

I appreciate your recommendation conceding to a lower LOS in order to address the many other concerns. I encourage MDT to accept an even lower LOS. Granted ~~Highway~~ Highway 2 is an arterial and therefore critical to regional movement, but this short section deserves the same consideration as an urban setting because of high pedestrian and bicycle traffic due to its tourist/recreational component.

I urge MDT to select LONG TERM:

Alignment One with Spot Improvements

EXCEPT FOR: Rockfall prevention, Vegetation Removal
Install variable message sign

INCLUDING: Bicycle/Pedestrian Path (low-impact, boardwalk?)
Reconstruction S. Fork Flathead River Bridge
as a 2-LANE with bike path

IN ADDITION: Implement traffic calming measures throughout corridor and in Hungry Horse - to not only slow the speed of vehicles but to invite passersby to enjoy the beauty as well as the commerce the town offers.

This approach best improves safety and operations of US 2 with little or no impact to environmental, historic, cultural, scenic and recreational characteristics of the corridor with the added bonus of enhancing the community and fostering economic prosperity.

Sincerely,

Loretta S Byrd

Loretta Byrd, POB 260124, Martin City MT 59926

Nicolai, Sarah

From: Greg Doggett <gdoggett@gmx.com>
Sent: Wednesday, August 29, 2012 11:31 AM
To: Nicolai, Sarah; sludlow@mt.gov; sstack@mt.gov
Subject: US 2 - Badrock Canyon Corridor Planning Study Phase II - Comments
Attachments: Attachment: Badrock Canyon comments.PDF

I attended the public meeting held in Hungry Horse last evening. My compliments to Sarah for a good presentation and well run meeting. I provided Sarah with a copy of my comments on the draft study at the meeting, but I also wanted to pass them along here (attached). A little selfish, but I spent a good bit of time reading all the documents and preparing these comments, sometimes things get misplaced.

Sarah indicated the expectation that the study will be finalized by the end of September. I would appreciate a quick heads up when that occurs. Thank you.

Greg doggett

* Life Principles *
* Do no harm. *
* Make things better. *
* Respect others. *
* Be fair. *
* Be loving. *

Comments to U.S. 2 – Badrock Canyon Corridor Planning Study

A great deal of information has been gathered and analyzed. It is encouraging to find that the most radical and impactful alternatives have been considered and discarded. Given the inadequacies and safety concerns with the current facilities, it is understandable and I support the selection of an improved alignment alternative. I believe there are aspects of the study and its conclusions, however, which do not adequately weight the input provided by the public nor the true needs to the affected communities and travelling public.

Let me start with the study's recommendation to adopt a high-end 3-2-3-4 configuration for Alignment 2 (pg. x). Looking through all the study materials posted online, I found that the main benefit cited for this choice was "to improve passing opportunities while minimizing potential impacts." (pg. 64) The study did not explicitly, but should have, taken into account some very obvious factors affecting the scale and effectiveness of this benefit. There are literally miles of 4 lane highway on both ends of the study area which provide extensive passing opportunities. The chosen alternative only adds 0.6 miles westbound and 0.8 miles eastbound of passing opportunity (plus 0.4 miles in both directions for the new bridge; (pg. 65) however, people are often hesitant to pass on bridges). These are tiny fractions when considered in their proper context of the entire nearby transportation corridor. To obtain this benefit, however, it would cost 12 or more million additional dollars. (pg. 69)

The chosen alternative also provides an improvement in the LOS, (pg. 70) which appears to be a very important factor for transportation planners. However, when one looks at the details of the current two-lane-only configuration, (pgs. 28 & 45, Existing & Projected Conditions Report) you find that the only LOS classification which changes by 2035 is the peak season PM peak hour, going from a current LOS of D to an E. In fact, the PTSF here only degraded by less than 9% over this 25 year time period. This begs the question: how unbearable is the current LOS, and is the small expected degradation expected over the study period worth 12 or more million dollars to avoid?

Is it really necessary to provide better passing opportunities in just a fraction of a 2.4 mile stretch of highway? Barring an accident or similar stoppage, the worst that is ever seen, even at the height of tourist season, during peak hours, is a bit of a slowdown of traffic. A great many of the public comments you received asked, practically pleaded, for more of this outcome – slow down the traffic. The recommended alternative, for 12 or more million additional dollars, would do just the opposite.

The most cost effective alternative which meets the safety and traffic needs of all concerned is the low end of Alignment 2 – a two-lane configuration with a two-lane cantilevered structure through the most constrained portion of the corridor and replacement of the existing South Fork Flathead River Bridge with a new two-lane bridge. (pg. 64) At a projected cost of \$35.9 million, (pg. 69, & pg. 15 of the Improvement Options Report) this is still a tremendous price for 2.4 miles of roadway, but it is a huge savings over the recommended alternative cost of

\$48.0 – \$69.5 million, and it provides all the sorely needed benefits without the excessive cost of the minimal nice-to-have (at least in the minds of transportation planners) additional features.

I found an interesting detail in the studies which was not highlighted in any summaries or conclusions. That is, the top contributing factor to crashes in the study area was “too fast for conditions”. (Appendix 4, 2nd page, Existing and Projected Conditions Report) It is disappointing that this was not emphasized, especially given the many public comments provided which anecdotally said the same thing. This is perhaps the most important theme which needs to be addressed from start to finish in this study. A better alignment, wider lanes, rumble strips, wide shoulders – these all address this foundation need. Additional passing opportunities and improved LOS do not.

A large number of public comments spoke to the urgent need to address bicycle and pedestrian concerns. The complete lack of shoulders and presence of blind corners in a high speed highway corridor are an obvious recipe for disaster. The study failed to address this in several ways:

1. On page 22 of the draft study, in the Bicycle and Pedestrian Facilities section, it states “Bicycle and pedestrian usage data was not collected for this study.” No further explanation for this HUGE information gap is given. This is incredulous, and is a real slap in the face to everyone who expressed concern with this issue. The study suggests the cost of improvements in this area range from \$3.6 to \$4.5 million. (pg. xii) The importance of data is obvious in all other sections of the study, to make a credible case for the expenditure for many millions of dollars. The same is warranted and needed for bicycle and pedestrian concerns.
2. The study documents provide a lot of crash history information. I was unable to discern anything which indicated how many of those crashes involved pedestrians and/or bicyclists. Is this because there were no such crashes? The reading public can’t tell, and that is unnecessarily opaque.
3. The Recommended Implementation Timeframe for bicycle/pedestrian improvements is mid-term (6-10 years out) to long-term (11-20 years out). (pg. xii) This is just plain WRONG. These safety improvements are needed now, and their need grows with every additional vehicle which will travel this corridor in the future. I invite every study team member who approved the recommended timeframe to ride a saddle-bagged bicycle through this corridor during peak hours of peak season. When you reach the other end, hopefully without mishap, and you have had time to calm yourself from the terror of the experience, then decide in what timeframe these improvements should be made.

The study reiterated in several places that the MDT Bridge Bureau has determined the South Fork Flathead River Bridge is functionally obsolete and structurally deficient. Page xiii of the planning study states “MDT has tentatively identified funding through the Bridge program for replacement of the South Fork Flathead River Bridge. On page 21 it states “The South Fork Flathead River Bridge is eligible for federal aid for replacement.” This bridge is critical to the safety and well being of the entire Canyon community. It has no realistic alternative – the use

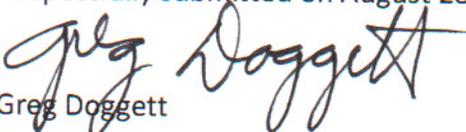
of Blankenship Road, Bridge, North Fork Road, and State Hwy 486 to access Flathead Valley would be tremendously time-consuming and entirely unsatisfactory for emergency vehicles. Accordingly, the likelihood and timeframe of availability for these bridge replacement funds is of great interest. This should be fully addressed before the study is finalized.

Finally, the study provides a number of recommended improvements, as summarized in Table ES-1. (pg. xii) It does not appear to make any attempt to prioritize these improvements, beyond the assignment of Recommended Implementation Timeframes. That isn't good enough. Funding for public works projects is never in unlimited supply, and it is often necessary to compromise on desired features even when some funding is available. A prioritized list should be ready to go to assure that the most important features are chosen in the event of incomplete funding. The process used to assign priorities should be transparent and actively solicit the involvement of all stakeholders.

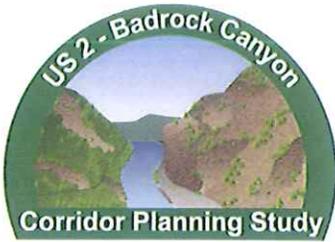
In summary:

- Many thanks to all who have participated in putting together the information needed to advance the construction of and obtain the funding for safety and adequacy improvements for the Badrock Canyon transportation corridor.
- A two-lane configuration with shoulders in accordance with current MDT design standards, the low-end Alignment 2 alternative, is adequate to meet the safety and transportation needs of this corridor for the given planning horizon. It is unnecessary, and to many a tremendous waste of money, to spend many additional millions of dollars to improve passing conditions, PTSF, and LOS values.
- More crashes are attributed to travel too fast for conditions than any other single factor. Every anticipated improvement should be considered for its effect on this factor.
- Bicycle and pedestrian travel safety through the corridor is an obvious and so far understated concern in this study. This deserves adequate data gathering, analysis, and cost justification. It is hard to believe such study will not recommend a short-term improvement solution.
- What are the funding amounts and availability horizons for replacement of the South Fork Flathead River Bridge? Availability of this structure is absolutely critical to the safety and well-being of Canyon residents.
- Prioritize, for potential funding purposes, the recommended improvements put forth by this study.

Respectfully submitted on August 28, 2012,



Greg Doggett
PO Box 260402
Martin City, MT 59926
gdoggett@gmx.com



Informational Meeting

August 28, 2012

MDT invites your comments:

ALIGNMENT I Slow traffic / less construction
 is the best with some respect pedestrian and
 bicycl traffic stay to south. The idea
 of placing parking concrete curbs barriers would
 cause added high speed congestion

Please put me on your mailing
 list

I apologize for penmanship as I forgot
 glasses

Thank You!

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

Name: Reggie Dunkin

Address: PO Box 61

WEST GLACIER MT
 59936

Email:

Please leave your comments with staff at the
 meeting, or mail to:

Sarah Nicolai
 DOWL HKM
 PO Box 1009
 Helena, MT 59624

Please indicate comments are for the US 2 -
 Badrock Canyon Corridor Planning Study
 Phase II and submit comments by September
 14, 2012.



MDT,

I appreciated listening to the presentation of options regarding the Hiway 2 improvement in the Badrock Canyon area this spring. I have driven this road almost daily for over 40 years, including being the last car to pass through over one foot of water in the 1964 June flood.

After listening the options presented and sifting through the data on traffic loads, etc. I would like to propose another alternative that was touched on, but not developed. You mentioned a possible tunnel on the mountain side of fisherman's rock. (Alternative1) Why not put a tunnel in starting at the elevated west side of the mountain and come out on the east side near the electrical substation? We feel this would be an excellent alternative for the following reasons:

- (1) It solves the safety issues of all lanes being put together in a winding fashion. The west lane can flow through the tunnel and the east lane can proceed along the scenic route. And either in Hungry Horse or pass the House of Mystery, cars can turn around and use the scenic route if they so desire, or catch it when they are going the other way. With both lanes completely separate, accidents will be greatly diminished.
- (2) The construction can go ahead **WITHOUT** disturbing the flow of traffic. Your analysis shows a 7,000 per day vehicle average use, with peak flows of 12,000 to 15,000 vehicles during the busy summer. Any blockage of this traffic, if even for 30 min, will have devastating impacts. Any of us stuck in traffic when a accident occurs in the Badrock know how traffic backs up through Hungry Horse on the east end and back into the heights on the west end. This density then flows on out through either end like a tidal wave, creating additional traffic hazards along the highway and communities for several miles. To continually repeat this pattern while construction goes on seems insane.
- (3) It protects the scenic and cultural heritage of the Badrock. With all due respect, the cantilever designs presented in alternative 2 & 3 looked like miniature space needles being placed out into the river along a corridor with great expense and diminished aesthetics.
- (4) I would think that blasting a tunnel $\frac{3}{4}$ of a mile would be economically feasible compared with fancy cantilever designs extending the one lane of traffic out over the river, the multiple bridges involved in moving all traffic over the river to the other side; or the daring proposition of building a highway up and over the power line area. More or less, our suggestion is blasting a tunnel under the power line

area. When all is said and done, there would be a two or four lane highway, with a bike path along the scenic route, separated, going east and west, without impact or congestion to the Berne Park area. A tunnel in the area would be much more complimentary to the heritage of Berne Park than space needle looking cantilevers or additional expensive bridges.

- (5) The scenic route would provide for easy access to the Berne Park area including river access, bike path, picnic areas and comfort stations. People enjoy recreating in this beautiful area during the summer and improving the “park” aspect of this portion of the road would be very complimentary to the usage and heritage of the area.

In summary we feel this alternative allows for the most efficient and effective solution: construction will not impact or inhibit current traffic flow; the tunnel would not have adverse impact of the heritage and cultural significance of the area; people could easily access Berne Park without creating additional engineering complications addressing 4 lanes of traffic turning off, into, or across each other to access the springs, etc.

Myself and others would like to call this alternative the “Heritage Option”. Ideally, a visitor center could be built someday where the highway would splits on the West Side, going east into the Canyon. The cultural heritage of this entrance into the mountains is both historically and geographically significant. Please consider this option going forward.

Sincerely,

Marion K. Foley 406-387-5774



Headwaters
Montana

P.O. Box 4310, Whitefish, Montana 59937

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59621

September 11, 2012

Dear Ms. Nicolai:

We write today concerning the proposed Highway 2-Badrock Corridor Planning Study. Please include our comments in the official record.

We appreciate the current study's attempt to minimize disruption to the natural features of Badrock Canyon. This is reflected in part in the elimination of options 3-6, as well as the proposal to cantilever the highway at its narrowest points.

However, we do not agree with several elements of the current proposed 'Alignments'.

1. Speeds should be deliberately reduced through Badrock Canyon. The remaining proposed alignments will increase speed through the canyon by enlarging the highway. A larger, faster highway will decrease public safety (because people will continue to try and access the river along this part of the highway *as they have for generations*) and increase construction costs (because it's a bigger highway).
2. Proposed passing lanes should be eliminated at both ends of the canyon. Passing lanes will increase speed along each segment proposed for passing leading into the more constricted canyon (because motorists are accelerating to pass). On the west end people access Flathead River from this segment of the highway. There will always be slowing traffic along this section. Best to maintain slower speed going into and coming out of the canyon to merge with the existing four lane highway beyond the House of Mystery. Similarly, the public currently and historically accesses the South Fork of the Flathead along the section of road west of the existing bridge at Hungry Horse all the way to Berne Park. A passing lane in this section will create increasing travel speeds just as others are slowing down to park along the shoulder of the road to access the river. Eliminating shoulder parking on this section of highway should not be pursued. The only option is to slow traffic down through the canyon; not speed it up.
3. Bridge needs to be two lanes with bike pedestrian lanes on each side. A four lane bridge is excessive both in material inputs and cost to the public. Downsize the bridge and post slower speed limits to encourage slower speeds as motorists enter the canyon proper for reasons described above.

Headwaters engages citizens of the Crown of the Continent in the region's critical conservation issues: water and wildlife conservation, and climate change.

4. Provide for visitor experience in the canyon, particularly at Berne Memorial Park. People have historically and continuously stopped and visited at Berne Memorial Park. Many stop for water, others to stretch their legs in this scenic spot along the Flathead River, others to fish, picnic or simply sit by the river. Pedestrian crossing lanes with overhead, blinking yellow warning lights should be provided as well as slower travel speeds for vehicles. The cantilever design, as stated in your #2 newsletter, may restrict access. This is not a good plan. Public access to the river must be maintained. It is for this reason that we recommend a slower highway built to absolutely the narrowest configuration. If the cantilever construction impinges on public access, that access must be compensated/restored in the immediate vicinity where it is compromised.

Overall, we feel this project is heading in the wrong direction. You are proposing a faster, less safe highway in a location where public access is historic and ongoing. We recommend downsizing your vision and reconstructing the highway with current uses, access and safety foremost in your design-mind. Why does a new highway seem to always increase speed?

In this regard we do not feel that the alignment options presented offer a full range of alternatives. We specifically recommended these kinds of consideration in our June 27, 2011, letter of comment on this highway project. Based on the #2 newsletter it would appear that our comments were not considered as they were not reflected in the range of alternatives presented.

Thank you for the opportunity to comment.

Sincerely,



Dave Hadden, Director
406-837-0783 / info@headwatersmontana.org



P.O. Box 4310, Whitefish, Montana 59937

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59621

June 27, 2011

Dear Ms. Nicolai:

We write today with regard to the proposed corridor study for “US 2 - Badrock Canyon Corridor”. Please include our comments in the official comment record.

The US 2 - Badrock Canyon Corridor is a remarkably scenic canyon that serves as a vital transportation corridor for residents and visitors. In some respects it is the first ‘gateway’ to Glacier National Park. We think MDOT should make every effort to protect the scenic and natural qualities of the canyon in any highway reconstruction plan.

We are also concerned for public safety. We are aware of some of the tragic vehicular accidents and fatalities that have occurred along this stretch of highway. We think the best way to address the public safety concern is to control and encourage traffic to slow down through this windy, short stretch of highway.

We suggest that MDOT encourage the scenic enjoyment and public safety of the canyon by:

- ✓ Reducing highway speeds. This can be achieved by posting a lower (e.g. 50 mph) maximum speeds;
- ✓ Providing a public parking area (e.g. at the existing pullout with fresh water spring)
- ✓ Providing a public viewing area/platform across from the pullout, and a pedestrian crossing strip with blinking caution lights and even lower speed limits through this area;
- ✓ Erect an historical marker / point of interest interpretive sign at the pull out;
- ✓ Avoid reducing or damaging the old growth cottonwood stands on the north side of the highway;
- ✓ Avoid further cutting back or reducing the scenic cliff areas on the south side of the highway (this would also help preserve the historic ‘Winch Highway’, the original route through the canyon that required vehicles to be winched up the steep grade and till visible on the south side of the highway);
- ✓ Maintaining the present alignment of the highway to discourage increased speeds and damage to cottonwoods and cliff areas;
- ✓ Provide a pedestrian/bike path attached to the highway pavement (to encourage walking and bicycling and to further discourage higher speeds); and
- ✓ Provide pedestrian and bike path on both sides of the bridge over the South Fork Flathead River.

Headwaters engages citizens of the Crown of the Continent in the region's critical conservation issues: water and wildlife conservation, and climate change.

Badrock Canyon *and* the public need to be protected. A re-construction of this highway - should it proceed - can achieve both. However, it will take visionary leadership on MDOT's part to succeed.

This is a short stretch of highway that leads to and from Columbia Falls Heights and the town of Hungry Horse. We can think of no compelling public interest that would support increasing driving speeds through this spectacular - and sometimes hazardous - canyon. However, the driving experience can be enhanced both by improving the quality of the road and the opportunity to see and visit this scenic corridor, including providing safe travel ways for walkers and bicyclists. We think that all of the above suggestions can be achieved without significantly increasing the footprint of the highway or disturbing the scenic beauty of the canyon.

Headwaters Montana is a Flathead Valley-based conservation organization the works to protect the water, wildlife and the outstanding outdoor heritage in the Crown of the Continent. We appreciate the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Hadden", with a long horizontal flourish extending to the right.

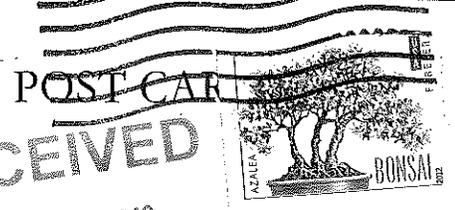
Dave Hadden, Director

info@headwatersmontana.org

406-837-0783

L. L. LAM, PO Box 1692, Columbia Falls, MT 59901

Sperry
CHALET



This is a reproduction of an historic post card from Sperry Chalet in Glacier National Park, Montana. Built in 1914, Sperry Chalet is still helping adventurous people visit and explore the wilderness of Glacier National Park.

www.SperryChalet.com

RECEIVED

SEP 13 2012

DOWL HKM
HELENA

The bike lane on the bridges planned for Bad Rock Canyon needs to be separated by something from cars - a shoulder is not safe enough. How about metal partitions?

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT
59604

Nicolai, Sarah

From: Aubrie Lorona <aubrie@swanmountainoutfitters.com>
Sent: Saturday, September 08, 2012 10:51 AM
To: Nicolai, Sarah
Subject: Comments Regarding US 2 Badrock Canyon Corridor Planning Study Phase 11

Hi Sarah,

Hope you are doing well. My name is Aubrie Lorona and I am the Vice President of Finance and Administration for Swan Mountain Companies. We run a number of outdoor recreation businesses in and around Glacier National Park as well as the Flathead and Swan Valleys and the Bob Marshall Wilderness. Additionally, my husband and I are residents of Coram, located in the Gateway to Glacier Canyon. We have been very participative in the public discussions and planning meetings surrounding the Badrock Canyon Corridor study for two primary reasons:

(1) as business owners of a 200+ horse operation in the summer and a 30+ snowmobile operation in the winter, we drive Highway 2 through Badrock Canyon multiple times on a daily basis and (2) as private residents in the Canyon, we drive the road frequently for everything from groceries to going to the gym to visiting family and friends. We are also avid outdoor recreationists, so safe access through that area for outdoor recreation opportunities is also very important to us. We are supremely aware of every tricky, dangerous spot on that road and are pleased to hear that some planning is being done to improve the safety of the road for drivers, pedestrians and bicyclists. While we were thrilled to hear that a "safe new bridge would be built with wide shoulders for bicyclists", we were concerned about the contradiction between "safe"

and "wide shoulders". In order to truly be safe, the bike lane on the bridge needs to be separated by something from the cars. Most bike lanes of this nature usually have metal partitions. I am sure I speak for a majority of community and business members that feel the same way ... if we are going to do it, let's get it done right! Since we finally have the opportunity to make things safer through Badrock Canyon and across the Hungry Horse Bridge, it is imperative that we actually do that. Wide shoulders are simply not enough protection for bicyclists; there needs to be a partition of some sort. Please don't hesitate to reach out with any questions.

Thanks!

Aubrie

--

Aubrie Loroña | VP Finance & Administration Swan Mountain Companies Glacier National Park | Bob Marshall Wilderness | Swan & Flathead Valleys

T: 406.387.4405 | W: www.swanmountainoutfitters.com/glacier

T: 406.387.4203 | W: www.glaciersnowmobile.com

Nicolai, Sarah

From: Trudi Medrano <heavenspeaklodge@gmail.com>
Sent: Friday, September 14, 2012 10:23 AM
To: Nicolai, Sarah
Subject: Bike/hike trail to West Glacier

To whom it may concern,

Hello and thank you in advance for your time re: our concern for a seperate bike/hike path through the badrock canyon.

I was not aware of how terrifying it is to bike with my kids on the shoulder (4-10 inches on average) of of the highway as our hearts momentarily stop and we hold our breathe as each passing car, truck, and 18 wheeler speedily passes hoping they don't swerve or miss seeing us and our very near proximity to their vehcile.

I never knew as a mother the amount of fear that is created with "on the shoulder" experiences until I started to ride on the highway with my kids last year.

Just yesterday, Thursday, September 13th, my 13 year old boy asked me, as we were riding for the first time east bound from West Glacier, if we could turn around because "it was scary, heart dropping, "please don't hit me" "please don't me" is what he said to himself as the cars/trucks speed past him going 70-80 mph as he was on the shoulder" of the highway.

My concern is for future hiker/bikers that use these roads and the unsafe environement that is provided for them who are on our roadways.

With safety for children and adults in mind, you have a huge responsibility, to either provide a safe seperate path or an unsafe "please don't hit me" shoulder experience.

My kids ask that you will think of them and provide a seperate path over hte bridge and I ask on behalf of the many locals and tourists that pass through our roads to enjoy the beauty of Montana, can you help keep us safe?

Kind regards,

Trudi Medrano

Nicolai, Sarah

From: Keith Meehan <keith.e.meehan@gmail.com>
Sent: Sunday, September 09, 2012 10:35 AM
To: Nicolai, Sarah
Subject: Bad Rock Canyon comments

Ms. Nicolai,

I am writing to comment on the possibility of adding bike lanes in Bad Rock Canyon. I believe this is an absolute necessity and should be an immediate priority for any road improvements in the canyon. I biked this section once and found the experience to be absolutely terrifying (I am not very timid). I would further recommend some type of concrete or physical barrier between the bike path and the outside (riverside) lane.

We have a very active cycling community here in the valley that is eager to use this section of road, but completely avoid it because of the risk. There would be an immediate and dramatic increase in cycling use overnight if bike paths are established.

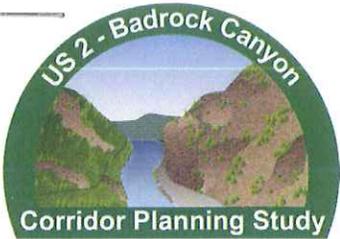
Over the last few summers I have noted a significant increase in the number of touring cyclists here in the valley. I think that an increase in bike paths could add a significant boost to this segment of our economy.

Thank you for you for considering our comments.

Sincerely,

Keith Meehan

123 6th St. East
Columbia Falls, MT 59912



Informational Meeting

August 28, 2012

MDT invites your comments:

You all do a very professional presentation. Thank you!

My comment is:

keep trail separated from the highway - even on the bridge. Partition the bike lane from traffic. Shoulders are not good. It would be nerve wracking for all concerned to have bikes - pedestrians on a shoulder on a bridge!

Valerie

2nd Comment

I guess you weren't interested in the bike trail going up & over Badrock Canyon like I mentioned before. I still think it is a viable option when you consider 2 crossovers at Berne Park & the bridge.

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

Name: Valerie Parsons

Address: PO Box 450

West Glacien, Mt 59936

Email: valannparsonj@yahoo.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase II and submit comments by September 14, 2012.



Nicolai, Sarah

From: Brian Peck <glcrlbear@centurytel.net>
Sent: Wednesday, August 22, 2012 10:13 AM
To: Nicolai, Sarah
Subject: Re: US 2 - Badrock Canyon Corridor Planning Study - Newsletter #2

Sarah,

Thank you for the Newsletter, but I won't be able to join you on Tuesday. Like many - perhaps most - Montanans, my schedule for the too-short summer has long since filled up, making such meetings before Labor Day ill-advised. I would suggest if you really want input from a substantial number of folks that the meeting be rescheduled for mid-September.

Brian

On Aug 22, 2012, at 9:48 AM, Nicolai, Sarah wrote:

To: Mailing List for US 2 – Badrock Canyon Corridor Planning Study

Attached, please find Newsletter #2 for the US 2 – Badrock Canyon Corridor Planning Study. An informational meeting will be held at 6:00 p.m. on Tuesday, August 28, 2012 at the U.S. Forest Service Hungry Horse Ranger District Office located at 10 Hungry Horse Drive. The purpose of the meeting is to present recommended improvement options and request feedback on the draft corridor study report. Additional information may be viewed on the study website at <http://www.mdt.mt.gov/pubinvolve/badrock>

Please feel free to contact me with any questions about the study.

Sarah W. Nicolai, E.I.
Manager, Planning and Environmental Services
DID: (406) 324-7412

<image001.gif>

<Newsletter #2.pdf>

Nicolai, Sarah

From: A William G Rinck <aknissal@centurytel.net>
Sent: Wednesday, September 05, 2012 8:25 AM
To: Nicolai, Sarah
Cc: Valerie Parsons; Claudette Byrd-Rinck
Subject: Hungry Horse Bridge needs Separated Bike Path

Hi Sarah (snicolai@dowlhkm.com),

As a driver who has had several close encounters with bicyclists in Bad Rock Canyon and on the Hungry Horse Bridge, **I strongly feel the design of the new Hungry Horse Bridge should include a separated (barrier) bike path.** A bike shoulder is not enough protection for our bikers.

Bill Rinck
PO Box 130206
Coram, MT 59913
406-387-5004

Nicolai, Sarah

From: Alan and Mary Ruby <mtruby@montanasky.us>
Sent: Monday, September 10, 2012 12:13 PM
To: Nicolai, Sarah
Subject: US 2-Badrock Canyon

Importance: High

Ms. Nicolai,

At your public meeting of August 28th, you shared information that a new bridge across the Flathead River would have "wide shoulders" for cyclists. We would like to recommend that there be a separated lane going across the bridge with a barrier. We have seen separated lanes that use metal partitions, even concrete partitions. The idea is for safety for pedestrians and cyclists. Thank you for your time and information.

Alan & Mary Ruby
320 Hilltop Ave.
Kalispell, MT 59901

Nicolai, Sarah

From: Grant, Paul <pgrant@mt.gov>
Sent: Monday, August 20, 2012 11:37 AM
To: Ludlow, Sheila; Nicolai, Sarah; Kazimi, Zia; Zanto, Lynn (MDT); Toavs, Ed; Stack, Shane
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]

Sent: Wednesday, August 15, 2012 10:07 PM

To: MDT Comments - Project

Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 08/15/2012 22:07:19
Project Commenting On: US Hwy 2 thru Badrock Canyon
Project State Highway No.: Hwy 2
Nearest Town/City to Project: Hungry Horse
Name: Robin Tucker
Address Line 1: PO Box 190483
City: Hungry Horse
State/Province: MT
Postal Code: 59919

Comment or Question:

You have stated that 77 accidents occurred on this stretch of Hwy between 2006-2010. Of these 77 accidents how many were alcohol, drug and excessive speed related? You need to let the public know what has caused the accidents, I don't believe changing the shape of the road will ever stop the individuals from driving under the influence, only increase the rate of accidents. I've lived in the canyon area for 11 years now, and my family 15 years before that and love the beauty of the badrock canyon. If people would drive as they should there would be no problems. Please publish the cause of all the accidents so that everyone knows the truth about them. It's not the road causing the problems, it's the idiots that don't drive safely and obey the laws! Our bridge does need work, and we could use a bike path -- but not a change in the road shape.

Submitter's IP address: 72.160.61.156

Reference Number = picomment_203643798828125



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
HELENA REGULATORY OFFICE
10 WEST 15TH STREET, SUITE 2200
HELENA, MONTANA 59626-9705

September 11, 2012

Regulatory Branch
Montana State Program
Corps No. **NWO-2012-00081-MTH**

Subject: Badrock Canyon Corridor Planning Study, South Fork of the Flathead River, USACE Agency Comments

Montana Department of Transportation
Attn: Sarah Nicolai
Post Office Box 1009
Helena, MT 59624

Dear Ms. Nicolai:

This letter is in response to your request for comments on the US 2 – Badrock Canyon Corridor Planning study Draft Report, dated August 2012, which explores the potential improvements along US Highway 2 from RP 140.0 to RP 142.4. The project is located in Section 36, Township 31N, Range 20W, in Flathead County, Montana.

The mission of the U.S. Corps of Engineers (USACE) regulatory program is to protect the Nation's aquatic resources while allowing reasonable development through fair, flexible and balanced permit decisions. In particular, under 404 of the Clean Water Act, we work to protect the biological, physical, and chemical integrity of the Nation's aquatic resources. Projects are evaluated on a case-by-case basis to determine the potential benefits and detriments that may occur as a result of the proposal. In all cases, an applicant must avoid and minimize impacts to aquatic resources to the greatest extent practicable.

After reviewing the available information the Corps offers the following comments:

1. It is required that we have a valid Jurisdictional Determination (JD) on file before we can process a permit application. This determination cannot be more than five years old when a permit is issued. You can help expedite this process by providing a current delineation of all waters within the review area, to include special aquatic sites such as riffle pool complexes and wetlands.
2. Based on the project alternatives in the study, the project will likely have to undergo an individual permit review. The individual permit review process requires that the project be put on public notice and takes approximately 120 days, but may take longer. In addition, the project will have to undergo an individual permit review process for 401 water quality certification from the Montana Department of Environmental Quality.
3. Section 7(a)(2) of the Endangered Species Act requires Federal agencies to insure that any action it authorizes is not likely to jeopardize the continued existence of any federally listed species or result in the destruction or adverse modification of designated critical habitat. If the project will



United States Department of the Interior

NATIONAL PARK SERVICE
Glacier National Park
West Glacier, Montana 59936



A3815

SEP 13 2012

Montana Department of Transportation
Sarah Nicolai DOWL HKM
PO Box 1009
Helena, MT 59624

Subject: US 2- Badrock Canyon Corridor Planning Study

Dear Ms. Nikolai:

Thank you for the early opportunity to review the Planning Study Report and provide comments.

We appreciate the difficulty in developing a suitable design for this section of Highway 2. The four lanes on either side of this section and the location of the road between the Flathead River and notable rock features that also have cultural significance definitely creates a challenge.

This section of the highway is unique in that it retains the original character and scale of Highway 2 when it was first developed. As stated in our previous comments, we are very supportive of safety improvements, but the Park also values the rustic, rather undeveloped nature of Highway 2 through Badrock Canyon and believes it contributes positively to visitor experience as visitors approach Glacier National Park. Alignment 2, as presented, will result in a dramatic and irreversible change to the character of the Canyon and the visitor experience as they travel through it. Widened road shoulders, doable and in some cases triple lanes, the cantilevered section and a lighted variable message sign will permanently change the experience through this section of the highway and have significant and irreversible impacts on the natural and cultural resources.

The Park is also concerned about the level and type of future development in this corridor, Alignment 2 sets the stage to move more people faster through the area and will likely result in increased development in the Canyon. Long range planning needs to be conducted to provide a vision for the future of the area between Columbia Falls and West Glacier before transportation improvements are decided upon. As we stated before, Glacier National Park is unique as the transportation corridors that approach the park are relatively undeveloped. There are not many large parks left throughout the country that can still claim this experience. The Park believes it should be valued and protected.

According to the information presented in the Improvement Options Report, the Alignment 1 option adequately addresses safety and traffic movement while preserving the current experience and will result in less impacts on the cultural values of significance to the Blackfoot and Salish and Kootenai Indians, the natural resources of the Flathead River adjacent to the Highway and recreationists, including floaters and anglers that frequent the area.



The Park is pleased to see that a bike path and wildlife crossing are included in this option. Reduced speeds should also be considered.

The 3-2-3-4 lane configuration described in Alignment 2 appears very confusing for drivers traveling in either direction. If this becomes the preferred alternative, Glacier National Park would like consideration given instead to widening the existing lanes, adding a passing lane, maintaining the two lane bridge over the South Fork and reducing the speeds through this section of the Canyon. This would be in addition to the wildlife crossing and bike/pedestrian path.

The Park would like more thought given to the need for, design and use of another variable message sign along the road. During discussions with Montana DOT about five years ago DOT indicated that these signs would only be used when necessary to inform drivers of dangerous conditions, such as avalanches, high winds and unanticipated road closures. However, since they were installed in West Glacier, the junction of 206 and Highway 2 and East Glacier, they are used year round, regardless of the weather. The messages on the signs rarely describe or warn drivers about current conditions and emergencies, but instead carry the same standard safety messages for weeks and months at a time. The size and design of these signs do not fit in with the character of the area. Consideration should be given to using these signs only during emergencies and reducing their size and mass. Furthermore, it is not clear what purpose another variable message sign would serve. The locations of the existing signs adequately address this section of road.

Thank you again for the opportunity to participate early in this planning effort. If you have any questions regarding our comments, please contact Mary Riddle at 406-888-7898 or by email at mary_riddle@nps.gov.

Sincerely,

A handwritten signature in black ink that reads "Chas Cartwright". The signature is written in a cursive, slightly slanted style.

Chas Cartwright
Superintendent

result in impacts to endangered species or critical habitat you must provide documentation that all necessary consultation with the U.S. Fish and Wildlife Service has been completed.

4. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. If the project will result in impacts to historic properties or other cultural resources you must provide documentation that coordination with the State Historic Preservation Office (SHPO) as well as any relevant American Indian tribes has been completed.
5. Springs are considered an important aquatic resource in the state of Montana. The USACE must be notified of any project in WOUS that will be located within 100 feet of the water source in natural spring areas.
6. Compensatory mitigation is required for unavoidable losses to aquatic resources. If the proposed project will result in more than minimal impacts, a compensatory mitigation plan must be submitted as a part of the proposal. Please refer to Final Rule 33 CFR 325 and 332 for guidance on this requirement.
7. Any newly proposed roadway will need proper drainage to prevent road runoff from flowing directly into waters of the U.S. Additionally, road cleaning, snow plowing, and other road maintenance activities should be conducted in such a manner as to not impact waters of the U.S. Provide details on how these activities will be performed.

Once a project proposal is submitted, other factors relevant to the USACE regulatory program which are not included in the above list may need to be considered. Please contact me at (406) 441-1365 if you have questions and reference Corps File Number NWO-2012-00081-MTH.

Sincerely,



Stephanie McCary
Project Manager

Sept 7, 2002

Dear Mr. Nicolai,

Please add some sort of rail
to separate the bicyclers from
the automobiles in the design for
the new bridge across the river
near Bad Rock Canyon.

Thanks,

Richard Zeise



Informational Meeting

**Discuss US 2-Badrock Canyon
Corridor Planning Study Phase I
Thursday, May 12, 2011 6:00 p.m.
Council Chambers-Columbia Falls
City Hall Bldg.
130 6th St. W., Columbia Falls**

The Montana Department of Transportation (MDT) will discuss the history of transportation planning efforts and gauge interest in future planning efforts in the US 2 - Badrock Canyon corridor beginning at milepost 140 northeast of Columbia Falls and ending at milepost 142.3 (intersection of US 2/6th St.W) in Hungry Horse. The purpose of the meeting is to gather information from the public about their concerns regarding potential safety and operational issues along the US 2 highway corridor, as well as, important resources within the natural and human landscape. This information will be used by MDT to determine if there is local interest in moving forward with a Corridor Planning Study.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com or online at <http://www.mdt.mt.gov/pubinvolve/badrock/>. Please indicate comments are for the US 2-Badrock Canyon Corridor Planning Study and submit comments by May 20, 2011.

Nicolai, Sarah

From: Grant, Paul [pgrant@mt.gov]
Sent: Monday, May 02, 2011 7:34 AM
To: Hungry Horse News; Hungry Horse News; Senator Jon Tester - Virginia Sloan; Senator Max Baucus - Kirby Campbell-Rierson; Daily Inter Lake, The (E-mail); Flathead Beacon; K18AJ-TV; Kalispell - KCFW-tv (E-mail); KALS-FM; KGEZ; KOFI; Shelley Ridenour, Reporter; Bigfork Eagle; Whitefish Pilot
Cc: Ludlow, Sheila; Nicolai, Sarah; Moeller, Doug; Stack, Shane; Erb, Michelle; Ryan, Lori; Grant, Paul; info@cityofcolumbiafalls.com; FLATHEAD COUNTY COMMISSIONERS; FLATHEAD COUNTY ROAD SUPERVISOR
Subject: MDT Schedules Informational Meeting Regarding the US 2-Badrock Canyon Corridor Planning Study Phase I - Columbia Falls Flathead County

May 2, 2011

FOR IMMEDIATE RELEASE

For more information:
Lori Ryan, Public Information, MDT, (406) 444-6821

Informational meeting scheduled for U.S. 2 - Badrock Canyon Corridor Planning Study Phase I - Public Outreach

The Montana Department of Transportation (MDT) is conducting an informational meeting to discuss the history of transportation planning efforts and gauge interest in future planning efforts in the U.S. 2 - Badrock Canyon corridor beginning at milepost 140 northeast of Columbia Falls and ending at milepost 142.3 at the intersection of U.S. 2 / 6th Street West in Hungry Horse. The meeting will be held on Thursday, May 12, 2011 in the Council Chambers of the Columbia Falls City Hall Building at 130 6th Street West. A presentation will begin at 6:00 p.m., followed by an informal discussion period.

The purpose of the meeting is to gather information from the public about their concerns regarding potential safety and operational issues along the U.S. 2 highway corridor, as well as important resources within the natural and human landscape. This information will be used by MDT to determine if there is local interest in moving forward with a Corridor Planning Study. Community participation is a very important part of the process, and the public is encouraged to attend. Verbal or written comments and concerns may be presented at the public meeting. Alternatively, written comments may also be submitted by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at

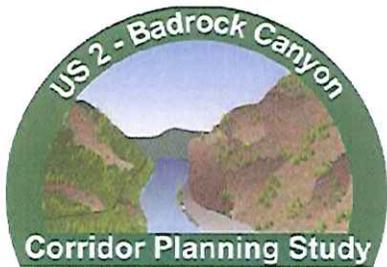
<http://www.mdt.mt.gov/pubinvolve/badrock/>

Please indicate comments are for U.S. 2 - Badrock Canyon Corridor Planning Study and submit comments by May 20, 2011.

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 Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

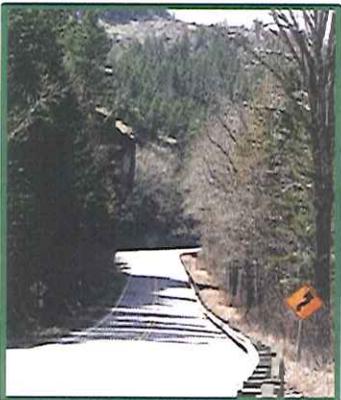
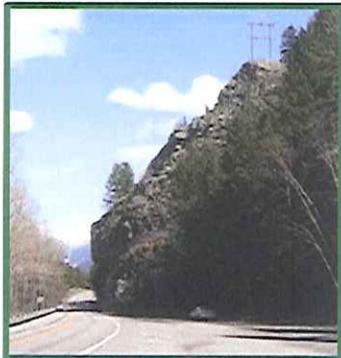
-----END-----

Project Name: U.S. 2 - Badrock Canyon Corridor Planning Study Flathead County

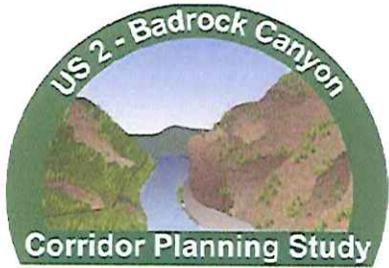


Informational Meeting

May 12, 2011

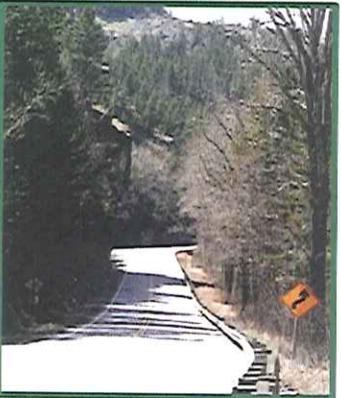
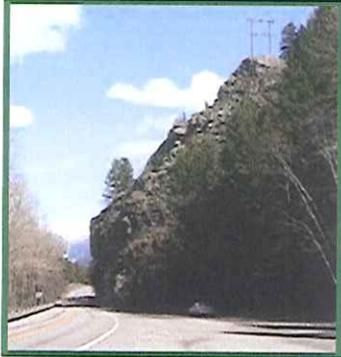


Name:	Address:	E-mail:
Valerie Parsons	POB 450 west Glacier	valannparsons@yahoo.com
Willm Schobel	Coram	info@stouthouse.com
Lud Mue	P10 Box 181 West Glacier, Mt. 59936	LMACKI@MT.GOV
Doug Wagner	P.O. Box 190021 Hungry Horse MT 59919	dwagner72@gmail.com
John Knutson	PO Box 190012 Hungry Horse MT 59919	
William Karnum	Box 577 Col. Falls MT 59912	
BILL BAUM	P.O. BOX 260234 MARTIN CITY	GRIZZLYBILL@CENTURYTEL.NET
Rick Hanners	PO Box 2562 Col Falls MT 59912	
Vickie Ott	1685 Montevista Dr Col. Falls MT 59912	
Arthur Ott	1685 Montevista Dr Col. Falls, MT 59912	
James J. Neil	985 Walsh Rd, C.F. 39912	oneil@centurytel.net
Jim Lynch	470 LAKE HILLS LANE 59901	jim.p.lynd5@gmail.com
Darlene Wagner	Box 158 HH MT 59919	dwagner10@chat.mt.net
Lee Swafford	2060 Rapids Ave Columbia Falls MT 59912	missionofjoy@yahoo.com
Darwin Stoverman	9855 Hwy 2 E Coram Box 176 Coram MT 59913	darwon@centurytel.net

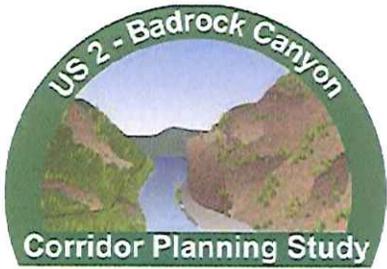


Informational Meeting

May 12, 2011



Name:	Address:	E-mail:
Dee Brown	Box 444 T Horse	stay@montanacampground.com
Sandy Welch	POB 260121 MC	welch4mt@gmail.com
Greg Gunderson	840 First St. WF	g3planning@gmail.com
Rachel Potter	121 Grand Fir Lane CF	jrpotter@centurytel.net
WM JEFF SMITH	4750 Hwy 2 E East	☺
Robin Tucker	POB 190483 Hungry Horse MT	
GARY HALL	POX 567 CAUS MT	halls@centurytel.net
JIM WATSON	191 Foss Canyon Kal 59901	Jim@SPRINGBROOKRANCH.com
SUSAN DRYNAN	140 gamma Rd Hungry horse	sdrynan@bresnan.net
ALAN + MARY RUBY	320 HILTOP AVE KAL	mrtruby@montanasky.us
Melanie White	8990 Hwy 2 E T Horse MT.	melaniamt25@hotmail.com



Informational Meeting

May 12, 2011

Name:	Address:	E-mail:
ERIN SEXTON	PO BOX 190940 HUNGRY HORSE MT 59919	erin.sexton@umontana.edu
Chuck Stearns	P.O. Box 4247 Whitefish, MT	cstearns-i@bresnan.net
Rita Braun	"	rb-i@ritabraun.com





Informational Meeting

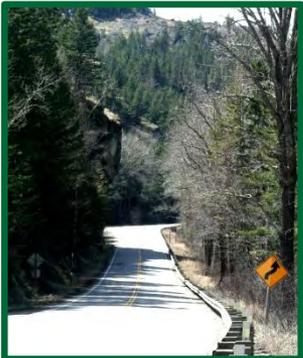
May 12, 2011

AGENDA

- I. **Welcome and Introductions**
- II. **Overview of Corridor Planning Study Process**
- III. **Study Area**
- IV. **Corridor History**
- V. **Data**
 - Annual Traffic Volumes
 - Seasonal Traffic Volumes
 - Crash Locations
- VI. **Overview of Corridor Considerations**
 - Roadway Considerations
 - Environmental Sensitivities
 - Cultural / Historical Interests
 - Other Considerations
- VII. **Open House**
 - Please visit each station and fill out a comment sheet!

Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/badrock/default.shtml>

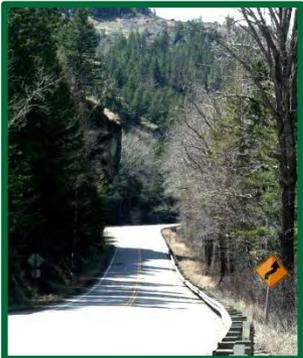


US 2 - Badrock Canyon
Corridor Planning Study

Informational Meeting

Thursday,
May 12, 2011

Council Chambers
Columbia Falls City Hall Building
130 6th Street West

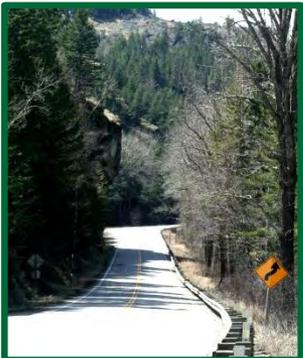


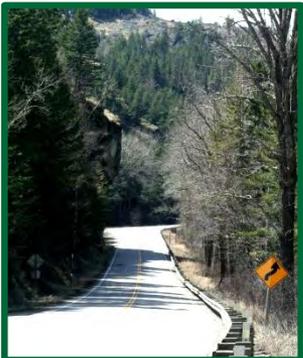
Welcome & Introductions



Purpose of Meeting

- Provide Overview of Corridor Planning Study Process
- Discuss:
 - History of Transportation Planning Efforts in Corridor
 - Traffic and Crash Data
 - Roadway Considerations, Environmental Sensitivities, Cultural / Historical Interests, and Other Considerations
- Gauge Interest in Moving Forward with Corridor Planning Study





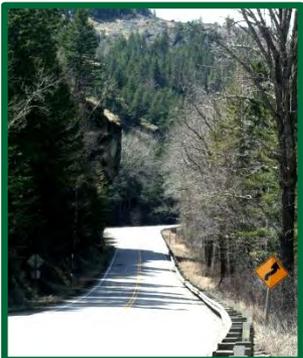
Montana's Corridor Planning Process

This process can generate early consensus, streamline project delivery and lower costs by:

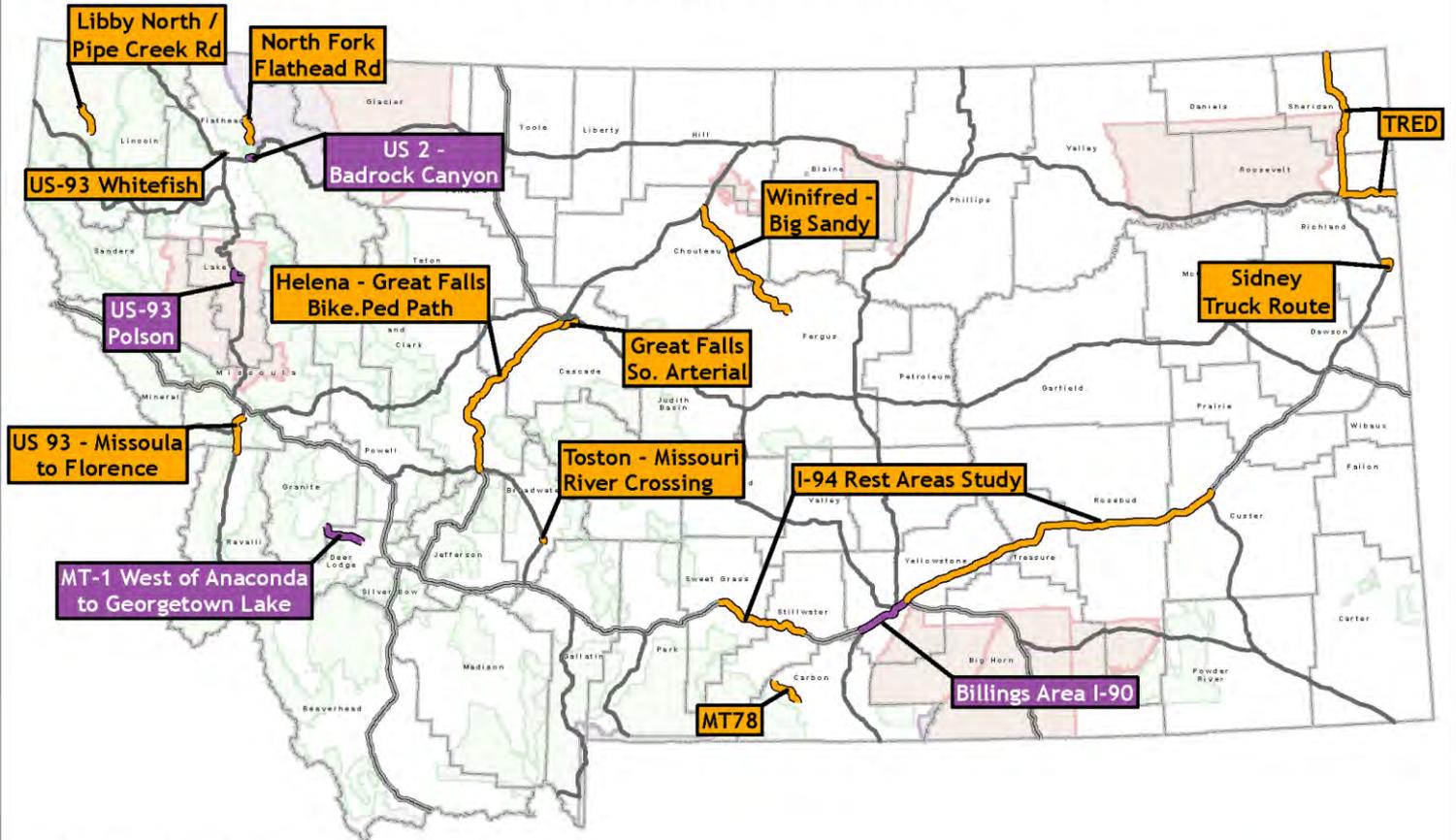
- Scoping project at lowest possible level to meet essential needs
- Helping identify realistic strategies given funding or other constraints
- Identifying fatal flaws before initiation of formal environmental process
- Reducing alternatives from further evaluation
- Identifying different preservation strategies if community opposition exists



Corridor Planning Study

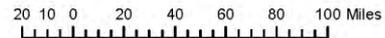


Montana Corridor Planning Studies



Corridor Study Status

- Completed
- Ongoing



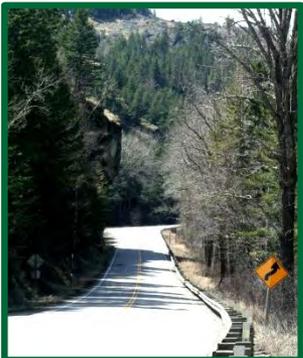
May 2011





Study Area

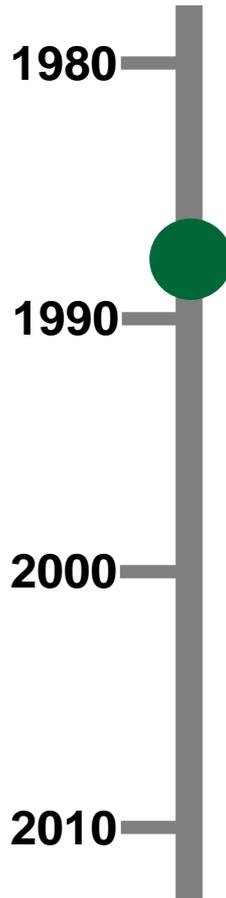
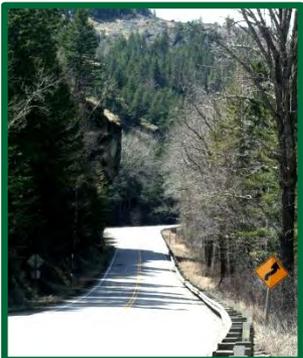
US 2 – Badrock Canyon Corridor Planning Study



Approximately a 2.5 mile corridor



Corridor History

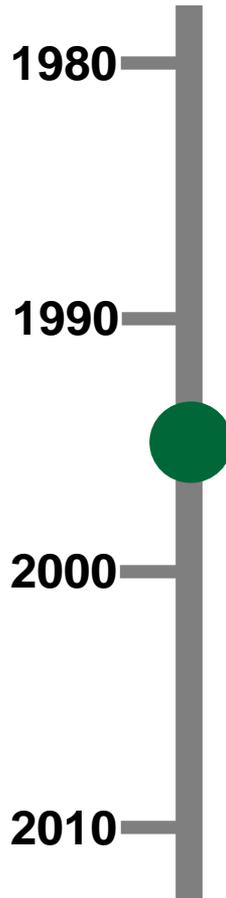
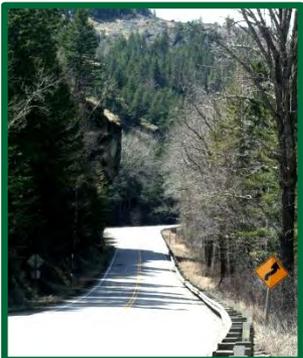


Proposed Reconstruction

- In the late 1980s, MDT nominated a portion of U.S. Highway 2 (US 2) for reconstruction.
- The proposed project extended for 4.5 miles between Columbia Heights and Hungry Horse in Flathead County, MT.

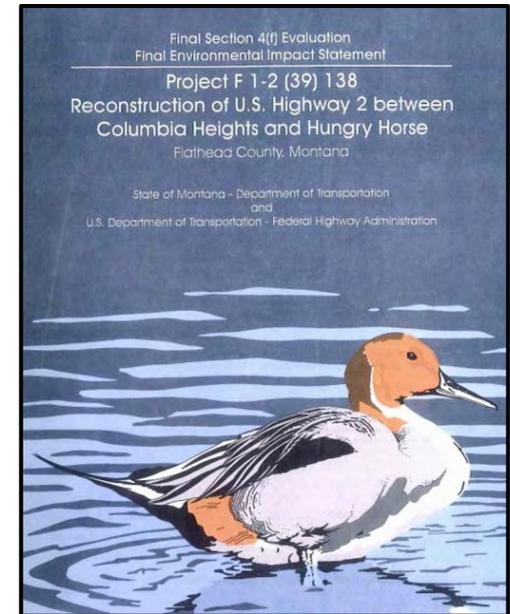


Corridor History



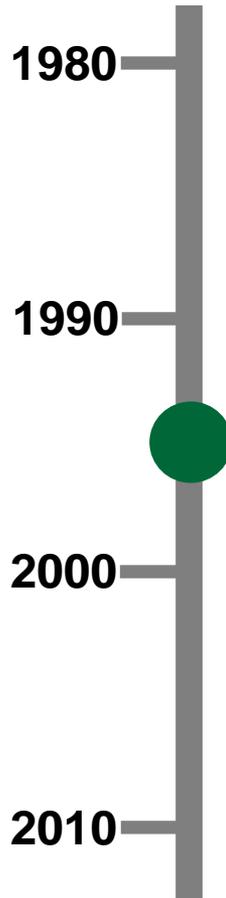
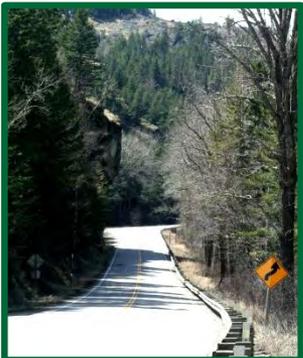
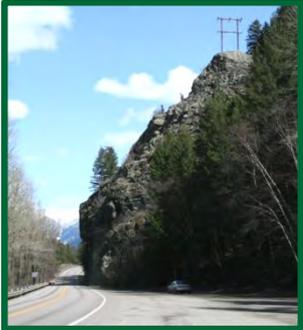
FEIS

- From 1988 to the mid-1990s, MDT assessed the impacts of re-constructing this highway corridor.
- In 1995, a **Final Environmental Impact Statement (FEIS)** / Section 4 (f) Evaluation was completed



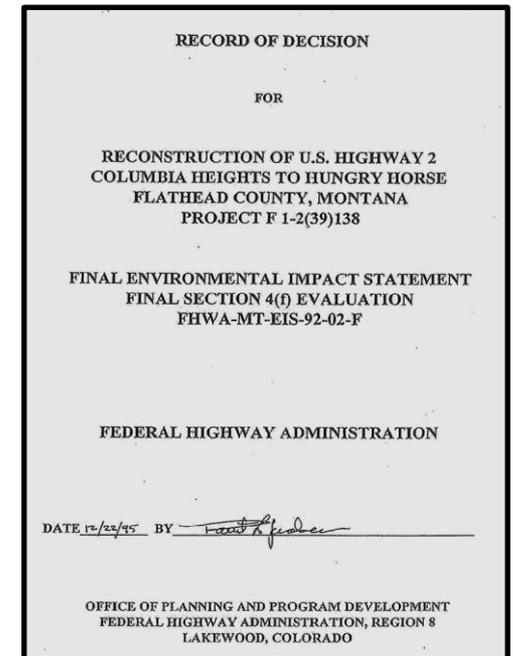


Corridor History



ROD

- A Record of Decision (ROD) on the FEIS was signed by FHWA on December 22, 1995. The ROD approved Alternative 1, which entailed a **four-and five-lane design** for the reconstruction

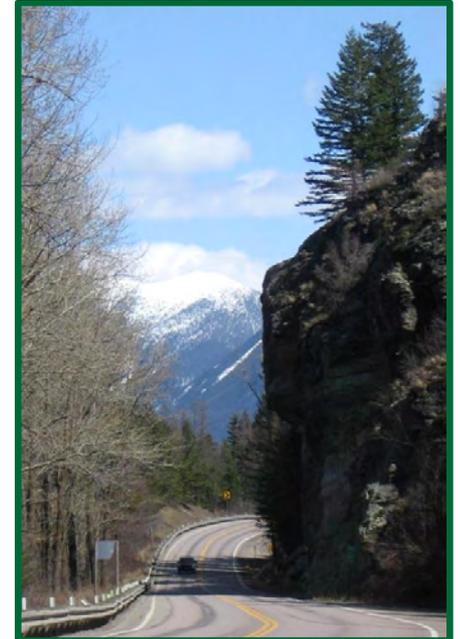
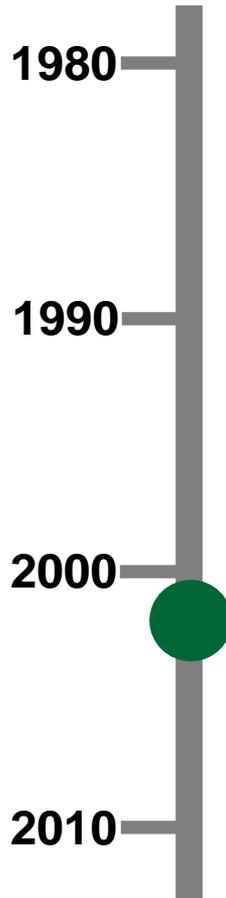
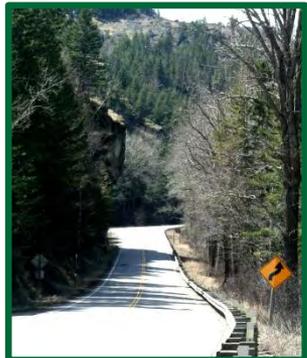
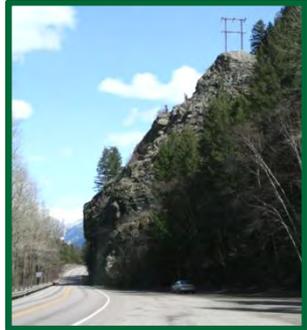




Corridor History

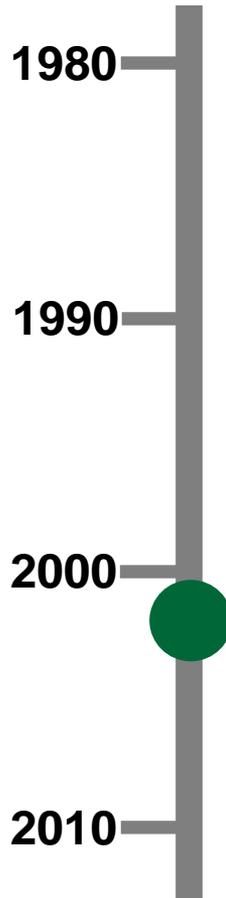
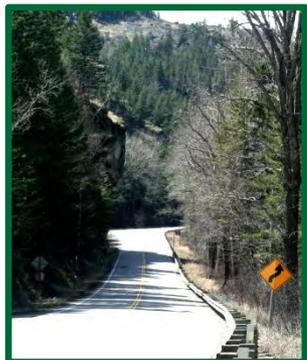
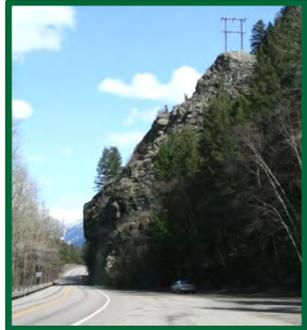
Re-evaluation

- In 2002, MDT and FHWA completed a Re-evaluation. It found:
 - The preferred alternative discussion in the FEIS and ROD **did not adequately address** environmental effects of reconstructing US 2 through Badrock Canyon on an **alignment that minimized or totally avoided rock excavation near Berne Memorial Park.**





Corridor History



Safety and Operational Issues

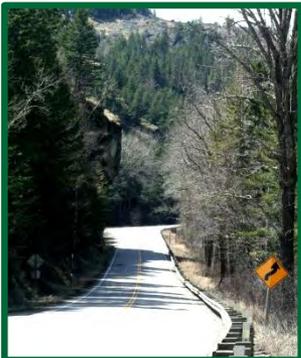
- Limited shoulder area
- Sight distance on curves
- Fixed objects near the roadway (i.e., rock outcroppings, trees)
- Use by pedestrian and cyclists
- Uncontrolled approaches
- Lines of cars during peak travel periods
- Inadequate passing opportunities



Data

Annual Traffic Volumes

AADT Volume Projections Versus Actual Counts



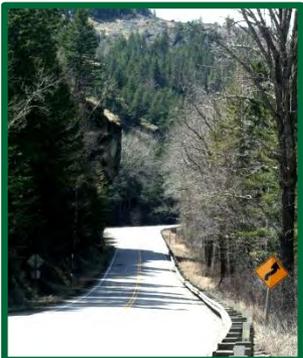
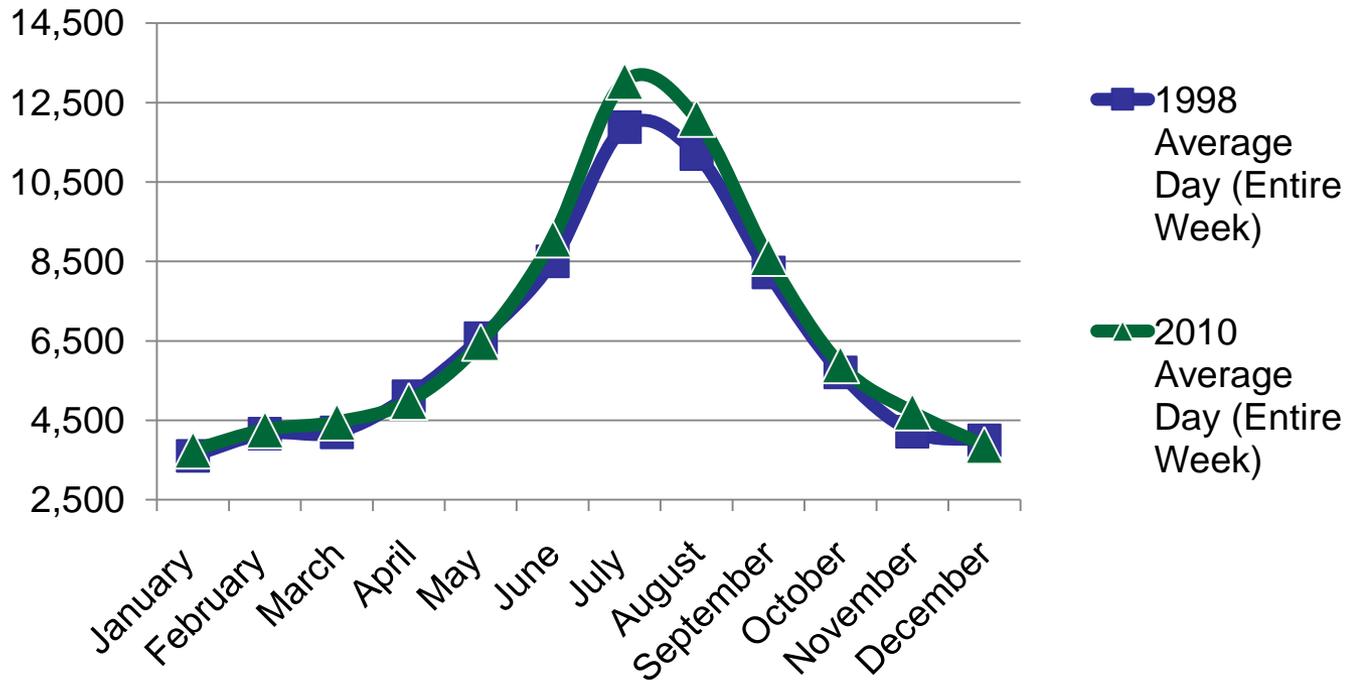
Evaluation	1992	1995	2000	2005	2010
FEIS Projections	5,720	6,010	6,960	7,900	8,850
Re-evaluation Projections	5,720	6,305	6,341	7,580	8,425
Actual Counts	5,720	6,305	7,383	6,520	6,765
Actual Count Variation from Re-evaluation Projections	0.0%	0.0%	16.4%	-14.0%	-19.7%



Data

Seasonal Traffic Volumes

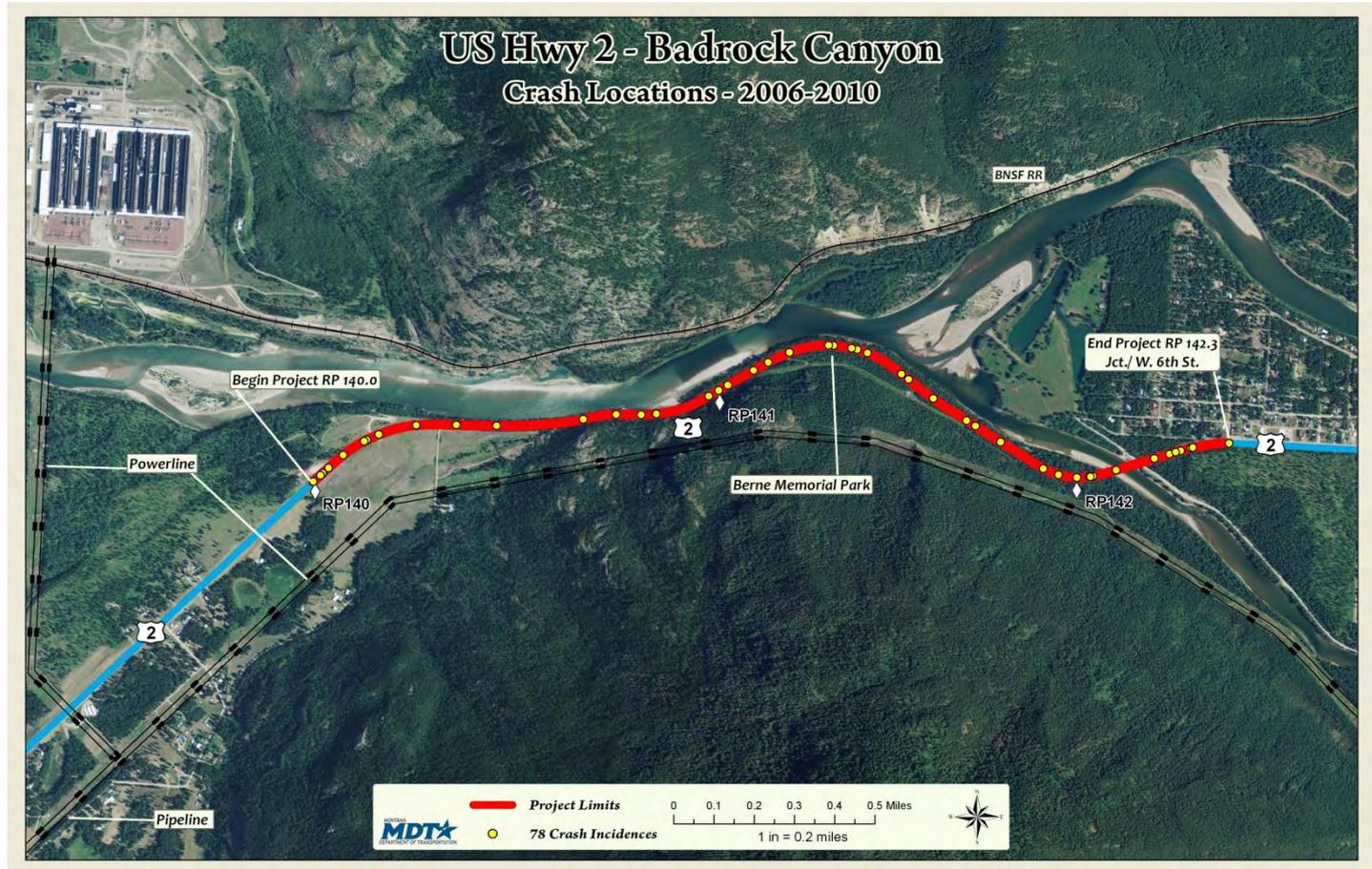
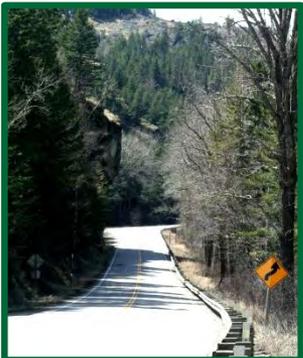
Average Daily Traffic By Month for 1998 and 2010





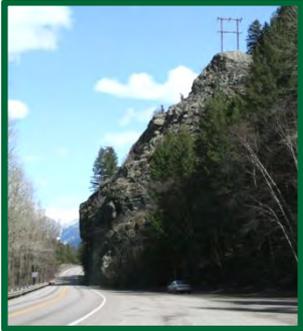
Data

Crash Locations (2006 – 2010)

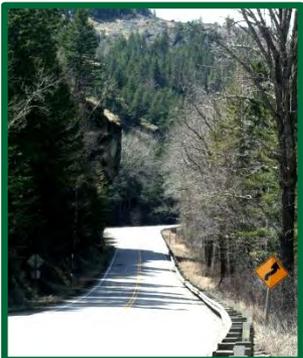




Roadway Considerations



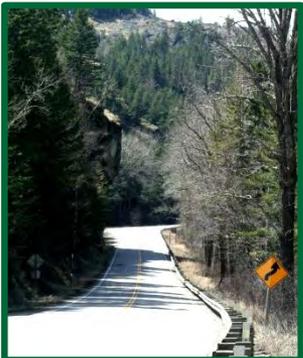
- Design standards
 - Roadway width
 - Horizontal / vertical alignments
 - Slopes
- Operation and performance (i.e., congestion, delay)
- Connection to adjacent sections of US 2
- Accident trends





Environmental Sensitivities

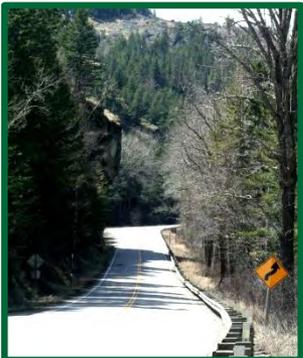
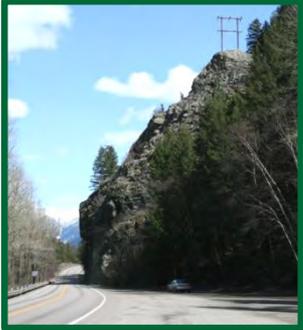
- Wildlife Species and Habitat
- Riparian Vegetation
- Flathead River
- Wetlands





Cultural / Historical Interests

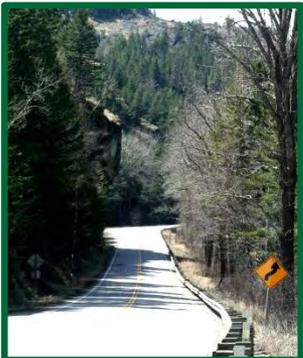
- Badrock Canyon Cultural Landscape, including the rock outcropping along US 2
- Archaeological sites
- Historic Tote Road
- Berne Memorial Park





Other Considerations

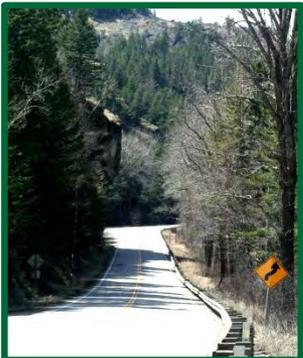
- Visual Resources
- Natural Spring
- Fisherman's Rock
- Access to Glacier National Park
- Buried Utilities
(Gas Transmission Line and Fiber Optic Cable)





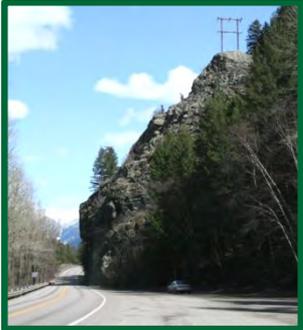
Next Steps

Based on community feedback, we will determine if there is an interest in moving forward with a Corridor Planning Study





Contacts



Sheila Ludlow, MDT Project Manager

406.444.9193

sludlow@mt.gov



Doug Moeller, MDT Missoula District Administrator

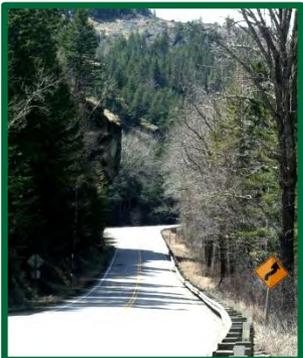
406.523.5802

dmoeller@mt.gov

Sarah Nicolai, DOWL HKM Project Manager

406.442.0370

snicolai@dowlhkm.com



Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/badrock/default.shtml>

Nicolai, Sarah

From: Jeff and Viv Allen [java@cyberport.net]
Sent: Friday, May 20, 2011 11:15 AM
To: Nicolai, Sarah
Subject: US2-Badrock Canyon Corridor Study comments

Importance: High

Hi,

I would like to suggest that from shortly after the House of Mystery at the west end of the BCC, all the way either to Hungry Horse (including the bridge) or to a point past the toe of Columbia Mountain on the east side where the land area widens out, the road be split into two levels, with two lane traffic going one way east on the top level and two lane traffic going west on the bottom level. This will preserve the beauty of the canyon, the gorgeous trees and cliffs, the integrity of the riverbank, and Berne Park, which would be accessed only by the westbound traffic.

The reason the west bound traffic should be on the bottom level is that the low western sun reflecting on a wet road after a rain in the Canyon there is literally blinding to where you cannot at times see anything, and this would help with that huge safety issue. The two level road would add a lot of class and beauty to the gorgeous natural beauty of this stretch of the Canyon, which should not be destroyed by widening the road through it.

I believe this approach would receive huge approval from local people and area residents in general, and be really popular with the tourists.

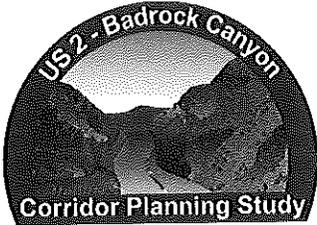
We have been on similar highway projects in Colorado and they are truly a marriage of beauty and function.

PLEASE DO NOT WIDEN THE ROAD BUT instead utilize the uniqueness and beauty of good engineering to enhance both the beauty and safety of our Canyon.

Could you please also tell me why MDT is involved, as it is a federal highway?

Thanks and I would appreciate a response.

Vivian Allen



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

I'm grateful every time I drive through the Canyon without a mishap or worse! It's a very dangerous section of Highway 2, blind spots, narrow, etc. Something needs to be done and soon.

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

Name: Sydney O'hearn
Address: Box 123
West Glacier
59936
Email: _____

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.



Nicolai, Sarah

From: Bill Baum [GrizzlyBill@centurytel.net]
Sent: Wednesday, May 11, 2011 12:28 PM
To: Nicolai, Sarah
Subject: U. S. Hwy 2 Badrock Canyon Corridor Planning Study 12 May 2011 in Columbia Falls

11 May 2011

Sarah Nicolai
DOWL HKM
P.O. Box 1009
Helena, MT 59624
snicolai@dowlhkm.com
www.mdt.mt.gov/pubinvolve/badrock

Dear Ms. Nicolai:

I am writing this letter to you as the representative of the Montana Department of Transportation concerning their recent publically announced renewal of old studies (Final Environmental Impact Statement of 1995 for a U.S. Highway 2 Badrock Canyon Corridor Planning Study) to widen the narrow road through Badrock Canyon from 2 winding lanes to 4 straighter lanes, including the 70 year old South Fork Bridge.

I realize this is a monumental project due to the close proximity to the Flathead River on one side and to rocky mountain ledges and outcroppings on the other side. It is a fact that the rock outcroppings have important archaeological cultural significance to Native American Indians (Confederated Salish and Kootenai Tribes). There is also a natural gas 10" main transmission pipeline running through Badrock Canyon that feeds all of Montana that would somehow have to be dealt with as well.

Completion of such a road expansion project would be an invitation to, and result in, new real estate business and residential development in the little unincorporated towns out beyond The Canyon opening: Hungry Horse; Martin City; Coram; West Glacier which the local citizens would not be happy to see. Many of these local residents own small businesses and residential and tourist rental income properties that would suffer income loss to those new wealthy outsiders developing competitive businesses and housing projects.

It is road safety on Hwy 2 in Badrock Canyon vs. overcrowded living conditions for current residents who want to live isolated and remote lifestyles. That is precisely why they chose to live so far away from incorporated cities. There are well over 3,000 families' lifestyles to consider.

A far better way to improve road safety is to crack down on drunk driving, which is the primary cause of the traffic accidents and fatalities in Badrock Canyon.

This controversy is a "capitalism vs. quality of life" issue. Further commercializing the most beautiful part of Montana so that outside real estate developers can get rich is something that will be fought by the current Badrock Canyon residents.

Please enter my written comments as public testimony into the public input record for the U. S. Highway 2 Badrock Canyon Planning Study in the Columbia Falls council chambers on May 12, 2011 at 6 PM. Thank you.

Bill Baum
Retired Aerospace Engineer & Computer Scientist
Post-graduate studies in Law & MBA
Substitute high school teacher
Editorial writer & political activist
Wildlife advocate & research ecology assistant
Realtor in the wildlands-urban-interface
Advisor in growth policy planning & subdivision regulations

Bill Baum
BearKat Ranch
Badrock Canyon
P.O. Box 5414
Kalispell, MT 59903
P.O. Box 260234
Martin City, MT 59926
406-212-0280 (Cell - 1st)
406-387-5011 (Home - 2nd)
GrizzlyBill@centurytel.net

Nicolai, Sarah

From: Bill Baum [GrizzlyBill@centurytel.net]
Sent: Saturday, May 14, 2011 8:56 AM
To: Nicolai, Sarah
Subject: Badrock Canyon Corridor Hwy 2 Expansion Comments 14 May 2011

14 May 2011

Sarah Nicolai
DOWL HKM
P.O. Box 1009
Helena, MT 59624
snicolai@dowlhkm.com
www.mdt.mt.gov/pubinvolve/badrock

Dear Ms. Nicolai:

Re: Badrock Canyon Corridor Highway 2 Expansion

This is my 2nd comments e-mail on this subject. I attended the beginning of the informational meeting on the 12th of May, asked the question about going “double-decker” on Highway 2 through The Canyon, received a very negative answer, but then had to leave early to attend another meeting.

I would prefer that the highway be left as it is, even though it is a “white-knuckler” to drive through during dark wintry/blizzard nights when the snow/ice covers up the center line so it is impossible to be sure one will not have a head-on collision on such a winding, narrow road. The river causes its own weather from the mist rising off of the water and freezing on the highway....and one’s vehicle windshield. Widening the road will not change that.

The only places to socialize with others are the many bars in The Canyon and avoiding drunk drivers is impossible. [I don’t drink.] The only way to eliminate head-on collisions is to go double-decker so there is only “one-way” traffic above and below. This has been accomplished successfully in Glenwood Canyon along U.S. Interstate 70 in central, western Colorado.

This solution allows the continued use of Hwy 2 through Badrock Canyon during construction of the overhead portion of the new highway, eliminating the complaint of having to totally tear up the existing roadway and replacing it with gravel during construction.

It also eliminates the complaint of destroying the rock formations along the mountainside and destroying the trees along the river banks in order to widen the road.

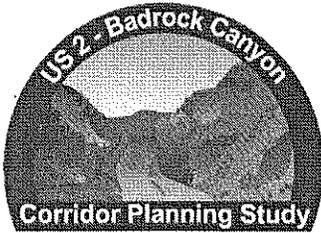
And, finally, if the lower road ever floods, traffic can continue to use the upper deck as a two-way road.

Please acknowledge this e-mail, and the 1st one sent, so I know that they have been entered into the record of comments.

Thank you,

Bill Baum
Retired Aerospace Engineer & Computer Scientist
Post-graduate studies in Law & MBA
Substitute high school teacher
Editorial writer & political activist
Wildlife advocate & research ecology assistant
Realtor in the wildlands-urban-interface
Advisor in growth policy planning & subdivision regulations

Bill Baum
BearKat Ranch
Badrock Canyon
P.O. Box 5414
Kalispell, MT 59903
P.O. Box 260234
Martin City, MT 59926
406-212-0280 (Cell - 1st)
406-387-5011 (Home - 2nd)
GrizzlyBill@centurytel.net



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes No

What are your concerns with the area? MDT invites your comments:

I drive the badrock canyon every day to work + traffic is not the issue.
Do not 4 lane the canyon - it will increase speed in an area that is hazardous due to unchangeable winter conditions (north facing, high winds and foggy/icy). Instead add a few turnout lanes and a bike/walk path. There is currently absolutely no safe place for bikers + pedestrians. A self interested vocal minority speaking for the 4-lane expansion of the canyon will regret it themselves when it results in even more frequent and more serious accidents.

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

Name: Jami Belt

Address: PO Box 1203
Columbia Falls, MT 59912

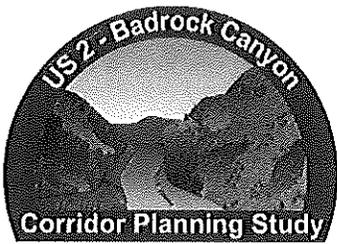
Email: jami-belt@nps.gov

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes No

What are your concerns with the area? MDT invites your comments:

I think there needs to be an alternative route, such as Blankenship road. However, Blankenship needs to be paved because it is always in terrible shape & the potholes are dangerous.

I am torn about a solution. I think US 2 at times is very dangerous, but I do not want to see the health of the river jeopardized by expansion of the road.

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

Name: Lindsay Bengtson

Address: P.O. Box 586

West Glacier, MT 59936

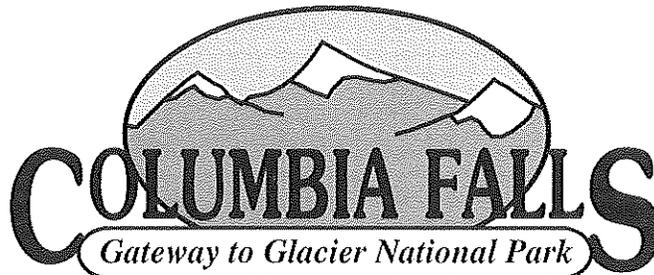
Email: eplindsay13@yahoo.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





AREA CHAMBER OF COMMERCE

P.O. Box 312 • Columbia Falls, MT 59912 • (406) 892-2072 • www.columbiafallschamber.com

May 12, 2011

Re: Highway 2 reconstruction at Bad Rock Canyon

To Whom It May Concern:

Many locals have been involved over the years with planning and designs discussed by MDOT for this stretch of road.

I do not have to tell you that this section of road is dangerous and needs some updating. Now is the time to do the scoping and get this section of highway fixed for the safety of not only the local travelers but the millions of people coming to Glacier National Park every year.

A widened two-lane has always been the best option in my opinion. This would allow for a safe bike path separate from the lanes while allowing for a center turn lane coming from the east to access the historic park and water spigot used by many locals.

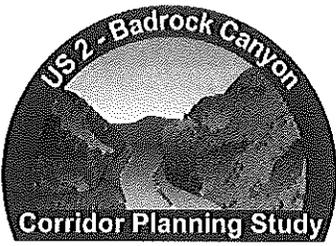
I believe we have talked this thing to death and now need some action before the bridge over the South Fork River gives out and more money is spent in patch jobs. Let's 'get 'er done!'

Thanks for listening to local concerns.

Sincerely,

A handwritten signature in cursive script that reads "Dee Brown".

Dee Brown, President



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

- Extreme danger to cyclists riding the canyon which prohibits road riders from Whitefish and environs to Logan Pass and beyond.
- Narrow roadways ~~and~~ and high speed drivers - SCARY!
- ... even a wider shoulder and reasonable speed limits would work.

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

Name: Rita Braun

Address: P.O. Box 4247
Whitefish MT 59937

Email: rbi@ritabrown.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.

May 20, 2011

To: MDT

Re: Widening of US HWY 2 through Badrock Canyon

Attn: Sarah @ Dowl HRM

From: Gerard + Loretta Byrd, Martin City, MT

As lifetime residents of the canyon we understand the dilemma posed by the stretch of US Highway 2 through Badrock Canyon. We are still recovering from a head-on accident that occurred on that stretch of road Dec. 1, 2007, so we recognize the need for improvement for safety. We are avid river rafters and after floating under the South Fork Bridge many times and witnessing rebar and pieces of concrete hanging loose, we recognize the need for a new bridge. BUT, it is imperative that the natural beauty and history of Badrock Canyon be preserved.

We strongly urge the MDT engineers on this project to pursue a solution that does both. The decision does not need to be an either/or.

A wide divided 4-lane that straightens out curves is not the only option that increases safety. It would be a very detrimental option for the canyon. The new highway between the House of Mystery and Junction 2 and 55 only tends to make drivers go faster. Indeed it is difficult for people to keep their speed at 55 mph.

The safety of the road can be improved by widening it slightly and correctly slant the curves, but more importantly by using creative means to slow traffic. In addition to speed limit signs and traffic signals, there are techniques that use actual landscape design. Examples exist of communities that have employed effective, attractive ways to slow traffic down to promote safety as well as business/commerce.

Slowing the traffic down in such a way is more than a win/win. It not only provides safety and preserve the Canyon - it improves the entrance to Hungry Horse as well as the rest of the canyon community and Glacier National Park. This in turn fosters growth of tourism, commerce and healthy community. And we all benefit by slowing down to enjoy the beauty that is right here in front of us.

Thank-you for your time and consideration.

Sincerely,

Loretta & Gerard Byrd

Loretta & Gerard Byrd

PO Box 260124

Marion City, MT 59926

(406) 387-5072

May 20, 2011

To Whom It May Concern:

As a resident of Martin City and a member of the Canyon community for twenty-two years, the Highway 2 Badrock Canyon Reconstruction proposal is of great concern to me. There are several matters that must be thoroughly addressed when considering converting the existing road into a four-lane highway. A four-lane highway would not solve the problems over the existing road conditions, and would also cause additional safety, community, and ecological problems.

The notorious danger of the Badrock Canyon during the winter will not be eliminated by simply constructing a four-lane highway. The road will still abut the river, and the icy winter conditions will persist, even on a widened thoroughfare. The dangerous circumstances will merely be exacerbated by vehicles traveling at 60 miles an hour through the canyon rather than 45 mph.

Another aspect to consider is the speed transition that will occur from a 60 mph four-lane speedway into the existing 45 mph speed zone through Hungry Horse. The current winding two-lane stretch through the Badrock Canyon provides a buffer that slows traffic coming from the speedy four-lane section in Columbia Heights, preparing drivers for a slower speed when entering Hungry Horse. Eliminating that speed buffer would create an abrupt transition from 60 to 45 mph suddenly before entering Hungry Horse, increasing the risk of negligent speeders through the town site. This poses a problem for local businesses that are bypassed by speedy tourists, and creates a serious hazard for pedestrians and bikers.

Lastly, building a four-lane highway through the Badrock Canyon would devastate the integrity of the area's natural beauty as well as its cultural history. The Canyon provides an ideal gateway to one of our nation's finest national parks. The two-lane road brings visitors in close contact to the natural beauty of our area, giving them a glimpse of pristinely clear waters, great stands of native timbers, cascading streams, and sheer canyon walls. As an entrance to Glacier National Park, the Canyon uniquely provides a preview of grand wilderness lacking in the entrances of so many of our other national parks. It provides a distinctive transition from the hustle and bustle of the developing Flathead Valley to the more relaxed,

rural communities that precede Glacier National Park. Preserving a two-lane road through the Badrock Canyon helps tune both visitors and residents in to the natural beauty and ruggedness of their surroundings.

However, preserving a two-lane highway through the Badrock Canyon does not mean keeping that section of highway in its current condition. I understand the need to address the safety issues of the Badrock Canyon and I agree that changes must be made. Yet converting that section to a four-lane highway is not the answer, and other solutions could be just as, or more, effective in addressing safety concerns while simultaneously attending to community and ecological issues as well. I urge the Montana Department of Transportation to allow for more community input opportunities in order to generate further dialogue around the issue and create a more comprehensive solution to a difficult transportation problem.

Thank you for your time,

Teresa Byrd

126 Glacier Ridge Dr.
West Glacier, MT 59936
May 2, 2011

Sarah Nicolai
DOWL HDM
P.O. Box 1009
Helena, MT 59624

Re: Opposing change in the US-2 Badrock Canyon Corridor

I am a native to the Canyon and adamantly oppose any change in the US-2 Badrock Canyon Corridor. This 2.3 mile scenic stretch of highway allows traffic to slow down and look at the beauty. Fortunately, we are not in cities where we rush around. By developing this area we are endangering wildlife habitat making it less and less accessible for wildlife to cross the highway and migrate into other parts of the wilderness. We are also endangering wetlands. We live in a very special place and need to treat it as such.

Although I am unable to make the meeting May 12, 2011, I want to be on record as opposing any future planning efforts to the US-2 Badrock Canyon Corridor which allows us to slow down and see our amazing beauty.

Thank you.

Sincerely,



Claudette Byrd-Rinck

Nicolai, Sarah

From: pen2paper@vzw.blackberry.net
Sent: Saturday, May 14, 2011 1:31 PM
To: Nicolai, Sarah
Subject: Badrock Canyon Project

Dear Sarah Nicolai,

I am writing to voice my opposition to any proposed changes to the present state of the Badrock Canyon corridor.

In particular, I am highly opposed to the destruction of the rock outcroppings, the cottonwoods lining the corridor, and the Berne Springs pull-out.

I travel thru the corridor on a daily basis from Columbia Falls to Hungry Horse year-round. It is my opinion that the principle reason for the multitude of traffic accidents in that area is due to intoxicated drivers losing control of their vehicles, not the highway or the natural land contours.

Further, so many historical landmarks and natural resources have already been lost in the name of "improvement". The Canyon is one of the few areas remaining that we can drive thru and still appreciate the rural-wilderness that makes Montana so attractive.

Rather than changing the Land and its' natural beauty... More effort should be directed at changing the deadly habits of the people who travel thru the Canyon corridor: drunk-driving, texting, cell fone usage, etc.

I've traveled the Badrock Canyon road for years, in all sorts of weather...I drive sober, cell fone put away, and with both hands on the wheel. I have no trouble negotiating the road. And every trip thru and back I thoroughly enjoy the beauty and historical nature of the corridor...I would like to continue to do so for many years to come, as I'm sure many others will also.

Thank you,

Catherine Cetera
Columbia Falls resident
North Valley Search & Rescue member

Sent from my Verizon Wireless BlackBerry

Nicolai, Sarah

From: Callie Hulslander Cooper [callie@montanasky.net]
Sent: Tuesday, May 10, 2011 4:27 PM
To: Nicolai, Sarah
Subject: bike path

To Whom It May Concern,

I was just informed of the possibility of a bike path being built through Bad Rock Canyon. I love the idea that this could be something that links the canyon to Columbia Falls and provides a safe way to do it. Highway 2 through the canyon is not necessarily a safe road to travel, much less so on a bike. A bike path would ensure the safety of those wanting to ride between Columbia Falls and Hungry Horse and then have the option to continue onto Corum.

There are several mountain biking trails out of Martin City and this bike path would be a great way for people from Columbia Falls and Columbia Heights to access the trails without having to get into their cars and drive. I think that providing people with safe alternatives to get out and exercise and to enjoy some fresh air is never a bad idea, it is an idea that encourages a healthier and cleaner way of living. I am one of many I am sure who support the idea of a bike path being built through Bad Rock Canyon. Thank you for your time.

Sincerely,

Callie H. Cooper

Nicolai, Sarah

From: Doug Cordier [dcordier@sd6.k12.mt.us]
Sent: Tuesday, May 10, 2011 3:55 PM
To: Nicolai, Sarah
Subject: North Flathead Valley bike path

Greetings,

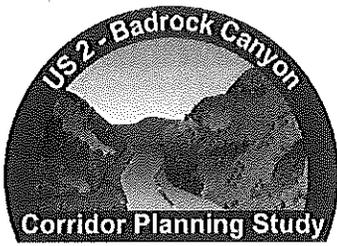
I am writing to ask the Montana Dep't. of Transportation to take the lead in making a hike/bike path from Columbia Heights to Hungry Horse a reality.

The Canyon area, due to the geographical barriers of the Swan Range and the Flathead River, has more limited access to the greater Flathead Valley than any other population center in our area. The narrowness of Highway 2 and the volume of traffic year-around make the highway a hazardous option for pedestrians and bicyclists. Additionally, the natural beauty of Badrock Canyon area is a real attraction to many visitors and residents alike. Providing a hike/bike path in the area would go a long way in making a better-connected Canyon community with the valley, would provide a much safer environment for those not using motorized transportation AND would make this part of the Flathead more attractive, accessible and user-friendly to residents and our out-of-area visitors.

Creating a hike/bike path in this part of the valley makes good sense, addresses safety concerns, promotes healthy lifestyles and our tourism industry. I ask the Montana Dep't. of Transportation to support this idea with its financial and human resources.

Thank you for your consideration.

Doug Cordier
1930 Tamarack Lane
Columbia Falls, MT 59912



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

The area needs to meet the needs of a pedestrian friendly, bicycle friendly corridor. Widening and straightening is also necessary. When meeting these needs it is paramount that the visual integrity of the corridor be preserved. It is also necessary to keep the quality of the entire environment, riparian wildlife, safe and preserved.

This section of road provides an opportunity for MDT to create a scenic corridor into Glacier. This is an excellent opportunity to be innovative and design an environmentally friendly, state of the art corridor, the perfect compliment to the Flathead River basin and Glacier National Park.

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

Name: Sarah Dakin

Address: Box 2080
Columbia Falls, MT 59912

Email: _____

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by **May 20, 2011**.



Nicolai, Sarah

From: J Fisher [jedfisher@flathead.mt.gov]
Sent: Tuesday, May 10, 2011 10:22 AM
To: Nicolai, Sarah
Subject: FW:

Jed S. Fisher
Superintendent
Flathead County Weed/Parks/Recreation/Building Maintenance
309 FFA Drive
Kalispell, MT 59901
406.758.5800 Fax 406.458.5888
jedfisher@flathead.mt.gov

From: J Fisher
Sent: Tuesday, May 10, 2011 10:19 AM
To: 'snicolaie@downhkm.com'
Subject:

The Flathead County Parks Dept. strongly supports any and all Bad Rock Canyon improvements including a well designed pedestrian path.

Jed S. Fisher
Superintendent
Flathead County Weed/Parks/Recreation/Building Maintenance
309 FFA Drive
Kalispell, MT 59901
406.758.5800 Fax 406.458.5888
jedfisher@flathead.mt.gov

MAY 9, 2011
PO, BOX 130203
CORAM, MONTANA
59913-0203

COMMENTS FOR - U.S. 2 BAD ROCK CANYON
CORRIDOR PLANNING STUDY.

DEAR ROAD PLANNING COMMITTEE.

LEAVING EXISTING RTE 2 HIGHWAY - PLUS
SOUTH FORK RIVER BRIDGE DURING AND AFTER
CONSTRUCTION OF NEW FOUR LANE ROUTE
THROUGH BAD ROCK CANYON LEAVES A STEADY
FLOW OF TRAFFIC.

A NEW FOUR LANE BRIDGE AT A HIGHER
ELEVATION UP STREAM FROM EXISTING BRIDGE,
THE HIGHWAY THEN CONTINUES STRAIGHT
AT SAME OR HIGHER ELEVATION THROUGH
COLUMBIA MOUNTAIN VIA TWO SHORT OR ONE
LONGER TUNNEL EXITING OUT AT BERNE
ROAD AND COLUMBIA HEIGHTS.

THIS KEEPS ROUTE SAFE FROM HIGH
FLOODS, ENVIRONMENTAL LAW SUITS
WITH FURTHER DELAYS, DESTROYING
ROCK WALLS, ACCESS TO SPRING, THE
TREES EAGLES PERCH ON, THE RIVER
IT SELF AND FISHING SITES WOULD BE
LEFT UNDISTURBED, THE NEW ROUTE
A LIFE SAVER.

SINCERELY YOURS,
Paul Fessler



1035 First Ave West
Kalispell, MT 59901
OFFICE: 406.751.8200
FAX: 406.751.8210
EMAIL: planningweb@flathead.mt.gov
WEB: flathead.mt.gov/planning_zoning

May 16, 2011

Sheila Ludlow
MDT Project Manager
P.O. Box 201001
Helena, MT 59620

Ms. Ludlow:

Thank you for the opportunity to assist your agency in determining if there is sufficient interest in moving forward with a Corridor Planning Study in the US 2/Badrock Canyon area.

Flathead County has 3 relevant planning documents, listed below in hierarchical order:

1. Flathead County Growth Policy
2. Flathead County Parks and Recreation Master Plan
3. Flathead County Paths Plan.

The Flathead County Growth Policy was adopted in 2007 and contains many general, county-wide goals and policies supporting multi-use path and trail systems in Flathead County. Goals 18 and 25 and their respective policies address the issue. Furthermore, Chapter 9, Part 2 of the Flathead County Growth Policy calls for a Parks and Recreation Master Plan to be created and adopted as a topic-specific element of the Growth Policy.

The Parks and Recreation Master Plan was adopted in 2009. The Flathead County Parks and Recreation Master Plan contains many references to the desirability of paths and trails for active recreation and for linking existing parks with path and trail systems. The Master Plan also calls for a follow-up plan to provide further specifics as to locations and priorities for paths and trails.

The Flathead County Trails Plan was adopted in 2010. The Flathead County Trails Plan specifically calls for a path through the Badrock Canyon corridor in order to provide both safe active recreation and alternative transportation. Safety and access to Glacier National Park are both listed on the US 2-Badrock Canyon Corridor Planning Study section of the MDT website as potential issues of concern, so adopted local plans specifically address some of the criteria for moving forward with a US 2 Badrock Corridor Planning Study.

Multiple Flathead County Planning documents speak to the importance of paths and trails in general and to this corridor specifically. All of these documents were adopted after the last re-evaluation of the Badrock Corridor in 2002. Please consider this as you decide whether or not to conduct a corridor planning study. Please also utilize these 3 planning documents as indicators of

local interest in the subject as you prepare the study. I have provided links to the above-referenced documents below:

- Flathead County Growth Policy:
http://flathead.mt.gov/planning_zoning/growth_resolution2015a.php
- Parks and Recreation Master Plan and Trails Plan:
http://flathead.mt.gov/parks_rec/index.php

Sincerely,

/s/BJ Grieve

BJ Grieve, AICP[®], CFM[®]
Planning Director

Nicolai, Sarah

From: Dave Hadden/HW [dave_hadden@headwatersmontana.org]
Sent: Monday, May 16, 2011 8:51 PM
To: Nicolai, Sarah
Subject: Comment: Badrock Canyon Reconstruction

To Whom It May Concern:

I am writing to comment on the Badrock Canyon Reconstruction project. Please include my comments in the official comment record.

If the stretch of Highway 2 from Columbia Falls Heights to Hungry Horse is to be reconstructed (and I personally think it does not), then every effort must be made to retain its present character. This is a spectacular canyon with both outstanding riparian and cliff habitats for a diversity of species. It is also one of the most scenic areas between Columbia Falls and Glacier Park.

If this stretch of road is to be rebuilt then it should be confined to two lanes with no passing lane. The public should not be encouraged to drive rapidly on this naturally curved part of the landscape. People are driving to (or from Glacier); they should be slowing down.

The road should also remain as narrow as possible so as to not disturb habitats or otherwise impact the aesthetic values of the canyon.

I would much more favor a modest 'improvement' if any improvement is to be made at all. Stick to the same or similar footprint, provide a bike lane, post a lower speed limit to make it safe without the need to oversize it.

Petroleum prices will not be going down in the future; only up. Americans need to drive smaller cars and actually drive less. If this road is to be reconstructed, then size the road for the future, not America's gas guzzling past (and present). Help people learn to accept and appreciate more with less: right-sized roads, slower speed limits, preserve the wildlife habitat and scenic beauty.

Thank you for considering my comments.

Dave Hadden

--

545 Holt Drive
Bigfork, Montana 59911
Phone: 406-837-0783
Fax: 837-0783
Email: paddler@centurytel.net

Swan View Coalition *Nature and Human Nature on the Same Path*



3165 Foothill Road, Kalispell, MT 59901

swanview.org & swanrange.org

ph/fax 406-755-1379

May 19, 2011

Sarah Nicolai
DOWL HKM Project Manager
P.O. Box 1009
Helena, MT 59624

Re: US 2 Badrock Canyon comments sent to <mailto:snicolai@dowlhkm.com>

Dear Sarah and folks at MDT;

Please accept these comments on the US 2 Badrock Canyon Corridor Planning Study, made on behalf of Swan View Coalition. While we weren't able to attend the meeting in Columbia Falls, we reviewed the pdf of the presentation and other information on your web site.

Firstly, we appreciate that MDT acknowledges significant concerns with its prior selection of Alternative 1 for a 4- and 5-lane highway design and acknowledges the need to prepare a Supplemental EIS in the matter if it intends to move forward with this corridor planning. We find Alternative 1 is simply not acceptable for this corridor of exceptional community, cultural, scenic, and wildlife values.

We urge MDT to address safety issues in the corridor by better signs and speed limits and by constructing a foot and bike path separate from the highway. A foot and bike path through this corridor is also called for in the Flathead County parks and bike paths plan.

We do not agree that a whole new stretch of highway must be constructed in this corridor. Rather, speed limits should be appropriately slow and recognize that this very short stretch of road connects the two urban zones of Columbia Heights and Hungry Horse and their reduced speed limits – while passing through an area of remarkable natural and cultural value.

This is a stretch of highway where folks should want to slow down and take it all in, instead of expecting to maintain full highway speeds. In this regard, protection of the scenery, Berne Memorial, and other cultural values is paramount. There are lots of highways in the United States and lots of US 2 suitable for full cruising speeds – but there is only one Badrock Canyon on the entire planet.

In short, we urge MDT to retain use of the existing highway with improved signs, striping, speed limits, and other measures to address safety concerns. This could perhaps be highlighted by a modest sign at each end of the corridor informing drivers that they are entering a corridor of exception scenic and cultural values that require the highway remain narrow and slow.

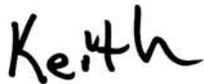
We also urge that the river corridor, fish and wildlife be given utmost consideration during this study. While the Northern Continental Divide Ecosystem population of grizzly bear is estimated to be increasing by perhaps 3% per year, the Swan Range population is estimated to be decreasing by over 2% per year – and Kate Kendall’s DNA study indicates that genetic isolation across US 2 is beginning to display itself in the Columbia Falls to West Glacier corridor. In other words, bears and other wildlife need to be able to cross the highway and navigate their way through other human developments in order to move healthily between the Swan Range and Teakettle Mountain, and between the South Fork, Middle Fork, and North Fork of the Flathead River.

To this end, we wish to see no widening of US 2 in the Badrock Canyon. We had previously thought seriously about elevated/ cantilevered highway design in the area in order to facilitate wildlife under-passage, but now feel it would essentially destroy the riverside environment and likely require the removal of most of the riverside cottonwood trees.

Best in our book to keep the highway as it is and to build a companion bike path safely separated from the highway itself. Retention or improvements to interpretive signs in the Berne Memorial area will also serve to explain the natural and cultural values that led to a decision to keep this highway corridor narrow, slow, and fully appreciative of the unique quality of its surroundings.

Thank you for this opportunity to comment and please keep us informed as the process moves along.

Sincerely,

A handwritten signature in black ink that reads "Keith". The letters are cursive and slightly slanted to the right.

Keith J. Hammer
Chair

Nicolai, Sarah

From: lcjmontana@hushmail.com
Sent: Friday, May 20, 2011 7:57 PM
To: Ludlow, Sheila
Subject: US2-Badrock Canyon Corridor Study

-----BEGIN PGP SIGNED MESSAGE-----

Hash: SHA1

Montana Department of Transportation:

I drive US 2 through Badrock Canyon every day to my job. Each day -
- -- coming and going --- it is where I slow down, take a deep breath, and enjoy the beauty and culture of this area --- the
moss cover cliffs, the water features, the ancient cottonwoods lining the river, and the importance of the canyon to the
Kootenai and Blackfeet people. It is a special place that should be preserved.
Please make the entrances to the canyon safe, and then let everyone slow down on a two lane highway for those two
miles! (Its not that much to ask on a highway that stretches for hundreds of miles from North Dakota to Idaho.)

Lon Johnson
P.O. Box 360
Columbia Falls, Montana 59912

-----BEGIN PGP SIGNATURE-----

Charset: UTF8

Version: Hush 3.0

Note: This signature can be verified at <https://www.hushtools.com/verify>

wpwEAQMCAAYFAk3XG+gACgkQ89xXkgvyq1OHLgQAhriAqSiNlmlotGYXdDlkdhkl70FN
1j2UXqt1TFf11pWTWSROaYF5h1VB77bZFrO66KtqHP1sVbyrKoqObuQlu/eEEV0EB/9l
Vu9MTLGIQi5fZDCVMJPs66lXY2VcAONqd6Lb6zbDzNEv9MN7Wh/tXckeL/w3AFLYtl1B
Pq8gokg=
=ACku

-----END PGP SIGNATURE-----

Nicolai, Sarah

From: Jeremiah Jordan [miahmoosie@gmail.com]
Sent: Wednesday, May 11, 2011 7:41 AM
To: Nicolai, Sarah
Subject: Bad Rock Canyon highway corridor

Hello,

My name is Jeremiah Jordan and I've lived in Columbia Falls for over 20 years. I strongly support the plan to put a bike path in the Bad Rock Canyon. I think it would benefit the local economy and be a great opportunity for recreation.

Nicolai, Sarah

From: Deb Knapp [deb@glacierraftco.com]
Sent: Saturday, May 14, 2011 1:35 PM
To: Nicolai, Sarah
Subject: US 2 plans for Bad Rock Canyon

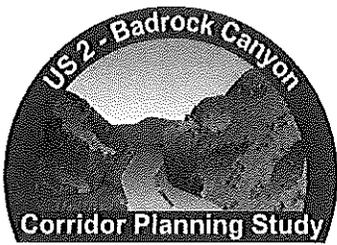
As a motorist who has driven to and from West Glacier 4 times a week for the past 14 years, I am very familiar with the hazards of US 2 at Bad Rock Canyon.

I have driven that road with the fog is so dense that there is zero visibility.
I have driven past bicyclists who have no option but to drive in the roadway because there is no shoulder.
I have seen pedestrians try to cross the highway to access the river, hoping that they can cross the roadway and over the guardrail without being hit.
I have driven over the blind hill by the House of Mystery river access, only to find oncoming traffic left of center.
I have seen motorists trying to avoid potholes with no where to drive except in the wrong lane.
When traffic is heavy (all summer long), it is nearly impossible for east bound traffic to turn into the House of Mystery or the river access, causing backups.
The potholes on the South Fork bridge are so hazardous and the pavement so uneven that it is nearly impossible to stay in the correct lane.
And, I have driven on frozen fog and been hit head-on by a motorist who lost control on the ice resulting in a fatal accident.

How many people have to die on this stretch of highway before it is made safe? Are the rocks and trees along the road more important than lives? I don't believe so.

Straightening out some of the curves, eliminating the blind hump and widening the road to accommodate bicyclists and pedestrians would also provide a safety buffer for motorists driving on hazardous winter roads. The road reconstruction through Columbia Heights allows motorists extra room to navigate and I believe similar modifications through the Canyon would save lives. I personally don't believe that 4 lanes are warranted. That would only give drivers the mistaken belief that they should drive faster through the Canyon. Wider lanes, a straighter road, and wider shoulders would bring safety without compromising the beauty of the corridor.

Deb Knapp
Glacier Raft Company
PO Box 210
West Glacier, MT 59936
800-235-6781
www.glacierraftco.com



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

Lined area for handwritten comments.

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

Name: John Knutson

Address: _____

Email: John.Knutson@centurylink.net

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.



Nicolai, Sarah

From: Gil's Store [gilsstore@montanasky.com]
Sent: Friday, May 20, 2011 11:32 AM
To: Nicolai, Sarah
Subject: US 2 highway project at Badrock Canyon

Dear Sarah,

Thank you for taking the time to receive comments regarding the US 2 highway project at Badrock Canyon. In the recent issue of The Hungry Horse newspaper the front page headline read "Safety Drives Interest in Highway Project" followed by a subtitle of "New planning process could speed things up."

I would like to suggest the novel idea of "in the interest of safety Slow Things Down!"

Put in the bike and pedestrian path, build a new bridge, resurface the highway and fix that nasty shift in the grade of the highway at the river access. Leave the cottonwoods and leave the cliffs! And by all means leave those old signs at Berne Memorial Park and Shepherd Memorial Fountain (or, as we always call it, the spring), restore them, preserve them and their unique verbiage, they are wonderful beacons of the past! As a kid, I remember on our trips to Glacier Park we always stopped at the spring for 20 minutes or so, in the cool of the canyon, and drank the clear cold mountain spring water, ate Vienna Sausages with crackers and mustard. Good times!

Place signs at each end of the canyon, MAX SPEED LIMIT 35 MPH. Patrol that area, heavily at first, then less as time goes by. Enforce the speed limit, give out tickets, collect the fines. They'll learn to slow down. All tractor trailers, motorhomes, and travel trailers have to slow down in the canyon anyway. What's the hurry, enjoy the view! It's not a race to get to Glacier Park and if your going the other way leave 5 minutes earlier.

If safety is the main concern, slow down, it's only 2.2 miles. You're soon through it. Then... "let the race be on again"!

Thank you,
Keith W. Kratzer
Columbia Falls, MT

Nicolai, Sarah

From: Aubrie Lorona [aubrie@swanmountainoutfitters.com]
Sent: Tuesday, May 10, 2011 8:51 PM
To: Nicolai, Sarah
Subject: Support for Corridor Planning Study to Improve Safety in Badrock Canyon

To Whom It May Concern,

My name is Aubrie Lorona. I am the General Manager of Swan Mountain Outfitters. We run all of the horseback rides in Glacier National Park during the summer as well as guided snowmobile tours in the winter in both the Desert Mountain Snowmobile Area (east of Badrock Canyon

corridor) and Canyon Creek Snowmobile Area (west of Badrock Canyon corridor). We have over 40 employees and nearly 200 horses plus 20 snowmobiles. All of those things require frequent trips to town to get parts, to purchase supplies, to take machinery in to get worked on, to haul horses to and from winter pasture and the vet, etc. We live in Coram and so we have to drive the Badrock Canyon corridor A LOT. The safety of that corridor is of utmost concern to me. There are several issues with the corridor as it currently exists:

- there is no safe pedestrian/biker access through the canyon
- the large bend in the highway just after House of Mystery as you start to drive along the river is EXTREMELY dangerous. There needs to be a guard rail or a median or something there. At a minimum more signage explaining how dangerous that curve is would be great
- it is narrow through the canyon

I am very much in support of any type of study or needs assessment that would move us toward addressing some of these issues. Unfortunately, I will be out of town on May 12th and thus unable to attend the community discussion on this topic. However, it is so important to me and the 40+ individuals from my company that I represent, that I felt compelled to share my thoughts via email, at a minimum.

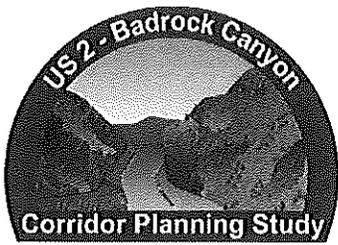
Please don't hesitate to reach out with any questions or include me in future planning discussions.

Thank you,

Aubrie

--

Aubrie Loroña
VP Finance & Administration
Swan Mountain Outfitters
Mobile: 406-871-4606
Email: aubrie@swanmountainoutfitters.com www.swanmountainoutfitters.com/glacier



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes No

What are your concerns with the area? MDT invites your comments:

THIS IS TRULY ONE OF MOST DANGEROUS SECTIONS OF HWY IN MONTANA!

THE BRIDGE, BUILT IN THE THIRTIES IS IN BAD REPAIR AND IS EXTREMELY NARROW.

NEITHER THE ROAD NOR BRIDGE IS ACCOMODATING CURRENT SEMI-TRUCK + HEAVY AUTO TRAFFIC!!

ACCIDENTS AND EVEN FATAL ACCIDENTS OCCUR ON A REGULAR BASIS. HOW MANY DEATHS NEED TO OCCUR BEFORE THE HWY IS MODERNIZED, WIDENED + A NEW BRIDGE BUILT?

I HAVE DRIVEN THIS ROAD SINCE 1986 AND HAVE HAD MANY, MANY NEAR MISS HEAD-UP'S, I'M PRAYING MY WIFE + I ARE NOT THE NEXT FATALITIES! PLEASE MODERNIZE THIS HWY!!!

TO FACILITATE A SAFE BYPASS WHILE CONSTRUCTION IS DONE I WOULD HIGHLY RECOMMEND PAVING BLANKSHIP ROAD FROM BLANKSHIP BRIDGE TO HWY 2 THIS WOULD ALSO ADD EMERGENCY VEHICLE ACCESS.

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

Name: LARRY MACH, JR

Address: P/O Box 181
WEST Glacier, MT. 59936

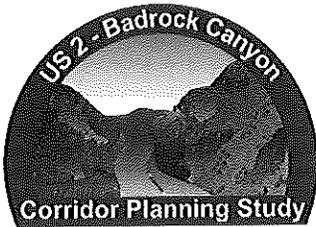
Email: LMACH, JR @ MDT.GOV

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

We are full time residents of W. Glacier & work full time in Kalispell for the state. We travel this extremely dangerous stretch of road at least 5x's wk & sometimes 7x's wk. Due to the many curves & narrowness, we avert head on accidents about 2x's wk in winter & 3x's wk in summer. It is a beautiful scenic area & drivers get very distracted! The deer are also active in this winding area with many blind curves, we are having an increase in larger trucks & traffic every year & this has impacted the dangers also. In the winter, due to its proximity to the River, this stretch of road is very prone to ice, black ice, heavy snow drifts & blinding blizzards. It is terrifying to meet snowplows when the only place to move is --- nowhere! In the summer, due to beauty of the River & mountains, we are constantly honking & doing our best to dodge "tourists" taking it all in. And, once again we have very few areas we can move to avert head on crashes. **PLEASE** let the statistics of accidents & horrible fatalities speak for themselves! **PLEASE** do something SOON so we do NOT become a ~~statistic~~ statistic too!

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

Name: Nancy Mackin

Address: PO Box 181

W. Glacier, MT 59936

Email: _____

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.



Nicolai, Sarah

From: Grant, Paul [pgrant@mt.gov]
Sent: Wednesday, May 04, 2011 12:26 PM
To: Ludlow, Sheila; Nicolai, Sarah; Kazimi, Zia
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Wednesday, May 04, 2011 11:45 AM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 05/04/2011 11:44:56
Project Commenting On: badrock canyon
Project State Highway No.: 2
Nearest Town/City to Project:columbia falls
Project Milepost: ?
Name: deb mallams
Address Line 1: 300 parkhill dr
City: whitefish
State/Province: mt
Postal Code: 59937
Email Address: rexandus@bresnan.net
Phone Number: 4068622113

Comment or Question:

In regard to the U.S. 2 plan for Badrock canyon.

Why don't you just lower the speed limit to 35mpr for that section of road and save everyone alot of money. That way it make it much safer travel and doesn't harm the landscape or the envirnment.

thank you,

Deb Mallams

Whitefish, MT

Submitter's IP address: 174.44.22.159

Reference Number = picomment_799407958984375

*Friends of the Wild Swan
P.O. Box 5103
Swan Lake, MT 59911*

May 20, 2011

Montana Dept. of Transportation
Attn: Ms. Sheila Ludlow
Via e-mail to: sludlow@mt.gov

Re: US 2 Badrock Canyon Corridor Planning Study

Dear Ms. Ludlow,

Friends of the Wild Swan concurs with the comments submitted by Keith Hammer of Swan View Coalition and Brian Peck. We believe that improved safety measures, reduced speed limit, ingress/egress points to Berne Spring and a new approach to the South Fork Bridge is a better way to proceed than to widen this portion of the highway to four lanes.

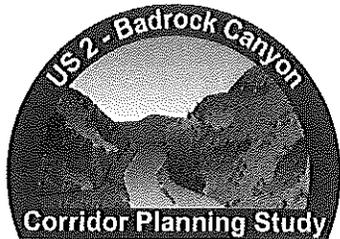
The Flathead River is designated as critical habitat for bull trout so we do not believe that there should be any more encroachment of the road on the river. Berne Park Memorial Spring should not be altered due to its cultural significance and impacts to the spring. Widening the highway will also have negative effects on grizzly bears and other wildlife crossing the highway to reach the river.

Thank you for the opportunity to comment. Please keep us informed.

Sincerely,

QuintTime™ and e
TFF (Unlimited) are trademarks
and registered to their respective owners.

Arlene Montgomery
Program Director



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

Handling the Traffic Load
 Accidents
 Bridge Decay
 OVER HANGING ROCKS
 UNDERMIND BEHIND FISHERMAN'S ROCK

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

Name: Art Ott

Address: 1685 MONTE VISTA DRIVE
Columbia Falls, MT. 59912

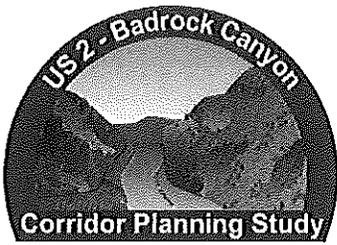
Email: FMOONRUNNER@Hotmail.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

Concern with the number of crashes & deaths
Where we live right along Hwy 2 East
The traffic races to see who can be
first to get to the two lane road
Awful road noise!

Please move forward

Thank You! :-)

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

Name: Vickie Ott

Address: 1685 Monte Vista Dr
Co. 1. Falls, MT 59912

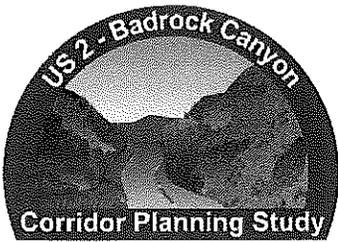
Email: Fmoonrunner@hotmail.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

It seems like the dangerous part of my drive from West Glacier to Columbia Falls. I have lived in WG for 5 years and there are days that I dread the drive to town.

I also see the need for a separated bike trail through this corridor. It would connect to the Hungry Horse-Coram Trail.

Put flashing warning light during tourist season alerting cars on the road.

Flash "SHARE THE ROAD" on large electronic reader board. Usually the message board tells cell phone message or road conditions - broaden this to include bike safety. →

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

Name: Valerie Parsons

Address: POB 450 11885 Hwy 2 East
West Glacier 59936

Email: valannparsons@yahoo.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.

over

FYI

A volunteer group named Gateway to Glacier is meeting to raise funds for a separated trail from Coram to West Glacier.

May 12, 2011

Badrock Canyon Road Study

Thank you for the opportunity to comment on the Badrock Canyon Road Study. Please enter my comments into the official record, and keep me informed as this process goes forward.

It seems to me that any proposal to expand the Badrock section of road from two to four lanes is a "Predetermined Solution in search of a Problem." While it's true that the section of Highway 2 from Berne Rd. to Hungry Horse has a higher than normal accident rate, it does not follow that a wider highway will address the problem. In fact, it may make it worse, since wider roads tend to encourage greater speeds, and won't solve the true underlying problems.

So, what are the real problems in Badrock Canyon?

(1) The road parallels the Flathead River with increased humidity, clouds and fog causing an icy or wet road surface on many cool-cold days.

(2) Because the road surface is north-facing and shaded, ice and snow tend to persist and become hard-packed and very slick.

(3) Winds through the canyon are often strong and gusty and inattentive drivers are easily caught off-guard.

(4) A high percentage of those driving through the canyon are doing so at excessive speeds. I've driven this stretch of road 60-70 times per year for 15 years for nearly 2000 one-way trips, and while I've never seen anything approaching traffic congestion, there are reckless speeders on nearly every trip.

(5) Law enforcement in the canyon to address the speeding problem is virtually nil. During my 15 years and 2000 passes through Badrock Canyon, I have never seen anyone pulled over for speeding, and rarely see law enforcement presence of any kind.

(6) As noted in earlier reports, about 50% of all accidents occur at just two locations – the Berne Park Memorial spring, and the southern approach to the South Fork Bridge. The first location involves careless motorists dashing out into traffic and won't be helped by a four lane. It will probably make it worse due to greater speeds – one of the current underlying problems. The second location at the bridge doesn't call for a four-lane highway either – but rather for a slightly wider bridge at a less acute angle.

Additional Problems With A Four-Lane Approach:

(a) A four-lane highway would require blasting away large portions of the southern cliffs, the Berne Spring, and Montana history right along with them.

(b) USGS biologist Kate Kendall, well known for her DNA study of Northern Continental Divide Ecosystem grizzlies, has already noted the danger that increased traffic and development in the Columbia Falls to West Glacier corridor could cause fragmentation of the grizzly population north and south of the highway.

(c) Any four-lane proposal would involve the construction of a concrete retaining wall along the river, which would restrict its flow, increase its speed, and increase flood danger for those living downstream.

Real Solutions to Real Problems:

(1) Upgrade the highway to a slightly wider (2-3' per lane) two lane road.

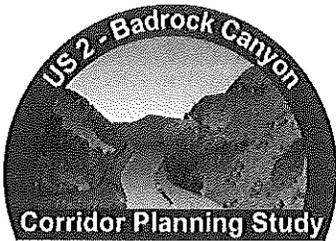
(2) Install a retaining wall at Berne Springs to restrict access to one or two known, marked points where visibility is the best. Also install stop signs for those merging from the parking lot into traffic. Install flashing caution lights at both ends of the canyon and lower speed limits.

(3) Put in a wider bridge across the South Fork at a much shallower angle to the road, eliminating sharp turns on wet or icy surfaces.

(4) During winter, ensure that the canyon is always thoroughly sanded from end to end.

(5) Significantly step up the law enforcement presence during all seasons. Motorists need to understand that if they're speeding in Badrock Canyon there's a high probability of being caught and given a stiff fine.

Brian Peck
615 Trap Rd.
Columbia Falls, Mt. 59912
glrbear@centurytel.net



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

There are need to improve drainage and the road surface. Certain times of year there is standing water in the road that overflows from the ditch.

The bridge also needs a new surface. The entire distance needs a bike path including the bridge. This could probably be done without major bridge construction by cantilevering a bike/walking path on the side of the bridge.

I am not in favor of a 4 lane road through the canyon so people can drive faster. It would not improve tourism or safety. The damage it would cause the landscape and the environmental concerns of putting the road in the river are too great.

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

Name: Darren Arefle

Address: 9080 HWY 2E

Hungry Horse, MT 59919

Email: ~~_____~~

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.



Nicolai, Sarah

From: Helen Pilling [helenpilling88@gmail.com]
Sent: Tuesday, May 10, 2011 11:11 PM
To: Nicolai, Sarah
Subject: pedestrian/bike trail along Hwy 2, Bad Rock Canyon

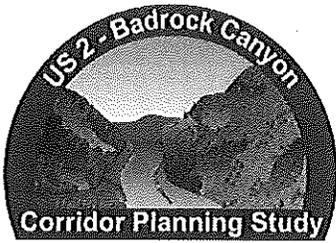
Hello MDOT,

I am thrilled you are considering improvements on hwy 2 in the 'canyon'. I would like to suggest a separated bike/pedestrian trail be built along with the improvements to the highway.

I live in the small town of Kila. We just got a bike trail completed after 20+years of hard hard work and thanks in part to MDOT. It is amazing how many people use the trail in all kinds of weather and for all the right reasons, healthy recreation and commuting.

This whole valley is becoming more and more bike friendly and right now there are trails in the works that might well connect Flathead Lake to Glacier Park one day! Traveling through the canyon is obviously a vital part of that plan. Please consider the safety and health of all the people who live and recreate in the area. Also, bike trails are known to bring tourists from all over the world. as you know those tourist dollars make the Flathead Valley thrive.

Thank you, Helen Pilling Kila, MT.



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

But not if engineers cannot avoid impacts to features w/o acceptable

What are your concerns with the area? MDT invites your comments:

This is currently one of the most beautiful stretches of road in the state. My husband and/or I have commuted on it daily for over 30 years. As soon as we get there, my blood pressure lowers and I take a thank the lord I live in this wonderful place. Whatever you do, minimize the footprint as much as possible. The drifts are magnificent with unique flora. The cottonwoods are important to the river as well as to the aesthetics of the area. We do not need yet another high speed stretch of highway here. Take out the curves and make a wide road and people will spin out even more on the ice fog. That said, if there is any improvement, a bicycle/pedestrian trail is essential. Wildlife corridors and accommodation is essential. This is the gateway to Glacier Park a very scenic place. I'm not comfortable driving 65 on that stretch, lower the limit!

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

Name: Rachel Potter

Address: 121 Grand Fir Lane
Columbia Falls, MT 59912

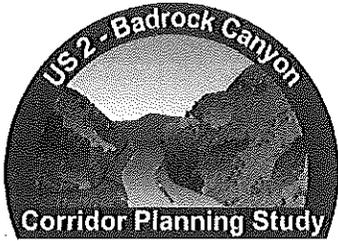
Email: jrepotter@centurytel.net

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

I believe the only real concerns throughout this section are the bridge over the South Fork that is falling apart, and also the fact that there is no shoulder from Columbia Heights to Hungry Horse. Everytime I encounter a bicyclist or someone else, I fear for the both of our lives. I think that rerouting, or making a 4 lane corridor through here would only encourage them to speed thru here even faster than people already do, and in turn not slowing down as they hit Hungry Horse. In the summer with all the tourists & kids this is an extremely dangerous situation. So in turn, a new improved bridge and an improved shoulder could save the taxpayers a bundle of money that is much needed for other concerns around this area.

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

Name: Parker Rajotte

Address: 412 3rd Ave South
Marion City, MT 59926

Email:

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.



Nicolai, Sarah

From: Debra Loucks [purposeandpassion1@yahoo.com]
Sent: Tuesday, May 10, 2011 3:21 PM
To: Nicolai, Sarah
Subject: bike path

To Whom It May Concern,

I would like to share my support of a bike path from Columbia Heights to Hungry Horse. The safety factor is one of the most important reasons why I would like to see this come to fruition, but as someone who enjoys biking, I think it is a fabulous idea and one that would be a huge asset to our communities. How wonderful it would be to be able to bike from Columbia Falls to Glacier National Park without worrying about getting run over by a vehicle along the way. And when I am behind the wheel of my car, it would be a blessing not to get bottle necked because safely passing a bicyclist is just about impossible. Truly, this is a win/win for all of us.

Thank you for your consideration of this project.

Sincerely,

Debra Reeves
Columbia Falls

PO Box 130206
Coram, MT 59913
May 4, 2011

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Re: Comment on US 2-Badrock Canyon Corridor Planning Study

Dear Sarah,

I am opposed to any widening or improvement of US 2 from milepost 140 through 142.3. This road has served us well all these years—I have lived here since 1963, and with the tremendous economic strain our country is under, we should not be spending tax payer dollars to even study this area. The current highway works fine—maintain it and it will serve us for many more years.

Recently Flathead County Planner B J Grieve revised the projects in his office so he could return hundreds of thousands of dollars to Flathead County to reduce our tax burden. I hope the Montana Department of Transportation will do the same by not wasting money on this project. Governor Schweitzer has been looking for ways to save money. This is certainly one project that should be put on the back burner for many years to come.

State employees should be following the example of B J Grieve and eliminate unneeded projects.

Thank you for reading my comments.

Sincerely,



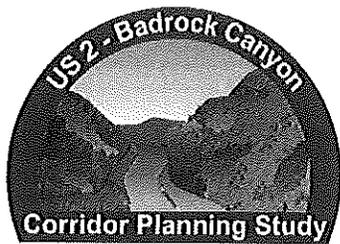
A William G Rinck

Nicolai, Sarah

From: rickbish [rickandbishrobbins@gmail.com]
Sent: Thursday, May 12, 2011 4:02 PM
To: Nicolai, Sarah
Subject: Bike Path

We support the bike path that runs on the 2.3-mile stretch of U.S. 2 that starts near Columbia Heights and ends at the intersection with Sixth Street West in Hungry Horse.

Rick and Linda Robbins
West Glacier



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

Pedestrian + Bicycle access is important

wider lanes, shoulders if possible.

Smooth access back & forth between Hungry Horse & Columbia Falls

As little disruption as possible (Ha Ha!)

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

Name: MARY RUBY

Address: 320 Hilltop Ave

KALISPELL MT 59901

Email: mtruby@montanasky.us

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.



Nicolai, Sarah

From: seth@undercurrentwebseo.com
Sent: Friday, May 20, 2011 11:32 PM
To: Nicolai, Sarah
Subject: US2-Badrock Canyon Corridor Study

My Comments and Thoughts:

1) The reconstruction of us highway 2 from hungry horse through badrock canyon to the house of mystery is of the utmost importance. I would like the process to see it to completion continued.

The primary concern for this section of highway is safety. Secondly, I would like to see all the historic and anthropological elements preserved as much as possible.

In terms of time frame and highway reconstruction the most important items are as follows:

- 1) The South Fork Bridge Reconstruction
- 2) Separation of east and west bound lanes of the highway

My Best Case Scenario:

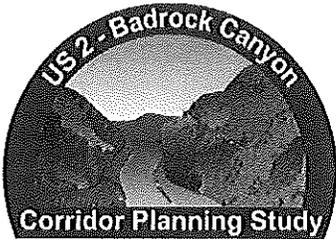
A) ultimately i would like to see the result of our work here be the following: i would like to have a divided highway through badrock, eliminating the possibility of head on collisions. But, also i would like a new highway plan to include the following: A bike path, divided east west lanes, continued accesses to the spring, maintaining of anthropological artifacts, maintaining of current river flow, and upgraded river access.

I believe that we can meet the requirements of most interested parties with the following plan.

Begin the highway reconstruction with a rebuild of a new highway bridge over the south fork. Followed by a preparation for a double-decker highway through the narrow section of badrock. utilizing a double-decker design would allow for separated east west lanes and still allow access to the spring and fishing access via a frontage road.

thanks

S Schnebel



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

NOT WIDEN THE HIGHWAY - FIX THE BRIDGE & PULL-OUTS Yes No

What are your concerns with the area? MDT invites your comments:

I DO NOT SUPPORT WIDENING THE US 2 CORRIDOR THROUGH BADROCK CANYON. MDT HAS MANY OPTIONS OTHER THAN WIDENING TO INCREASE SAFETY IN THE CORRIDOR. I SUPPORT THE FOLLOWING: FIXING THE BRIDGE, INCREASED SIGNAGE, FIXING AND/OR CLOSING THE DIRT PULL-OFFS, ELECTRONIC SIGNS @ THE ENTRANCE THAT ONLY FLASH w/ INFORMATION DURING BAD WEATHER / ICY CONDITIONS, DECREASED SPEED LIMIT, INCREASED LAW ENFORCEMENT PATROL. IT IS A WASTE OF MONEY TO TRY TO WIDEN THE HWY FOR TRAFFIC LIMITED TO 3 MONTHS OF THE YEAR. ~~THE~~ ACCIDENTS ARE PRIMARILY WEATHER & SPEED-DEPENDENT. THERE WILL BE JUST AS MANY ACCIDENTS WITH 4 LANES. LOOK @ THE SEASON/TIME OF YEAR OF MOST ACCIDENTS. MDT SHOULD FIX THE RAFT TAKE-OUT BEFORE THE CANYON NARROWS (RIGHT BY HOUSE OF MYSTERY); MAKE A TURNING LANE THERE. I DO NOT BELIEVE YOU CAN MITIGATE THE ENVIRONMENTAL COST TO THE RIVER/WATER QUALITY/RIPTOXIES/RIPARIAN HABITAT OF A 4-LANE HIGHWAY. I WANT IT TO REMAIN A 2-LANE w/ BETTER TURNOUTS, IMPROVED BRIDGE, ETC. I SUPPORT A PEDESTRIAN CORRIDOR IN BADROCK CANYON.

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

Name: ERIN K SEXTON

Address: PO BOX 190940

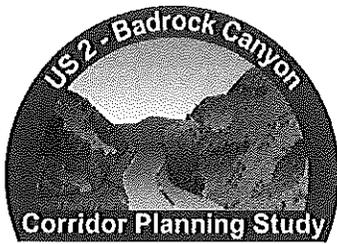
HUNDEY HORSE, MT 59919

Email: erin.sexton@umontana.edu

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

- ① Safer Bridge - East bound APPROACH to Bridge - wider-safer Bridge
- ② Pedestrian Access - PATH
- ③ Wild Life Corridor
- ④ Use of Semi / JAKE Brake on Bridge (on APPROACH)

We would like to be part of the stakeholders group please.

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

Name: Brandon J. Squires

Address: (815 River Junction Rd) ^{Physical}
~~P.O. Box 190594~~
Hungry Horse MT. 59919

Email: lobrandons@yahoo.com

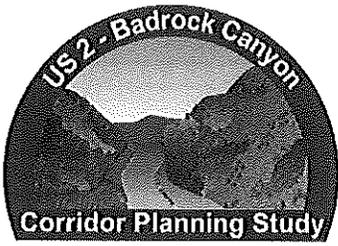
Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.

MAILING
P.O. box 190594
DOWL HKM Hungry Horse MT.
59919





Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes No

What are your concerns with the area? MDT invites your comments:

improved
Prefer 2 lane ~~par~~ ^{improved} file through canyon with wide shoulders for bicycles, if lanes ~~are~~ have to be expanded I prefer double decking or cantilever rather than blasting. But an ~~and~~ improved 2 lane with bike lane/shoulder is feasible w/o blasting.

No mega loads on Hwy 2

Toll road for cars - free for bicycles

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

Name: Chuck Stearns

Address: _____

Email: cstearns-i@bnesnan.net

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.



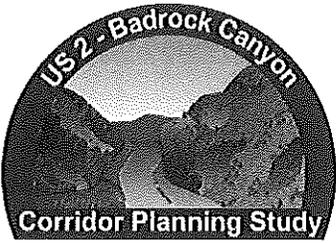
Nicolai, Sarah

From: Trever & Camie Stolte [tcstolte@centurytel.net]
Sent: Tuesday, May 10, 2011 4:27 PM
To: Nicolai, Sarah
Cc: Trever & Camie Stolte
Subject: last best place trail

as an an avid cyclist and runner i truly enjoy bike trails like rails to trail in kalispell and the centennial trail in washington and idaho. also the rivers edge trail in great falls is excellent, but all of those trails have the support of the public and the driving forces of those trails do not infringe on others. the last best place group does not represent the majority of voices in the columbia falls badrock road area. the last best group is overstepping their bounds in what they want to acheive. as a property owner in the badrock road area i can tell you the general view out here is negative. the last best place group needs to remember private property rights still exist in montana and just because they would like a bike trail out here that doesnt give them the right to infringe on current private property owners. personally i would like a bike trail near my house and i would be willing to talk about routing it but most property owners south of columbia falls in the badrock road middle road area are not willing to give up the expensive property they paid for and still pay for in the form of property taxes. the last best place group would be wise in understanding this.

thank you for your time and consideration in this matter.

trever stolte
592 homestake trail
columbia falls
406 892 7717



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?



Yes



No

What are your concerns with the area? MDT invites your comments:

- Most Dangerous section of road in the state
- Next to the river gets fog & Ice
- More people live up the canyon and work in valley
- The Bridge is going to fall down
- Fast 4 lane heading up to so people over drive
- Berwi Park is a popular pull off but dangerous

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

Name: Darwin Stoneberg

Address: Box 176 No 9855 Hwy 2 E
Coram MT 59919

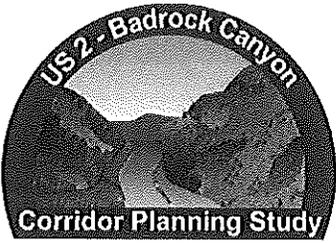
Email: darwin@centurytel.net
darwin@glacierrafters.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

For multiples of reasons.

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

Name: Lee Swafford

Address: 2060 Rapids Ave. Columbia Falls
MT 59912

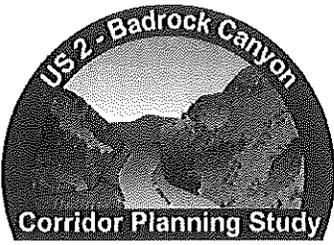
Email: missionofjoy@yahoo.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

My concern is for pedestrians + bike riders, a bike path could greatly increase safety for all who use the highway.

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

Name: Brandt Thompson

Address: 7450 Hwy 2 E.
C. Falls

Email: brandtkristin@msn.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by **May 20, 2011.**



Nicolai, Sarah

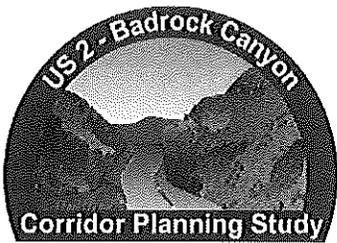
From: Vore, John [jvore@mt.gov]
Sent: Thursday, May 19, 2011 2:32 PM
To: Nicolai, Sarah
Cc: Wood, Alan; Hammond, Chris; Bissell, Gael
Subject: US 2 - Badrock Canyon Corridor

Sarah,

I would just like to pass along a few brief comments on behalf of Fish, Wildlife & Parks regarding the US2 – Badrock Canyon Corridor Study. The area at the mouth of Badrock Canyon is often used by animals moving back and forth between Teakettle and Columbia Mountains. This would include mule and white-tailed deer, black and grizzly bears, elk, moose, mountain lions, wolves and many other smaller animals. For most of the year these animals have little problem crossing the river, but the highway remains a constant threat, not to mention the human safety and cost considerations of vehicle collisions with wildlife. Therefore, I hope you would consider a wildlife underpass crossing in any plans to redo and improve Highway 2 in this area. The best place for such an underpass would be somewhere near Berne Road. I would be more than happy to discuss this in more depth at your convenience. Let me know if I can be of any help.

John Vore

Montana Fish, Wildlife & Parks
Kalispell Area Wildlife Biologist
490 N. Meridian
Kalispell, MT 59901
751-4584
jvore@mt.gov



Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

Depends!

What are your concerns with the area? MDT invites your comments:

It is an historic landmark. I am a HH native and concerned about any destruction of the beauty and uniqueness it offers. Redesign / Biker paths over the bridge would be a good improvement including a path through Beane Park (including a path for animals).

HAVE MEETINGS IN CANYON, PLEASE!

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

Name: Daphne Wagner

Address: Box 158

Hungry Horse 59919

Email: dwagner100c@hotmail.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by **May 20, 2011**.



My name is Doug Wager, I'm a life long resident of H.H. MT and here are my comments on reconstruction of US 2 from House of Mystery through Berne Park / Bad Rock Canyon to Hungry Horse.

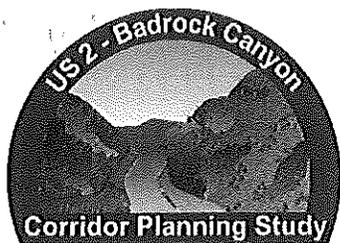
- 1) if you want the input of the Canyon residents, then have your meeting in the Canyon area, not E.F. City Hall.
- 2) leaving the Hwy as is, is ok by me but I'm being selfish. As is, I believe, helps keep the area's development at a slower rate along the True Gate way to Glacier.
- 3) IF improvements must occur, please elevate the highway on pillars out over the River instead of blasting the historic Rock walls. Have an exit to the existing highway so fisherman, sightseers, train watchers, boaters or water gatherers can safely use Berne Park area.
- 4) Another option would be to keep existing highway ^{lanes} through the canyon east bound & construct 2 lanes on pillars over the river for west bound. Or Piggy back if feasible.
- 5) What ever happens, we need a game underpass by Opalita's / House of Mystery & Gobs of Deer killed every year and lots of damage to Ants.

6) Lastly, loose the 55 mile per hour speed limit from H.H. to at least Moana Vista hill and get it back to 70 Day 65 night. Currently it ~~is~~ is ridiculous and nothing more than an irritating speed trap. Highway 206 is only 20 feet wide ^{at H.H.} and the limit there is 60!

Thanks and Good Luck

Douglas T. Wagner 387-5535
Box 190021, Hungry Horse, MT 59919

P.S. Please have at least 1 meeting in the Canyon



Informational Meeting

May 12, 2011

Diffin Improve

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

- ① Losing the water excess to the Park & The Park itself
- ② Traffic going faster.
- ③ Closing the road during construction. I have a business and my son goes to school in C. Falls. All kids from canyon elementary will be going to C. Falls as of Sept. 2011

We are on the outskirts of Glacier National Park (rural) Not a big city. We do not need a freeway (5 lanes) what we need is a brake-down lane, a sidewalk and a new bridge / sidewalk. We need to preserve this wilderness not pave a runway thru it. People come here to see & be in the wilderness.

Thanks

Stephan Wohl
"The Dam Canyon Shop"

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

Name: The Dam Canyon Shop

Address: 9004 Hwy 2 P.O. Box 190643
Hungry Horse, MT. 59919

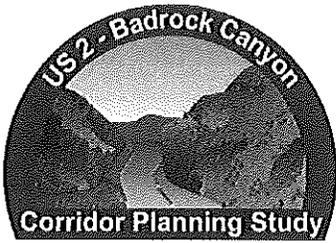
Email: _____

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





Informational Meeting

May 12, 2011

Is there a need to improve US 2 in the Badrock Canyon Corridor?

Yes

No

What are your concerns with the area? MDT invites your comments:

Needs bike path

Needs widened.

Keep scenic

SAFE!! Too many deaths

- Turns outs for river access, etc...

Cannot have road closures!! Will kill our Business

Accident RATE DATA is not taking consideration

my economic, social or "style" of Vehicle (size, etc...)

Animal crossing from Columbia Mt. to River.

TURN OUTS!!!

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

Name: Doug Woehler

Address: PO Box 190236

Hungry Horse, MT 59919

Email: mtdew@msw.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study Phase I and submit comments by May 20, 2011.





PHASE I REPORT

PREPARED FOR:



PREPARED BY:



104 East Broadway, Suite G-1
P.O. Box 1009
Helena, Montana 59624
(406) 442-0370

June 2011



TABLE OF CONTENTS

1.0 INTRODUCTION 1

 1.1 Previous Planning Efforts in US 2 – Badrock Canyon Corridor..... 1

 1.2 Phase I Effort..... 1

 1.3 Study Area 2

2.0 INFORMATIONAL MEETING 4

 2.1 Media Coordination 4

 2.2 Presentation Format and Content..... 4

 2.2.1 MDT Director Jim Lynch..... 5

 2.2.2 DOWL HKM..... 5

 2.3 Comments and Discussion 6

3.0 WRITTEN COMMENTS 10

4.0 CONCLUSION 15

FIGURES

Figure 1 Study Area..... 3

TABLES

Table 1 List of Comments 13

APPENDICES

- Appendix A: Display Advertisement and Press Release
- Appendix B: Newspaper Articles Regarding Informational Meeting
- Appendix C: Informational Meeting Materials
- Appendix D: Informational Meeting Sign-in Sheets
- Appendix E: Written Comments



This Page Intentionally Left Blank



1.0 INTRODUCTION

1.1 Previous Planning Efforts in US 2 – Badrock Canyon Corridor

In 1995, a Final Environmental Impact Statement (FEIS) / Section 4(f) Evaluation was completed to assess the impacts of re-constructing 4.5 miles of US 2 from approximate Reference Post (RP) 138.3 to RP 142.7 between Columbia Heights and Hungry Horse in Flathead County, MT. A Record of Decision (ROD) on the FEIS was signed by FHWA on December 22, 1995. The ROD approved Alternative 1, which entailed a four- and five-lane design for the reconstruction of US 2. MDT established two reconstruction projects within the Columbia Heights-Hungry Horse-West corridor. The Columbia Heights-East project extended from RP 138.3 to RP 140.1, and the Hungry Horse-West project extended from RP 140.1 to RP 142.7.

In the years following completion of the FEIS and ROD, MDT identified new and additional information that required refinement of some of the environmental impacts. The area experienced substantial growth, which resulted in the need to update the traffic and accident rates. In addition, controversy surrounded the alternative approved in the ROD. For these reasons, MDT conducted a Re-evaluation of the FEIS and Section 4(f) Evaluation in 2002.

The Re-evaluation concluded that the FEIS adequately described the impacts associated with US 2 reconstruction within the limits of the Columbia Heights-East project. This reconstruction project proceeded and was completed in 2004.

The Re-evaluation found that the preferred alternative discussion in the FEIS and ROD did not adequately address environmental effects of reconstructing US 2 through Badrock Canyon on an alignment that minimized or totally avoided rock excavation near Berne Memorial Park. Since the Re-evaluation, additional information regarding Native American cultural concerns in the area and potential impacts to a natural gas transmission pipeline was identified. The Re-evaluation called for a Supplemental Environmental Impact Statement (SEIS) to be prepared for this segment of the corridor. To date, a SEIS has not been prepared.

1.2 Phase I Effort

Nine years after completion of the Re-evaluation, the highway through the canyon remains a narrow two-lane roadway, and traffic projections and accident analyses completed as part of the FEIS and Re-evaluation are outdated.



This report summarizes the Phase I effort, which consisted of a community involvement process to identify concerns and determine if there was local interest in pursuing further analysis of the corridor. If warranted by local interest, MDT would initiate Phase II, which would entail preparation of a full corridor planning study.

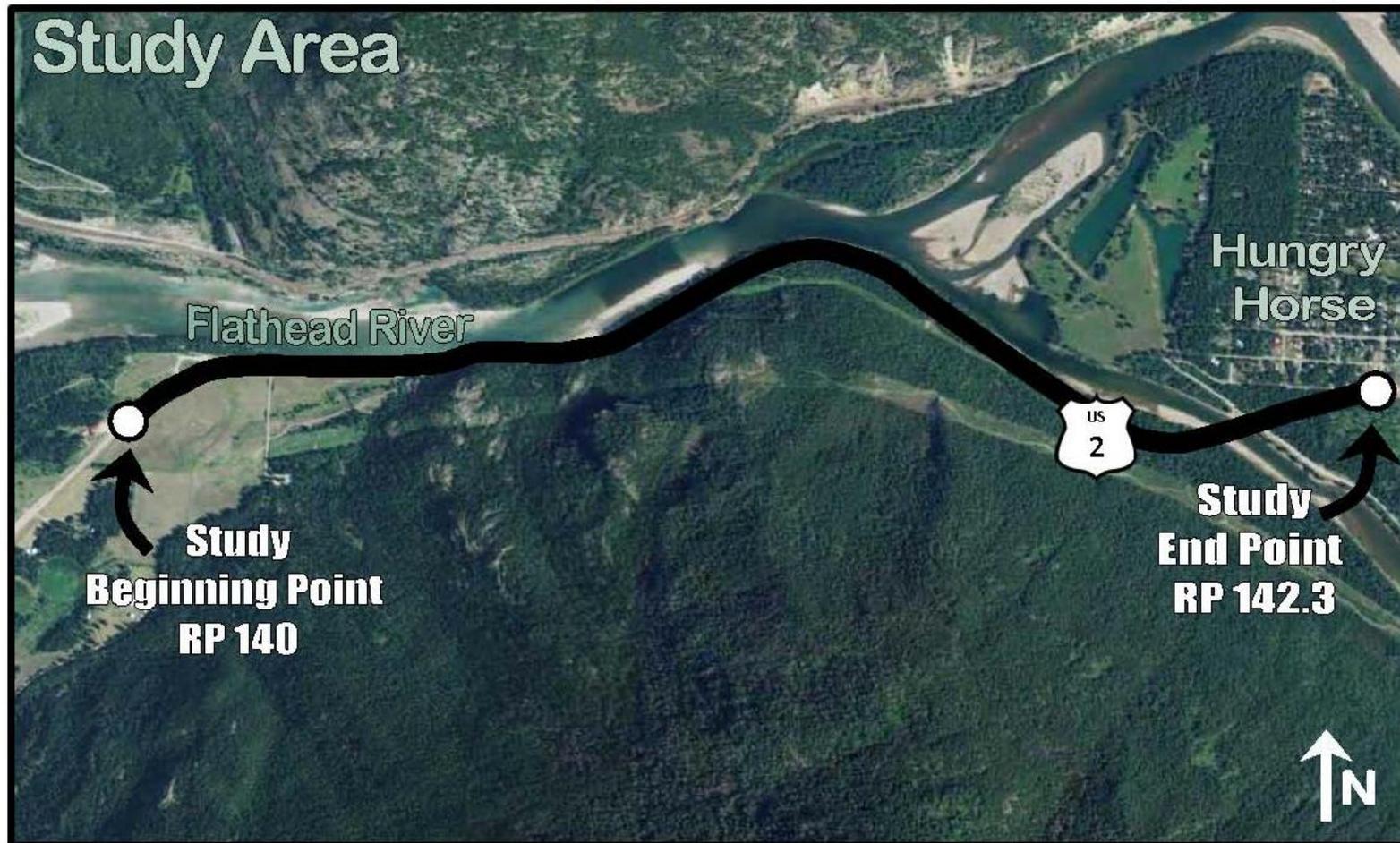
1.3 Study Area

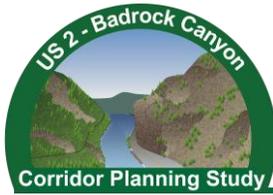
This study focuses on the portion of US 2 beginning at Reference Post (RP) 140 and ending at RP 142.3 (the intersection of US 2 / 6th Street West).

Figure 1 illustrates the study area.

Figure 1 Study Area

US 2 – Badrock Canyon Corridor Planning Study





2.0 INFORMATIONAL MEETING

On May 12, 2011, MDT hosted an informational meeting at the Columbia Falls City Hall regarding the US 2 – Badrock Canyon corridor.

2.1 Media Coordination

MDT placed display advertisements in the Hungry Horse News (running on April 28, 2011 and May 12, 2011) and the Kalispell Daily Inter Lake (running on April 24, 2011 and May 8, 2011) announcing an informational meeting for the US 2 - Badrock Canyon Corridor Planning Study on May 12, 2011. MDT also issued a press release on May 2, 2011 to local print, radio, and television media, including the Hungry Horse News, Kalispell Daily Inter Lake, Kalispell Flathead Beacon, Bigfork Eagle, Whitefish Pilot, KAJ18 television station in Kalispell, KCFW television station in Kalispell, KALS radio station in Kalispell, KGEZ radio station in Kalispell, and the KOFI radio station in Kalispell. Copies of the display advertisement and press release are included in Appendix A.

Following issuance of the press release, several media outlets published articles about the informational meeting. The articles generally reported the details provided in the press release regarding the time, date, format, and subject matter of the informational meeting. An article published on May 3, 2011 in the Hungry Horse News provided additional information, including a more detailed description of past MDT efforts in the US 2 – Badrock Canyon corridor, alternatives considered in the 1995 FEIS, references to traffic and crash data as described in the 1995 FEIS and 2002 Re-evaluation, and previous issues of community concern. The Hungry Horse News then published an article on May 17, 2011 summarizing the presentation and discussion that occurred during the informational meeting held in Columbia Falls on May 12, 2011. Copies of media articles are included in Appendix B.

2.2 Presentation Format and Content

The informational meeting began with a brief PowerPoint presentation, with MDT Director Jim Lynch providing initial comments at the start of the presentation. Following Director Lynch's introductory remarks, DOWL HKM provided additional information and concluded the presentation. Details regarding the content of the presentation are provided below.



2.2.1 MDT Director Jim Lynch

Director Lynch began the meeting with introductions and an overview of MDT’s corridor planning process. To provide context, Director Lynch explained MDT standard practice, which typically involves initiation of a formal environmental review process following nomination of an individual project. This process sometimes uncovers competing interests and community opposition, resulting in lengthy and costly project development. For complex corridors that may involve controversial issues, MDT is now following a new process involving early planning-level assessment of corridors. Director Lynch stressed that the corridor planning process is a streamlining initiative intended to facilitate early communication with interested parties to help identify needs, constraints, and opportunities within a corridor. The process is also used to identify realistic improvement options that can be implemented with available resources and local support. By considering design challenges, sensitive natural and historic resources, and community perspectives at the planning stage, MDT is able to identify fatal flaws before initiation of the formal environmental review process, thereby reducing costs and providing timelier project delivery. Director Lynch continued by discussing some of the recent corridor planning studies conducted by MDT in the region, including the North Fork Flathead Road Corridor Study, the Whitefish US 93 Urban Corridor Study, and the Libby North Corridor Study.

2.2.2 DOWL HKM

DOWL HKM introduced the US 2 – Badrock Canyon study area, as detailed in Figure 1 of this report. DOWL HKM continued by providing an overview of the history of MDT’s efforts for the corridor starting in the late 1980s through the 2002 Re-evaluation. The presentation continued with a brief summary of recent traffic data. Actual counts from 2010 suggest that traffic volumes have increased more slowly than originally projected in the 2002 Re-evaluation, although seasonal traffic patterns are very similar to those observed in 1995 and 2002. Traffic volumes continue to peak in the summer months due to tourist travel in the region.

DOWL HKM presented a graphic illustrating crash data over the period 2006 to 2010 and provided an overview of the roadway elements that would be considered if MDT moves forward with the corridor planning study, including design standards, operation and performance, and connection to adjacent portions of US 2.

DOWL HKM continued by summarizing some of the environmental sensitivities, cultural and historical interests, and other features within the corridor that would be considered if MDT



elects to move forward with a corridor planning study. DOWL HKM and Director Lynch reiterated that the planning process would consider all of the constraints and opportunities within the corridor and attempt to balance competing interests.

DOWL HKM concluded the presentation by noting that MDT will make a determination about how to move forward based on comments received during the meeting and throughout the comment period.

2.3 Comments and Discussion

During the presentation, several meeting attendees commented on specific points of interest. With regard to the crash data presented during the meeting, community members commented that this portion of US 2 is more dangerous than depicted by the data, which do not reflect near misses and unreported single vehicle crashes. Director Lynch noted that it would be very difficult to account for these types of events, but agreed that there are safety concerns within the corridor.

Meeting attendees also commented regarding the need to reconstruct the South Fork Flathead River Bridge. Residents perceive that the bridge is narrow and in need of repair. With regard to this perceived need, a meeting attendee asked if a project within the corridor could be fast-tracked. Director Lynch stated that while a corridor planning study may streamline the project development process, any project within the corridor would proceed along normal channels.

An informal discussion followed the presentation. A meeting attendee asked if a bicycle / pedestrian facility would be considered for the corridor, noting that this would advance community goals as stated in the Flathead County Growth Policy. A number of meeting attendees expressed a desire for a facility that would connect to surrounding areas. Other meeting attendees noted that a trail through the canyon could be dangerous due to the narrowness of the canyon and the potential for conflicts with vehicular traffic. Another community member stated that a bicycle / pedestrian facility could attract tourists and stimulate the economy by bringing more visitors to the area. Director Lynch noted that a corridor planning study would consider community suggestions for the corridor.

A discussion arose regarding signage within the corridor. A meeting attendee asked if additional warning signs could be placed in several locations. Director Lynch responded that



drivers tend to ignore static signs if the condition identified in the warning sign does not regularly exist. Variable message signs are often more effective because they only provide warnings when the condition exists. Community members requested consideration of variable signs warning of animal and pedestrian crossings. A suggestion was also offered for a sign that would activate when struck by a bicyclist or pedestrian to indicate their passage through the corridor.

A meeting attendee asked if Tribal issues would be considered as part of MDT's planning efforts for the corridor. Director Lynch responded that MDT would seek input from Tribal representatives if a corridor planning study is pursued.

The issue of road maintenance was discussed in some detail, with meeting attendees raising questions regarding the type and amount of de-icing materials used by MDT. Meeting attendees contended that de-icing chemicals erode the highway and cause the formation of potholes. Director Lynch and MDT Missoula District Administrator Doug Moeller explained that anti-icing and de-icing chemicals, primarily magnesium chloride, are applied to the roadway based upon current and predicted weather conditions and that the frequency of application can vary greatly depending on temperature, the amount of snowfall, and frequency of plowing, among other factors. Residents perceive that potholes may contribute to accidents due to motorists swerving into oncoming traffic in an attempt to avoid rough patches of roadway. Short-term solutions to this issue were discussed, including filling potholes and bridge maintenance.

Several asked if it would be possible to lower the speed limit in an effort to reduce accidents. Director Lynch explained that the posted speed limit is set based on the speed at which most drivers travel comfortably, or the 85th percentile speed. He stated that a large speed differential, or the difference between the slowest and fastest vehicles, violates driver expectancy and can be more dangerous than high speeds alone. If a speed limit is set too low, some drivers will obey the new speed limit while others will continue to drive at a comfortable speed, creating a speed differential. A community member suggested building a turn out west of where US 2 tapers from a four- and five-lane section to allow slow-moving eastbound vehicles to pull over and allow faster-moving vehicles to pass before entering the two-lane portion of the corridor.



The history of the corridor was discussed in more detail following a question about why the project as developed previously did not proceed following completion of the 1995 FEIS. It was noted that a lawsuit targeted the project in the 1990s. Director Lynch reiterated the importance of considering constraints, opportunities, and community input during the corridor planning process. If MDT elects to conduct a corridor planning study, MDT will provide opportunities for community input, which will be considered in the development of improvement options for the corridor.

A community member asked if it would be possible to restrict trucks and oversized loads from traveling through the corridor. Director Lynch responded that state law allows commercial vehicles to use US 2 as long as they adhere to size and weight limits and applicable permitting requirements.

Flooding concerns were discussed. The last major flood occurred in the 1960s; residents recall that the Flathead River flooded the existing road at the time. Meeting attendees also expressed concern about the potential for improvement options within the corridor to disrupt the natural flow of the river and worsen flood conditions. Director Lynch noted that these issues would be considered if MDT moves forward with a corridor planning study. Regulatory agencies would be invited to participate in the planning process and would be asked to provide input on these issues.

A meeting attendee noted that Canyon Elementary School in Hungry Horse recently closed and that students will be transported through the canyon to school in Columbia Falls by bus beginning in the fall. Parents expressed concern for the safety of their children traveling this stretch of roadway on a daily basis.

Physical constraints within the corridor were discussed, including the Flathead River, rock outcroppings, and cottonwood trees. In an effort to minimize the roadway footprint and reduce impacts, a meeting attendee suggested consideration of an elevated highway allowing two lanes of one-way traffic on each deck. Director Lynch stated that the suggestion would be taken into consideration if MDT moves forward with a corridor planning study.



At the conclusion of the meeting, Director Lynch asked if meeting attendees were interested in a corridor planning study for the US 2 – Badrock Canyon corridor. By a show of hands, nearly all attendees indicated their support for further study of the corridor.

Informational meeting materials are provided in Appendix C and meeting sign-in sheets are included in Appendix D.



3.0 WRITTEN COMMENTS

Nineteen written comments were submitted at the informational meeting held on May 12, 2011. Thirty-five written comments were received by mail, facsimile, and email during the comment period, which closed on May 20, 2011. One additional comment was postmarked on May 23, 2011 following the close of the comment period. A total of 55 written comments were received.

The issue of safety was the top concern for the corridor, with 40 of the 55 comments (73 percent) mentioning this topic. A number of comments remarked on the crashes and fatalities that have occurred within the corridor, with several noting the incidence of head-on collisions in particular. Several comments referenced an experience in which a driver narrowly avoided a collision within the corridor. Poor weather conditions, including snow and ice, were cited as contributing to safety issues for the corridor. Perceived high speeds were also referenced as a safety concern, with several comments requesting consideration of lower speed limits and increased speed limit enforcement for the corridor.

Bicycle and pedestrian usage was mentioned in 32 of the 55 comments (58 percent), and was the second-most referenced topic. A number of comments noted the narrowness of the current roadway and requested consideration of improved safety and access for pedestrians and bicyclists. Various options for bicycle / pedestrian facilities were suggested, including separated trails and wider shoulders.

Many comments noted the natural beauty of the corridor in general, with specific references to the aesthetic appeal of the cottonwood trees, Flathead River, and rock outcroppings. Environmental and natural resource considerations were a common theme, and included discussions of bull trout and grizzly bear distribution and habitat and wetlands and riparian areas. Several comments requested consideration of wildlife crossings within the corridor.

A number of comments noted the cultural and historic aspects of corridor as well as recreational opportunities, including fishing access, access to Berne Park, and access to Glacier National Park (GNP). Several comments noted the link between recreational opportunities and the local economy, as well as the role that this portion of US 2 plays in serving visitors to the area.



A number of comments requested consideration of various improvement options for the corridor. Several comments noted opposition to the Preferred Alternative as described in the 1995 FEIS that would have entailed a four-lane section through the corridor, preferring instead a widened two-lane roadway with wider shoulders and median separation between eastbound and westbound lanes. If four travel lanes are needed, several comments requested consideration of an elevated highway allowing two lanes of one-way traffic on each deck in an effort to improve safety and operation while minimizing impacts to resources within the corridor. A cantilever option was also proposed. The South Fork Flathead River Bridge was referenced in 18 comments, with several requests for reconstruction of the bridge on a new alignment.

Table 1 lists written comments received at the informational meeting and by mail, facsimile, and email following the meeting. Comments are provided in alphabetical order according to the commenter's last name.

The fifth column of Table 1 notes if the comment favored some level of improvement for the corridor. This determination was based on an interpretation of the entire comment and not just the check box at the top of comment sheet. In some cases, "No" was checked on the comment sheet, but the content of the comment supported consideration of some type of improvement for the corridor. In such a case, the comment was included in the "Yes" category.

Table 1 also notes some of the most common topic areas discussed in written comments. A mark in a topic column indicates that the topic was referenced in the comment, but does not imply support for or opposition to any position related to the topic. Topic areas are listed in bullet format below. Appendix E contains all written comments received.

- Accidents / Safety
- Bicycle / Pedestrian Usage
- Natural Beauty
- Speed Limit / Law Enforcement
- South Fork Flathead River Bridge
- Recreational Access / GNP
- Flathead River / Flow Patterns / Flooding
- Tourism / Economy & Development
- Wildlife Species and Habitat
- Rock Outcroppings
- Berne Park & Natural Spring
- Historical and Cultural Resources
- Weather / Road Conditions (Ice, Snow)
- Congestion / Truck Volumes
- Signage
- Road Surfacing & Maintenance



This Page Intentionally Left Blank

Table 1 List of Comments

Comment Number	Name	Comment Date*	Affiliation	Is there a need to improve US 2 within the corridor? **	Comment Topics***																	
					Accidents / Safety	Bicycle / Pedestrian Usage	Natural Beauty	Speed Limit / Law Enforcement	South Fork Flathead River Bridge	Recreational Access / GNP	Flathead River / Flow Patterns / Flooding	Tourism / Economy & Development	Wildlife Species and Habitat	Rock Outcroppings	Berne Park & Natural Spring	Historical & Cultural Resources	Weather / Road Conditions (Ice, Snow)	Congestion / Truck Volumes	Signage	Road Surfacing & Maintenance		
1	Vivian Allen	5/20/11	Not Specified	Yes	●	●					●	●		●	●							
2	Sydney Athearn	5/23/11	Resident – West Glacier	Yes	●																	
3	Bill Baum	5/11/11	Resident – Kalispell	No	●					●		●	●		●			●				
4	Bill Baum	5/14/11	Resident – Kalispell	Yes	●							●			●			●				
5	Jami Belt	5/20/11	Resident – Columbia Falls	Yes	●	●		●										●	●			
6	Lindsey Bengtson	5/17/11	Resident – West Glacier	Yes	●							●										
7	Dee Brown	5/12/11	Columbia Falls Chamber of Commerce	Yes	●	●				●	●		●			●	●					
8	Rita Brown	5/12/11	Resident – Whitefish	Yes	●	●		●														
9	Loretta & Gerard Byrd	5/20/11	Resident – Martin City	Yes	●	●	●	●	●	●	●		●			●					●	
10	Teresa Byrd	5/20/11	Resident – Martin City	Yes	●	●	●	●	●	●	●		●			●	●					
11	Claudette Byrd-Rinck	5/2/11	Resident – West Glacier	No			●	●						●								
12	Catherine Cetera	5/14/11	Resident – Columbia Falls	No	●		●								●	●	●	●				
13	Callie Hulslander Cooper	5/10/11	Not Specified	Yes	●	●																
14	Doug Cordier	5/10/11	Resident – Columbia Falls	Yes	●	●	●				●	●	●								●	
15	Sarah Dakin	5/12/11	Resident – Columbia Falls	Yes		●	●				●			●								
16	Jed Fisher	5/10/11	Flathead County Parks Department	Yes		●																
17	Paul Fossler	5/9/11	Resident – Coram	Yes	●		●			●	●	●		●		●						
18	BJ Grieve	5/16/11	Flathead County Planning and Zoning	Yes	●	●					●											
19	Dave Hadden	5/16/11	Resident – Bigfork	Yes		●	●	●	●	●	●			●	●							
20	Keith Hammer	5/19/11	Swan View Coalition	Yes	●	●	●	●				●		●		●	●				●	
21	Lon Johnson	5/20/11	Resident – Columbia Falls	Yes	●		●	●				●			●		●					
22	Jeremiah Jordan	5/11/11	Resident – Columbia Falls	Yes		●					●		●									
23	Deb Knapp	5/14/11	Glacier Raft Company – West Glacier	Yes	●	●	●	●	●	●				●			●	●			●	●
24	John Knutson	5/12/11	Not Specified	Yes																		
25	Keith Kratzer	5/20/11	Resident – Columbia Falls	Yes	●	●	●	●	●	●	●			●	●	●					●	●
26	Aubrie Lorona	5/10/11	Swan Mountain Outfitters – Coram	Yes	●	●					●										●	
27	Larry Mackin	5/12/11	Resident – West Glacier	Yes	●					●										●		
28	Nancy Mackin	5/17/11	Resident – West Glacier	Yes	●		●						●	●				●	●			
29	Deb Mallams	5/4/11	Resident – Whitefish	No	●		●	●														



4.0 CONCLUSION

This report summarizes Phase I of the US 2 – Badrock Canyon Corridor Planning Study, which was conducted in order to gauge community interest in additional planning efforts for the corridor. Attendees at the informational meeting held in Columbia Falls on May 12, 2011 expressed an interest in further analysis as evidenced by comments relating to various concerns for the corridor and based on a show of hands at the conclusion of the meeting. The majority of written comments (89 percent) indicate there is a need to improve at least some aspect of US 2 in the Badrock Canyon corridor (see Table 1).

In consideration of oral and written comments provided at the informational meeting and written comments submitted after the meeting, a corridor planning study is recommended to further investigate the needs, opportunities, and constraints within the corridor and to identify potential improvement options to address corridor needs.



This Page Intentionally Left Blank



PHASE II PUBLIC AND AGENCY PARTICIPATION PLAN

PREPARED FOR:



PREPARED BY:



DOWL HKM

104 East Broadway, Suite G-1
P.O. Box 1009
Helena, Montana 59624
(406) 442-0370

October 2011



TABLE OF CONTENTS

1.0 INTRODUCTION 1

- 1.1 Previous Planning Efforts 1
- 1.2 Purpose of Phase II Effort..... 2
- 1.3 Study Area 2
- 1.4 Goal of the Public and Agency Participation Plan 4

2.0 PUBLIC AND AGENCY PARTICIPATION 4

- 2.1 Study Contacts..... 4
- 2.2 Print Media 5
- 2.3 Radio and Television 5
- 2.4 Document Availability..... 5
 - 2.4.1 Newsletters and Meeting Materials 5
 - 2.4.2 Reports..... 6
- 2.5 Meetings 6
 - 2.5.1 Advisory Committee Meetings..... 6
 - 2.5.2 Informational Meetings 6
 - 2.5.3 Resource Agency Meeting 7
- 2.6 Consideration of Traditionally Underserved Populations..... 7
- 2.7 Study Schedule 8

FIGURES

Figure 1-1 Study Area 3

Figure 2-1 Phase II Schedule 9



1.0 INTRODUCTION

1.1 Previous Planning Efforts

In 1995, a Final Environmental Impact Statement (FEIS) / Section 4(f) Evaluation was prepared to assess the impacts of re-constructing 4.5 miles of US 2 between Columbia Heights and Hungry Horse in Flathead County, MT. A Record of Decision (ROD) on the FEIS was signed by the Federal Highway Administration (FHWA) on December 22, 1995. The ROD approved Alternative 1, which entailed a four- and five-lane design for the reconstruction of US 2. The Montana Department of Transportation (MDT) established two reconstruction projects within the Columbia Heights-Hungry Horse-West corridor. The Columbia Heights-East project extended from RP 138.3 to RP 140.1, and the Hungry Horse-West project extended from RP 140.1 to RP 142.7.

In the years following completion of the FEIS and ROD, MDT identified new and additional information that required refinement of some of the environmental impacts. The area experienced substantial growth, which resulted in the need to update the traffic and accident rate analyses. Following issuance of the ROD, some local residents expressed dissatisfaction with the process and the preferred alternative approved within the ROD. For these reasons, MDT conducted a Re-evaluation of the FEIS and Section 4(f) Evaluation in 2002.

The Re-evaluation concluded that the FEIS adequately described the impacts associated with US 2 reconstruction within the limits of the Columbia Heights-East project. This reconstruction project proceeded and was completed in 2004. The Re-evaluation also concluded that the FEIS adequately discussed the environmental effects of building a new bridge across the South Fork of the Flathead River according to the conceptual alignment and structural needs for the crossing described in the FEIS. To date, a new bridge across the South Fork of the Flathead River has not been constructed.

The Re-evaluation found that the preferred alternative discussion in the FEIS and ROD did not adequately address environmental effects of reconstructing US 2 through Badrock Canyon on an alignment that minimized or totally avoided rock outcrop excavation near Berne Memorial Park. Since the Re-evaluation, additional information regarding Native American cultural



concerns in the area and potential impacts to a natural gas transmission pipeline was identified. The Re-evaluation called for a Supplemental Environmental Impact Statement (SEIS) to be prepared for this segment of the corridor.

Today, US Highway 2 through Badrock Canyon remains a two-lane roadway, and traffic projections and accident analyses completed as part of the FEIS and Re-evaluation are now outdated. In lieu of preparing a SEIS at this time, MDT initiated an effort in March 2011 to engage the Public to determine if there was interest in moving forward with a corridor planning study in this corridor. As part of this Phase I effort, MDT hosted an informational meeting to identify possible concerns along the corridor. Based on comments provided during the meeting as well as written comments submitted during the comment period from May 12 to May 20, 2011, MDT determined that there is local interest in pursuing further analysis of the corridor.

1.2 Purpose of Phase II Effort

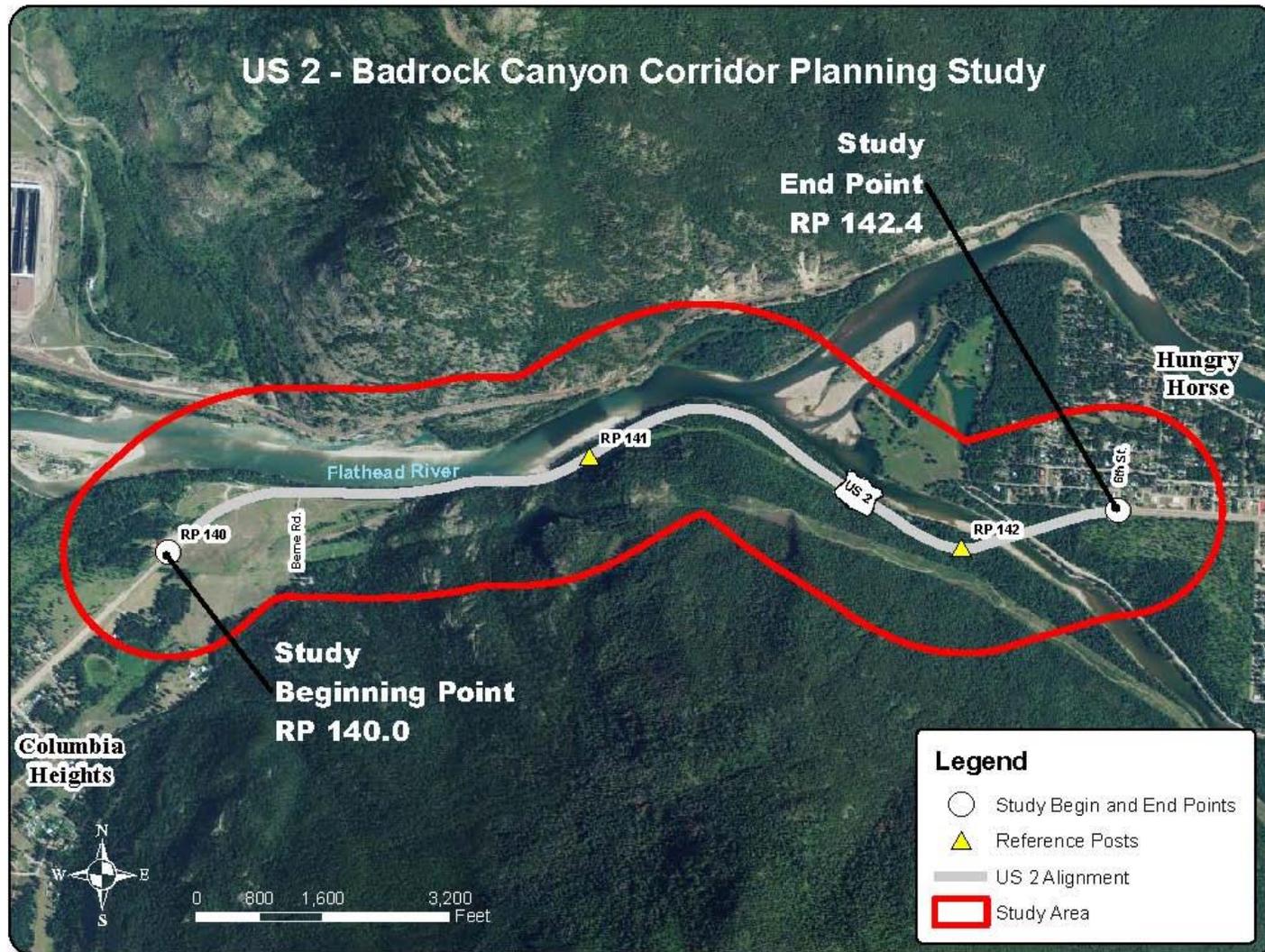
Phase II will include preparation of a full Corridor Planning Study. A Corridor Planning Study is a planning level assessment of a study area occurring before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA).

The Corridor Planning Study process involves conducting a planning level review of safety, operational, geometric, and environmental issues within a corridor in order to identify transportation system needs and constraints. This process allows MDT to identify constraints within a corridor, develop and screen possible improvement options, and coordinate with members of the public and other interested parties before an individual project is nominated. Public, stakeholder, and resource agency involvement is an important part of this planning process. Guidelines regarding participation opportunities are outlined in this document.

1.3 Study Area

Phase II of this study will focus on the portion of US 2 beginning at Reference Post (RP) 140.0 and ending at RP 142.4 (the intersection of US 2/6th Street West). The study area extends approximately a quarter-mile on either side of the existing roadway facility. Figure 1-1 illustrates the study area.

Figure 1-1 Study Area





1.4 Goal of the Public and Agency Participation Plan

The primary goal of the outreach effort for this study is to provide opportunities for members of the public, stakeholders, and resource agency representatives to learn about the corridor planning study process, review specific information about the US 2 – Badrock Canyon corridor, and provide input throughout the planning process. In support of this goal, Chapter 2.0 identifies procedures that will guide the outreach effort.

2.0 PUBLIC AND AGENCY PARTICIPATION

2.1 Study Contacts

Contact information for MDT and the Consultant will be provided in all published materials and is also listed below.

Sheila Ludlow, MDT Project Manager

Montana Department of Transportation (MDT)
Statewide and Urban Planning
2960 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406.444.9193
sludlow@mt.gov

Shane Stack, MDT Missoula District Preconstruction Engineer

Montana Department of Transportation (MDT)
Missoula District Office
2100 W Broadway
PO Box 7039
Missoula, MT 59807-7039
406.523.5830
sstack@mt.gov



Sarah Nicolai, Consultant Project Manager

DOWL HKM

P.O. Box 1009

Helena, MT 59624

406.442.0370

snicolai@dowlhkm.com

2.2 Print Media

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

- Daily Interlake
- Hungry Horse News
- Flathead Beacon
- Whitefish Pilot

2.3 Radio and Television

MDT may issue press releases for the informational meetings to local radio and television stations. Specific media outlets will be identified over the course of the study, as appropriate.

2.4 Document Availability

2.4.1 Newsletters and Meeting Materials

DOWL HKM will develop two newsletters over the course of the study. The first newsletter will be issued at the time of the first informational meeting and will introduce the study and describe its purpose, illustrate the study area and study components, describe key findings from the Existing and Projected Conditions Report, and present preliminary improvement options. The second newsletter will be distributed at the time of the second informational meeting and will present recommendations from the Draft Corridor Study Report, including proposed improvement options within the US 2 – Badrock Canyon corridor. DOWL HKM will also develop meeting materials for each informational meeting, including agendas, static exhibits, and other presentation materials. Print copies of newsletters and meeting materials will be available at each of the two informational meetings hosted for this study. MDT will publish electronic versions of newsletters and meeting materials on the study website at



<http://www.mdt.mt.gov/pubinvolve/badrock/> following the meetings. Print copies of newsletters will also be mailed to the study mailing list.

2.4.2 Reports

MDT will publish electronic versions of reports on the study website. Print copies of the Existing and Projected Conditions Report and the Draft Corridor Planning Study Report will be available at the MDT Statewide and Urban Planning Section Office (2960 Prospect Avenue; Helena, MT). It is anticipated that print copies of these reports may also be made available at the following locations.

- CSKT Land Use Planning Department (42487 Complex Boulevard; Pablo, MT)
- MDT Missoula District Office (2100 W. Broadway; Missoula, MT)
- MDT Kalispell Area Maintenance Office (85 5th Avenue N.E.; Kalispell, MT)
- Flathead County Planning and Zoning Office (Earl Bennett Building, 2nd Floor; 1035 1st Ave West; Kalispell, MT)
- Flathead County Library – Columbia Falls Branch (130 6th Street West; Columbia Falls, MT)

2.5 Meetings

2.5.1 Advisory Committee Meetings

Advisory committee meetings will generally be scheduled every two weeks for the duration of the 12-month study period. Advisory committee members will discuss study progress, analysis methodologies, and any issues or concerns that arise over the course of the study. The advisory committee will also review study documentation prior to publication. Individuals representing the Confederated Salish and Kootenai Tribes (CSKT), MDT, FHWA, Flathead County, Glacier National Park, and the communities of Hungry Horse and Columbia Falls will be invited to participate in the advisory committee.

2.5.2 Informational Meetings

Two informational meetings will be held over the course of the study.

The first informational meeting will be held part-way through the planning process after the Consultant has evaluated environmental, social, and land use conditions; conducted geometric, crash, and operational analyses of the Interstate corridor; and developed preliminary improvement options. During the first meeting, the Consultant will introduce the study,



present findings from the Existing and Projected Conditions Report, discuss the preliminary set of improvement options, and solicit feedback about issues and concerns in the corridor.

The second informational meeting will occur toward the end of the study process. Members of the public will be asked to provide feedback on recommended improvement options presented in the Draft Corridor Study Report.

Comments will be considered throughout the course of the planning process.

2.5.3 Resource Agency Meeting

MDT will host a single Resource Agency Meeting in at the MDT offices in Helena, with MDT Polycom arrangements at the MDT Missoula District Office and at the MDT Kalispell area maintenance office, as appropriate. The purpose of the meeting will be to present findings from the Draft Existing and Projected Conditions Report. Resource agencies will be asked to identify initial avoidance areas, mitigation needs, and opportunities.

2.6 Consideration of Traditionally Underserved Populations

MDT will attempt to involve traditionally underserved segments of the populations in the corridor planning study process through the following measures:

Plan Meeting Locations Carefully

- MDT will host Phase II informational meetings in a location that is accessible and compliant with the Americans with Disabilities Act (ADA).

Seek Help from Community Leaders and Organizations

- MDT and the Consultant will confer with community leaders and representative organizations about how best to involve traditionally underserved populations.

Be Sensitive to Diverse Audiences

- MDT and the Consultant will attempt to communicate as effectively as possible at the Phase II informational meetings by avoiding technical jargon and exercising appropriate conduct and judgment. Alternative accessible formats of study materials will be provided upon request.

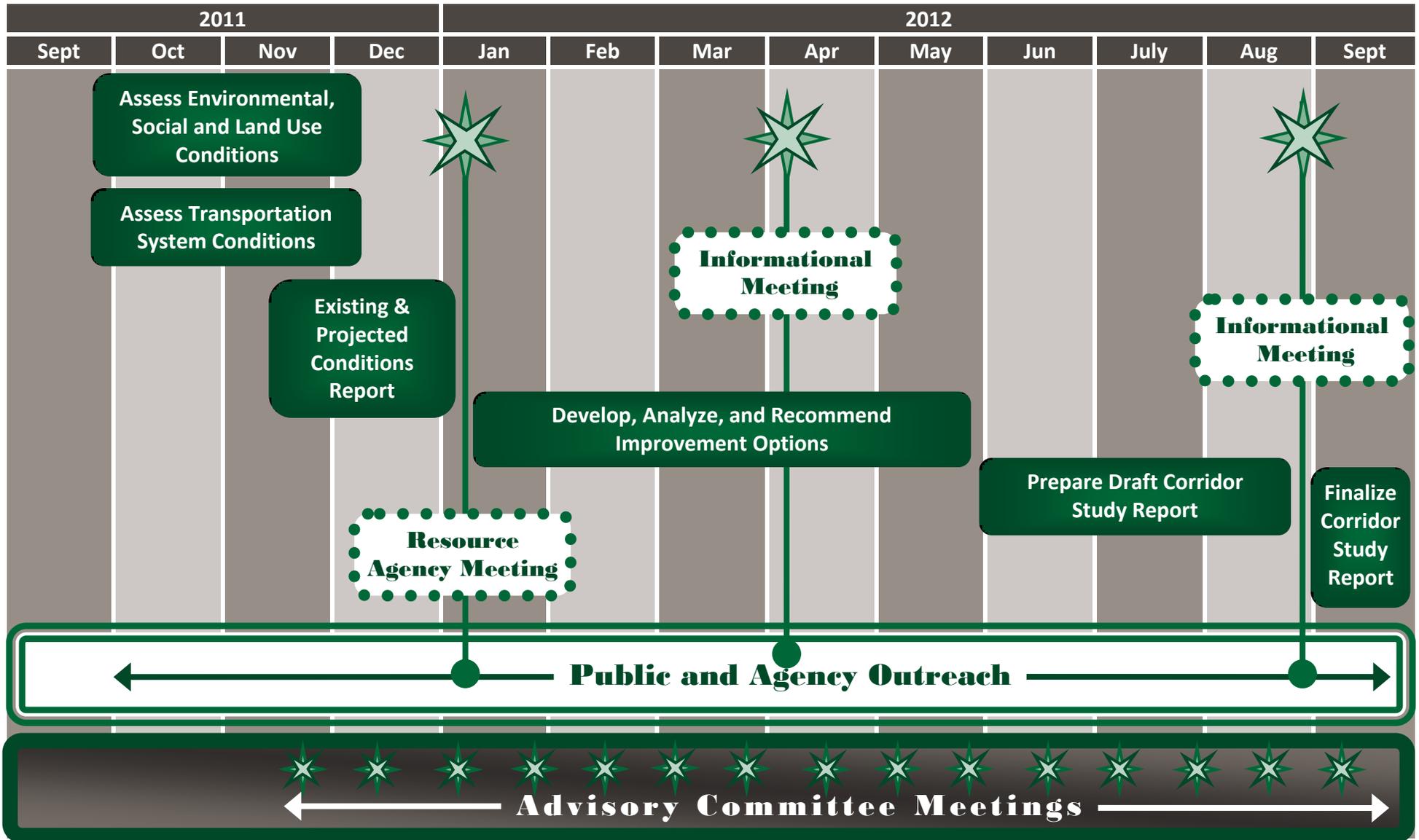


2.7 Study Schedule

The Phase II planning effort began on September 22, 2011 and is expected to be completed by the end of September 2012. Figure 2-1 illustrates the Phase II schedule in more detail.



Anticipated Phase II Schedule





December 21, 2011

To: Resource Agency Distribution

Subject: US 2 – Badrock Canyon Corridor Planning Study
Resource Agency Meeting
Monday, January 9, 2012 from 1:00 p.m. to 4:00 p.m.

The Montana Department of Transportation (MDT), in coordination with local, tribal, and federal partners, has initiated a Corridor Planning Study to explore the potential need for improvements along US Highway 2 (US 2) through Badrock Canyon. The study area extends from RP 140.0 to RP 142.4 (the approximate intersection of US 2/6th Street West in Hungry Horse).

With this letter, MDT invites you to attend a resource agency meeting to discuss existing and projected transportation and environmental conditions in the study corridor.

When: **Monday, January 9, 2012 from 1:00 p.m. to 4:00 p.m.**

Where: MDT Planning Division		MDT Missoula District		MDT Kalispell Office
Conference Room A	or	Conference Room	or	Conference Room
2960 Prospect Avenue		2100 W. Broadway		85 Fifth Avenue N.E.
Helena, MT 59601		Missoula, MT 59807		Kalispell, MT 59904

Resource agencies are asked to review and offer their comments on the Draft Environmental Scan Report and the Draft Existing and Projected Conditions Report. Electronic versions of these documents are provided on the enclosed CD, along with a print copy of the meeting agenda.

Written comments are due on Friday, January 20, 2012 and should be directed to Sheila Ludlow at the address on the letterhead. Additional information about the study is available at the study website (<http://www.mdt.mt.gov/pubinvolve/badrock/default.shtml>).

Please call or email Sarah Nicolai, Consultant Project Manager, by Wednesday, January 4, 2012 to confirm your participation in the resource agency meeting.

Sarah Nicolai
DOWL HKM
P.O. Box 1009
Helena, MT 59624
406.442.0370 ext. 7412
snicolai@dowlhkm.com

Thank you in advance for your agency's participation.

Sincerely,



Sheila Ludlow
MDT Project Manager
Statewide and Urban Planning

Enclosures: CD containing electronic versions of draft reports
Resource Agency Meeting Agenda

Resource Agency Distribution:

MT Department of Environmental Quality
Robert Ray, Watershed Protection Section
Supervisor
Lee Metcalf Building
1520 East Sixth Avenue
PO Box 200901
Helena, MT 59620

MT Fish, Wildlife & Parks
Jim Satterfield, Regional Supervisor
Region 1 Headquarters
490 North Meridian Road
Kalispell, MT 59901

MT Fish, Wildlife & Parks
Jim Williams, Regional Wildlife Manager
Region 1 Headquarters
490 North Meridian Road
Kalispell, MT 59901

MT Fish, Wildlife & Parks
James Vashro, Regional Fisheries Manager
Region 1 Headquarters
490 North Meridian Road
Kalispell, MT 59901

Glacier National Park
Chas Cartwright, Superintendent
P.O. Box 128
West Glacier, MT 59936

Glacier National Park
Jim Foster, Chief of Facility Management
P.O. Box 128
West Glacier, MT 59936

U.S. Forest Service
Flathead National Forest
Earl Applekamp, Flathead National Forest
Engineer
Supervisor's Office
650 Wolfpack Way
Kalispell, MT 59901

U.S. Forest Service
Flathead National Forest
Jimmy DeHerrera, Flathead National Forest
District Ranger
Supervisor's Office
650 Wolfpack Way
Kalispell, MT 59901

MT Fish, Wildlife & Parks
Mr. Walt Timmerman, Recreation Section
1420 East Sixth Avenue
PO Box 200701
Helena, MT 59620

MT Department of Natural Resources and
Conservation
Bob Sandman, Area Manager
Northwestern Land Office
655 Timberwolf Parkway, Suite 1
Kalispell, MT 59901-1215

MT State Historic Preservation Office
Dr. Mark Baumler, Director
225 North Roberts
PO Box 201201
Helena, MT 59620

Great Northern Environmental Stewardship
Area (GNESA)
Dan Vincent, Director
P.O. Box 1913
Kalispell, MT 59903

Copies (with CD):
Dee Brown, Canyon Community
Jim Dupont, Flathead County
Joe Hovenkotter, CSKT
Susan Nicosia, City of Columbia Falls

Copies (without CD):
Bob Burkhardt, FHWA
Shane Stack, MDT
Ben Nunnallee, MDT
Jim Skinner, MDT
Zia Kazimi, MDT
Sheila Ludlow, MDT
Jean Riley, MDT
Susan Kilcrease, MDT
Pat Basting, MDT
Kent Barnes, MDT
Danielle Bolan, MDT
Tom Martin, MDT
Heidy Bruner, MDT
Kyle DeMars, MDT
File

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

U.S. Environmental Protection Agency
Stephen Potts
Region VIII, Montana Operations Office
10 West 15th Street, Suite 3200
Helena, MT 59626

U.S. Fish and Wildlife Service
Mike McGrath, Fish and Wildlife Biologist
Montana Field Office
585 Shepard Way
Helena, MT 59601



Resource Agency Meeting

January 9, 2012

AGENDA

- I. **Welcome and Introductions**
- II. **Overview of Corridor Planning Study Process**
- III. **Study Area**
- IV. **Corridor History**
- V. **Key Findings from Existing and Projected Conditions Report**
 - o Existing Transportation System Conditions
 - o Projected Transportation System Conditions
 - o Demographic and Economic Conditions
- VI. **Key Findings from Environmental Scan Report**
 - o Physical Environment
 - o Biological Resources
 - o Social and Cultural Resources
- VII. **Discussion**

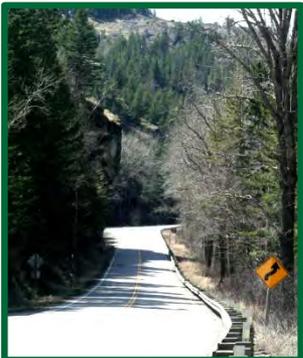
Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/badrock/default.shtml>



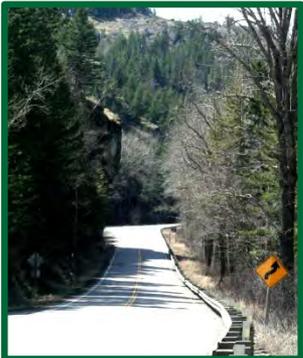
US 2 - Badrock Canyon
Corridor Planning Study

Resource Agency Meeting



Monday,
January 9, 2012

Montana Department of Transportation
Planning Division – Conference Room A
2960 Prospect Avenue
Helena, MT

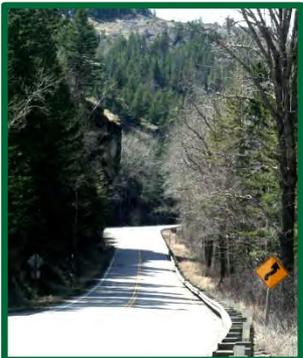


Welcome & Introductions



Purpose of Meeting

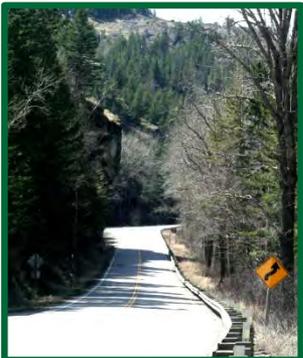
- Provide Overview of Corridor Planning Study Process
- Summarize History of MDT's Efforts in Corridor
- Present Key Findings
 - Draft Existing and Projected Conditions Report
 - Draft Environmental Scan Report
- Solicit Resource Agency Input



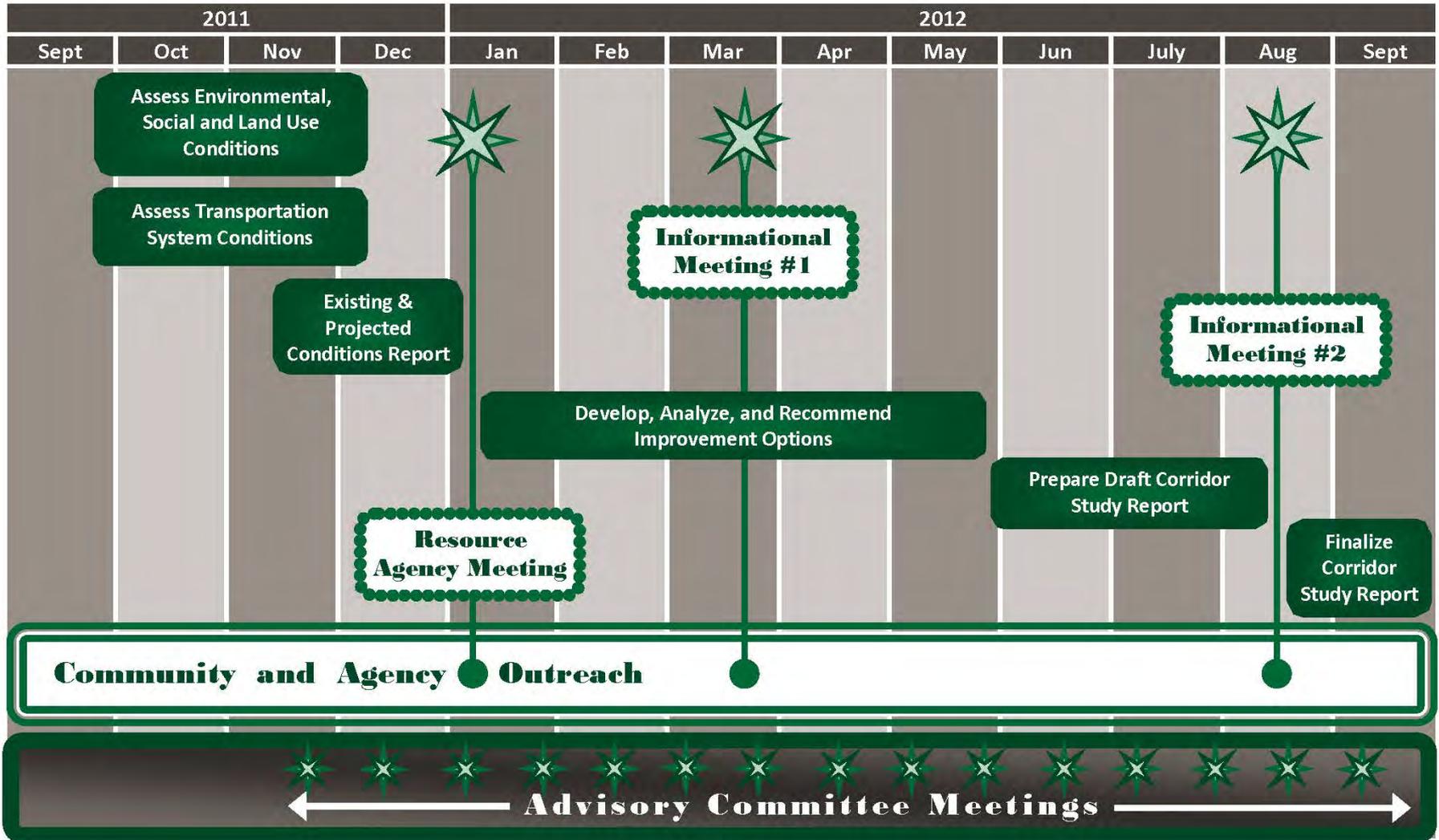


Corridor Planning Process

- Involves conducting an **overview of safety, operational, and geometric conditions and environmental resources** within a corridor in order to identify needs and constraints.
- This process allows MDT to **save time and money** in subsequent projects phases by:
 - Helping identify realistic strategies given funding or other constraints
 - Identifying fatal flaws before initiation of formal environmental process
 - Eliminating alternatives from further evaluation
- Provides a **link between early transportation planning and environmental compliance** efforts for project development.

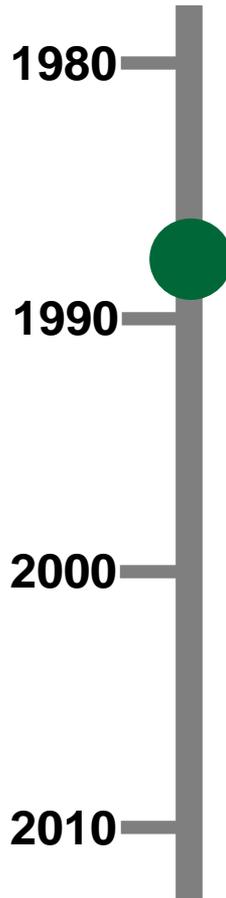
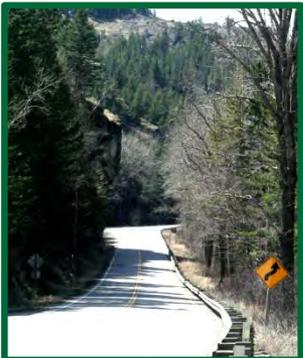


What are the Steps?





Corridor History

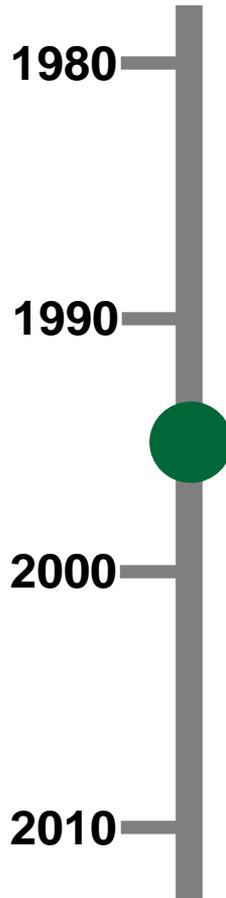
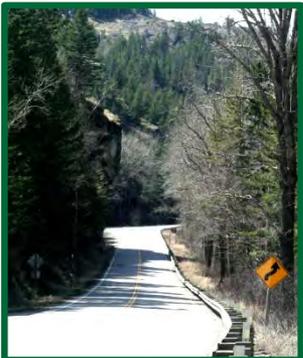


Proposed Reconstruction

- In the late 1980s, MDT nominated a portion of U.S. Highway 2 (US 2) for reconstruction.
- The proposed project extended for 4.5 miles between Columbia Heights and Hungry Horse in Flathead County, MT.

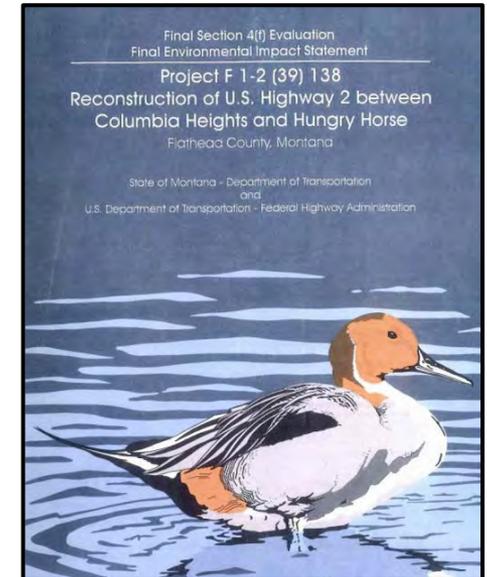


Corridor History



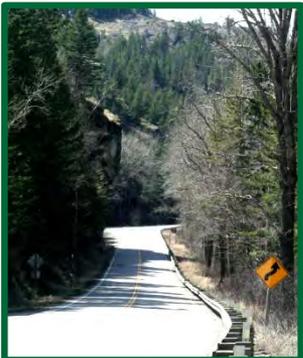
FEIS / ROD

- From 1988 to the mid-1990s, MDT assessed the impacts of re-constructing this highway corridor.
- In 1995, a **Final Environmental Impact Statement (FEIS)** / Section 4 (f) Evaluation was completed
- A **Record of Decision (ROD)** was signed by FHWA on December 22, 1995.



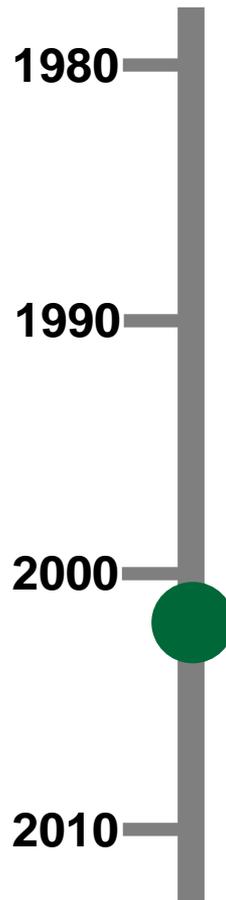


Corridor Planning Study



Corridor History

Re-evaluation



- In 2002, MDT and FHWA completed a Re-evaluation. It found the FEIS:

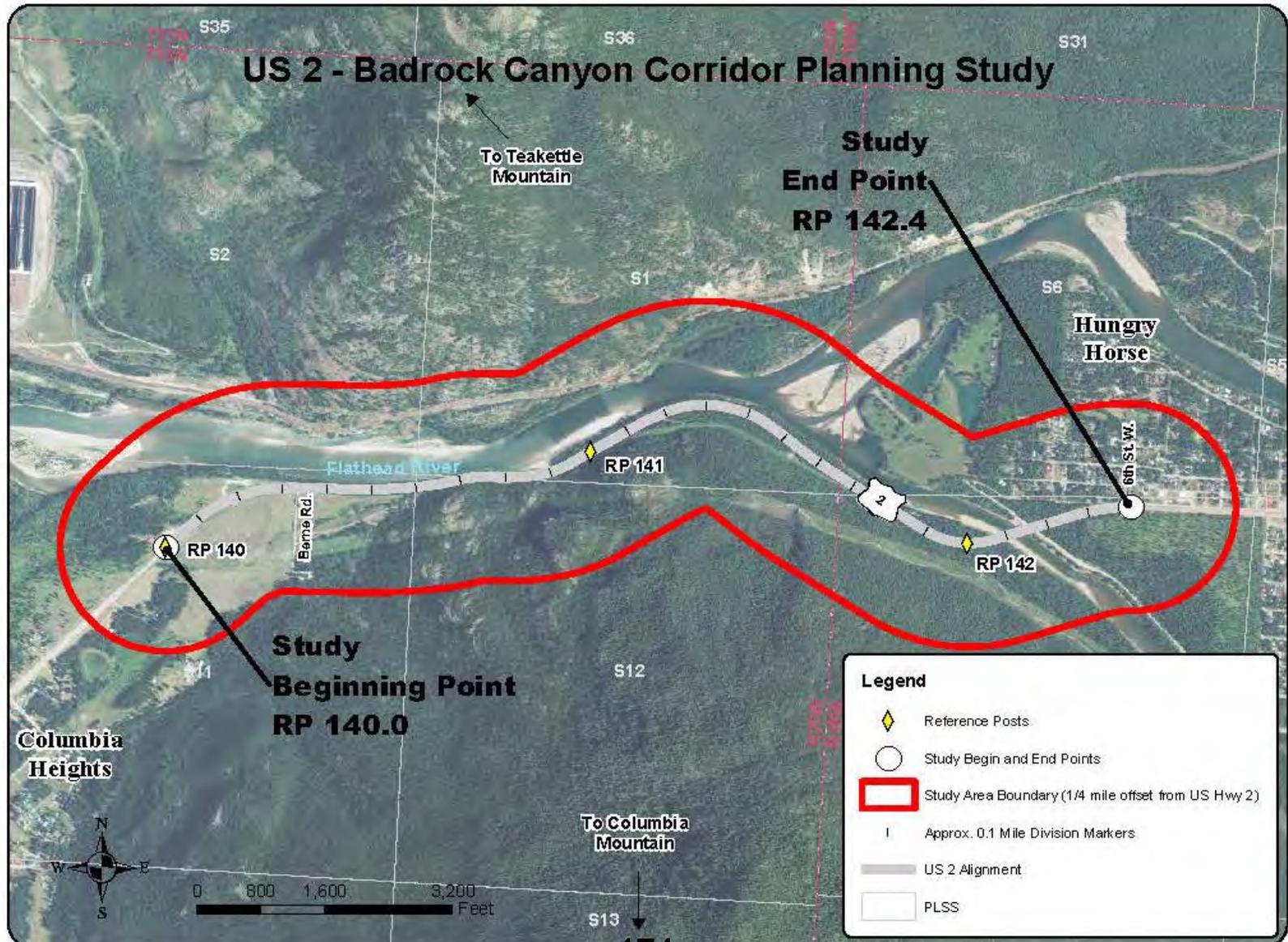
- Adequately addressed:

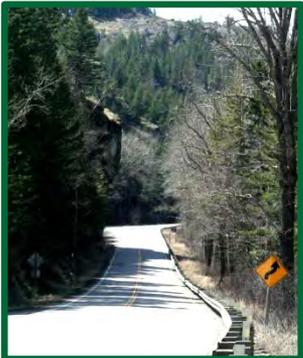
- Columbia Heights-East project (completed in 2004)
- New South Fork Flathead River Bridge

- Did not adequately address:

- Alignment that minimized or totally avoided rock excavation near Berne Memorial Park.

Study Area





Key Findings from Existing and Projected Conditions Report



Physical Features

- **South Fork Flathead River Bridge**

- **Functionally obsolete and structurally deficient**

- **Utilities**

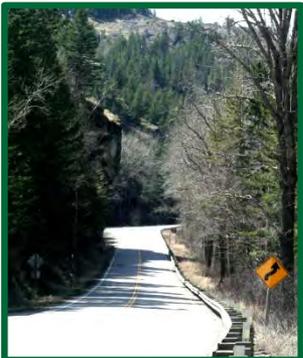
- **Gas, fiber optics, and power transmission lines**

- **Pedestrian & Bicycle Facilities**

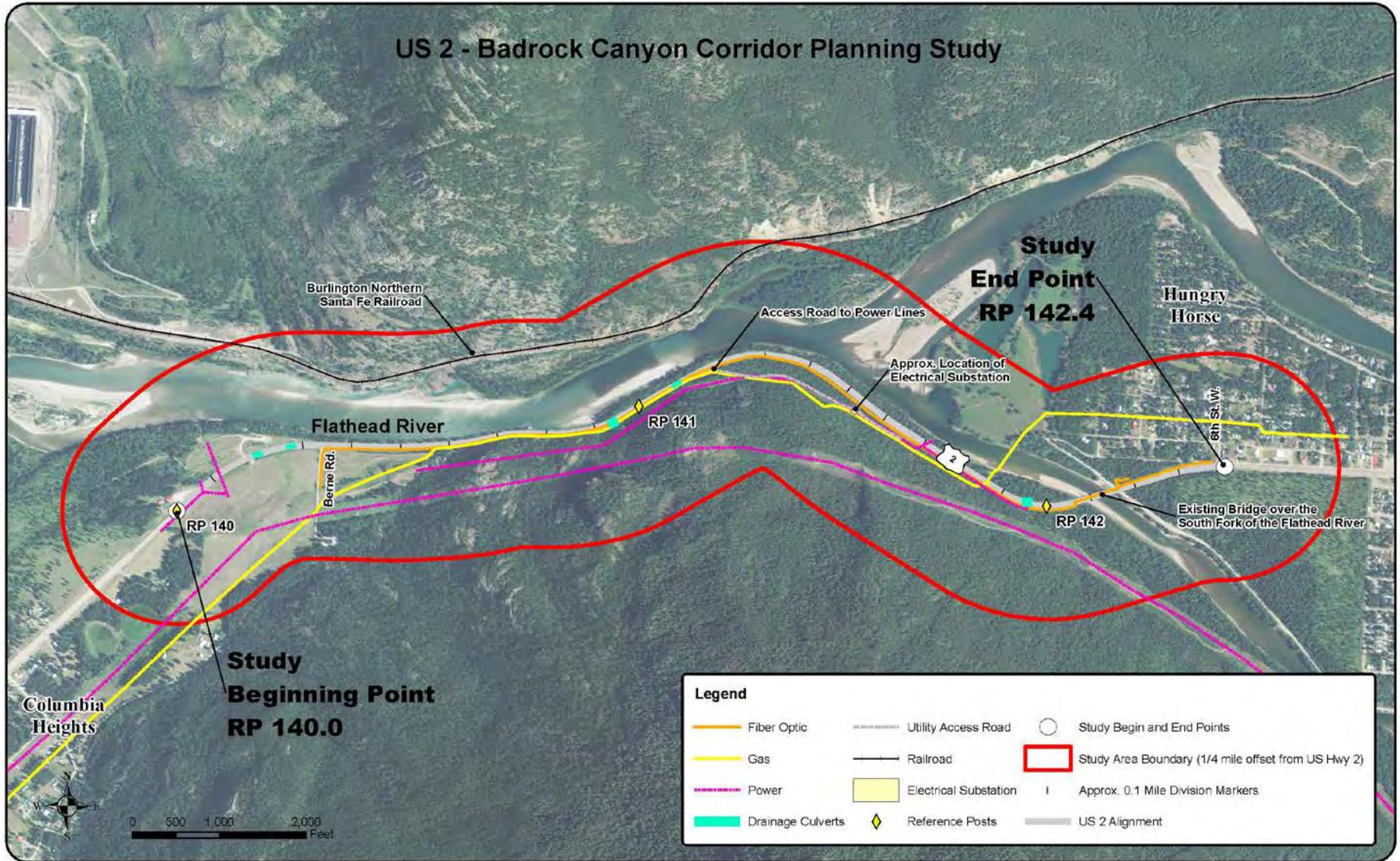
- **No dedicated facilities in corridor**

- **Physical Constraints**

- **US 2 is located between Flathead River and rock outcroppings**



Physical Features





Geometric Features

● Roadway Width

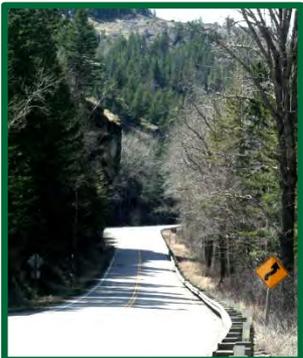
- Two 12-foot Travel Lanes; No Shoulders

● Horizontal Alignment

- Nine (9) horizontal curves do not meet current MDT standards

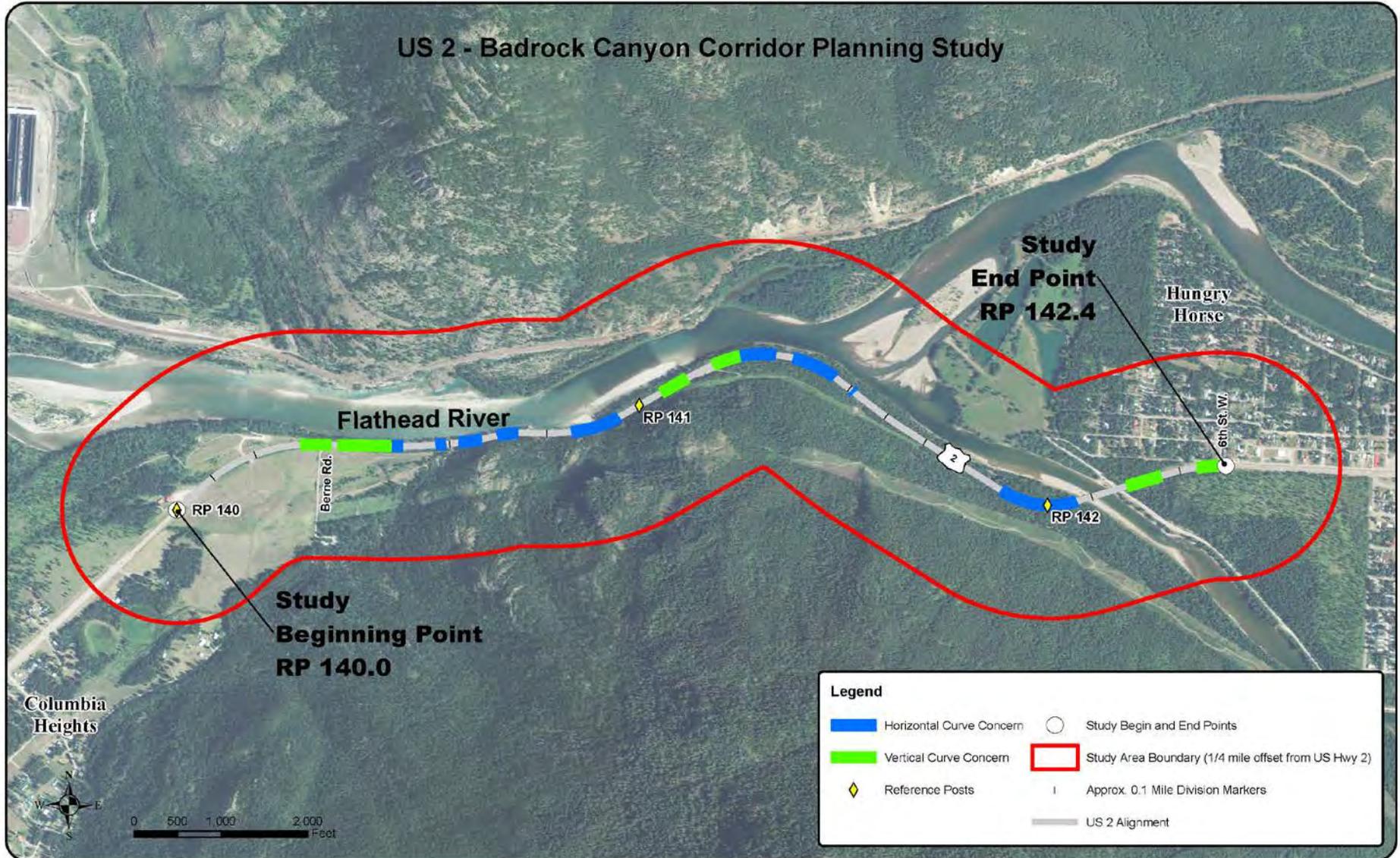
● Vertical Alignment

- Six (6) vertical curves do not meet current MDT standards



Geometric Features

US 2 - Badrock Canyon Corridor Planning Study

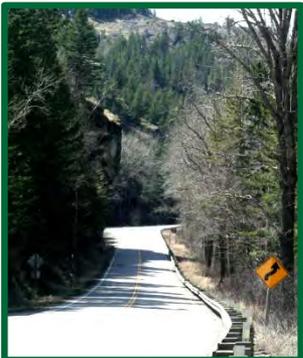




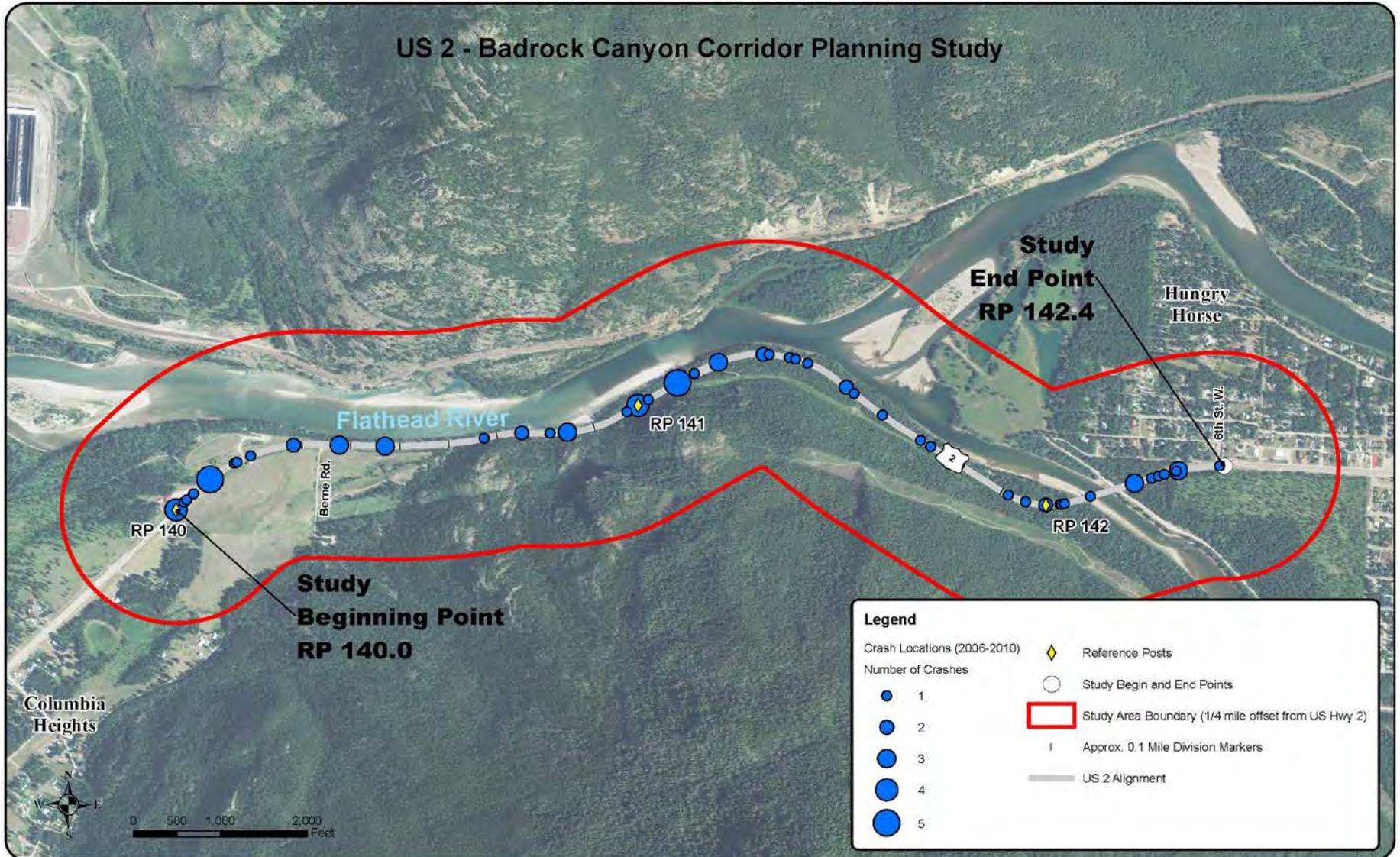
Crash Statistics

Total of 77 Crashes from 2006-2010

Criteria	Statewide Average for Rural Principal Arterials (2006 – 2010)	US 2 Corridor RP 140.0 – 142.4 (2006 – 2010)	Comparison of US 2 Corridor to Statewide Average
Crash Rate (All Vehicles)	1.04	2.56	2.46 times higher
Severity Index (All Vehicles)	2.09	2.68	1.28 times higher
Severity Rate (All Vehicles)	2.18	6.86	3.15 times higher

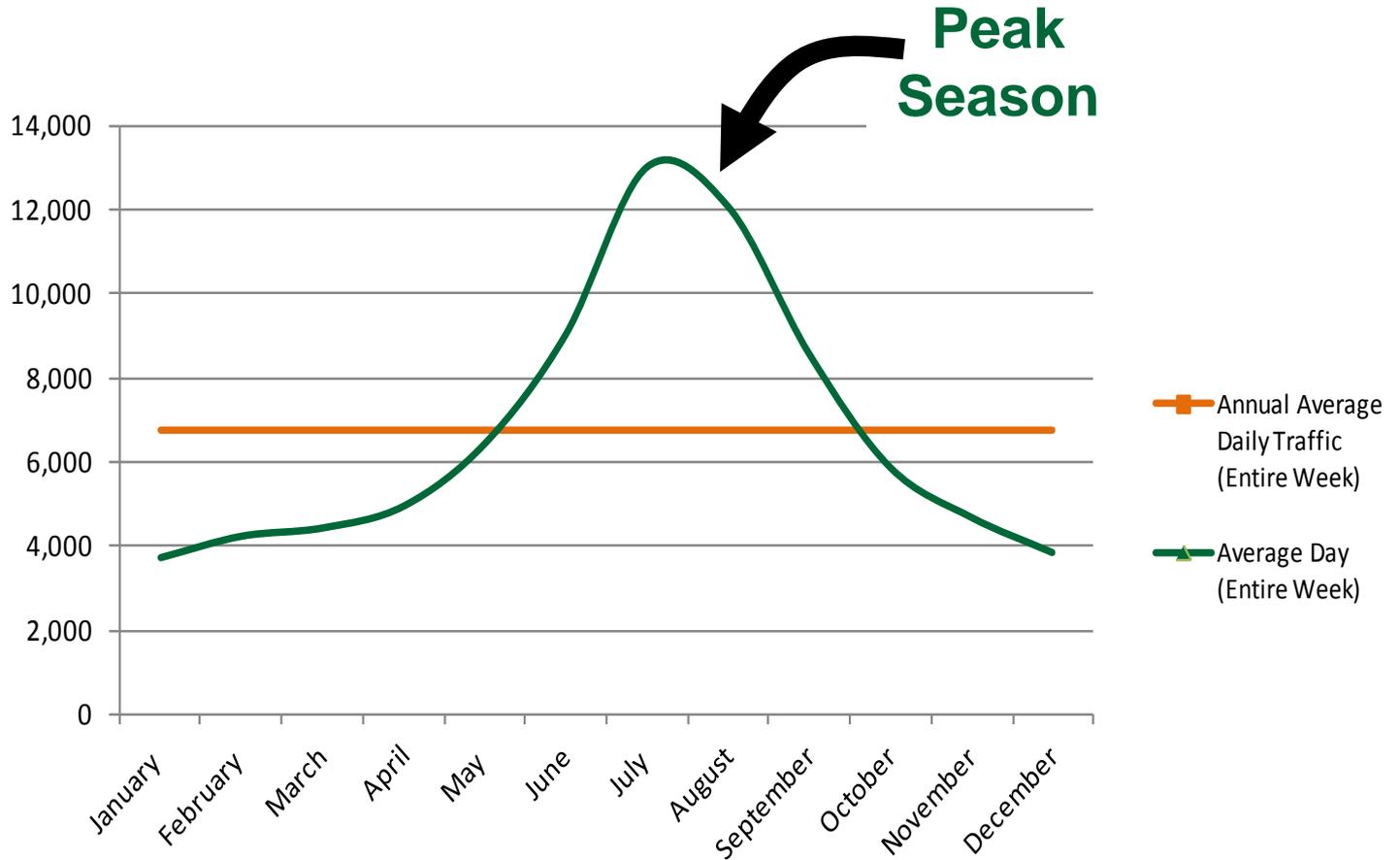
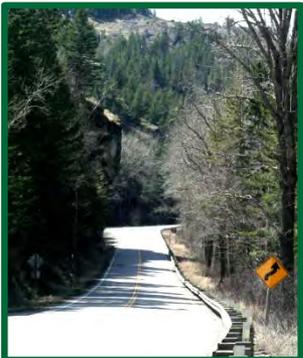


Crash Statistics





2010 Traffic Volumes



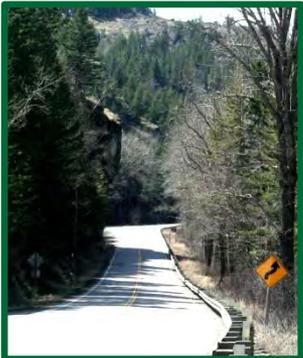


Operations

Acceptable operations for a principal arterial facility in rolling terrain is **LOS B**

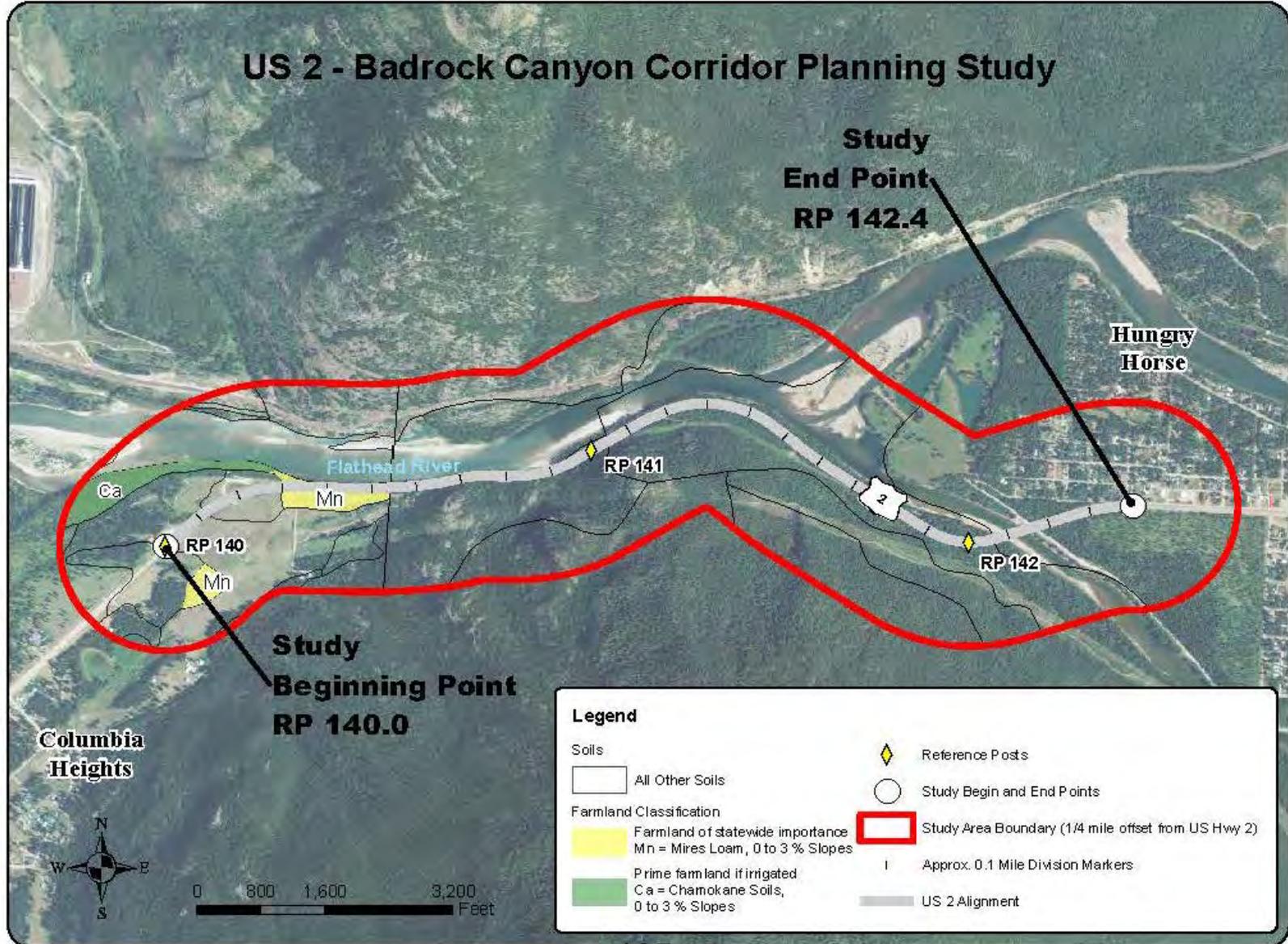


Analysis Period	2011		2035	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	LOS	LOS	LOS	LOS
Peak Season	D	D	D	E
Annual Average	C	C	D	D

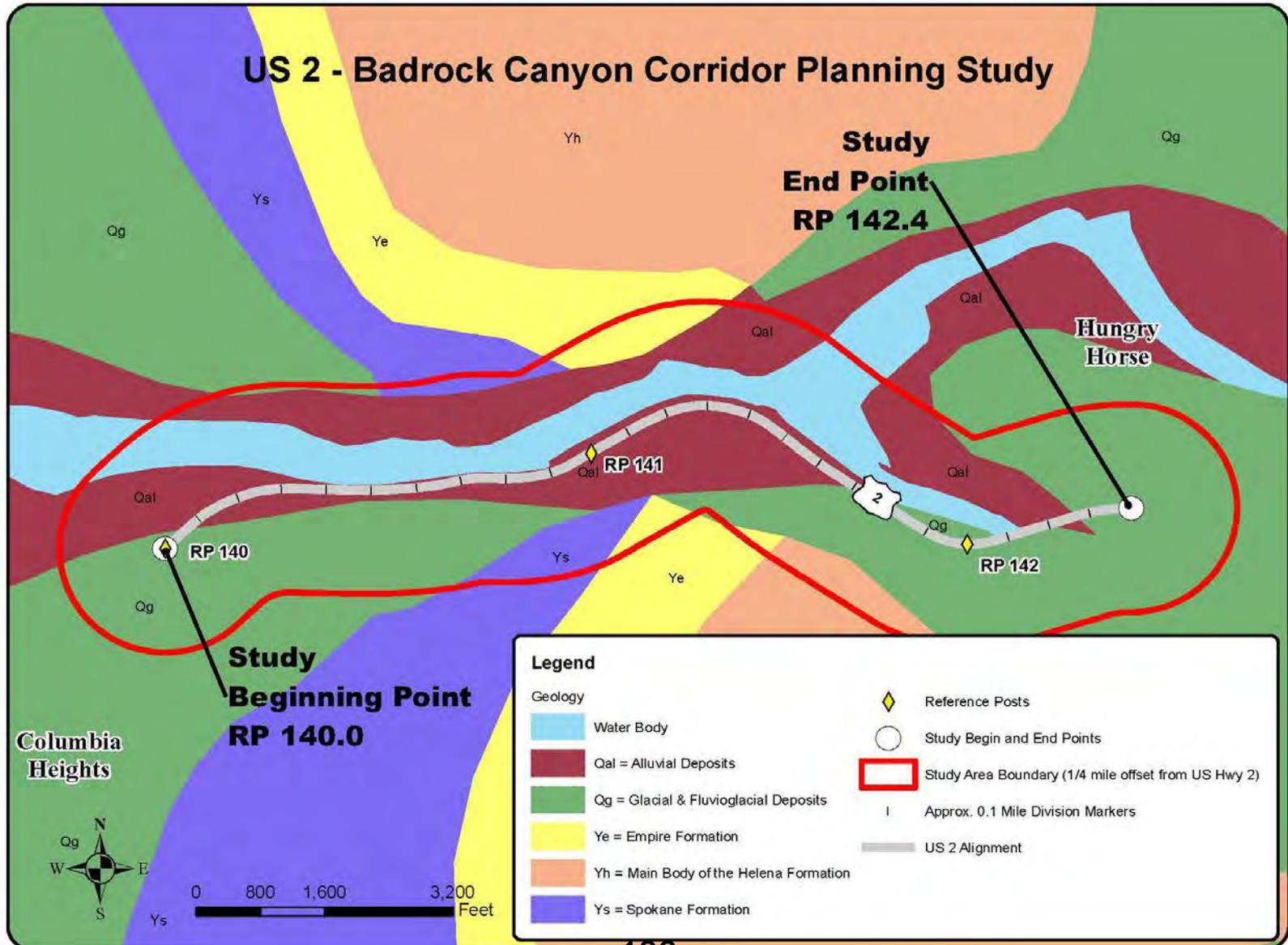


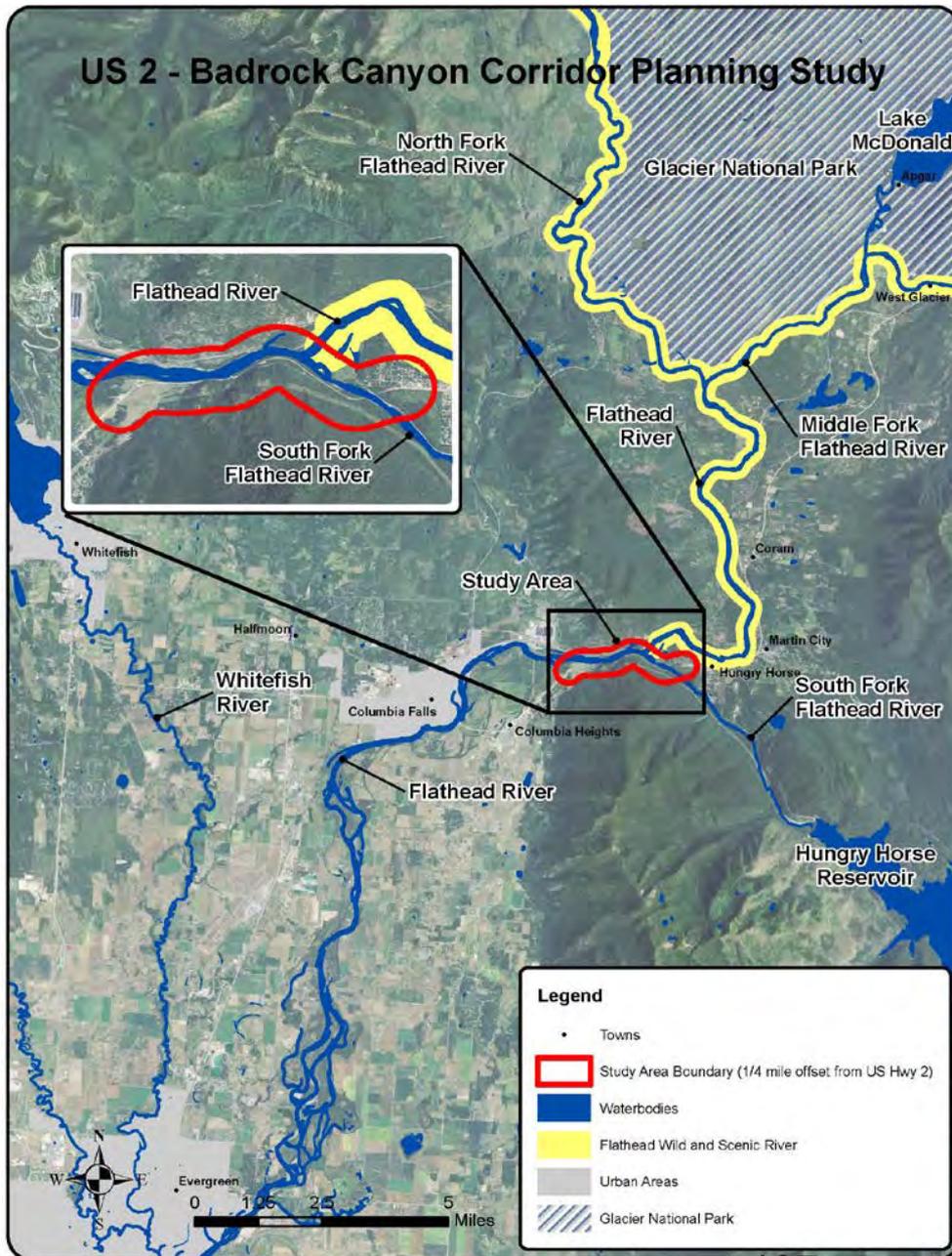
Key Findings from Environmental Scan Report

Soil Resources



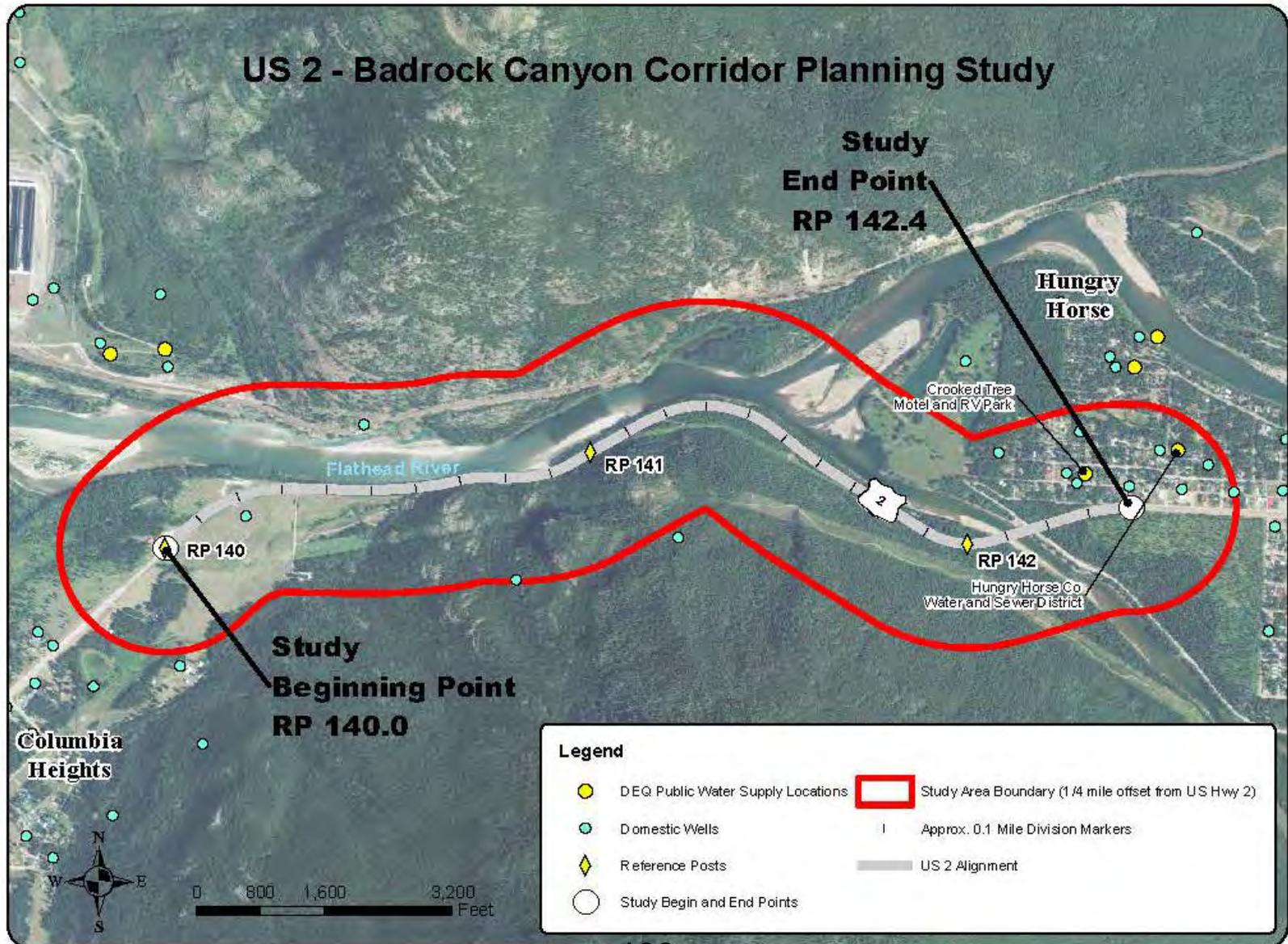
Geologic Resources



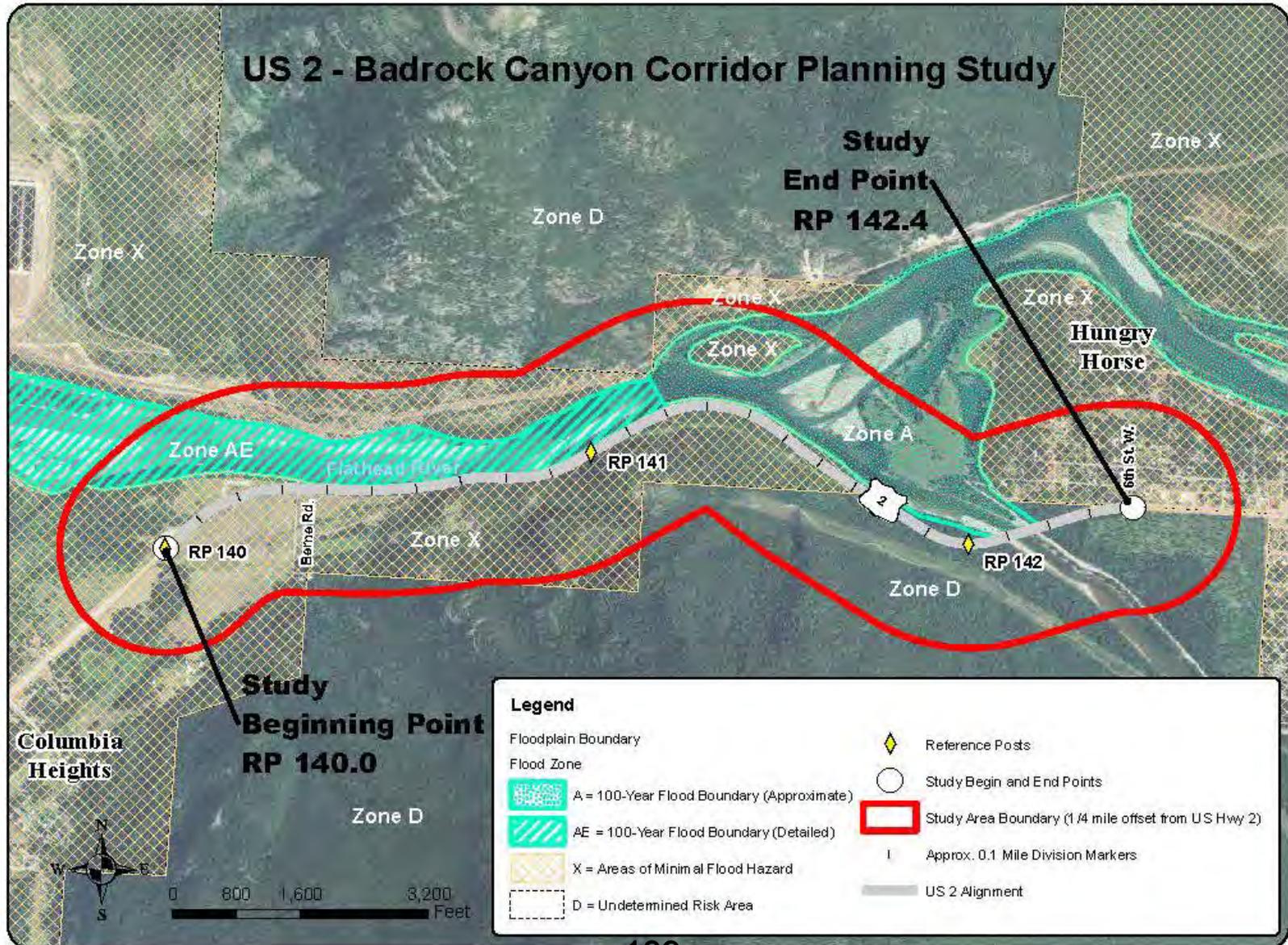


Surface Water Resources

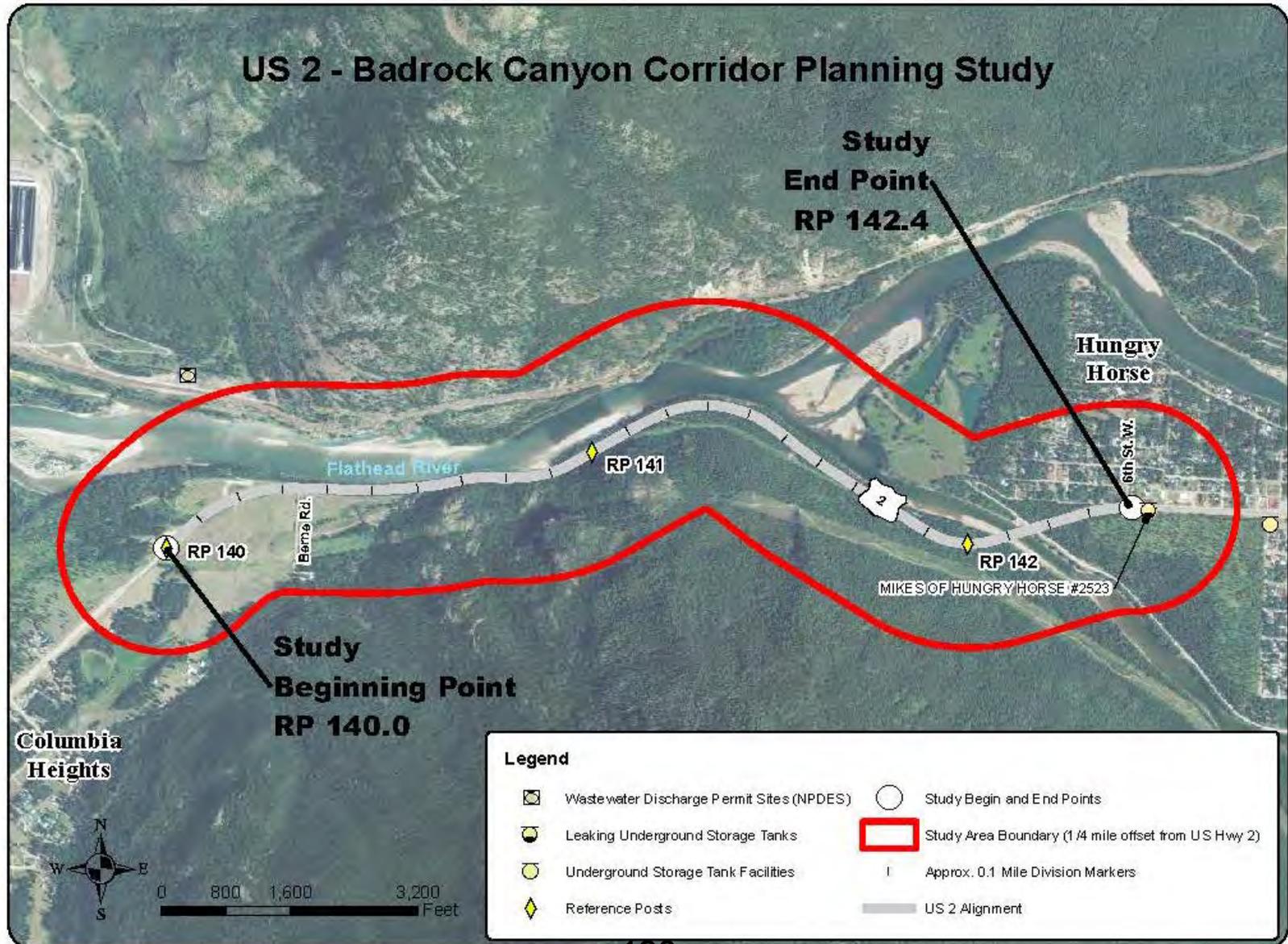
Groundwater Resources



Floodplains



Hazardous Material Sites





Plant Species

Threatened and Endangered – Flathead County

Category	Scientific Name	Common Name	Federal Status
Flowering plant	<i>Silene spaldingii</i>	Spalding's catchfly	Listed Threatened
Conifers and Cycads	<i>Pinus albicaulis</i>	Whitebark pine	Candidate

Species of Concern – Flathead County

Group Name	Scientific Name	Common Name	State Rank
Ferns and Fern Allies	<i>Asplenium trichomanes</i>	Maidenhair Spleenwort	SH
	<i>Botrychium sp. (SOC)</i>	Moonworts	S1S3
Flowering Plants - Dicots	<i>Castilleja cervina</i>	Deer Indian Paintbrush	SH
	<i>Cirsium brevistylum</i>	Short-styled Thistle	S1S2
	<i>Lathyrus bijugatus</i>	Latah Tule Pea	S1
Bryophytes	<i>Aloina brevirostris</i>	Aloina moss	S1
	<i>Grimmia brittoniae</i>	Britton's dry rock moss	S2





Wildlife Species

Threatened and Endangered – Flathead County

Category	Scientific Name	Common Name	Federal Status
Fish	<i>Salvelinus confluentus</i>	Bull Trout	Listed Threatened, Critical Habitat
Mammal	<i>Ursus arctos horribilis</i>	Grizzly Bear	Listed Threatened
Mammal	<i>Lynx canadensis</i>	Canada Lynx	Listed Threatened, Critical Habitat
Insect	<i>Lednia tumana</i>	Meltwater Lednian Stonefly	Candidate
Mammal	<i>Gulo gulo luscus</i>	Wolverine	Candidate

Species of Concern – Flathead County

Group Name	Scientific Name	Common Name	State Rank
Mammals	<i>Martes pennanti</i>	Fisher	S3
Birds	<i>Falco peregrinus</i>	Peregrine Falcon	S3
	<i>Haliaeetus leucocephalus</i>	Bald Eagle	S3
Fish	<i>Oncorhynchus clarkii lewisi</i>	Westslope Cutthroat Trout	S2
	<i>Prosopium coulteri</i>	Pygmy Whitefish	S3
	<i>Salvelinus namaycush</i>	Lake Trout	S2
Invertebrates	<i>Prophysaon humile</i>	Smoky Taildropper	S2S3





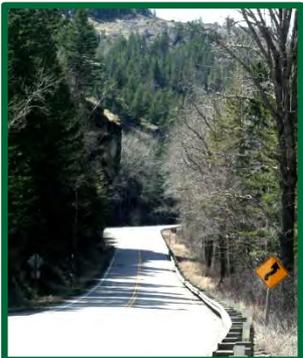
Wildlife Movement

● Wildlife Movement Areas

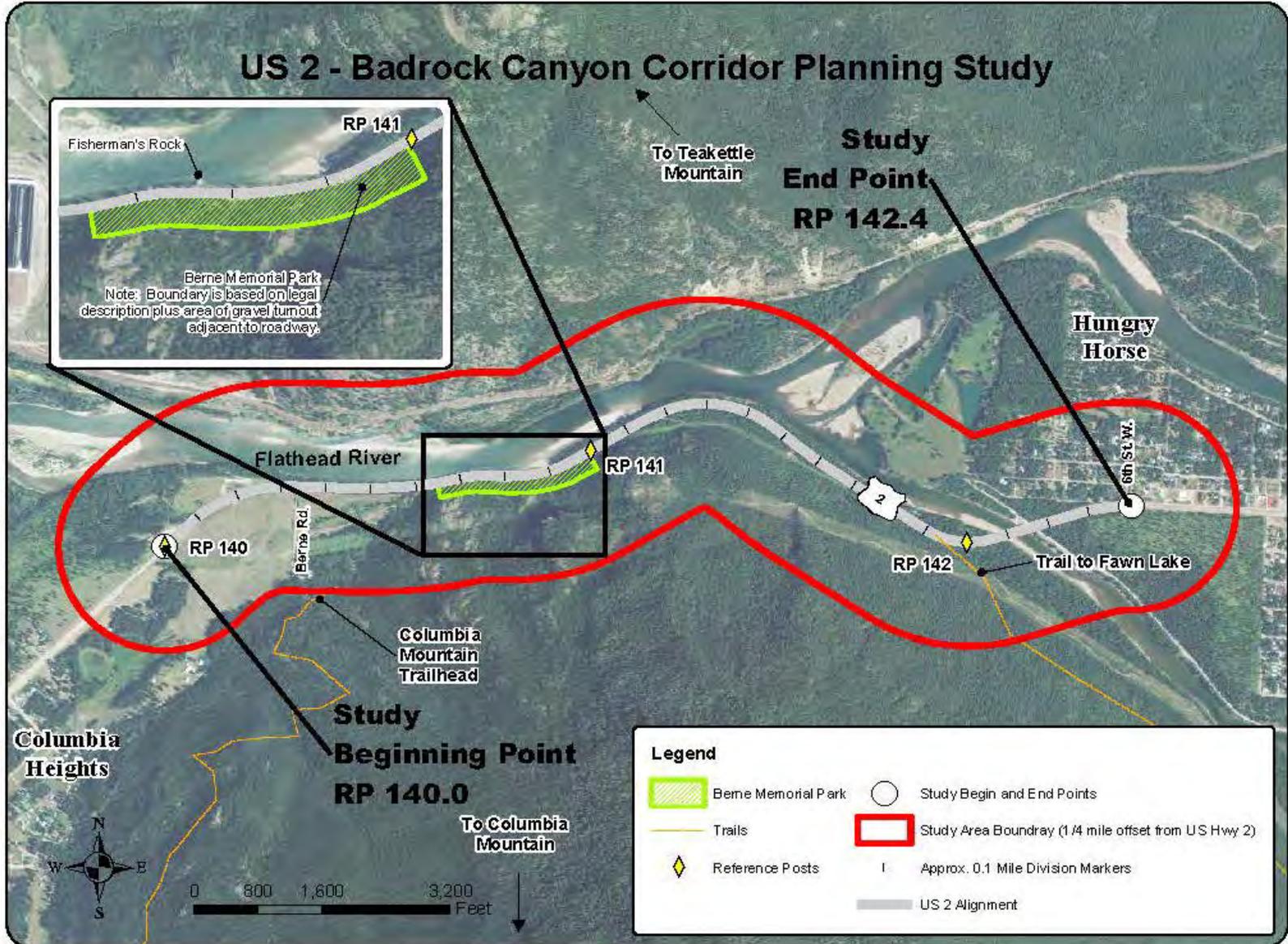
- Teakettle Mountain to Columbia Mountain
- Great Northern Environmental Stewardship Area (GNESA) group:
 - Badrock Canyon is a key conservation area
 - Known wildlife crossing points occur in study area

● Animal-Vehicle Conflicts

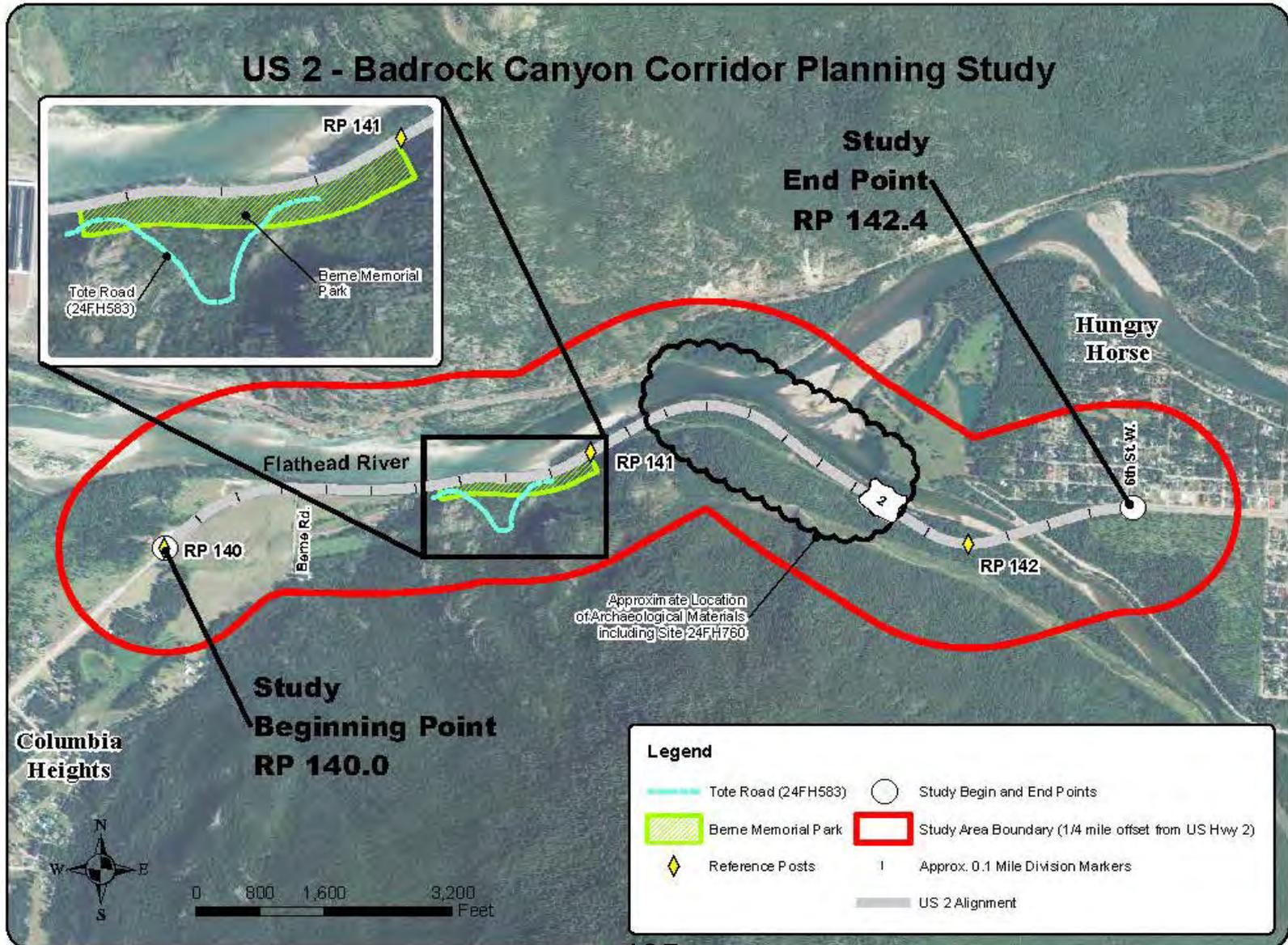
- 6 of 8 (75%) crashes involving wild animals from 2006-2010 occurred at west end of canyon from RP 140.0 to 140.5
- 18 of 20 (90%) carcasses collected from 1996 to 2010 were recorded from RP 140.0 to 140.5



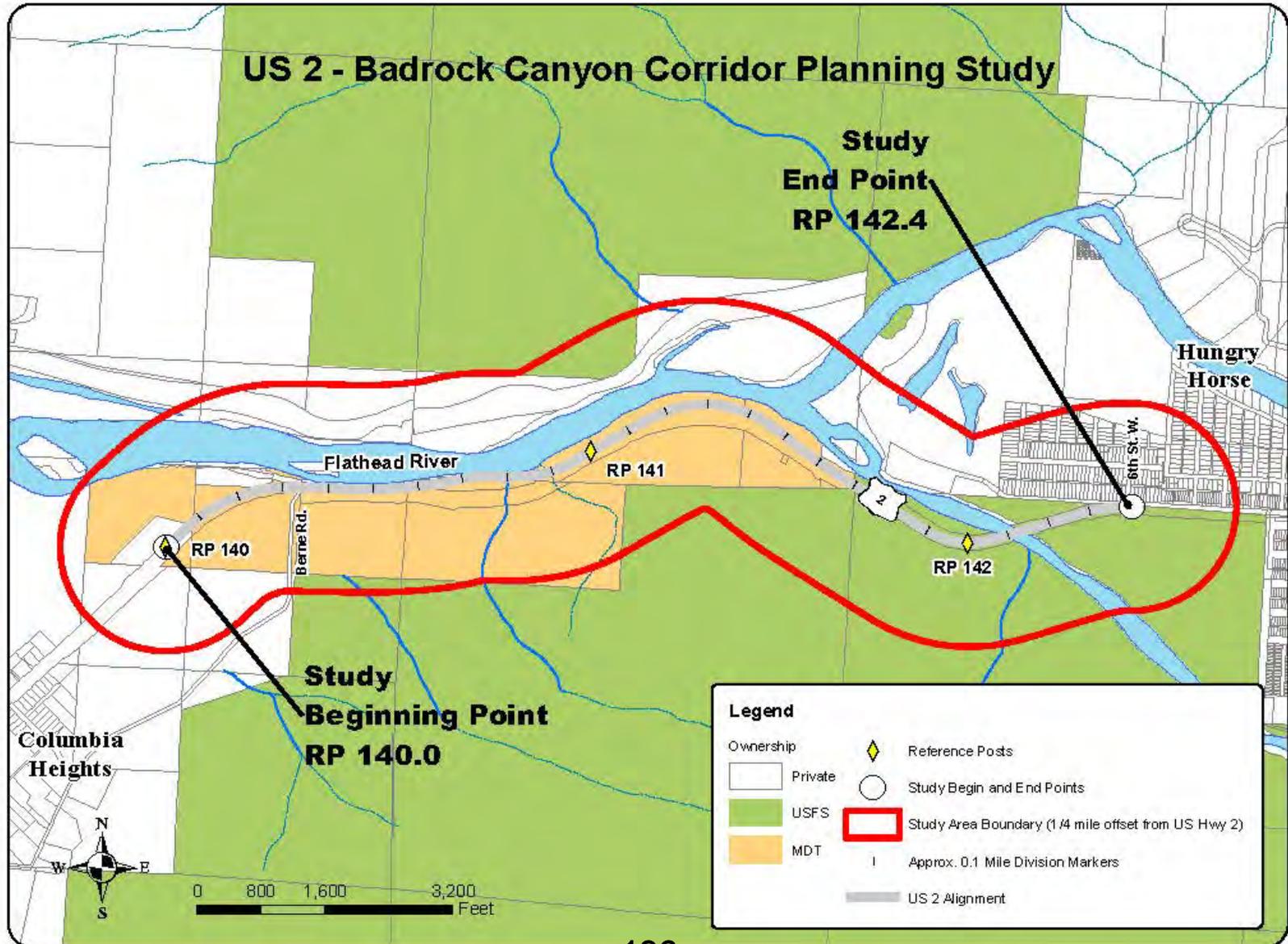
Recreational Resources



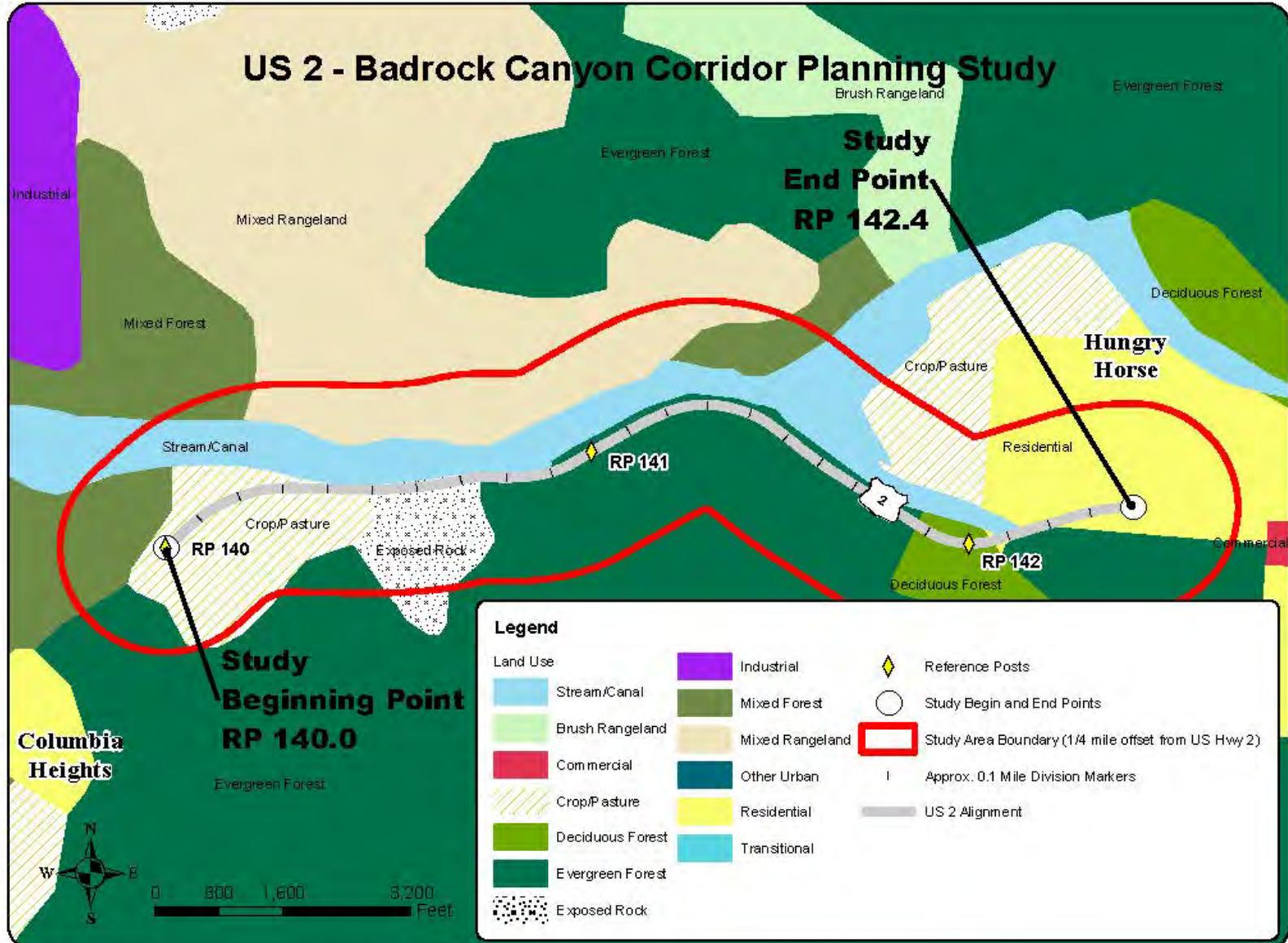
Cultural and Archaeological Resources

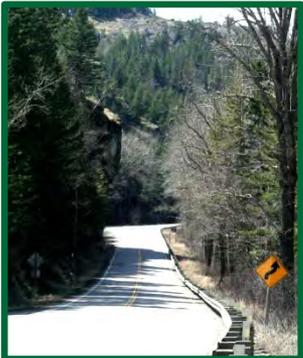


Land Ownership



Land Use





Discussion



Please Submit Comments!

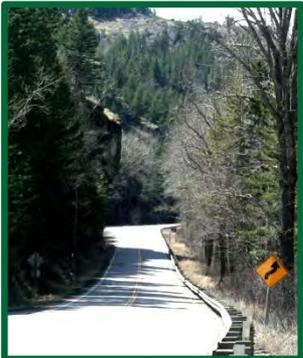


- **Mail comments to:**
Sheila Ludlow, MDT Project Manager
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001



- **Questions:**
Sarah Nicolai, DOWL HKM Project Manager
406.442.0370
snicolai@dowlhkm.com

Comments Due Friday, January 20, 2011



Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/badrock/default.shtml>



RESOURCE AGENCY MEETING MINUTES

PREPARED FOR:



PREPARED BY:



DOWL HKM

104 East Broadway, Suite G-1
P.O. Box 1009
Helena, Montana 59624
(406) 442-0370

January 2012

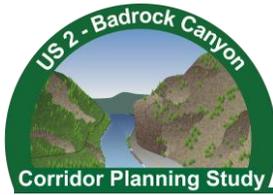


INTRODUCTION

A resource agency meeting for the US 2 – Badrock Canyon Corridor Planning Study was held on January 9, 2012 at the Montana Department of Transportation Planning Division Conference Room A at 1:00 p.m. Meeting attendees are listed in Table 1.

Table 1 Resource Agency Meeting Attendees

Name:	Agency:	Attending in:
Tom Martin	MDT – Environmental Services Bureau Chief	Helena
Susan Kilcrease	MDT – Environmental Services Bureau	Missoula
Shane Stack	MDT – Engineering Bureau	Missoula
Sheila Ludlow	MDT – Planning Division	Helena
Jean Riley	MDT – Planning Division	Helena
Todd Tillinger	U.S. Army Corps of Engineers	Helena
Stephanie McCary	U.S. Army Corps of Engineers	Helena
Mark Biel	Glacier National Park	Kalispell
Phil Wilson	Glacier National Park	Kalispell
Robert Ray	Department of Environmental Quality	Missoula
Jeff Ryan	Department of Environmental Quality	Helena
Jimmy DeHerrera	U.S. Forest Service	Kalispell
Shawn Boelman	U.S. Forest Service	Kalispell
Mike McGrath	U.S. Fish and Wildlife Service	Missoula
Mark Deleray	MT Fish Wildlife and Parks	Kalispell
Leo Rosenthal	MT Fish Wildlife and Parks	Kalispell
Gary Gray	DOWL HKM	Helena
Sarah Nicolai	DOWL HKM	Helena
David Stoner	DOWL HKM	Helena



RESOURCE AGENCY COORDINATION

An invitation letter was sent to the resource agency distribution list on December 21, 2011. A copy of the letter is provided at the end of this memorandum. DOWL HKM attempted to contact all of the individuals on the distribution list on January 4, 2012 to confirm attendance at the meeting.

MEETING FORMAT

Sarah Nicolai, DOWL HKM Project Manager, provided an overview of the Draft Environmental Scan Report and Draft Existing and Projected Conditions Report. A copy of the meeting presentation is provided at the end of this memorandum. Beginning on page 3, Table 2 summarizes resource agency comments provided during the meeting. Acronyms used within Table 2 are noted below.

BNSF	Burlington Northern Santa Fe
CSKT.....	Confederated Salish and Kootenai Tribes
DEQ	Montana Department of Environmental Quality
FWP	Montana Fish, Wildlife & Parks
GNESA	Great Northern Environmental Stewardship Area
GNP	Glacier National Park
LEDPA	Least Environmentally Damaging Practicable Alternative
MDT.....	Montana Department of Transportation
TMDL.....	Total Daily Maximum Loads
USACE.....	U.S. Army Corps of Engineers
USFS	U.S. Forest Service
USFWS.....	U.S. Fish and Wildlife Service

A number of resource agencies provided written comments following the meeting. A copy of all written agency comments is provided at the end of this memorandum.



Table 2 **Comments Provided During Resource Agency Meeting**

Topic	Name	Agency	Comment	Response	Action Item
FEIS & Re-evaluation	Jean Riley	MDT	Noted the Re-evaluation confirmed that the FEIS NEPA analysis conducted for a new four-lane bridge structure was adequate; however the corridor study may not recommend a four-lane bridge structure.	DOWL HKM agreed and thanked Jean Riley (MDT) for her comment.	None noted.
	Jimmy DeHerrerra	USFS	Asked for clarification of the statement that the Re-evaluation determined the FEIS had adequately addressed impacts of constructing a new South Fork Flathead River Bridge.	Tom Martin and Jean Riley (MDT) explained that the Re-evaluation found that the NEPA analysis contained in the FEIS was adequate with regard to the South Fork of the Flathead River. Tom and Jean added that the bridge is included in the current study because a different design and/or alignment may be proposed from what was proposed in the FEIS.	
Transportation Conditions	Jean Riley	MDT	Stated that the corridor has virtually no roadside shoulders.	DOWL HKM agreed and thanked Jean Riley (MDT) for her comment.	
Utilities	Todd Tillinger	USACE	Explained that Northwestern Energy has been upgrading their gas transmission pipelines from single to double pipelines. Asked if Northwestern Energy had been contacted about their intentions regarding the single pipeline running adjacent and underneath the corridor.	DOWL HKM explained that a Northwestern Energy representative indicated there is no intention of upgrading the pipeline through the corridor at this time.	



Topic	Name	Agency	Comment	Response	Action Item
Traffic Volume Characteristics	Jeff Ryan	DEQ	Asked if DOWL HKM had noted the freight that was being transported through the corridor.	DOWL HKM explained that the percent of heavy vehicles was estimated based on observations in the field, but that the type of freight was not noted.	None noted.
Flathead River	Jeff Ryan	DEQ	Stated that the US 2 roadway is extremely close to the Flathead River.	DOWL HKM agreed and thanked Jeff Ryan (DEQ) for his comment.	
	Jeff Ryan	DEQ	Stated that a Total Maximum Daily Load (TMDL) planning effort was underway for this portion of the Flathead River.	DOWL HKM thanked Jeff Ryan (DEQ) for his comment.	
	Jeff Ryan	DEQ	Explained that there is a Great Northern Environmental Stewardship Area (GNESA) group that should be contacted regarding potential impacts to the Flathead River.	DOWL HKM explained that a GNESA representative was invited to the meeting, but unfortunately was unable to attend.	
	Jeff Ryan	DEQ	Asked if the river banks are armored.	DOWL HKM stated that rip-rap is visible along portions of the north and south banks of the Flathead River.	
	Jeff Ryan	DEQ	Asked if there are a lot of culverts draining into the river.	DOWL HKM explained that some of the culverts draining into the river have been partially or completely buried.	
	Jeff Ryan	DEQ	Asked if a geomorphic analysis had been conducted for the Flathead River to determine if it has narrowed.	Mark Deleray (FWP) stated that rock outcroppings are visible on both sides of the river, which indicates that the river in this area is naturally narrow.	



Topic	Name	Agency	Comment	Response	Action Item
Rock Outcroppings	Todd Tillinger	USACE	Asked if the rock outcroppings had been disturbed during the original construction of US 2.	DOWL HKM stated that the rock outcroppings were most likely cut at the time of original construction given the vertical face of some of the rock outcroppings.	None noted.
	Tom Martin	MDT	Explained that the MDT geotechnical section has monitored movement of the rock outcroppings.	DOWL HKM agreed and thanked Tom Martin (MDT) for his comment.	
Drainage Issues	Jean Riley	MDT	Explained that water seepage through the rock outcroppings occurs and creates standing water on the roadway.	DOWL HKM agreed and thanked Jean Riley (MDT) for her comment.	
	Jeff Ryan	DEQ	Asked about Hungry Horse drainage facilities leading up to the Bridge over the South Fork of the Flathead River.	Within Hungry Horse, DOWL HKM explained that US 2 includes curb and gutter up to approximately 100 feet east of the South Fork of the Flathead River.	
	Jeff Ryan	DEQ	Asked where the outlets for the roadside gutters near Hungry Horse lead.	DOWL HKM explained that the outlets most likely lead to the river.	
Wetlands	Jean Riley	MDT	Stated that the majority of the wetlands in the study area are along the Flathead River.	DOWL HKM agreed and thanked Jean Riley (MDT) for her comment.	
Hazardous Materials Sites	Tom Martin	MDT	Asked if the hazardous material site is located within the existing MDT right-of-way	DOWL HKM explained that this site is a historic gas station, although the proximity to MDT Right-of-Way is not currently noted in the Environmental Scan Report.	DOWL HKM will determine if the hazardous material site is located within MDT Right-of-Way.



Topic	Name	Agency	Comment	Response	Action Item
Wildlife Issues and Species of Concern	Todd Tillinger	USACE	Asked if lake trout are present in the Flathead River.	DOWL HKM explained that lake trout are listed as a species of concern within Flathead County.	None noted.
	Mark Biel	GNP	Explained that lake trout are present in the Flathead River, although they are not native to the Badrock Canyon area and therefore should not be listed as a species of concern.	DOWL HKM thanked Mark Biel (GNP) for his comment and stated that lake trout will be removed from the species of concern list.	DOWL HKM will remove lake trout from the species of concern list.
	Mike McGrath	USFWS	Stated that nest sites for peregrine falcons and bald eagles have been observed within ¼ mile of the study area and asked what MDT's mitigation measures are for protecting these species.	Tom Martin (MDT) explained that MDT employs timing restrictions during construction activities.	None noted.
	Jean Riley	MDT	Asked if DOWL HKM had the GNESA wildlife movement report.	DOWL HKM stated that a GNESA map indicating wildlife movements in the corridor is included as Appendix 10 to the Environmental Scan Report.	
	Mike McGrath	USFWS	Asked about the type of topography over the first ½ mile of the corridor where the majority of wildlife crashes occurred.	DOWL HKM explained that the area is relatively flat with open pastures adjacent to US 2.	
	Mike McGrath	USFWS	Stated that a wildlife underpass would be difficult to construct with level topography.	DOWL HKM agreed and thanked Mike McGrath (USFWS) for his comment.	
	Todd Tillinger	USACE	Stated that a wildlife underpass would be difficult due to floodplain issues.	DOWL HKM agreed and thanked Todd Tillinger (USACE) for his comment.	



Resource Agency Meeting Minutes

Topic	Name	Agency	Comment	Response	Action Item
Recreational Sites	Jimmy DeHerrerra	USFS	Explained that there is a river access site by the House of Mystery within land that is identified as privately owned in Figure 4-6.	DOWL HKM explained that cadastral data was used to identify land ownership and that this source of information is not always accurate. DOWL HKM thanked Jimmy DeHerrerra (USFS) for his comment and stated that Figure 4-6 will be updated.	DOWL HKM will update Figure 4-6.
	Mark Biel	GNP	Explained that the river is often accessed from the east bank near the bridge over the South Fork of the Flathead River.	DOWL HKM thanked Mark Biel (GNP) for his comment and stated that Figure 4-8 will be updated to reflect this information.	DOWL HKM will update Figure 4-8.
	Jimmy DeHerrerra	USFS	With regard to recreation in the corridor, explained that there are formal access sites and dispersed sites from which one can access the river.	DOWL HKM thanked Jimmy DeHerrerra (USFS) for this information and stated that he may be contacted regarding Figure 4-8.	If questions arise, DOWL HKM may contact Jimmy DeHerrerra (USFS) to confirm the location of sites depicted in Figure 4-8
Tribal and Cultural Issues	Todd Tillinger	USACE	Asked if the local Tribal community has or would be contacted regarding the corridor study.	Jean Riley (MDT) stated that Joe Hovenkotter from the Tribal Legal Department of the CSKT is a member of the advisory committee.	None noted.
	Todd Tillinger	USACE	Explained that during the permitting process USACE generally requires consideration of the Least Environmentally Damaging Practicable Alternative (LEDPA), unless there are other considerations. Todd added that Tribal considerations could affect possible alternatives.	DOWL HKM agreed and stated that they will continue to coordinate with Joe Hovenkotter from the Tribal Legal Department of the CSKT. DOWL HKM added that the entire canyon has special significance to the CSKT and is considered a cultural landscape.	



Topic	Name	Agency	Comment	Response	Action Item
Right-of-Way and Land Ownership	Shawn Boelman	USFS	Stated that right-of-way is different from land ownership.	DOWL HKM agreed and thanked Shawn Boelman (USFS) for his comment.	None noted.
	Susan Kilcrease	MDT	Stated that she thought the strip of land under the US 2 roadway may be Forest Service easement.	Jean Riley (MDT) stated that the eastern end of the corridor was a Forest Service easement, but was not sure about the western end. DOWL HKM stated that the team will follow up on the right-of-way ownership of US 2 through the corridor.	Jean Riley (MDT) will request additional information from the MDT Right-of-Way Bureau to determine the status of the land area.
New Roadway Alignments	Todd Tillinger	USACE	Asked if the original alignment would be maintained if a new roadway alignment is constructed.	Jean Riley (MDT) stated that the original roadway may have to be maintained to provide local access to the river, although MDT would prefer not to maintain 2 roadways.	None noted.
	Jeff Ryan	DEQ	Asked about a potential alignment on the north side of the Flathead River.	DOWL HKM stated that the BNSF Railway runs along the north side of the Flathead River.	
Spring at Berne Memorial Park	Tom Martin	MDT	Explained that every time MDT has attempted to remove the pipe providing access to the spring located at the US 2 pullout, a pipe re-appears, presumably from locals wishing to gain access.	DOWL HKM noted that signage has been posted explaining that the spring is not an approved public water supply.	



Topic	Name	Agency	Comment	Response	Action Item
Bridge Considerations	Jeff Ryan	DEQ	Asked how water drains from the bridge deck over the South Fork of the Flathead River.	DOWL HKM explained that it most likely drains to the west side of the bridge.	None noted.
	Jeff Ryan	DEQ	Asked if the potential new bridge design would drain right into the river.	Todd Tillinger (USACE) stated that several designs were considered in the FEIS; however a final design was not determined. Todd added that removal of the existing bridge could be a mitigation opportunity if a new bridge is constructed.	
	Jeff Ryan	DEQ	Stated that the existing bridge piers may be historic in nature.	DOWL HKM stated that there are competing interests in the corridor that will need to be balanced when moving forward.	
Other	Jean Riley	MDT	Stated that resource agencies are welcome and encouraged to attend the two informational meetings.	DOWL HKM agreed and thanked Jean Riley (MDT) for her comment.	
	Jean Riley	MDT	Asked how long the resource agencies will have to submit formal comments.	DOWL HKM stated that all resource agency comments should be submitted by January 20 th 2012.	



United States Department of the Interior



NATIONAL PARK SERVICE
Glacier National Park
West Glacier, Montana 59936

IN REPLY REFER TO:

A3815

JAN 20 2012

RECEIVED
JAN 23 2012
TRANSPORTATION PLANNING

Montana Department of Transportation
Shelia Ludlow, Project Manager
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

Subject: US 2- Badrock Canyon Corridor Planning Study

Dear Ms. Ludlow:

Thank you for the opportunity to participate in the resource agency meetings recently held in Kalispell. Acknowledging that Glacier National Park does not have any jurisdiction along this portion of Highway 2, please accept the following comments at this stage in the planning process.

Glacier National Park is concerned about safety along this section of road. We have many park visitors (1.8 million) last year, of which most of them possibly traveled this road. Additionally, we have over 100 permanent employees that regularly commute on this section of highway. In the past we have expressed concerns about road maintenance and treatment, particularly in the winter, and in particular after the death of one of our own employees due to dangerous road conditions.

However, the Park also values the *rustic*, rather *undeveloped* nature of Highway 2 through Badrock Canyon and believes it contributes positively to visitor experience as visitors approach Glacier National Park. Wide road shoulders, double lanes, bill boards and other advertising, including the lighted warning signs all begin to change the views and visitor experience. Glacier National Park is unique as the transportation corridors that approach the park are relatively undeveloped. There are not many large parks left throughout the country that can still claim this experience. Regardless of whether this was planned or not, the Park believes it should be valued and protected.

Badrock Canyon is also, according to our knowledge, a significant site for the Blackfeet and Salish and Kootenai Indians and should be protected. That portion of the Flathead River, adjacent to the highway, while outside the designated Wild and Scenic River area, is frequently used by recreationists including, floaters, anglers and photographers.



Given these concerns, the Park encourages you to consider a wide range of alternatives that include reducing the speed limits and retaining the two lanes. The Park also encourages you to consider including a bike path that connects to other planned or existing bike paths in the area. This path does not necessarily have to be directly adjacent to the road; and in fact a path further from the road may provide an alternative experience to riders and be safer.

Thank you again for the opportunity to participate early in this planning effort. We look forward to working with you. If you have any questions regarding our comments, please contact Mary Riddle at 406-888-7898 or by email at mary_riddle@nps.gov.

Sincerely,

A handwritten signature in black ink that reads "Chas Cartwright". The signature is written in a cursive, slightly slanted style.

Chas Cartwright
Superintendent

From: Deleray, Mark [<mailto:MDeleray@mt.gov>]
Sent: Friday, January 20, 2012 2:19 PM
To: Ludlow, Sheila
Cc: Nicolai, Sarah; Vashro, Jim; Rosenthal, Leo
Subject: FWP Comments on US 2 - Badrock Canyon Corridor Planning Study

Ms. Sheila Ludlow,

Thank you for the opportunity to comment on the Badrock Canyon Corridor Planning Study (Planning Study). The following comments are directed toward fisheries resources. Montana Fish, Wildlife and Parks (FWP) may provide additional comments regarding wildlife resources. The Draft Environmental Scan Report in Section 4.5 Recreational Resources did not adequately address public access to the Flathead River.

The Flathead River provides valuable and popular recreational resources throughout the year. Anglers and boaters access the river throughout the planning study area. Anglers and other recreational river users on foot access the river at numerous dispersed sites along the highway corridor, primarily from Berne Memorial Park upstream to the highway crossing of the South Fork of the Flathead River. A small frontage road at and under the highway crossing of the South Fork provides foot and boat access to the river. This site is very popular providing thousands of people access during spring through fall months. Downstream at the beginning of the study site is the most popular public access point to the river in the canyon corridor. A large parking area and boat ramp exists at this developed access site. Vehicles enter the site directly from the highway. All three of these access areas should be recognized and addressed in the Planning Study. Planning should address maintaining these accesses and accommodating use levels that will increase in the future.

In 1992, Montana Department of Transportation (MDT) and the U.S. Department of Transportation released a [Draft Environmental Impact Statement on the U.S. Highway 2 – Columbia Heights to Hungry Horse Project F1-2 \(39\) 138 Flathead County, Montana](#). In this DEIS Part V: Draft Section 4 (f), a new river access was proposed (pages V 14-18; impacts discussed in Part IV). The improved site included safer vehicle access, road and parking area development, concrete boat ramp construction and a toilet for seasonal use. Consideration of this development proposal should be included in the Planning Study. The site is located on U.S. Forest Service (USFS) and MDT lands. Future management and maintenance of this site should be addressed in the Planning Study. Montana Fish, Wildlife and Parks would like to discuss and coordinate future management of this site with MDT and USFS due to the importance of this site to recreationalists and its near proximity to the FWP Fishing Access Site at the Highway 2 crossing of the Flathead River in Columbia Falls, Montana.

Please contact me if there are questions or more information is needed.

Mark Deleray
Montana Fish Wildlife and Parks
Fisheries Biologist
490 N. Meridian Rd.
Kalispell, MT 59901
(406) 751-4543
mdeleray@mt.gov

Re Request for Agency Comments on US 2 - Badrock Canyon Corridor Planning Study.txt

From: Stephen Potts [Potts.Stephen@epamail.epa.gov]

Sent: Monday, January 23, 2012 11:17 AM

To: Nicolai, Sarah

Cc: Ludlow, Sheila; Stoner, David; Gray, Gary; Jeff Ryan; Jim Satterfield; James Vashro; Mike McGrath; Robert Ray; Todd Tillinger

Subject: Re: Request for Agency Comments on US 2 - Badrock Canyon Corridor Planning Study

Attachments: pic20158.gif

Sarah,

Sorry I was not able to provide comments on the DOWL HKM Draft Environmental Scan Report and Draft Existing and Projected Conditions Report for the US 2- Badrock Canyon Corridor Planning Study by your desired deadline date of last Friday, January 20th. However, I have been involved in another high priority project review and could not devote adequate time to review of the US 2 Badrock Canyon project reports to meet your deadline. I have since briefly scanned the draft Reports for the US 2- Badrock Canyon Corridor Planning Study, and want to provide at least some brief comments near your deadline date.

The draft reports indicates that MDT conducted a re-evaluation of the prior 1995 US 2 Badrock Canyon FEIS/ROD and determined that a Supplemental Environmental Impact Statement (SEIS) would need to be prepared to re-evaluate US 2 transportation improvement construction options and environmental impacts in the project area. The draft reports cover the US 2 Badrock Canyon corridor between reference post (RP) 140 and 142.4, including the existing bridge over the South Fork Flathead River west of Hungry Horse. The draft Existing and Projected Conditions Report provides updated information about existing and projected road and traffic conditions in the corridor. The draft Environmental Scan provides an updated summary of physical, biological, social, and cultural resources for this area in the corridor. The reports are stated to provide a planning level overview to assist in identifying constraints and opportunities in the corridor, and not intended to satisfy NEPA/MEPA requirements for any forwarded improvement options.

The draft Environmental Scan includes information on issues that we believe are of particular concern in this highway corridor (i.e., avoidance and minimization of potential highway encroachment upon the Flathead river, adjacent wetlands and floodplains located north of the existing highway, as well as important historic and cultural resources in the canyon area immediately south of the existing highway). The Draft Existing and Projected Conditions Report indicate that currently US 2 is a two-lane undivided highway with two 12-foot travel lanes and nonexistent shoulders, and the suggested roadway width for US 2 is 40 feet or greater, which would allow two 12-foot travel lanes and two eight-foot shoulders (page 12). However, it is also stated that the Route Segment Plan no longer defines a standard roadway width, and the MDT Roadway Width Committee would determine the appropriate width during future project development. We are pleased that this suggests that MDT would be flexible with roadway width requirements, since it will be a challenge to develop transportation improvement options that properly avoid and minimize impacts to both aquatic resources and historic/cultural/archaeological resources within the canyon.

We are pleased that the environmental scan notes that updated wetland delineations, conducted according to standard USACE procedures, would be needed to verify wetland boundaries in the study area (page 19). River, wetland and floodplain impacts will need to be avoided and minimized to the greatest extent practicable, with unavoidable aquatic impacts mitigated as required by the USACE and in accordance with Federal Highway Administration (FHWA) and MDT policies and Executive Order (EO) 11990, Protection of Wetlands Page 1 Re Request for Agency Comments on US 2 - Badrock Canyon Corridor Planning Study.txt (page 19).

We are also pleased that the environmental scan identifies the historical and cultural significance of the cliffs in Badrock Canyon to the Confederated Salish and Kootenai Tribes (CSKT), who consider Badrock Canyon to be a sacred cultural landscape. We are pleased that the environmental scan indicates that if highway improvement options are forwarded, impacts to significant cultural and archaeological resources would also be avoided or minimized to the greatest extent practicable, and that additional archaeological testing would be necessary to establish the nature and significance of materials discovered in proximity to Site 24FH760. Additional assessment would also be needed to determine the canyon's eligibility for listing on the NRHP as a cultural landscape, the cultural landscape's physical extents and defining characteristics, and the feasibility of avoiding or minimizing impacts to the landscape. Consultation with the CSKT and SHPO would be required to identify mitigation measures for any unavoidable impacts to cultural and archaeological resources.

It will be important that the SEIS comprehensively evaluate potential transportation improvement impacts in the canyon to aquatic resources and historic/cultural/archaeological resources to demonstrate that all practicable means of avoiding and minimizing impacts to these resources have been adequately incorporated into the project, and unavoidable impacts to these resources appropriately mitigated.

In regard to the existing South Fork Flathead River bridge, which is classified as functionally obsolete and structurally deficient (page 5), we also want to emphasize the need to assure that proposed bridge improvement and/or replacement alternatives adequately incorporate planning and design measures that avoid and/or minimize encroachment upon and placement of fill into aquatic resources to the greatest extent practicable. In addition BMPs to avoid discharging bridge stormwater runoff directly to the river should be incorporated into proposals for bridge improvements.

Finally we want to indicate that we appreciate the coverage in the draft Environmental Scan of other issues of concern to EPA, including water quality, air quality, hazardous substances, fish and wildlife, T&E species, noxious weeds, environmental justice, etc.

Stephen Potts

NEPA Compliance and Review

EPA Region 8 Montana Office

10 West 15th St., Suite 3200

Helena, Montana 59626

Email: potts.stephen@epa.gov

Phone at Missoula Forest Service Office: 406-329-3313 Phone at Helena EPA

Office: 406-457-5022 FAX at Helena EPA Office: 406-457-5055

RECEIVED

JAN 12 2012



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
HELENA REGULATORY OFFICE
10 WEST 15TH STREET, SUITE 2200
HELENA, MONTANA 59626-9705

January 11, 2012

Regulatory Branch
Montana State Program
Corps No. **NWO-2012-00081-MTH**

Subject: Badrock Canyon Corridor Planning Study, South Fork of the Flathead River, USACE Agency Comments

Montana Department of Transportation
Attn: Shiela Ludlow
Post Office Box 201001
Helena, MT 59620-1001

Dear Ms. Ludlow:

Thank you for the opportunity to attend the resource agency meeting held on January 9, 2012, in which we discussed the Badrock Canyon Corridor Planning Study. This letter is in response to your request for comments on the study, which explores the potential need for improvements along US Highway 2 from RP 140.0 to RP 142.4. The project is located in Section 36, Township 31N, Range 20W, in Flathead County, Montana.

The mission of the U.S. Corps of Engineers (USACE) regulatory program is to protect the Nation's aquatic resources while allowing reasonable development through fair, flexible and balanced permit decisions. In particular, under 404 of the Clean Water Act, we work to protect the biological, physical, and chemical integrity of the Nation's aquatic resources. Projects are evaluated on a case-by-case basis to determine the potential benefits and detriments that may occur as a result of the proposal. In all cases, an applicant must avoid and minimize impacts to aquatic resources to the greatest extent practicable.

After reviewing the available information, it appears the proposed project will impact Waters of the U.S. (WOUS) and will require a permit from the USACE, therefore we offer the following comments:

1. It is required that we have a valid Jurisdictional Determination (JD) on file before we can process a permit application. This determination cannot be more than five years old when a permit is issued. You can help expedite this process by providing a current delineation of all waters within the review area, to include special aquatic sites such as riffle pool complexes and wetlands.
2. An in depth alternatives analysis must be completed for the project, which should include but not be limited to: alternatives resulting in no impacts to WOUS, such as no action alternatives and off site alternatives; alternatives which would result in less impacts to WOUS; and alternatives which may result in greater impacts to WOUS. Each alternative must be assessed for its impact on the aquatic environment, as well as its impact on the environment overall. The least environmentally damaging practicable alternative (LEDPA) should be identified, as well as your preferred alternative and an explanation as to why it is the preferred alternative.

3. Section 7(a)(2) of the Endangered Species Act requires Federal agencies to insure that any action it authorizes is not likely to jeopardize the continued existence of any federally listed species or result in the destruction or adverse modification of designated critical habitat. If the project will result in impacts to endangered species or critical habitat you must provide documentation that all necessary consultation with the U.S. Fish and Wildlife Service has been completed.
4. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. If the project will result in impacts to historic properties or other cultural resources you must provide documentation that coordination with the State Historic Preservation Office (SHPO) as well as any relevant American Indian tribes has been completed.
5. Springs are considered an important aquatic resource in the state of Montana. The USACE must be notified of any project in WOUS that will be located within 100 feet of the water source in natural spring areas.
6. Compensatory mitigation is required for unavoidable losses to aquatic resources. If the proposed project will result in more than minimal impacts, a compensatory mitigation plan must be submitted as a part of the proposal. Please refer to Final Rule 33 CFR 325 and 332 for guidance on this requirement.

Once a project proposal is submitted, other factors relevant to the USACE regulatory program which are not included in the above list may need to be considered. Please contact me at (406) 441-1365 if you have questions and reference Corps File Number NWO-2012-00081-MTH.

Sincerely,



Stephanie McCary
Project Manager



United States Department of the Interior

Fish and Wildlife Service

Ecological Services
Montana Field Office
585 Shepard Way
Helena, Montana 59601-6287



Phone: (406) 449-5225 Fax: (406) 449-5339

M.44 MDT (I)

January 13, 2012

Sheila Ludlow
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

Dear Ms. Ludlow:

We received your letter dated December 21, 2011, requesting comments on the US 2—Badrock Canyon Corridor Planning Study, reviewed the accompanying environmental scans and appendices, and attended the associated Resource Agency Meeting on January 9, 2012. Your letter, and Montana Department of Transportation (Department) personnel at the Resource Agency Meeting, requested written comments regarding resource concerns in the Badrock Canyon Corridor, west of Hungry Horse, Montana, in Flathead County. Our response comments below are authorized under the authority of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et. seq.), the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.), and the Migratory Bird Treaty Act of 1918 (MBTA), as amended (16 U.S.C. 703 et. Seq.), and the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d, 54 Stat. 250; BGEPA).

Federally listed species that occur in your project area include the threatened bull trout (*Salvelinus confluentus*), grizzly bear (*Ursus arctos horribilis*), Spalding's Campion (*Silene spaldingii*), and Canada lynx (*Lynx canadensis*). Critical habitat for the Canada lynx occurs on adjacent Flathead National Forest lands, and bull trout critical habitat occurs in the adjacent Flathead River. Candidate species meltwater lednian stonefly (*Lednia tumana*) and wolverine (*Gulo gulo luscus*) also occur nearby. With the competing interests of historic cultural resources protected species, and critical habitat within the project area, the Department's options for developing alternative routes or alignment changes may be limited. The Service is committed to work with the Department in the development of alternatives that can balance these competing resources.

Given the identification of Badrock Canyon as a wildlife movement area by the Great Northern Environmental Stewardship Area, we ask the Department to incorporate structures or

mitigation measures into any design alternatives for this corridor, particularly between MP 140.0 and MP 140.5 that would facilitate wildlife movement while improving highway safety. Other species of note in the area include nest sites for peregrine falcons (*Falco peregrinus*) and bald eagle (*Haliaeetus leucocephalus*). Please keep these sites and the Department's obligations under the MBTA and BGEPA in mind during alternative development.

The Service appreciates your efforts to incorporate fish and wildlife resource concerns, including threatened and endangered species, into your project planning. If you have questions or comments related to this issue, please contact Mike McGrath of my staff at (406) 449-5225, extension 201.

Sincerely,



R. Mark Wilson
Field Supervisor



Informational Meeting

**Discuss U.S. 2-Badrock Canyon
Corridor Planning Study
Tuesday, April 10, 2012 6:30 p.m.
U.S. Forest Service
Hungry Horse Ranger Dist. Office
10 Hungry Horse Dr.
Hungry Horse, MT**

The Montana Department of Transportation (MDT) will discuss the U.S. 2 - Badrock Canyon Corridor Planning Study. The study area begins at Reference Post (RP) 140.0 northeast of Columbia Falls and ends at RP 142.4 at the intersection of U.S. 2 / 6th Street West in Hungry Horse. The purpose of the meeting is to provide an update on analysis efforts, present preliminary improvement option concepts, and request feedback.

The meeting is open to the public and the public is encouraged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com or online at <http://www.mdt.mt.gov/pubinvolve/badrock/>. Please indicate comments are for the U.S. 2-Badrock Canyon Corridor Planning Study.

From: [Grant, Paul](#)
To: [ASHTO](#); [Daily Inter Lake, The \(E-mail\)](#); [Flathead Beacon](#); [K18AJ-TV](#); [Kalispell - KCFW-tv \(E-mail\)](#); [KALS-FM](#); [KGEZ](#); [KOFI](#); [Senator Jon Tester - Virginia Sloan](#); [Senator Max Baucus - Kirby Campbell-Rierson](#); [Shelley Ridenour, Reporter](#); [West Shore News](#); [Hungry Horse News](#); [Hungry Horse News](#); [Whitefish Pilot](#)
Cc: [Toavs, Ed](#); [Stack, Shane](#); [Ludlow, Sheila](#); [Nicolai, Sarah](#); [Riley, Jean](#); [Skinner, Jim](#); [Zanto, Lynn \(MDT\)](#); [Kazimi, Zia](#); [Erb, Michelle](#); [Collins, Corrina](#); [Ryan, Lori](#); [Grant, Paul](#); [FLATHEAD COUNTY COMMISSIONERS](#); [FLATHEAD COUNTY ROAD SUPERVISOR](#)
Subject: MDT Schedules Informational Meeting for U.S. 2 – Badrock Canyon Corridor Planning Study No CN#
Date: Thursday, March 29, 2012 8:05:50 AM

March 29, 2012

FOR IMMEDIATE RELEASE

For more information:
Lori Ryan, Public Information, MDT, (406) 444-6821

Informational meeting scheduled for U.S. 2 – Badrock Canyon Corridor Planning Study

Hungry Horse - The Montana Department of Transportation (MDT) is conducting an informational meeting for the U.S. 2 – Badrock Canyon Corridor Planning Study. The study area begins at Reference Post (RP) 140.0 northeast of Columbia Falls and ends at RP 142.4 at the intersection of U.S. 2 / 6th Street West in Hungry Horse. The meeting will be held on Tuesday, April 10, 2012 in the U.S. Forest Service Hungry Horse Ranger District Office at 10 Hungry Horse Drive, Hungry Horse, MT. A presentation will begin at 6:30 p.m., followed by an informal discussion period.

The U.S. 2 - Badrock Canyon Corridor Planning Study is a pre-NEPA/MEPA study that allows early planning-level coordination with community members, stakeholders, and environmental resource agencies. The study will identify potential corridor improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development / environmental review, if any, based on need and funding availability. The U.S. 2 - Badrock Canyon Corridor Planning Study is a planning-level study and is not a design or construction project.

The purpose of the meeting is to provide an update on analysis efforts, present preliminary improvement option concepts, and request feedback. Community participation is a very important part of the process, and the public is encouraged to attend. Verbal or written comments and concerns may be presented at the public meeting. Written comments may also be submitted by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at

<http://www.mdt.mt.gov/pubinvolve/badrock/>

Please indicate comments are for U.S. 2 – Badrock Canyon Corridor Planning Study.

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 Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

-----END-----

Project Name: US 2 – Badrock Canyon Corridor Planning Study
Flathead County



US 2 - Badrock Canyon Corridor Planning Study

NEWSLETTER # 1

MARCH 2012

INSIDE THIS ISSUE:

What is a Corridor Planning Study?	1
Please Join Us for an Informational Meeting	1
Study Area	2
Draft Reports Available for Review	2
Key Findings	3
Needs and Objectives	3
Study Schedule	4
How can I stay involved in this study?	4
Contact Us	4

What is a Corridor Planning Study?

The Montana Department of Transportation (MDT), in cooperation with Flathead County, Columbia Falls, the Salish and Kootenai Tribes (CSKT), and the canyon community, is conducting a corridor planning study along US Highway 2 (US 2) from Reference Post (RP) 140.0 northeast of Columbia Falls to RP 142.4 at the intersection of US 2 / 6th Street West in Hungry Horse.

A Corridor Planning Study is a **planning-level assessment** of a study area occurring before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). MDT developed a corridor planning study process to provide a better link between early transportation planning and environmental compliance efforts. The process involves conducting a planning level review of safety, operational, and geometric conditions and environmental resources within a corridor to identify needs and constraints. This process allows MDT to save time and money in subsequent project phases by facilitating early coordination with members of the community, resource agencies, and other interested parties; screening of possible improvement options; and elimination of infeasible options. A corridor planning study is a planning document that considers multiple improvement options throughout a corridor. This planning process is distinct from a NEPA/MEPA environmental compliance document and from design, right-of-way acquisition, and construction phases for an individual project.

Please Join Us for an Informational Meeting!

Tuesday, April 10, 2012

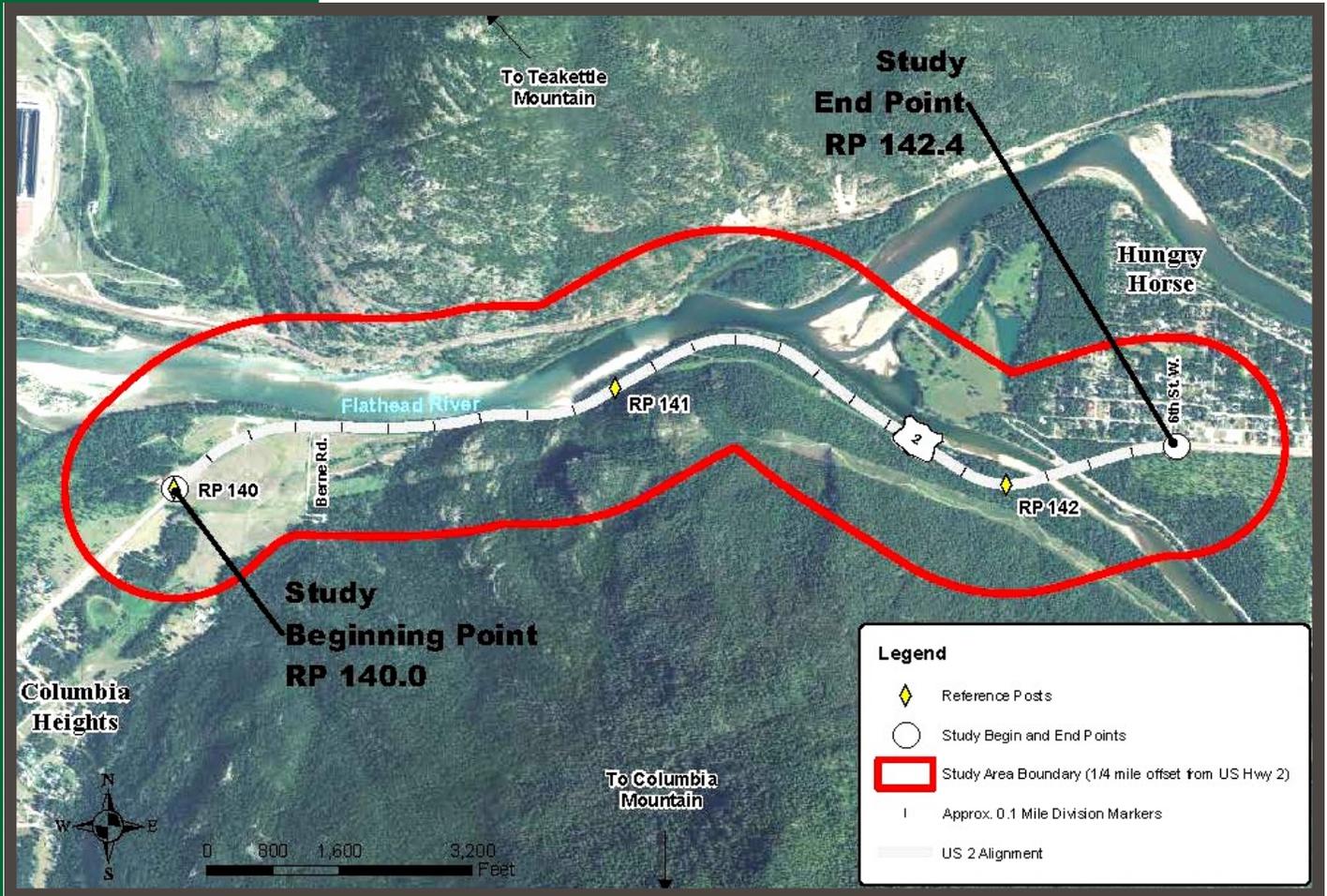
U.S. Forest Service
Hungry Horse
Ranger District Office
10 Hungry Horse Drive
Hungry Horse, MT
6:30 p.m.

The purpose of the meeting is to provide an update on analysis efforts, present preliminary improvement option concepts, and request feedback.

Interested parties are encouraged to attend.
We look forward to seeing you there!

Study Area

The US 2 - Badrock Canyon Corridor Planning Study Area begins on US 2 at RP 140.0 northeast of Columbia Falls and extends to RP 142.4 at the intersection of US 2 / 6th Street West in Hungry Horse.



Draft Reports Available for Review

MDT has prepared a Draft Environmental Scan Report and a Draft Existing and Projected Conditions Report. These documents summarize transportation system conditions and environmental resources within the study corridor.

Draft reports may be viewed online at <http://www.mdt.mt.gov/pubinvolve/badrock>

Key Findings

Physical Features

- The South Fork Flathead River Bridge is structurally deficient, functionally obsolete, and eligible for replacement.
- During periods of snow melt, water ponds and flows across US 2.
- Multiple utilities are located in close proximity to US 2 alignment, including a high pressure gas pipeline and fiber optics line.
- There are no dedicated bicycle / pedestrian facilities in the corridor.

Geometric Conditions

- There are narrow to nonexistent shoulders along US 2 within the corridor.
- Nine horizontal and six vertical curves do not meet current MDT design standards.

Crash History (2006 to 2010)

- The corridor crash rate and severity rate are nearly three times higher than the statewide average for similar facilities.

Operational Conditions

- Within the corridor, US 2 currently operates undesirably during both peak and off-peak hours and seasons. Operations are projected to worsen during the 2035 planning horizon.

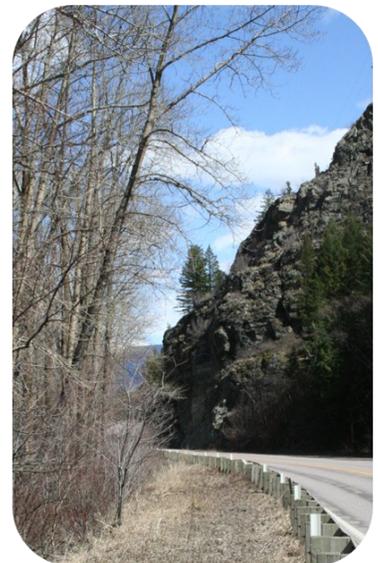
Environmental Conditions

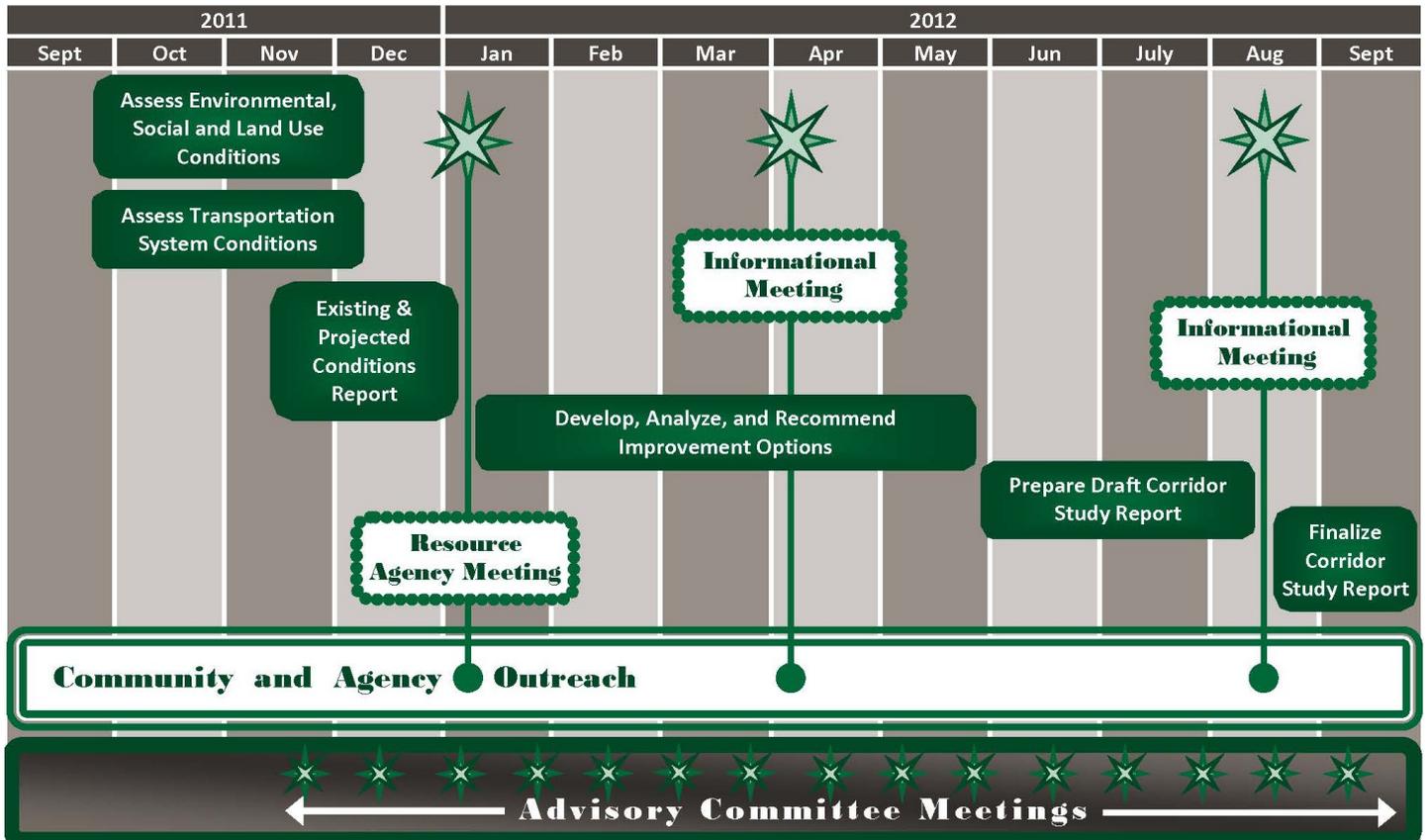
- Rock outcroppings in Badrock Canyon are unstable, creating potential for rockfalls.
- Critical habitat for bull trout and Canada lynx is located in the study area.
- Wildlife crossing points occur within the corridor. Crashes involving wild animals are concentrated from RP 140.0 to 140.5.
- Known cultural features in the study area include the historic Tote Road, an archaeological site, and the Badrock Canyon Cultural Landscape.
- Designated and dispersed recreational sites are located within the US 2 corridor, including Berne Memorial Park.
- US 2 encroaches into the 100-year floodplain for the main stem of the Flathead River and a portion of the South Fork of the Flathead River.

Needs and objectives were developed through a review of existing and projected conditions within the corridor, input from community members and resource agencies, and coordination with the study advisory committee, including representatives from the Confederated Salish and Kootenai Tribes (CSKT), Flathead County, Columbia Falls, and the Canyon Community. Corridor needs are listed below. The full list of corridor needs and objectives may be viewed on the study website at <http://www.mdt.mt.gov/pubinvolve/badrock>

Need 1: Improve the safety and operation of the US 2 roadway facility within the study area for all users, where practicable.

Need 2: Minimize adverse impacts from improvements to the environmental, historic, cultural, scenic and recreational characteristics of the corridor.





How can I stay involved in this study?

Please join us for an **Informational Meeting** on **Tuesday, April 10, 2012 at 6:30 p.m.** at the U.S. Forest Service Hungry Horse Ranger District Office, 10 Hungry Horse Drive in Hungry Horse.

To review additional information about the study and to submit comments electronically, visit the study website at <http://www.mdt.mt.gov/pubinvolve/badrock>

Contact Us

Shane Stack

Missoula Project Engineer
406.523.5830
sstack@mt.gov

Sarah Nicolai

DOWL HKM Project Manager
406.442.0370
snicolai@dowlhkm.com

Sheila Ludlow

MDT Project Manager
406.444.9193
sludlow@mt.gov

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.





Informational Meeting

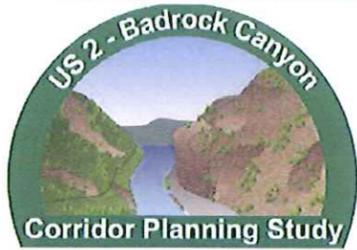
April 10, 2012

AGENDA

- I. **Welcome and Introductions**
- II. **Summary of MDT's Previous Efforts in the Corridor**
- III. **Overview of Corridor Planning Study Process**
- IV. **Study Area**
- V. **Key Findings**
 - Draft Existing and Projected Conditions Report
 - Draft Environmental Scan Report
- VI. **Preliminary Improvement Options**
 - Alignment Options
 - Lane Configurations
 - Spot Improvements
- VII. **Discussion**

Visit the website at:

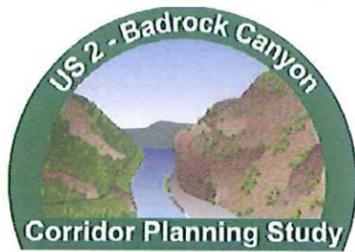
<http://www.mdt.mt.gov/pubinvolve/badrock>



Informational Meeting

April 10, 2012

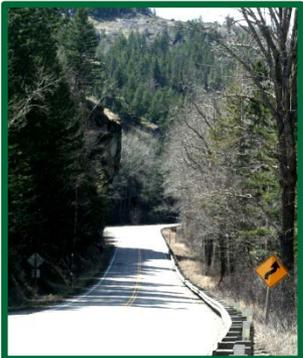
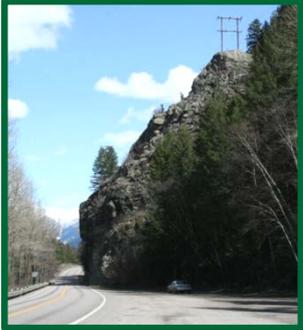
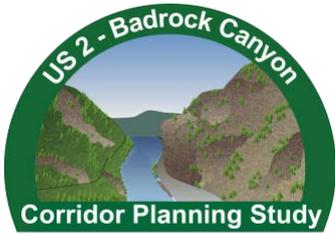
Name:	Agency / Title:	Address:	E-mail:
Judy Scallen & Tom Moehme	JOEL SCALLEN	180 Kickbusch Lane	mrs.spoonoverks@yahoo.com
Kirby Campbell-Rierson	MARTIN CITY FIRE	445 1ST AVE N M.C.	
Dee BROWN	Sen Baucus		Kirby.Campbell.Rierson@Baucus.senate.gov
JOE HAUSER	Canyon RV		
PAUL FOSSLER	MONTANA VORTEX House of Myst.	1800 Hwy 2 EAST CF.	JoeH@MONTANAVORTEX.COM
Craig Shahan		380 SEVILLE LANE	Fossler07@centurytel.net
BILL BAUM	H H Corral	8942 Hwy 2 E Hungry Horse	
Bill & Sarah Dale		MARTIN CITY	GRIZZLYBILL@CENTURYTEL.NET
Dewey E Bacon		Box 2080 Columbia Falls	
Jamie Foster		Box 881 Columbia Falls	
Louisa Byrd		PO BOX #342 HHT	
Justin Franz	Flathead Baucus	PO Box 26024, Missoula, MT	
Ed Speelman		504 E Evergreen Dr, Kalispell, MT	
Seth Schrieber		Coram MT	
Vicki Byrd Rinck		Box 130206, Coram MT	aknissal2@centurytel.net
Bob Hooper		POB 845, C.F. MT 59912	
Marion Foley		Bx 298 M. City Mt 59926	
Tannis Rosenkuth		Box 1203 C Falls 59912	
Leah Katz		24 River Falls Dr CFalk 59912	leahkatz@gmail.com
Jami Belt		PO Box 1203 C Falls 59912	
Kay Redenour		Lakeview # 365 Woodland Rd #31 Col. Falls	



Informational Meeting

April 10, 2012

Name:	Agency / Title:	Address:	E-mail:
Nonna B. Mitchell			
Cindy Woods	Resident	Coram MT	doemunch@centurytel.net
Larry O. Munn	Resident	West Glacier, MT.	LMACKIN@MT.GOV
Ed Toops	MDT	Missoula	etools@mt.gov
Shane Stack	MDT	Missoula	sstack@mt.gov
Shaig Ludlow	MDT	Helena	sludlow@mt.gov
Reed Kuennen	resident / USFS HHRD	Whitefish MT	rnkuennen@centurylink.net
Ron Krueger	resident	Col. Falls	rkrueger@b.fed.us
William Kanud	resident	Col. Falls	MEB WEYANT @ AOL.COM
MARK WEYANT	RESIDENT	CORAM	
Shirley Korsow	Resident	Rollins, MT	shirleykor@centurytel.net
James O'Neil	Rep HD 3	Col. Falls	on@il@centurytel.net
Chris Peterson	HHR	C. Falls	photo@hungryhorsenews.com
Virginia Sloan	Sen Jon Tester	14 Third St E	Virginia_Sloan@tester.senate.gov
Carol Pike	Columbia Falls Area Chamber	Box 312 Columbia Falls	cp@tegcenturytel.net
Nick Nelson	Col Falls Resident	7620 Hwy 2 E	VORTEXFIN@CenturyTel.net
Wes Foster	Resident	Pobox 203060	
Jennilee Burke	Resident	P.O. Box 190523 Hungry Horse, MT 59919	
Vivian Allen	Resident	Hungry Horse	java@cyberport.net
John Waller	Resident	Creston MT	bigdoggz@guail.com
Val Parsons	Resident	West Glacier	valannparsons@yahoo.com
Zac Perry	Resident	Martin City	zac_perry@yahoo.com

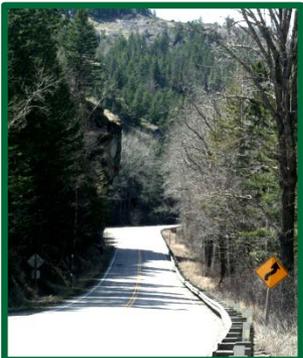
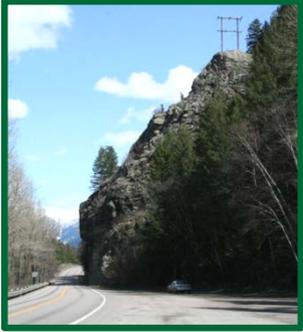


US 2 - Badrock Canyon
Corridor Planning Study

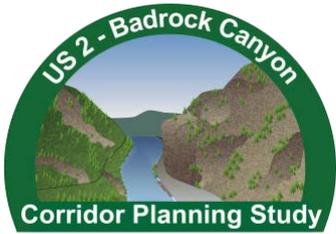
Informational Meeting

Tuesday,
April 10, 2012

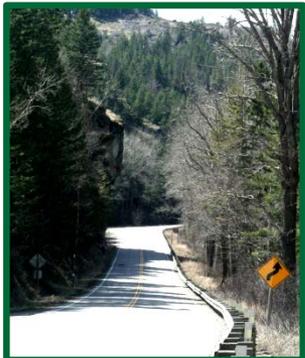
U.S. Forest Service
Hungry Horse Ranger District Office
10 Hungry Horse Drive
Hungry Horse, MT



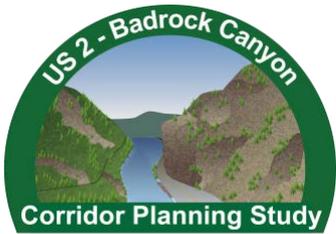
Welcome & Introductions



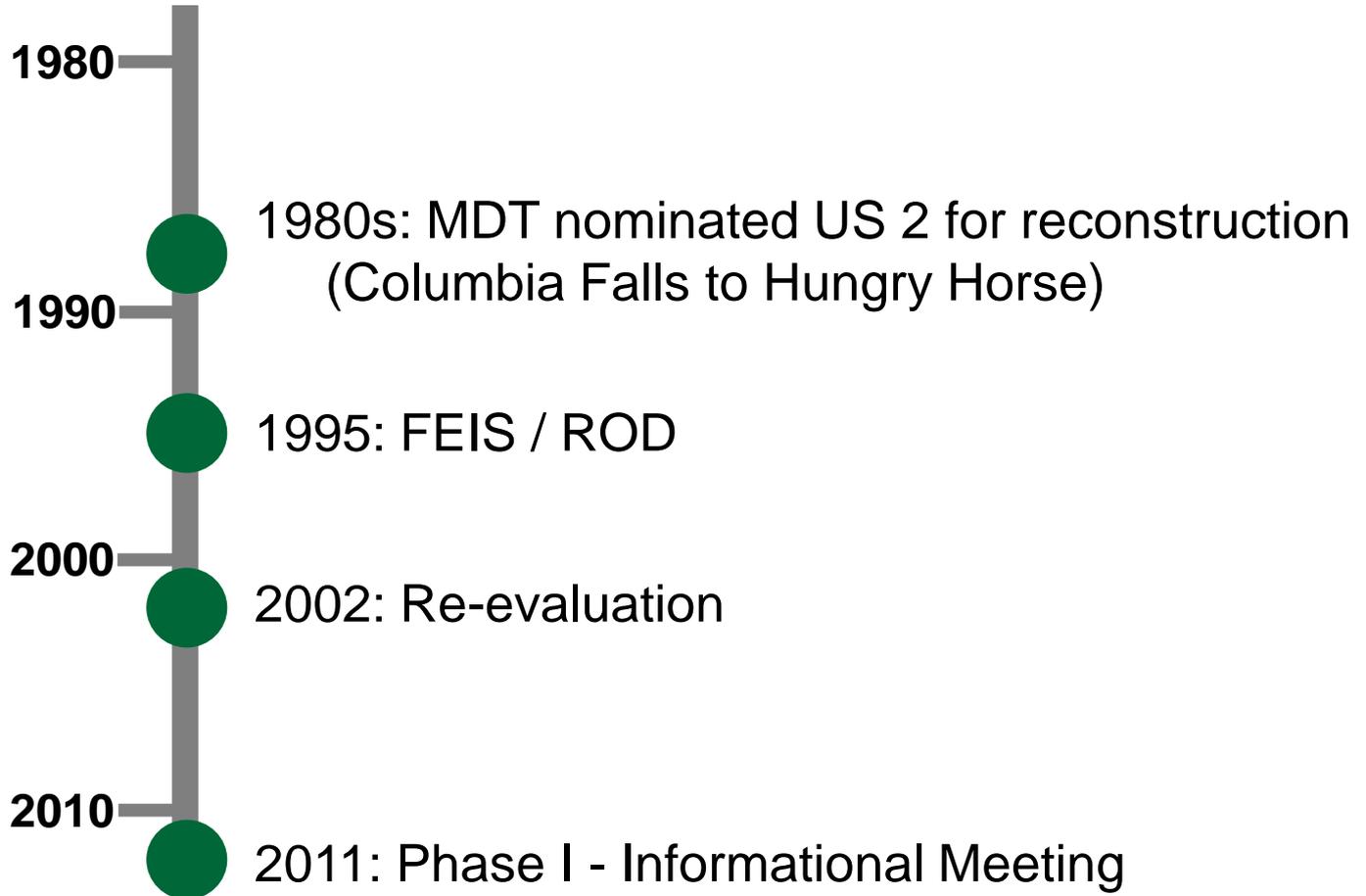
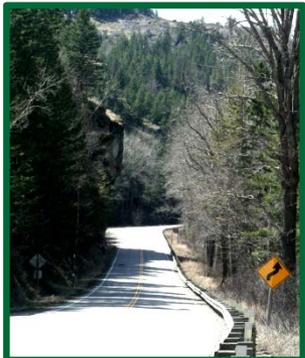
Purpose of Meeting



- Summarize MDT's Previous Efforts in Corridor
- Provide Overview of Corridor Planning Study Process
- Present Key Findings
 - Draft Existing and Projected Conditions Report
 - Draft Environmental Scan Report
- Present Draft Preliminary Improvement Options
- Solicit Input



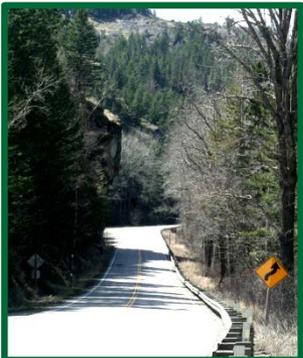
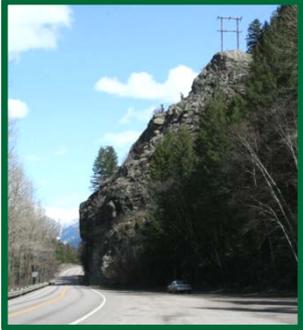
MDT's Previous Efforts

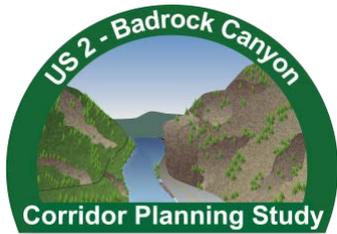




Corridor Planning Process

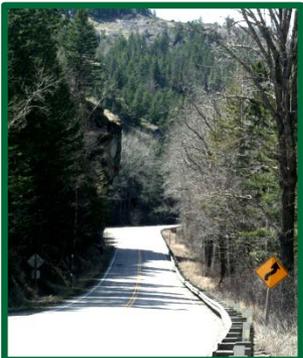
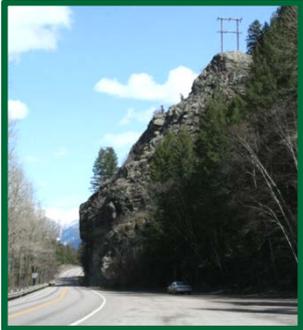
- Involves conducting a review of **safety, operational, and geometric conditions and environmental resources** to identify needs and constraints.
- This process allows MDT to:
 - Identify realistic strategies given funding or other constraints
 - Identify fatal flaws before initiation of formal environmental process for any future project forwarded from study
 - Eliminate alignments and/or improvement options from further evaluation



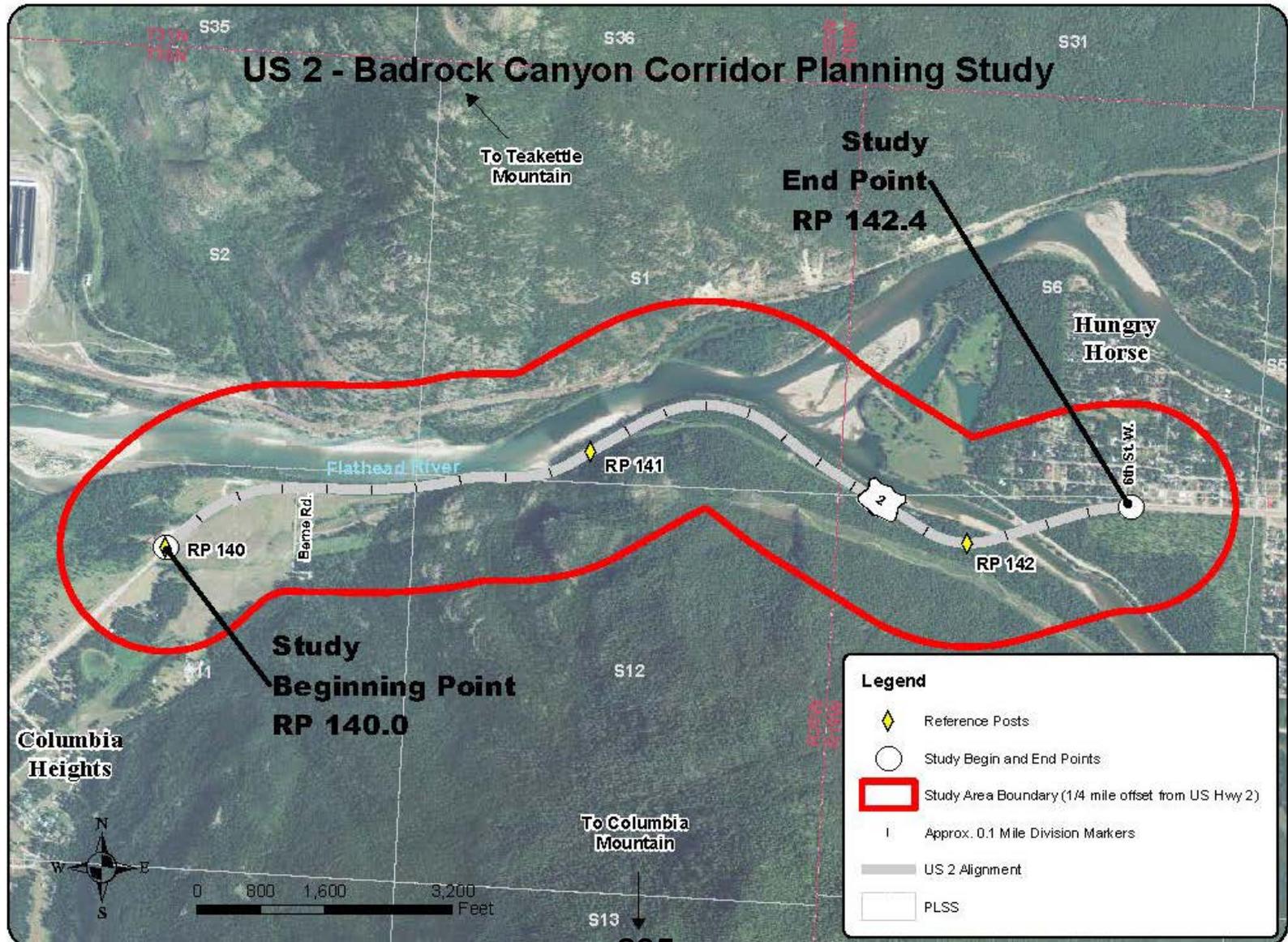


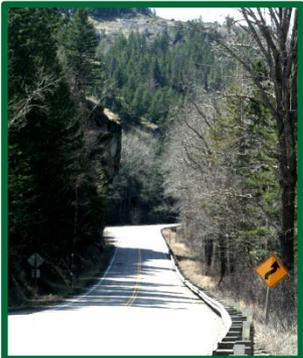
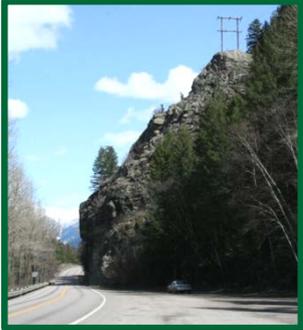
Goals and Purpose

- Engage constituents early
- Identify needs and objectives
- 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



Study Area



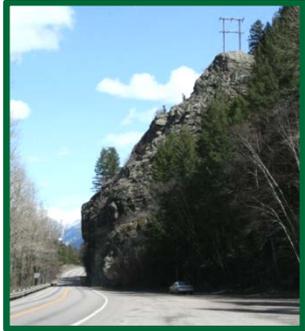


Key Findings

Existing and Projected Conditions Report



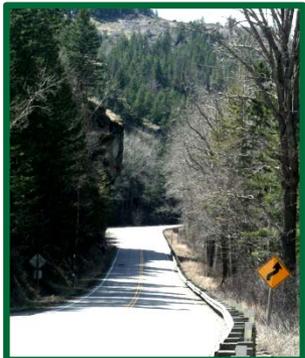
Existing Physical Features



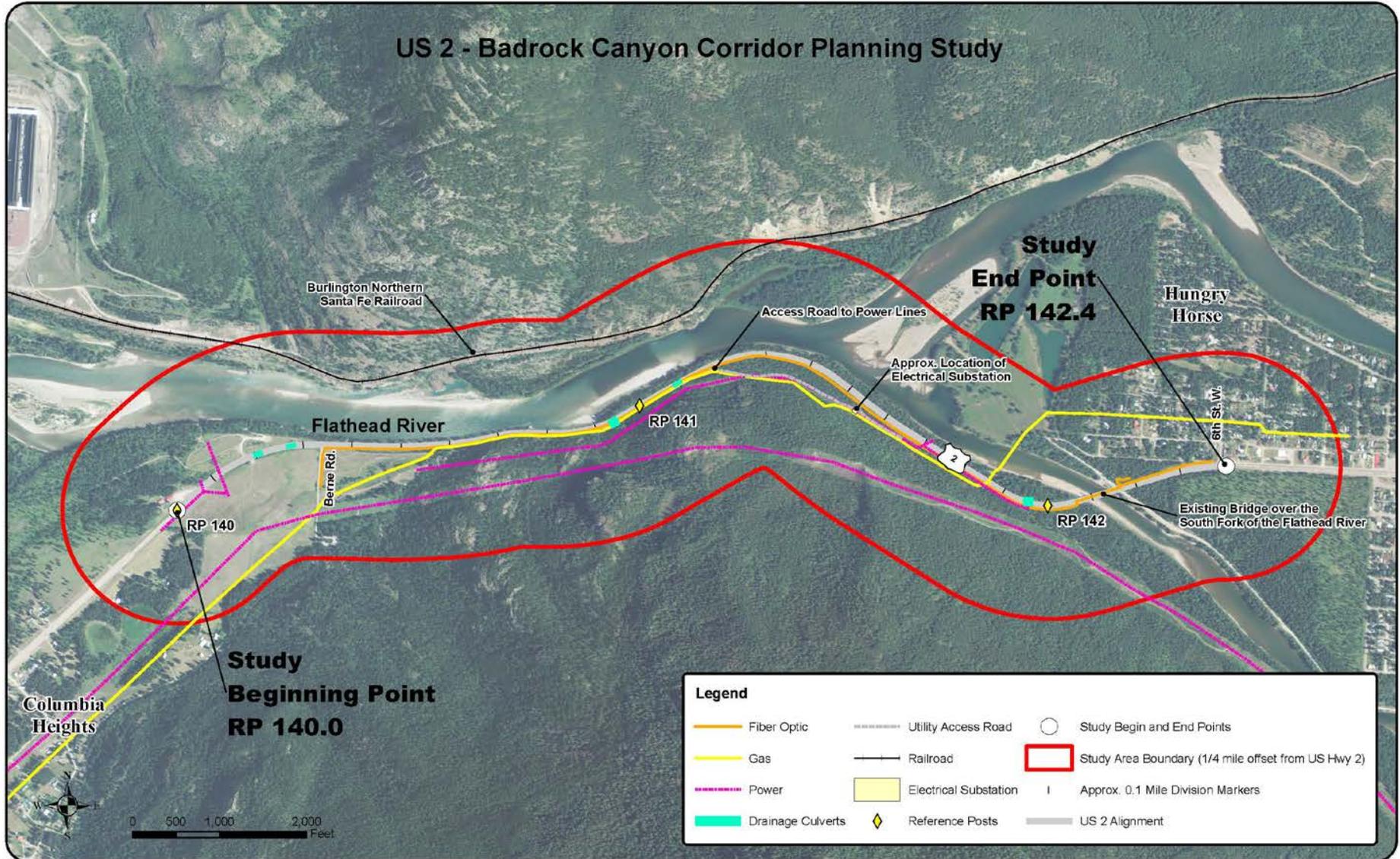
- **South Fork Flathead River Bridge**
 - ⦿ **Functionally obsolete and structurally deficient**
- **Utilities**
 - ⦿ **Gas, fiber optics, and power transmission lines**



- **Pedestrian & Bicycle Facilities**
 - ⦿ **No dedicated facilities in corridor**
- **Physical Constraints**
 - ⦿ **US 2 is located between Flathead River and rock outcroppings**



Existing Physical Features





Existing Geometric Features

● Roadway Width

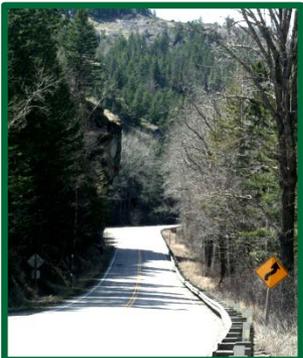
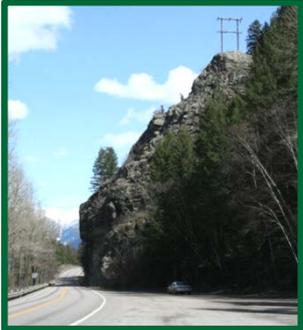
- Two 12-foot travel lanes; no shoulders throughout most of the corridor

● Horizontal Alignment

- Nine (9) horizontal curves do not meet current MDT design standards

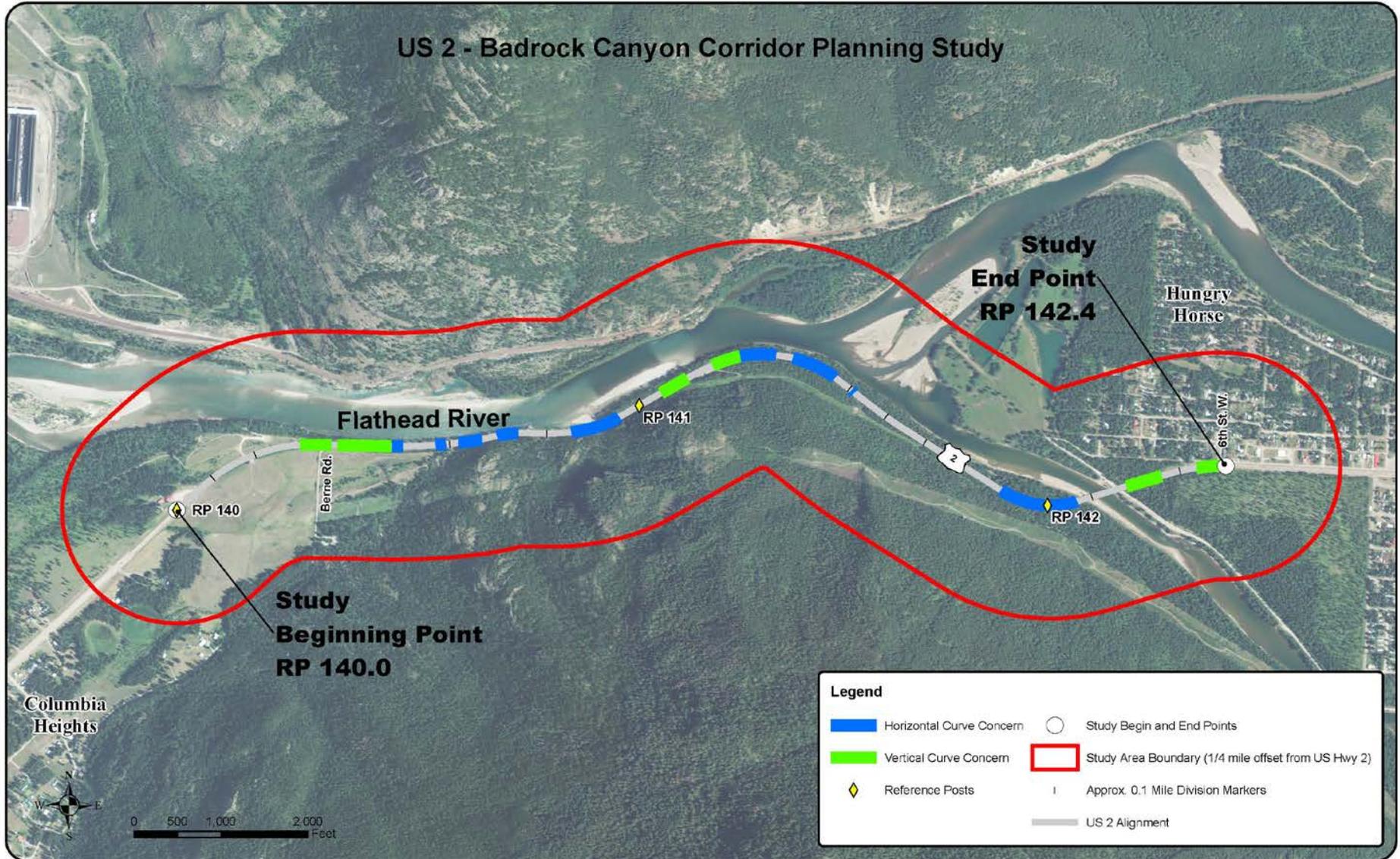
● Vertical Alignment

- Six (6) vertical curves do not meet current MDT design standards



Existing Geometric Features

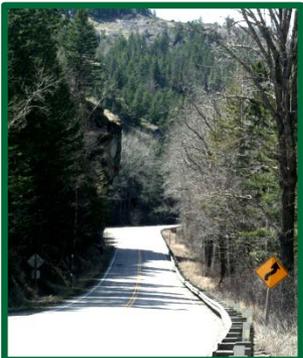
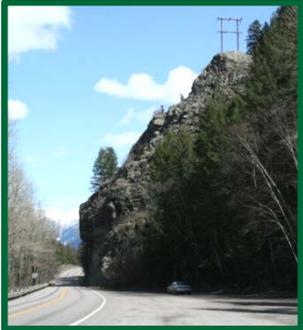
US 2 - Badrock Canyon Corridor Planning Study



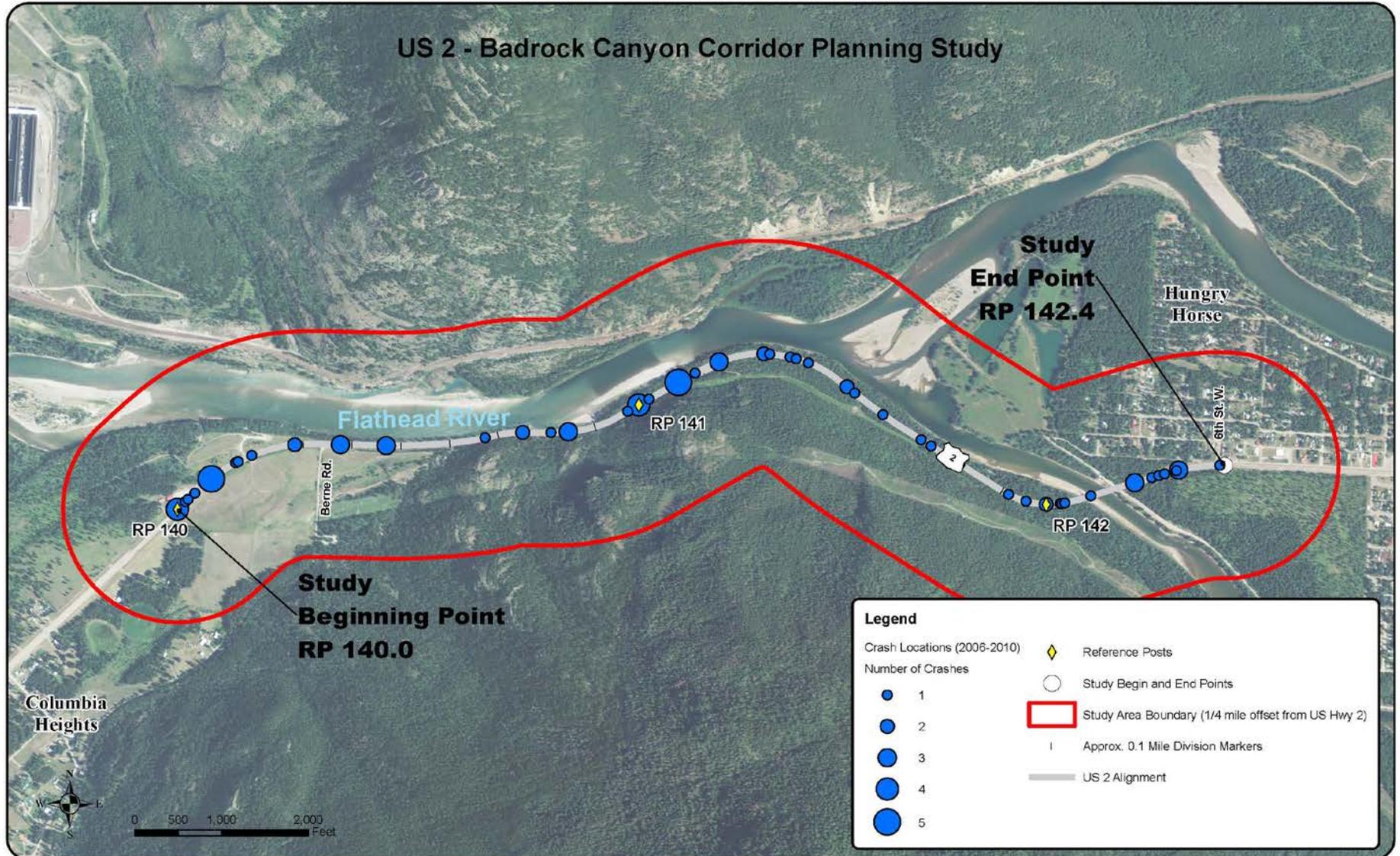
Crash Statistics

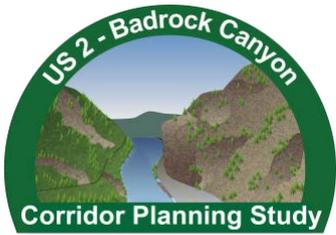
Total of 77 Crashes from 2006-2010

Criteria	Statewide Average for Rural Principal Arterials (NINHS) (2006 – 2010)	US 2 Corridor RP 140.0 – 142.4 (NINHS) (2006 – 2010)	Comparison of US 2 Corridor to Statewide Average (NINHS)
Crash Rate (All Vehicles)	1.04	2.56	2.46 times higher
Severity Index (All Vehicles)	2.09	2.68	1.28 times higher
Severity Rate (All Vehicles)	2.18	6.86	3.15 times higher

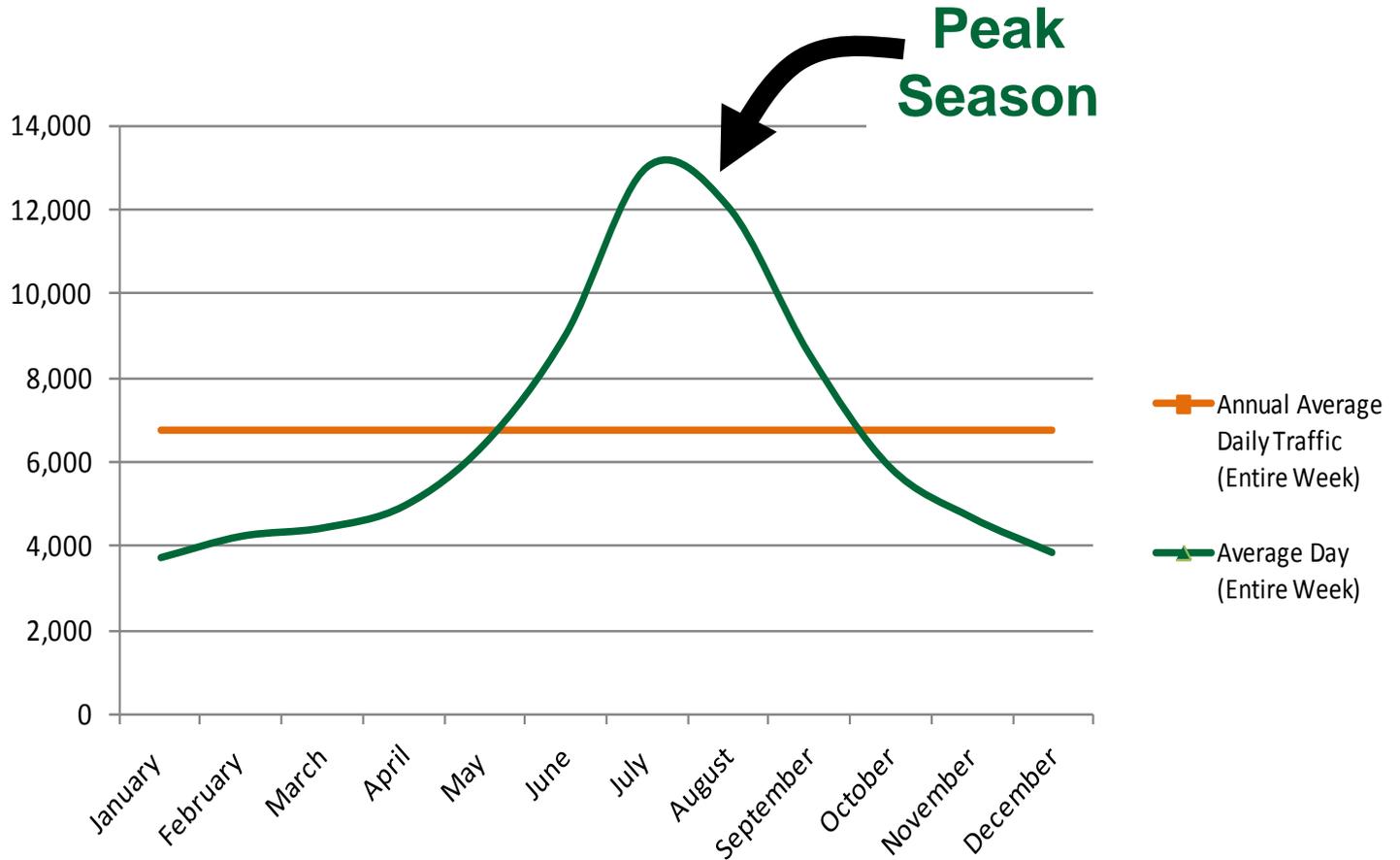
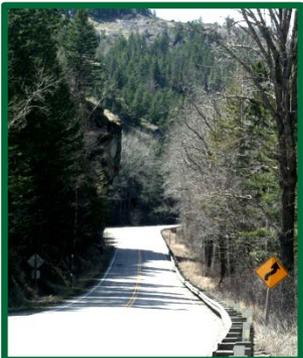
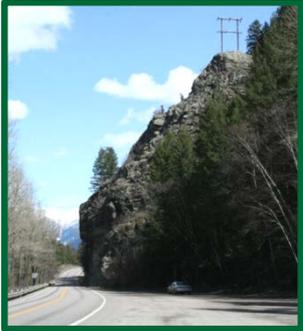


Crash Statistics



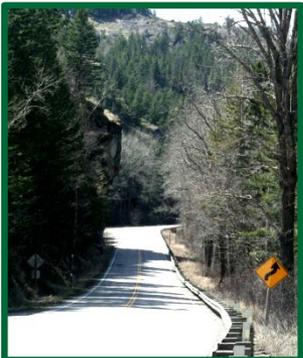
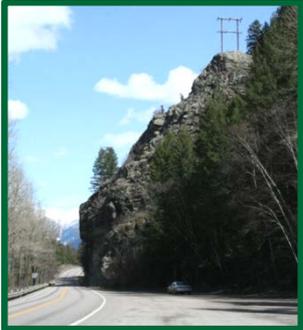


2010 Traffic Volumes

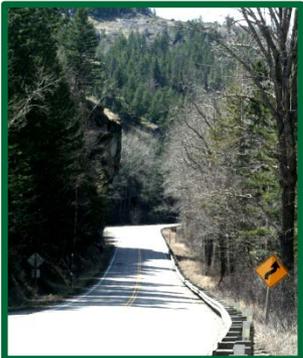
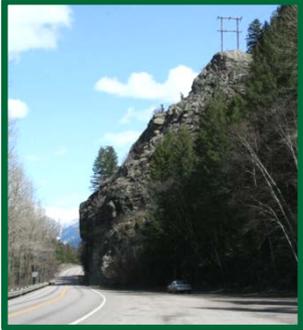
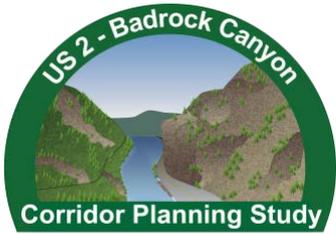


Operations

Acceptable operations for a principal arterial facility in rolling terrain is **LOS B**



Analysis Period	2011			2035		
	AM Peak Hour	Median Off-Peak Hour	PM Peak Hour	AM Peak Hour	Median Off-Peak Hour	PM Peak Hour
	LOS	LOS	LOS	LOS	LOS	LOS
Peak Season	D	D	D	D	D	E
Annual Average	C	C	D	C	C	D

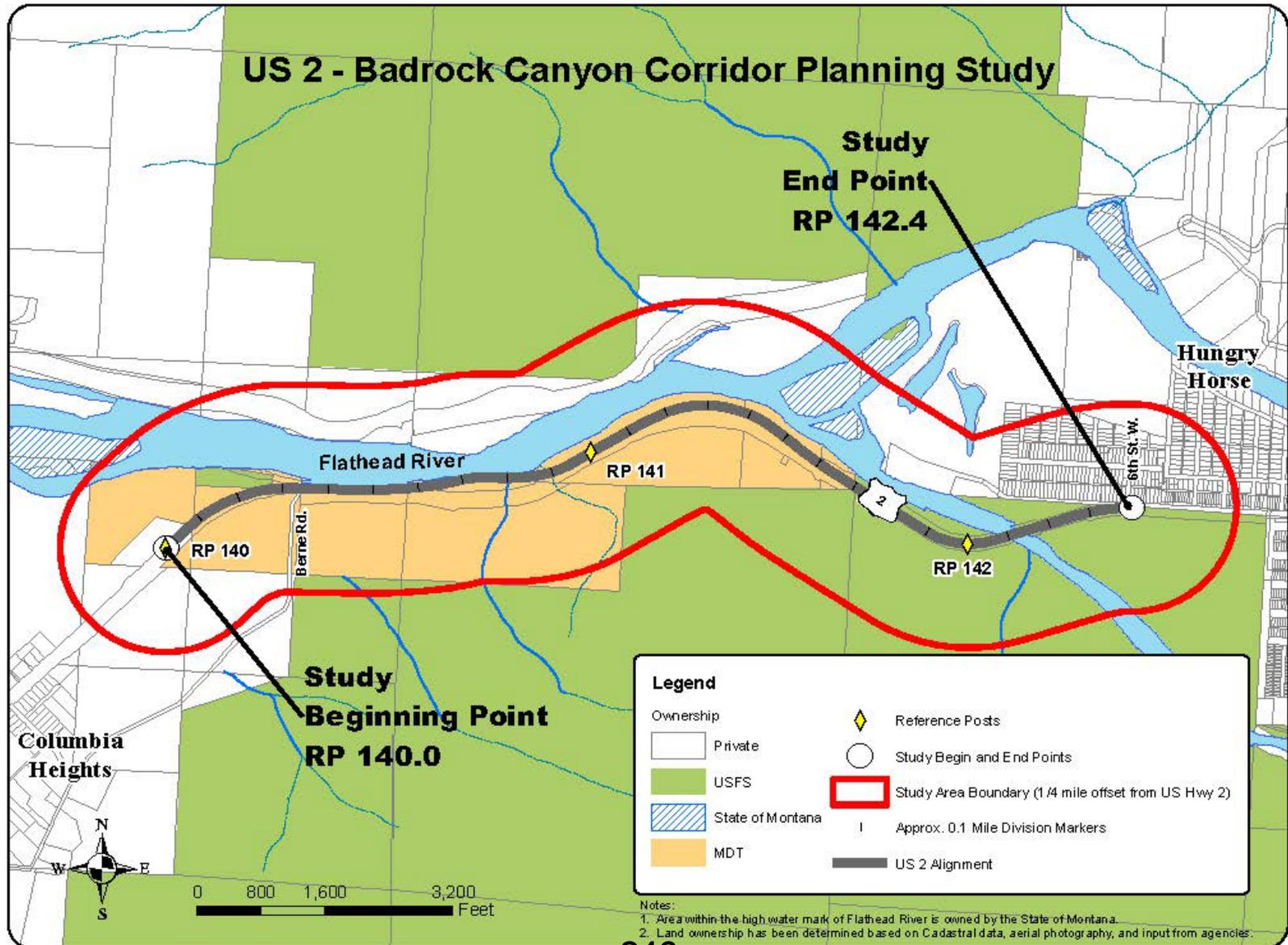


Key Findings

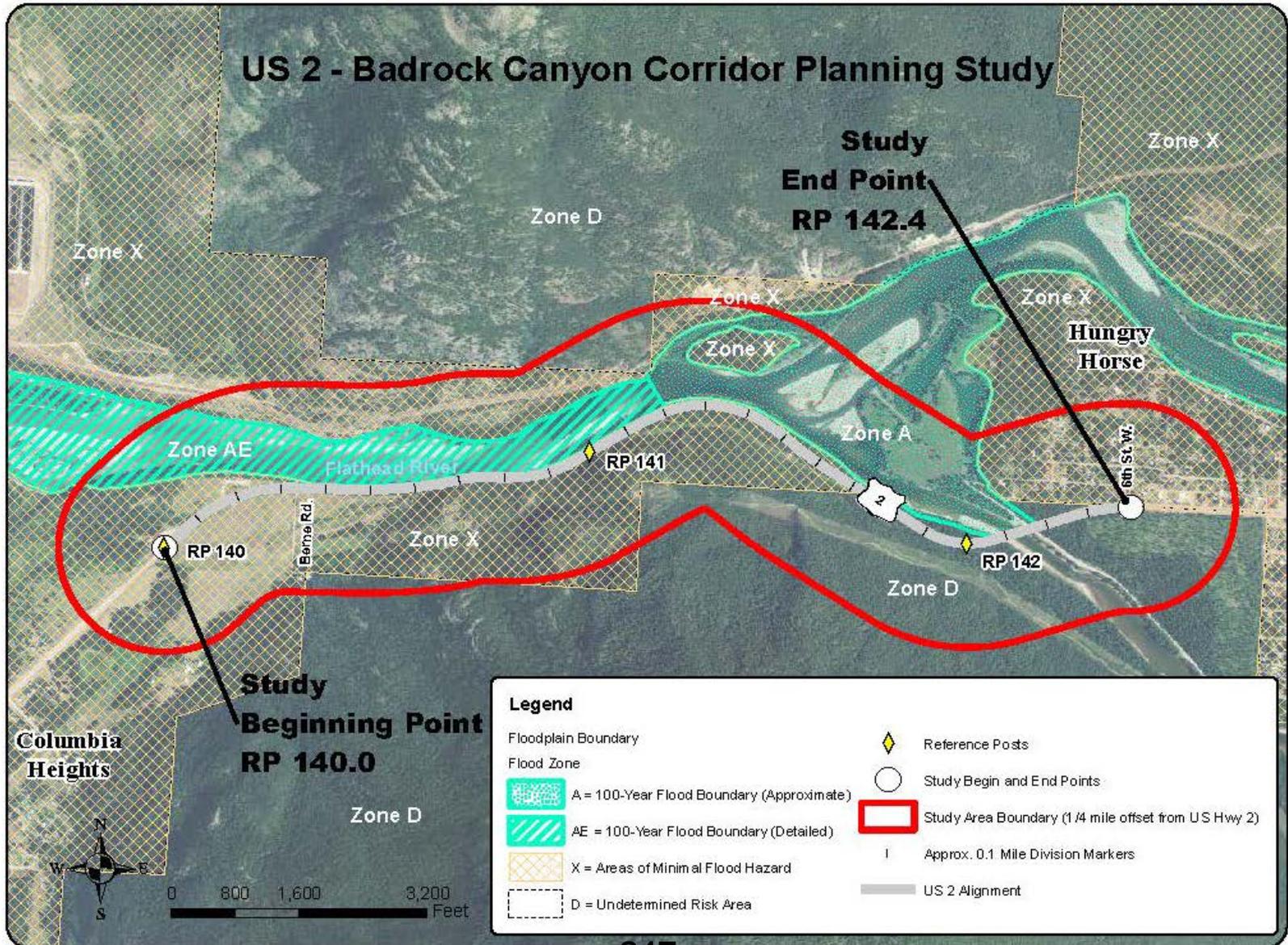
Environmental Scan

Report

Land Ownership



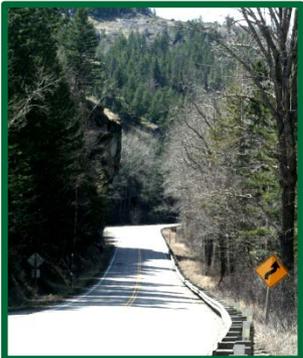
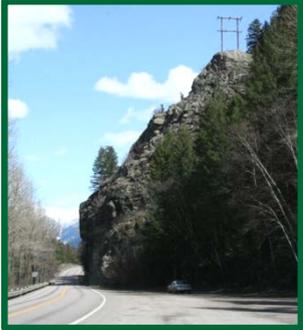
Floodplains



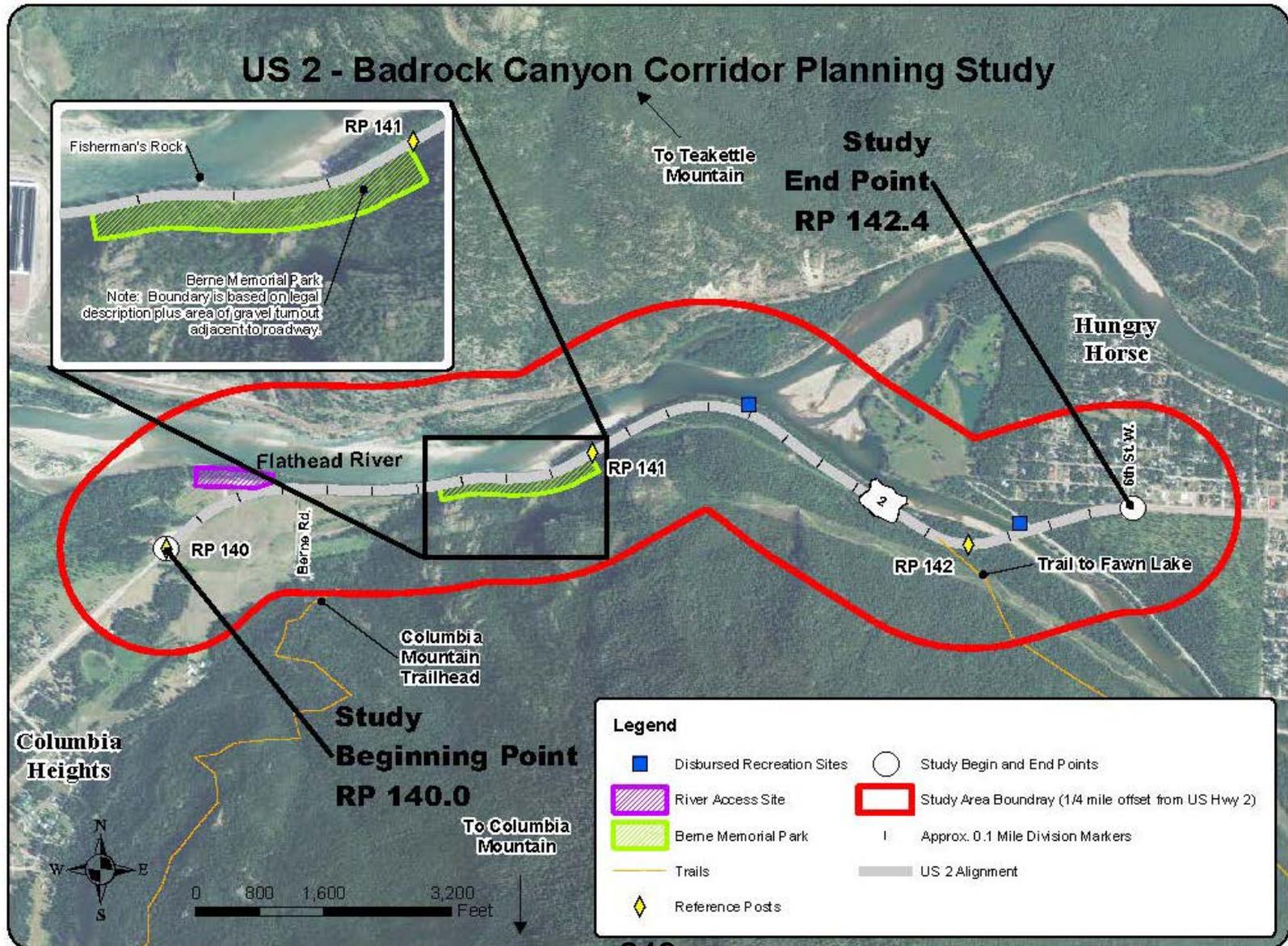


Wildlife Issues

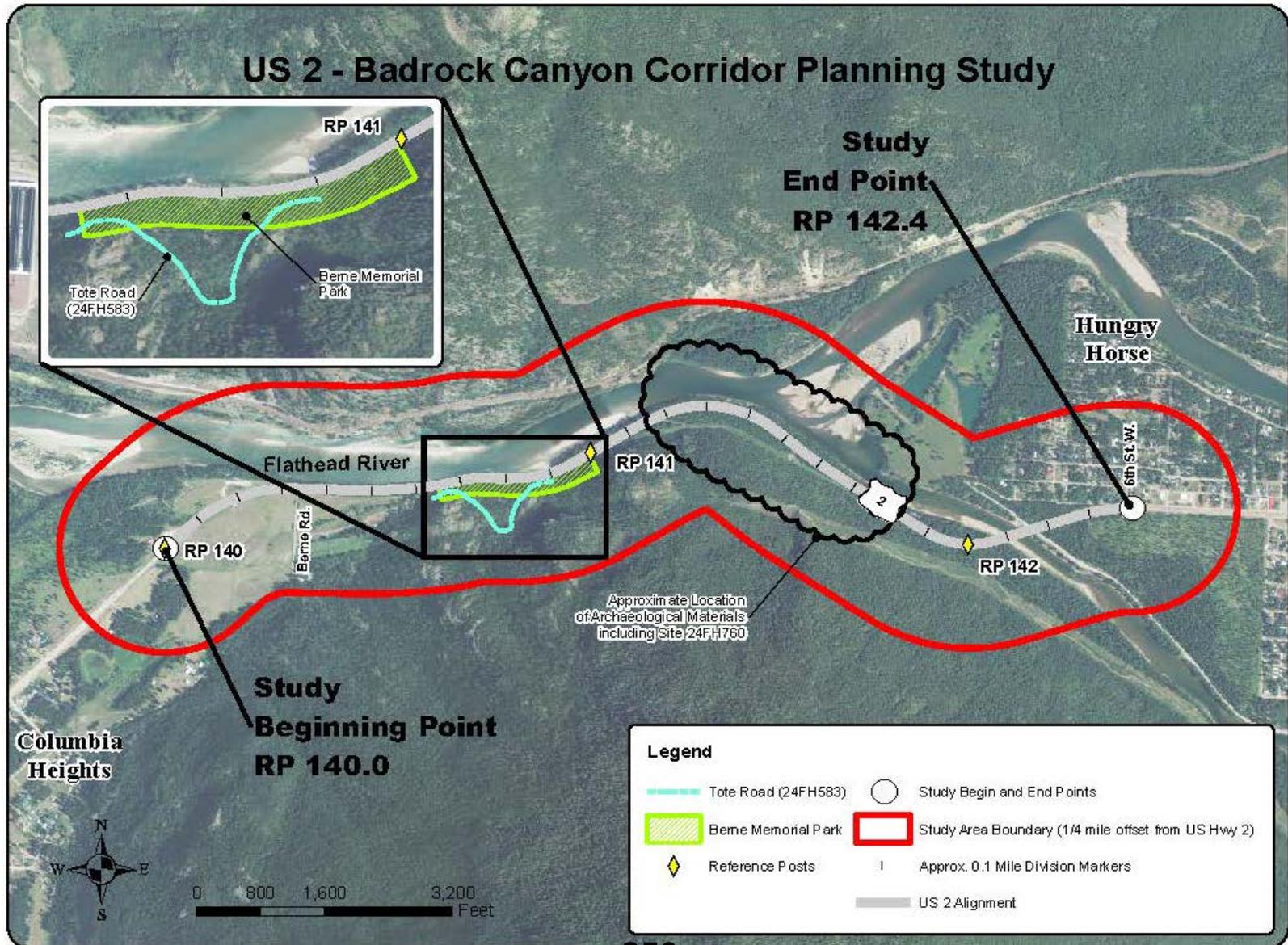
- Critical Habitat
- Wildlife Movement Areas
- Animal-Vehicle Conflicts



Recreational Resources

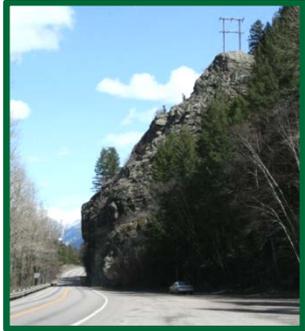


Cultural and Archaeological Resources





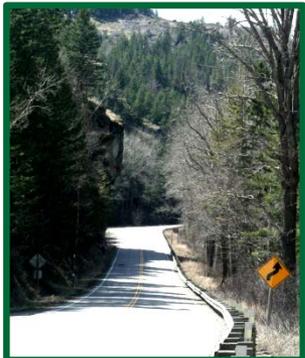
Needs and Objectives



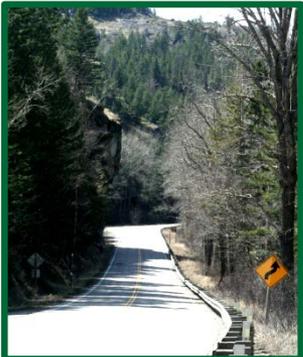
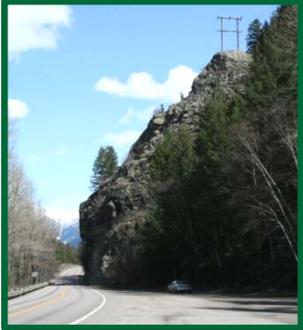
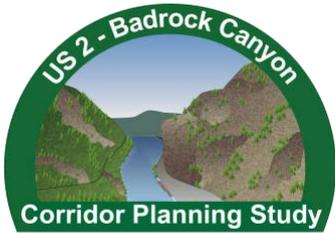
- **Need 1: Improve the safety and operation of the US 2 roadway facility within the study area for all users, where practicable.**
 - **Objectives:** roadway elements; South Fork Flathead River Bridge; guardrail; signing; drainage; operations; non-motorized usage



- **Need 2: Minimize adverse impacts from improvements to the environmental, historic, cultural, scenic and recreational characteristics of the corridor.**
 - **Objectives:** Flathead River; fisheries; historic, cultural, and archaeological resources; scenic resources; recreational sites; wild animals.



- **Other issues to be considered:**
 - Utilities, construction feasibility, funding

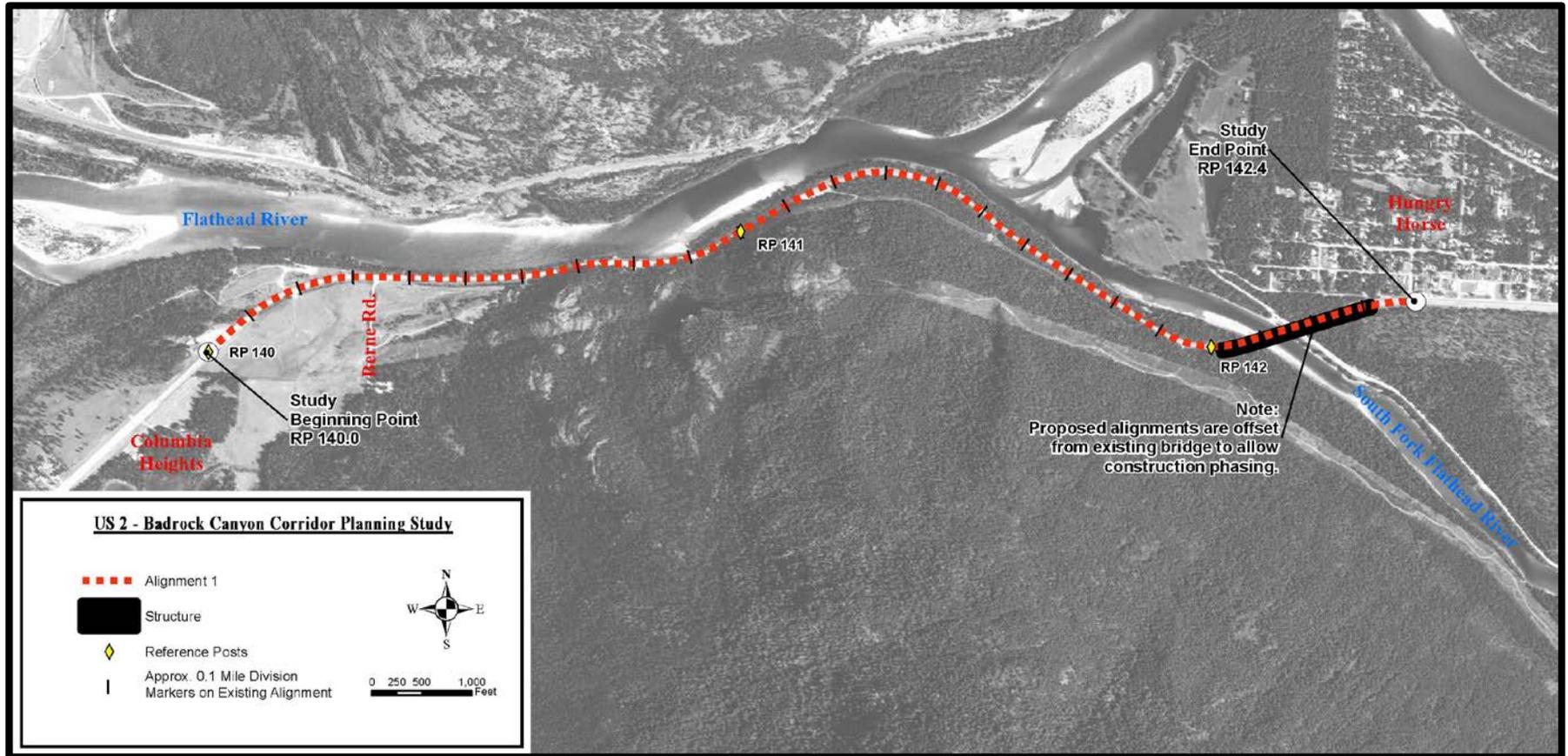


Draft Preliminary Improvement Options

- Alignments
- Lane Configurations
- Spot Improvements

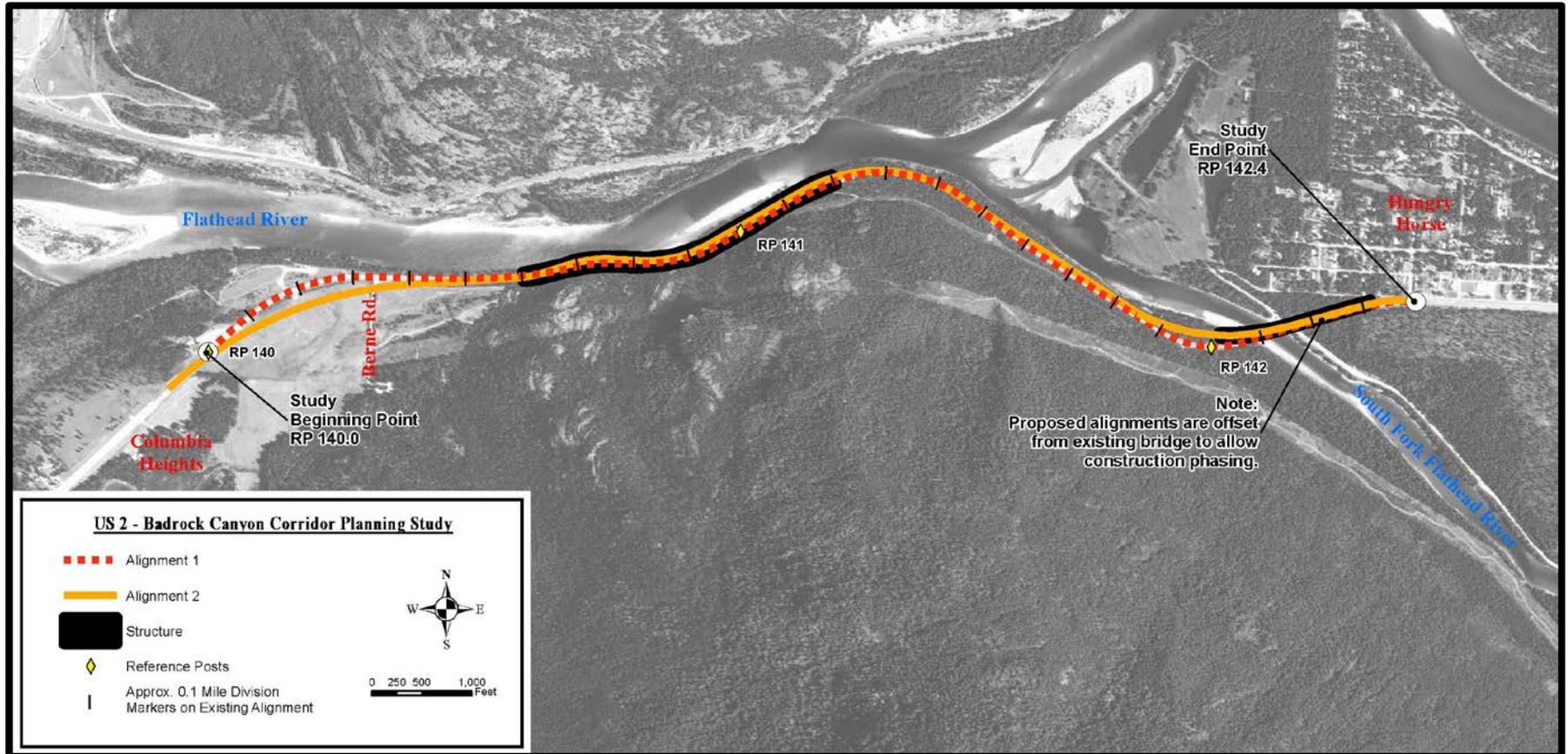
Alignment Option 1

Existing Alignment



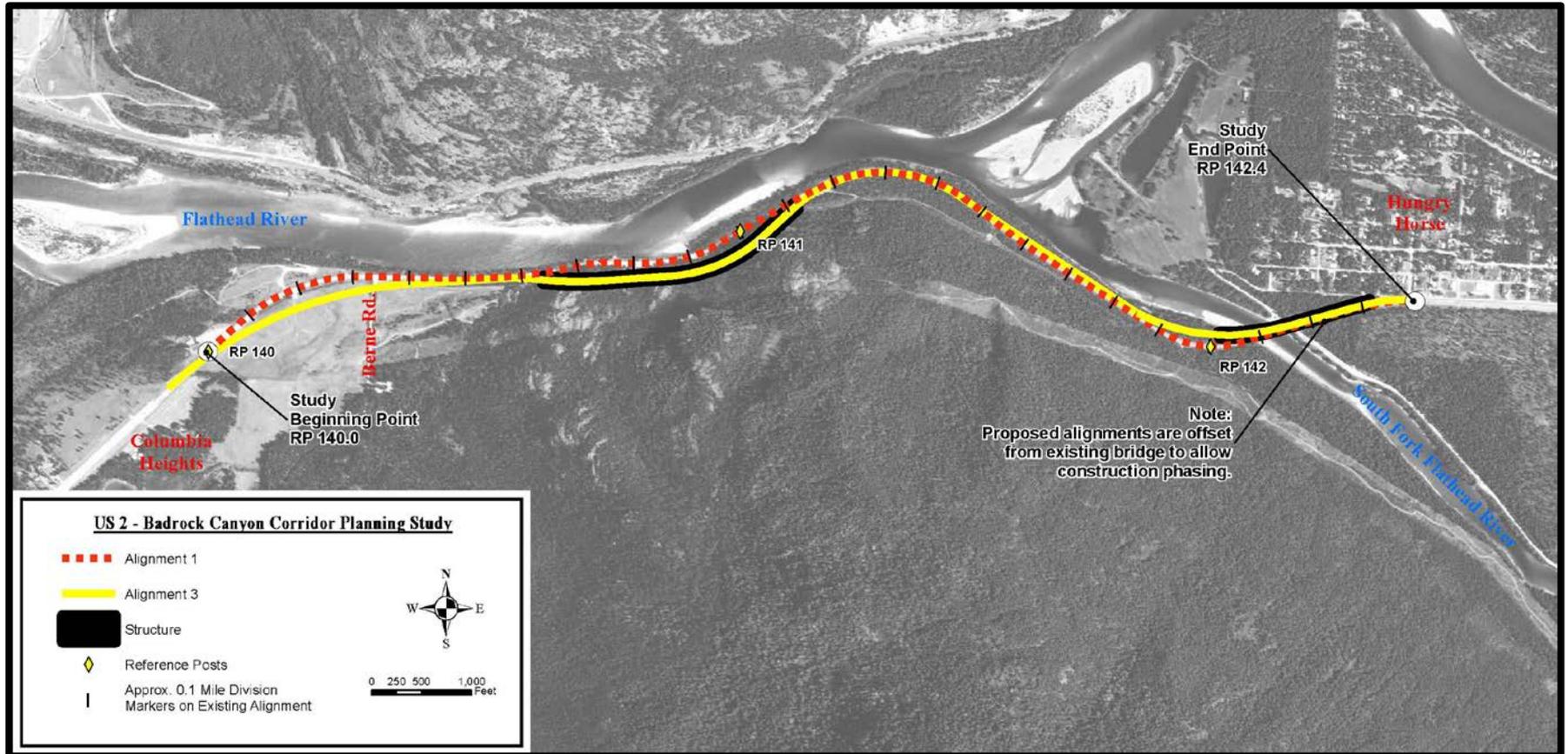
Alignment Option 2

Optimized Existing Alignment



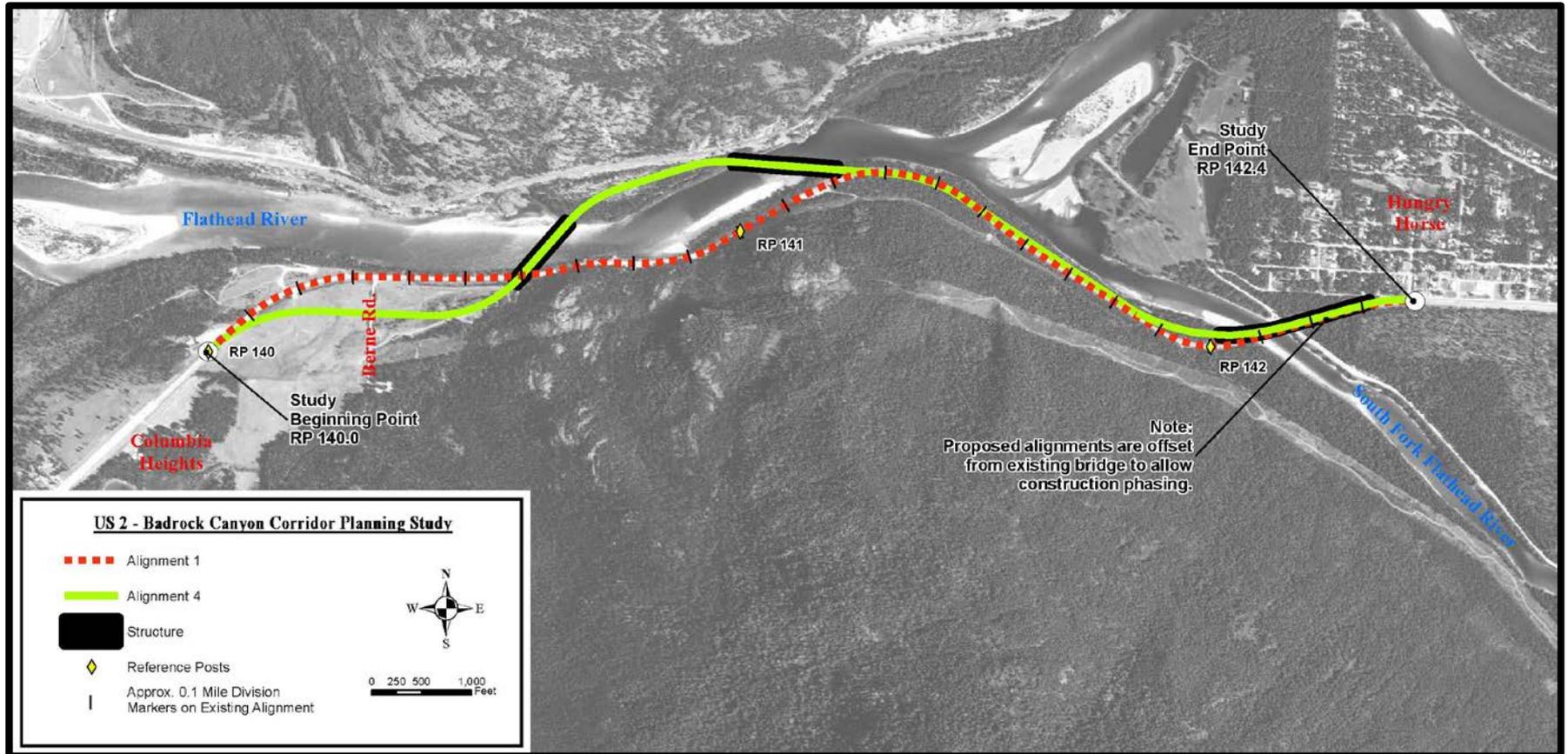
Alignment Option 3

Optimized Existing Alignment with Tunnel



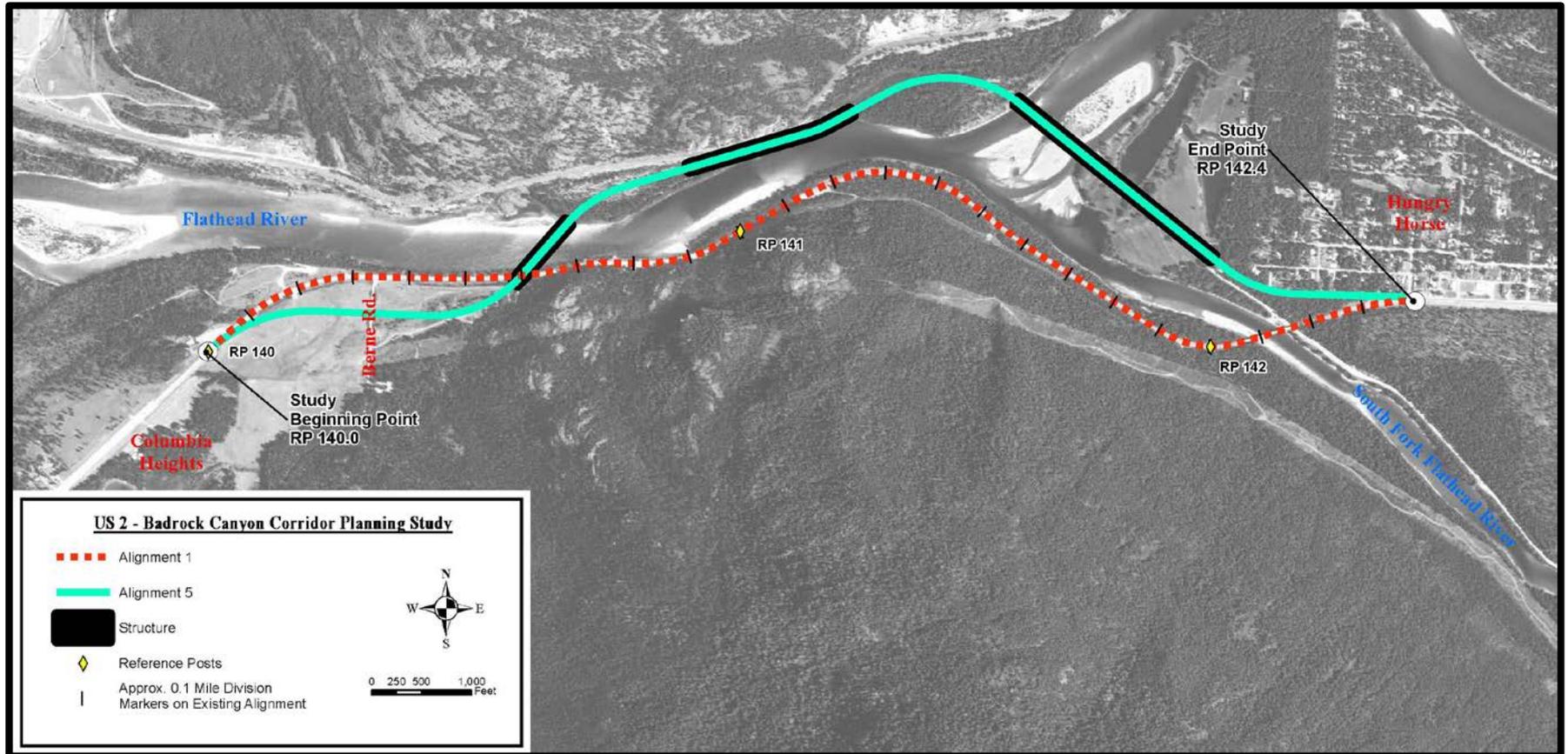
Alignment Option 4

North of US 2 – Partial Canyon Bypass



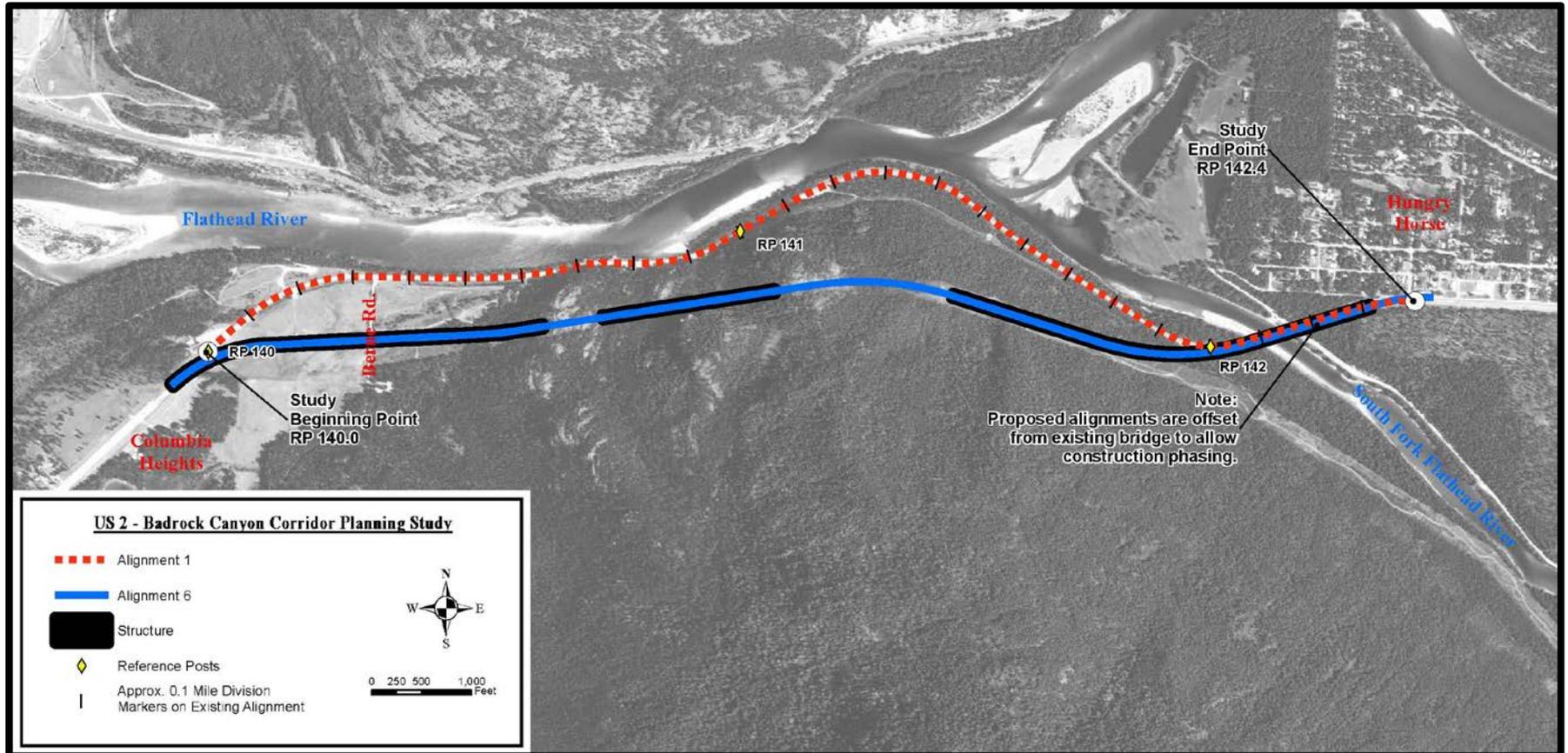
Alignment Option 5

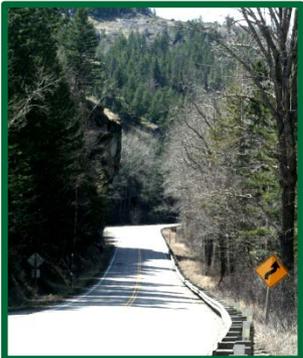
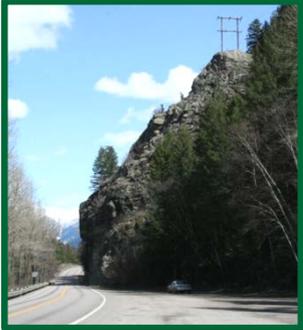
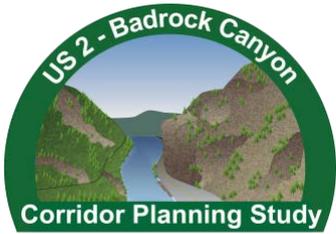
North of US 2 – Full Canyon Bypass



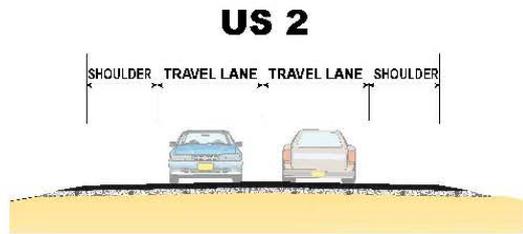
Alignment Option 6

South of US 2

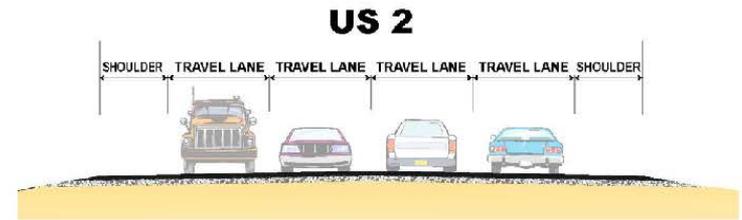




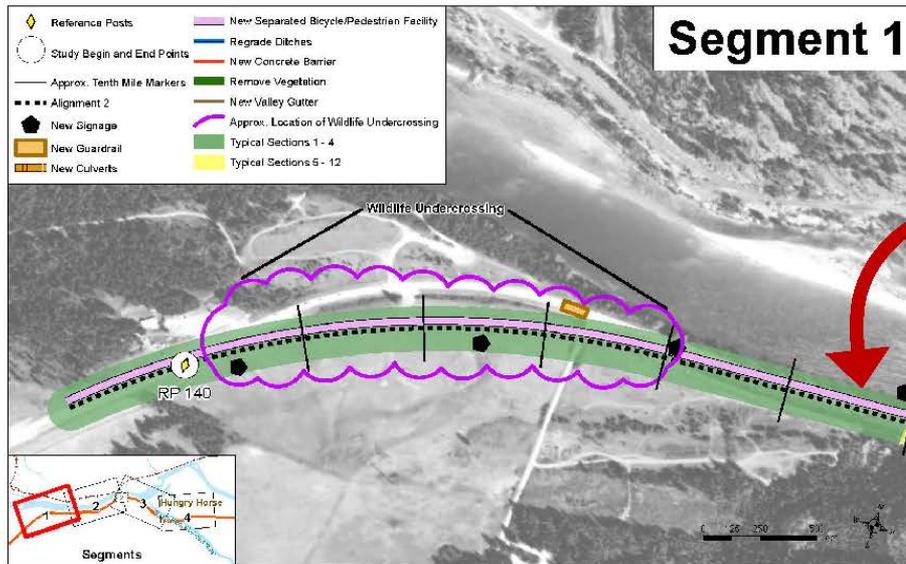
Improvements for Alignments 1 & 2



Typical Section 1: Standard Two-Lane



Typical Section 3: Standard Four-Lane



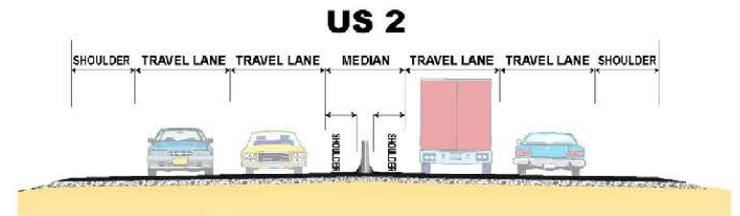
Bicycle / Pedestrian Facility could be constructed with Alignment 1 (existing alignment) or Alignment 2 (optimized / widened alignment). Conceptual illustration of bicycle / pedestrian facility (without roadway widening) is illustrated to the right.



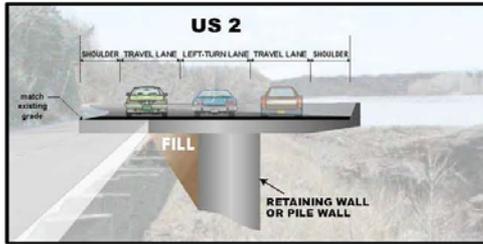
Figures illustrate planning concepts (not engineering designs)



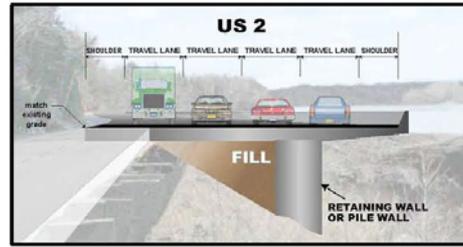
Typical Section 2: Standard Two-Lane with Center Turn Lane



Typical Section 4: Standard Four-Lane with Center Median



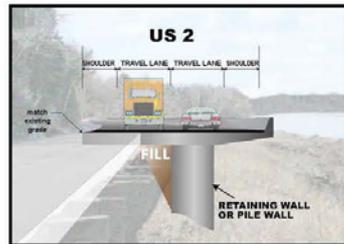
Typical Section 6: Two-Lane Cantilever with Center Turn Lane



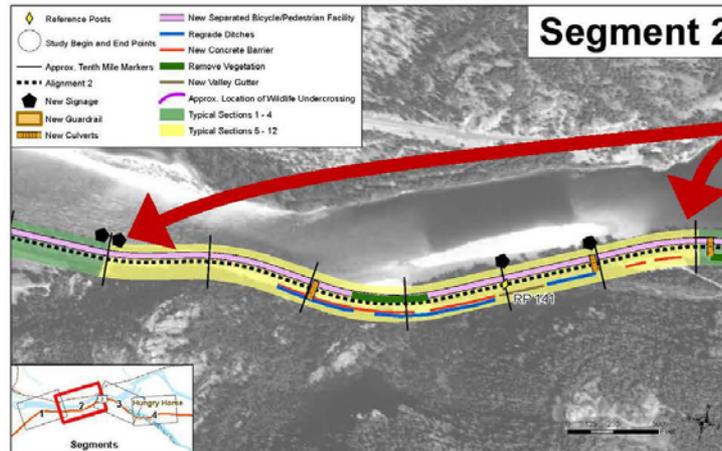
Typical Section 7: Four-Lane Cantilever



Typical Section 8: Four-Lane Cantilever with Median

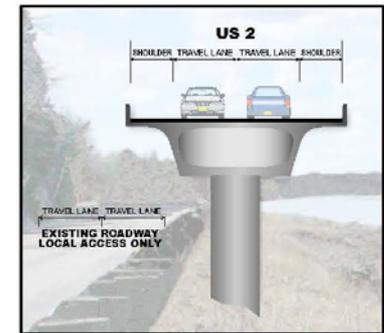


Typical Section 5: Two-Lane Cantilever

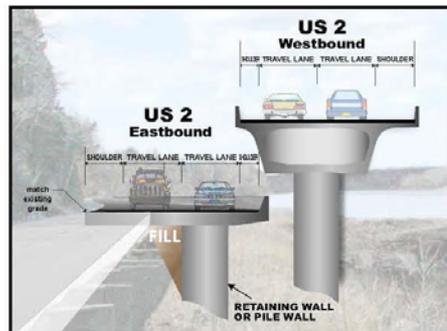


Transition Zones would extend between typical sections involving elevated structures and typical sections at current grade.

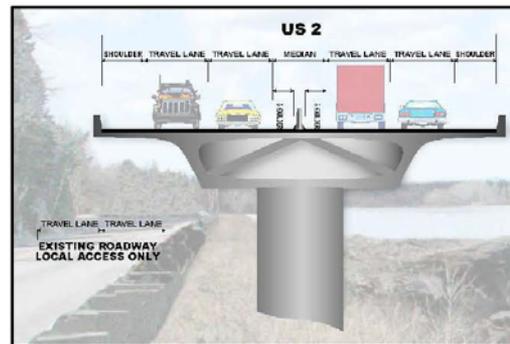
Local access roadway would merge with US 2 traffic in transition zones.



Typical Section 9: Two-Lane Elevated Structure

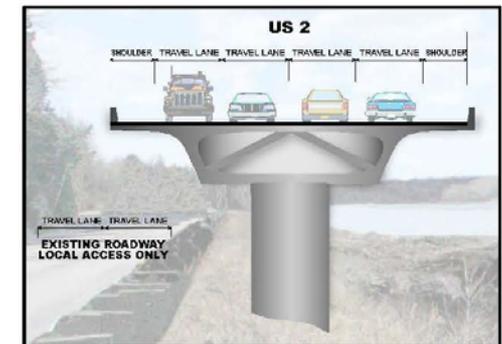


Typical Section 12: Four-Lane Elevated Structure / Cantilever Combination



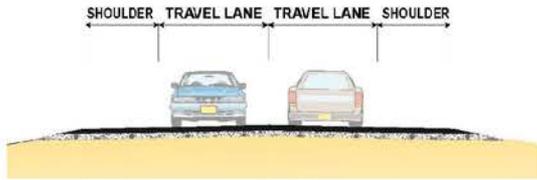
Typical Section 11: Four-Lane Elevated Structure with Median

Figures illustrate planning concepts (not engineering designs)



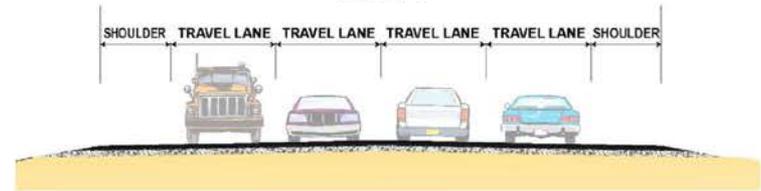
Typical Section 10: Four-Lane Elevated Structure

US 2

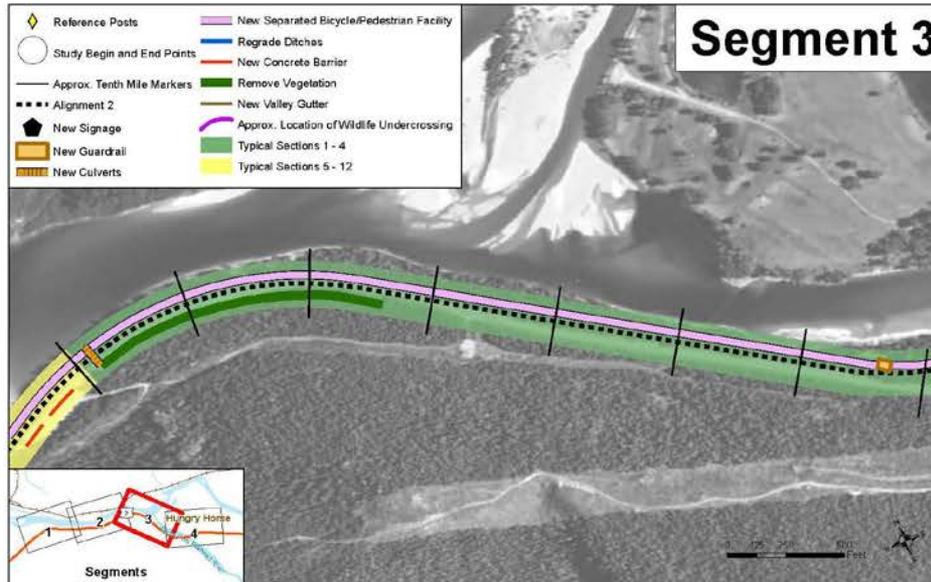


Typical Section 1: Standard Two-Lane

US 2

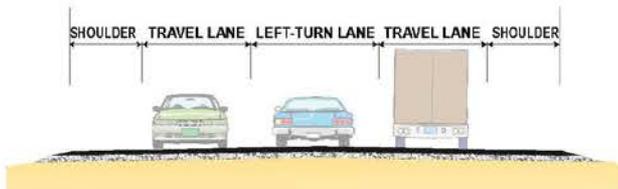


Typical Section 3: Standard Four-Lane



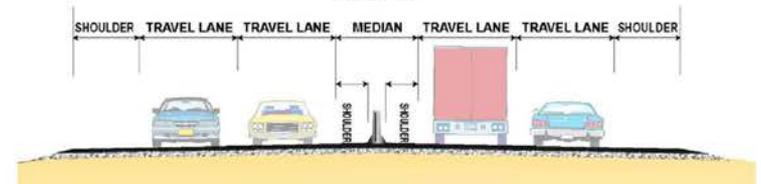
Figures illustrate planning concepts (not engineering designs)

US 2

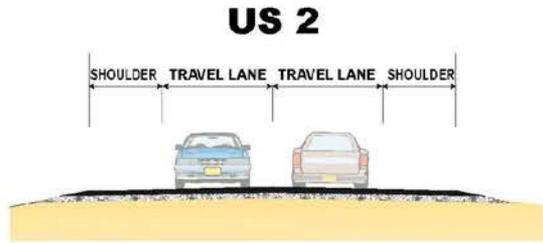


Typical Section 2: Standard Two-Lane with Center Turn Lane

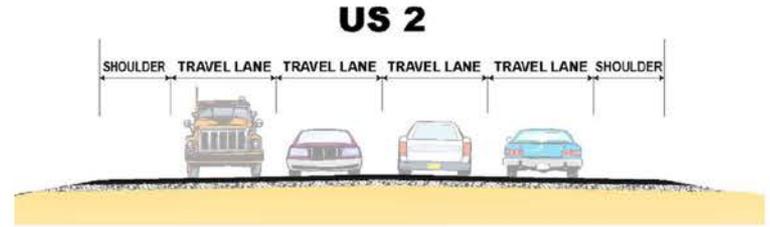
US 2



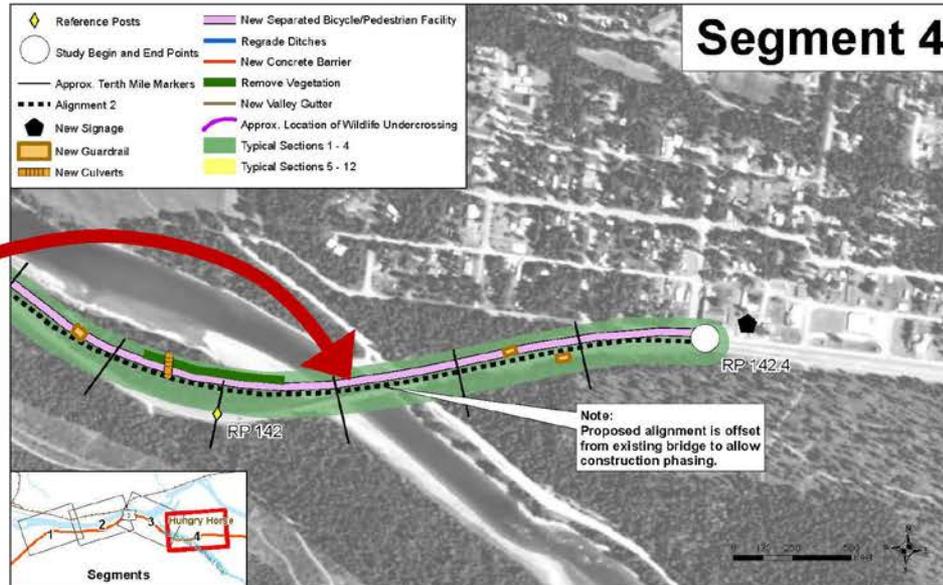
Typical Section 4: Standard Four-Lane with Center Median



Typical Section 1: Standard Two-Lane



Typical Section 3: Standard Four-Lane

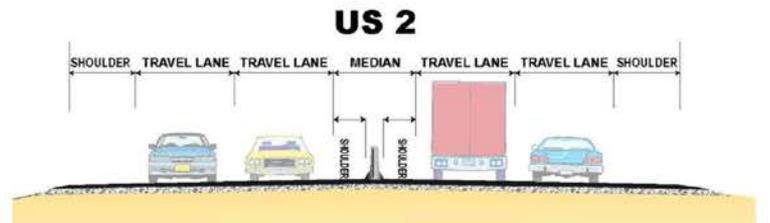


South Fork Flathead River Bridge could be constructed with lane configurations shown in Typical Sections 1, 3, or 4.

Figures illustrate planning concepts (not engineering designs)

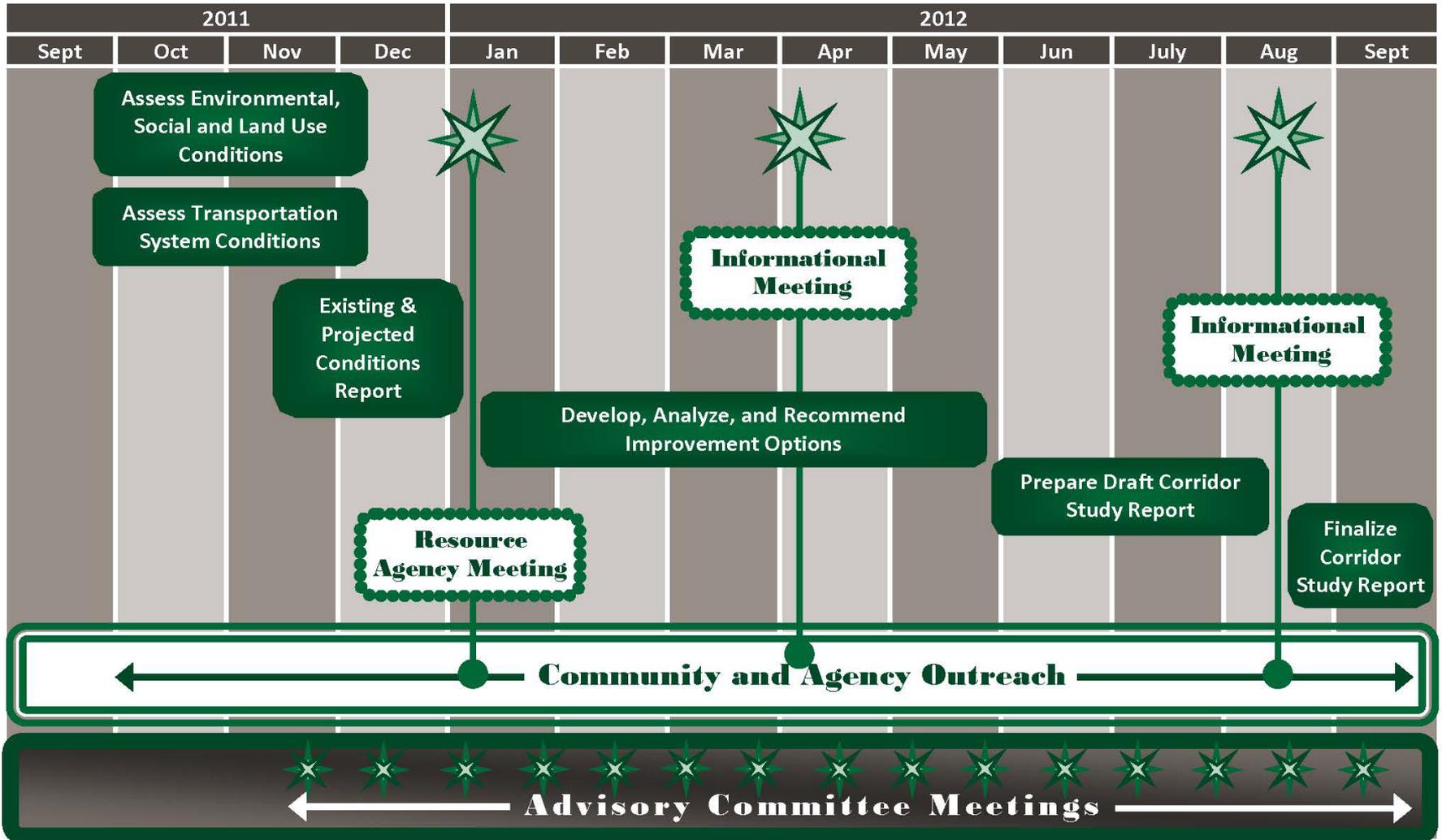


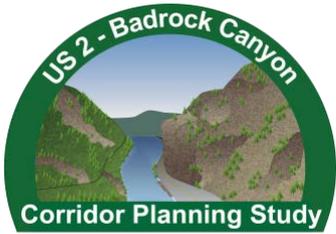
Typical Section 2: Standard Two-Lane with Center Turn Lane



Typical Section 4: Standard Four-Lane with Center Median

Next Steps – Phase II





Please Submit Comments!

- **Mail comments to:**

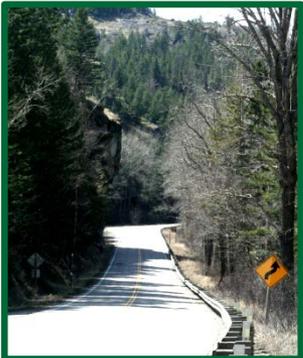
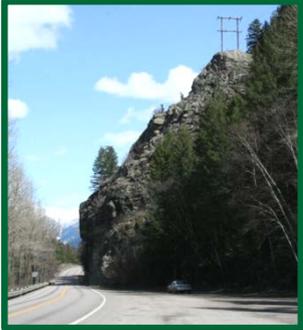
Sheila Ludlow, MDT Project Manager
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

- **Questions:**

Sarah Nicolai, DOWL HKM Project Manager
406.442.0370
snicolai@dowlhkm.com

Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/badrock/default.shtml>





MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: Sheila Ludlow
MDT Project Manager

From: Sarah Nicolai
DOWL HKM Project Manager

Date: May 1, 2012

Subject: **US 2 – Badrock Canyon Corridor Planning Study
Informational Meeting – April 10, 2012**

Introduction

An informational meeting for the US 2 – Badrock Canyon Corridor Planning Study was held on April 10, 2012 at the U.S. Forest Service Hungry Horse Ranger District Office located at 10 Hungry Horse Drive, Hungry Horse, MT. The following MDT representatives and advisory committee members attended the meetings.

Sheila Ludlow	MDT – Planning Division
Ed Toavs	MDT – Missoula District
Shane Stack	MDT – Missoula District
Dee Brown	Canyon Community
Gary Gray	DOWL HKM
Sarah Nicolai	DOWL HKM
David Stoner	DOWL HKM

Forty-three (43) community members attended the informational meeting. Meeting attendees included Representative Jerry O’Neil, Executive Director of Columbia Falls Area Chamber of Commerce Carol Pike, Field Director for Senator Jon Tester Virginia Sloan and Congressional Staffer for Senator Max Baucus Kirby Campbell-Rierson. Copies of the sign-in sheets are provided at the end of this memorandum.

Media Coordination and Newsletter

The informational meeting was advertised on March 25 and April 8, 2012 in the Kalispell Daily Interlake and on March 21 and April 4, 2012 in the Hungry Horse News. A press release was emailed to radio stations, newspapers, and other local media outlets on March 30, 2012. Print copies of the study newsletter were mailed to the study mailing list and posted to the study website. Copies of the display advertisement, press release, and newsletter are provided at the end of this memorandum.

Presentation

A presentation was provided by Sarah Nicolai. The presentation began with an introduction of MDT and DOWL HKM representatives. Sarah explained the corridor planning study process and benefits, emphasizing community involvement is an important component. Sarah provided a summary of previous planning efforts in the Badrock Canyon corridor. The presentation continued with an overview of the study area. Key findings from the Existing and Projected Conditions Report were highlighted, including transportation system conditions and environmental conditions. The presentation concluded with a summary of preliminary improvement options in the study corridor. A copy of the presentation is provided at the end of this memorandum.

Discussion

Meeting attendees expressed various concerns during the meeting. Topics of concern are identified below.

Safety / Traffic Volumes

Community members explained near miss crashes are a frequent occurrence in the corridor. Attendees agreed with the study's findings on horizontal and vertical curves. Community members stated they perceive the posted speed limit in the corridor is too high. Several attendees commented on unsafe driver behavior within the corridor. Community members agreed with data indentifying an increase in traffic volumes during summer months.

Rock Outcroppings and Flathead River

Community members expressed varying opinions regarding rock outcroppings and encroachment into the Flathead River. Several community members thought it could be less expensive to widen the roadway by excavating the rock outcroppings as opposed to encroaching into the Flathead River. Other community members expressed concern about the possibility of destabilizing culturally significant rock outcroppings and disturbing the water source at Berne Park if the tunnel option were forwarded. Community members also expressed concern about maintaining access to Berne Park and the Flathead River during and after any potential construction in the corridor.

Scenic Character

Community members favored preserving the scenic nature of the corridor.

Bridge and Roadway Condition

Community members explained ice often forms on the roadway and bridge deck surface in winter months and narrow roadway shoulders in the corridor contribute to crashes. Community members asked who would be responsible for maintaining US 2. Shane Stack explained funding is provided to MDT in order to maintain the roadway facility.

Funding and Project Development Process

Attendees asked about the basis for project nomination and inquired about the timeframe for potential improvements. Community members also asked questions regarding availability and type of funding for potential improvements in the corridor. Shane Stack explained identifying long-term funding sources is difficult due to uncertainties with the federal transportation funding bill. Shane added US 2 improvements are not included in the current five-year plan, but could be included in upcoming years.

Community members expressed concern regarding the uncertain timeframe for project nomination, potential high cost of construction, and funding availability.

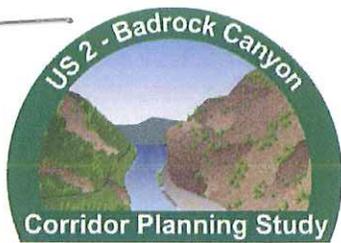
Improvement Options

Meeting attendees provided various suggestions for the corridor. These are listed below.

- Bicycle/pedestrian facility south of US 2
- Fencing or solid barrier to prevent rockfalls onto the roadway
- Signing or other markers to create a sense of place, provide a gateway into Glacier National Park, and encourage speed reduction
- Outreach to community members served by high pressure gas line
- Overhead roadway lighting throughout corridor
- Passing lanes alternating in the eastbound and westbound directions
- Speed study to potentially lower posted speed limit
- Expedited corridor improvements, especially for bridge reconstruction
- Right- and left-turn lanes in the corridor
- Additional signage, including variable message sign
- Education campaign targeting unsafe driving habits
- Excavation of rock outcroppings to accommodate wider roadway
- Tunnel couplet with two-lane tunnel for eastbound volumes and two-lane existing alignment for westbound volumes

Written Comments

Three written comments were received at the informational meeting. Additional comments were received by telephone, mail and email following the meeting. Copies of written comments are provided at the end of this memorandum.



Informational Meeting

April 10, 2012

15 May 2012

MDT invites your comments:

I really liked the option of going over the top of the toe of Columbia Mountain, and maintaining the current routing of Hwy 2 for local traffic + fishing access, access to Berne Park, archeological or historical sites, safe route for bikes, etc. ^{Regarding} the latter, posted speed limit thru the Canyon for traffic should be 40 mph or less so that it is safe for the bikers + pedestrians, recreationists, etc.

Tunnelling thru the mountain close to the old road would probably destroy the spring. A tunnel further back in the toe of the mountain is an option but I tend to prefer the road over the mountain as explained at the info meeting.

I'm not in favour of modifying the current route of Hwy 2 thru the Canyon, ^{other than} rather, providing an alternate route over or under, further back, as in the last option presented at the meeting.

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

Name: Vivian Allen

Address: PO Box 190278

Hungry Horse, MT 59919

Email: java@cyberport.net

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624
snicolai@dowlhkm.com

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study.



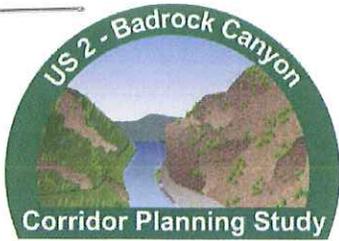
From: [Oystein & Gail Boveng](#)
To: [Nicolai, Sarah](#)
Subject: US2-Badrock Canyon Corridor Study
Date: Monday, April 09, 2012 9:48:39 PM

Dear Ms Nicolai,

I am unable to attend the informational meeting in Hungry Horse and possibly do not have enough information to make sensible comments, but wonder if a two lane tunnel through the mountain east bound and utilization of approximately existing alignment westbound has, or will be studied as an option.

Respectfully,

Oystein Boveng
101 Hilltop Ave
Kalispell, MT 59901



Informational Meeting

April 10, 2012

RECEIVED

MAY 2 2012

DOWL HKM
HELENA

MDT invites your comments:

In my opinion as little change as possible to make the highway safer would be best. Widening the road in areas where it allows, a possible turn or third lane at the House of Mystery & of course a new bridge. I have lived in Hungry Horse my whole life, & while I understand the importance of a safer highway, I also think that the beauty of "The Canyon" is part of what makes our area special. I would not be in favor of a slower speed limit through the Canyon, however slowing traffic down to 35mph through Hungry Horse would help draw attention to our little town, as well as provide safer crossing for the children in our little community.

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

Name: Jennitee Burke

Address: P.O. Box 190523
Hungry Horse, MT 59919

Email:

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624
snicolai@dowlhkm.com

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study.



Dear David Stoner, Sarah Nicolai, Sheila Ludlow, and Shane Stack,

David asked me after the meeting April 10, to finish sharing my ideas and I told him I would e-mail him. Thank-you for this opportunity to share again. I've been very impressed with the Badrock Canyon Corridor Planning Study – how you have invited the community and each stakeholder to comment and how you have researched every possible constraint. Because of your hard work the “Needs and Objectives” you developed are “spot on”.

At the April10 meeting you demonstrated that you truly listened. You explored many of the suggestions that were given and presented beautiful illustrations of many of the examples. At the presentation I was looking / hoping for examples of slowing traffic down as several people had suggested. I understand now that one of the “constraints” is attempting to fit within certain design requirements with specific speeds.

Please DO NOT be limited by this constraint. For reasons made obvious by this study, design elements used for the stretches of US 2 east and west of the Badrock Canyon do not meet the needs of this 2.4 mile section. Granted, US 2 is an arterial, but this section is extremely unique and requires special consideration.

Out of all your presented options, please consider using the following (with slight modifications) in combination with the suggested ideas for slowing traffic down.

Preferred Options from the US 2 – Badrock Canyon Corridor Planning Study

1) Keep the highway a standard two-lane.

Using some of Alignment Option #1 and some of Alignment Option #2, with as little impact as possible to the river, the cliffs and the vegetation:

- Improve guardrail
- Improve drainage
- Widen shoulders where possible
- Correct elevation of super (This may have prevented the head-on we were in when an oncoming driver hit an icy spot and slid into our lane.)

2) Install bike path.

Use railing that does not obstruct view for motorists.

3) Build new two-lane bridge with bike path across South Fork.

Effective Traffic Slowing Options

Traditional methods combined with Innovative measures that build behavioral clues that compel drivers to instinctively slow down

NOTE: While most traffic calming methods are used on arterials where the arterials pass through urban settings, their use is warranted here. Just as in urban areas, in this corridor there is a mixed use of cars, trucks, cyclists, and pedestrians (fishermen, tourists taking photographs, river recreationalists, people getting water from the spring, hikers, etc.).

1) At the west end of the corridor create an “Entrance”, establishing a sense of ‘arrival’ by:

A) Providing one, combined, safe exit/entry for: the House of Mystery, The Flathead River access, Berne Road and the trailhead to the Columbia Mountain Trail. Using an over/underpass this would also:

- Provide a safe crossing for wildlife.
- Eliminate the blind corner on a hill.
- Create a smoother transition from four-lane to two-lane.

B) Announcing well ahead of time with signage the changes ahead using:

- Speed limit signs
- Warning signs ie. “Narrow Road Ahead”, “No Passing for 2.4 Miles”, etc.
- Exit signs for: River access, House of Mystery, Berne Rd., Trailhead
- Signs for “Scenic Road Ahead”, “Wildlife”, etc.
- Destination Signs for: Badrock Canyon: Gateway to Glacier, Berne Park

C) Employing the use of attractive rumble strips and colored pavement to signal the movement into something new that requires lower speed.

D) Mark the entrance with artwork (possibly rockwork, possibly Native American sculpture) to denote:

- Badrock Canyon
- Gateway to Glacier Park

2) Create a sense of “Place” by:

Gently developing Berne Park with:

- New historical/informational signage

- Returning pipe from spring to original fountain
- Soft-scaping to show off moss & ferns, trails, etc.
- Use of gravel not pavement
- Designating it as a view point with a well-marked crossing for fishermen, cyclists, tourists with their cameras, etc.

3) Begin the metering of traffic early on.

Part of the reason the two-lane through this corridor causes motorists to feel congested is because of the bottleneck created by the five-lanes on each end being squeezed immediately down to two lanes. Employ the use of signage, rumble strips, change in color of pavement, etc., well before RP #140. Even the finished highway through Hungry Horse could be modified or retrofitted to incorporate traffic calming measures to minimize this constricting hour glass effect.

The use of these construction options more than meets the needs and objectives developed by the study. Not only would the safety and operation of the highway be improved, the impacts would enhance rather than adversely affect the environmental, historical, cultural, scenic and recreational characteristics of the corridor. EIS criteria might easily be met. In addition, Hungry Horse and the entire Canyon community would benefit tremendously. Slowing traffic down ahead of Hungry Horse is a boon to business and an asset to the community atmosphere. Adding the bike path adds tourist dollars to the Canyon community. On top of it all, these measures cost less!!

Please be open to the potential these options provide. Examples exist of other states that have accomplished similar goals (see links below).

Again thank-you for the steps you have taken to establish a positive relationship with the community.

Sincerely,
Loretta Byrd
P.O. Box 260124
Martin City, MT 59926
(406)387-5072

Related Links:

http://contextsensitivesolutions.org/content/case_studies/us-2_leavenworth_wa/

http://contextsensitivesolutions.org/content/case_studies/480_north/

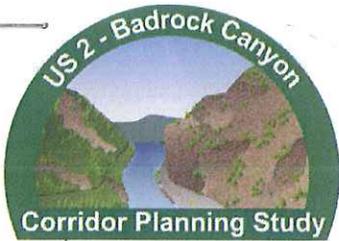
http://contextsensitivesolutions.org/content/case_studies/nm_14__turquoise_trail_/

http://contextsensitivesolutions.org/content/case_studies/480_north/

http://contextsensitivesolutions.org/content/case_studies/sr_179_reconstruction/

<http://www.pps.org/articles/livememtraffic/>

<http://www.pps.org/blog/levels-of-service-and-travel-projections-the-wrong-tools-for-planning-our-streets/>



Informational Meeting

April 10, 2012

MDT invites your comments:

- 1) FAVOR A WIDENED 2-LANE WITH ^{BIKE/} ~~TRAIL~~ PATH IN CANYON, WITH GOOD SIGNAGE AND 45 MPH SPEED.
- 2) DISAPPOINTED THAT NEW BRIDGE ALIGNMENT PRESERVES THE 2 CURVES AT H. HORSE APPROACH AND WEST APPROACH. THOUGHT IT WAS SUPPOSED TO BE CONTINUATION OF ALIGNMENT STRAIGHT FROM TOP OF H.H. HILL, CROSSING ^{RIVER} ~~HILL~~ AT MORE OBLIQUE ANGLE, ELIMINATING 0.2 TO 0.3 ^{mi.} OF DISTANCE. ANY CURVES APPROACHING THE BRIDGE ELEVATE HAZARD; REGRET THEIR PERPETUATION.
- 3) THANK YOU FOR ATTENTION TO FIRST MEETING'S COMMENTS.
- 4) WORST HAZARD IS BLIND HILL AS ROAD EMERGES UP TO WEST APPROACHING HOUSE OF MYSTERY.
- 5) HIGH ROUTE, CANTILEVERED OPTIONS ALL SHOULD BE DISFAVORED DUE TO COST. SET EXAMPLE FOR FUNCTIONAL, COST-EFFECTIVE DESIGN.

NOTE: USE A/V ASSIST AT MEETINGS WHEN SOFT-VOICED STAFF IS PRESENTING. POOR EXECUTION.

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

Name: SARAH & BILL DAKIN

Address:



Mr. William J. Dakin
PO Box 2080
Columbia Falls, MT 59912

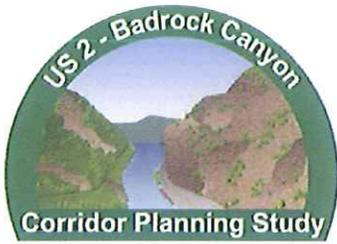
Email: Sarahbow@presner.net

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624
snicolai@dowlhkm.com

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study.





Informational Meeting

April 10, 2012

MDT invites your comments:

With all the rain we received this spring I don't think we have to wait another 100 years for the likes of another 1964 flood. All needed this year was better timing of temperatures here in the lower valley and at the higher altitudes, like back in the year 1964. Maybe next year.

I believe a straight high bridge, highway and tunnel through Columbia Mountain would be the best route to go, no curves or grades.

Leaving old highway 2 as is avoids detours and also lawsuits from coalitions, allows access to photography, fishing and drinking water. The eagles will be left to enjoy life among the trees and rocks.

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

Name: PAUL FOSSLER

Address: P.O. BOX 130203

CORAM, MONTANA

59913.0203

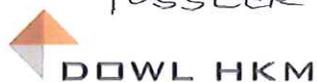
Email:

FOSSLER 01@CENTURY TEL.NET

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624
snicolai@dowlhkm.com

Please indicate comments are for the US 2 - Badrock Canyon Corridor Planning Study.



**RE: US 2 BADROCK CANYON CORRIDOR PLANNING STUDY RESPONSE – APRIL 10,
2012**

TO; Sarah Nicolai, DOWL HKM Project Manager

FROM: Shirley M. Harrison, (P.O. Box 517, Lakeside, MT) Life time Flathead Valley Resident, GNP recreationist, frequent traveler on this highway, small business owner. Our parents, Ed and Florence Anderson began Anderson Masonry in 1947 and we believe Ed built the Sherman Memorial Fountain before 1953 dedication.

1. Thank you for providing visual aids reconstructing input from 2011 resident input, highway data, listening to comments, addressing concerns, and providing encouragement for finding a best solution given all the constraints and obstacles this project has.
2. **My solution for mitigating geometry, increasing traffic flow and safety, minimizing expense, and help local businesses is:**
 - A. SIGNAGE to SLOW DOWN/weather/safety from Columbia Heights AND Hungry Horse encouraging travelers to take a rest: West entrance would have an expanded fishing access recreation area near the river connected to Columbia Mtn recreation area by underpass and wildlife corridor. This rest stop/recreation area/interpretive (with help from the Forest Service/other local agencies/tribes) exhibits for cultural, historical, geology, hydrology, fishing, river floating, forests, etc, bathrooms, picnic area, parking would give folks time to relax and learn about the upcoming Glacier National Park or the Flathead Valley. A similar or smaller rest area could be near the South Fork River/bridge access also allowing wildlife underpass crossing/fishing access, / preparing visitors for the Flathead Valley geology/hydrology/orchards/etc.....
 - B. Reconstruct/improve the vertical geometry plaguing the west entrance area from the Vortex to bottom of “scary hill” (my term) near Columbia Mtn Rd. but leave as a two lane with improved access to rest area. Encourage more participation by highway maintenance during winter.
 - C. No change of road until the new bridge.
 - D. Install a cantilevered foot/bike path near the river from west entrance to Hungry Horse.
 - E. Sherman Memorial Fountain could be moved to one of the “entrances”. If it was moved to the “East Entrance” a study/implementation of a 2” water line from Hungry Horse water system could supply safe water 24/7.
 - F. Consider cost of a future tunnel that bypasses this area from Vortex to bridge.

SUMMARY:

Overall this is a short highway with numerous natural landscape advantages over fast four lane travel through. My suggestion of an hour glass shape for this project to slow traffic on both ends with well designed Rest Areas can add another layer of experience for residents and visitors. The mathematician may need to calculate how slow the traffic can be on a two lane road whose focus is to slow down travelers and absorb the river canyon life. Safety concern over the gas line will come up more frequently given the murmur of those present tonight. The media could be a key in addressing the fatalities from the perspective Shane Stack pointed out tonight. Thank you again for your informative presentation tonight.

From: [Nick Nelson](#)
To: [Nicolai, Sarah](#)
Subject: Bad Rock Canyon conundrum
Date: Friday, April 13, 2012 10:59:54 AM

Dear MS Nicolai,

After attending the Hungry Horse meeting it became very clear that the main concern with the proposed project of widening the Bad Rock Canyon corridor is not an engineering problem but a political one. I was sitting close to Jon Tester's representative for Flathead county and mentioned to her something like this:

Have federal representatives get together with the tribes that claim a cultural Interest in not having some rocks removed from the outcroppings and overhangs. Working with the owner of the House of Mystery (Montana Vortex) I've talked with many Indian visitors, especially from the Browning area about this sort of thing. I have yet to encounter any person from there who cares a whit about some rocks! So, they're open to negotiations. Slip the tribal councils a million here, a million there for pet projects within the reservations for their agreement to let go of some rocks in a place in which they don't even live.

Four or five million helping the Indians against the obvious tens (if not hundreds) of millions that wouldn't have to be spent on multiple bridges, tunnels, and that completely insane idea of an overhead road on pylons some of which would have to be driven into the river bed itself! Beside the horrible expense, what kind of cultural shock would that be? Don't Indians care about the river?

The Indian elders could send over to the Badrock sites a shaman, or bearer of the pipe to conduct ceremonies to get the blessing of the spirits to take away some rocks so that the obvious answer of how to widen the highway for the safety of everybody (including Indians) could be done as easily and economically as possible! Both Federal Senators and one lonely Montana Congressman could attend and maybe after TV and newspapers covered it live they could get some votes out of it. Think, win, win! And let's get the job done.

But if there's no common sense alive in the bureaucracy at least start building a new bridge. Have you ever seen two semi-trucks meet on that narrow bridge built for Model As? If nothing else is ever done at least extend the four lane pavement (plus the left turn lane) from milepost 140 to 140.5. It seems clear to this novice after talking with a State Patrolman while attending an accident scene in front of the House of Mystery that perhaps four people who are now dead could still be alive (one of them a young police officer) if the original project that widened Hwy 2 from Columbia Heights east had pushed the road another half, or even a quarter mile beyond the ONLY

left turn lane from there to Hungry Horse. Of course a lot of body shops would have had less business over the years. MY GOSH! The body shop lobby might scare the politicians, WHO WORK FOR THE PEOPLE WHO HIRED THEM.

Thank you for you indulgence.

Nick Nelson
7620 Hwy 2 E
Columbia Falls, MT
59912
vortexfinder@centurytel.net

From: [A. William G. Rinck](#)
To: [Nicolai, Sarah](#)
Cc: [Vicki Byrd](#)
Subject: US 2 - Badrock Canyon Corridor Planning Study
Date: Wednesday, April 11, 2012 2:03:35 PM

To: Sara Nicolai,

I have been a resident and property owner of this area since 1963. Regarding the options for the US 2 – Badrock Canyon Corridor Planning Study: Please consider the economic plight of our country and state and **only look at reasonable options for this project**. This might include **widening US with three foot shoulders, improving the corner supers, and a new bridge next to the old one.** The **current roadbed would otherwise remain the same**. This least expensive option would boost safety and still maintain the integrity of our Canyon.

Bill Rinck
PO Box 130206
Coram, MT 59913



Informational Meeting

**Discuss U.S. 2-Badrock Canyon
Corridor Planning Study
Tuesday, August 28, 2012 6:00 p.m.
U.S. Forest Service
Hungry Horse Ranger Dist. Office
10 Hungry Horse Dr.
Hungry Horse, MT**

The Montana Department of Transportation (MDT) will discuss the U.S. 2 - Badrock Canyon Corridor Planning Study. The study area begins at Reference Post (RP) 140.0 northeast of Columbia Falls and ends at RP 142.4 at the intersection of U.S. 2 / 6th Street West in Hungry Horse. The purpose of the meeting is to present recommended improvement options and request feedback on the draft corridor study report. Beginning on August 20, 2012, the draft corridor study report may be viewed at <http://www.mdt.mt.gov/pubinvolve/badrock/documents.shtml>

The meeting is open to the public and the public is encouraged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com or online at <http://www.mdt.mt.gov/pubinvolve/badrock/> Please indicate comments are for U.S. 2 - Badrock Canyon Corridor Planning Study. Comments are due by September 14, 2012.

August 20, 2012

FOR IMMEDIATE RELEASE

For more information:

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

Third informational meeting scheduled for U.S. 2 – Badrock Canyon Corridor Planning Study – Flathead County

Hungry Horse - The Montana Department of Transportation (MDT) is conducting an informational meeting for the U.S. 2 – Badrock Canyon Corridor Planning Study. The study area begins at Reference Post (RP) 140.0 northeast of Columbia Falls and ends at RP 142.4 at the intersection of U.S. 2 / 6th Street West in Hungry Horse. The meeting will be held on Tuesday August 28, 2012 in the U.S. Forest Service Hungry Horse Ranger District Office at 10 Hungry Horse Drive, Hungry Horse, MT. A presentation will begin at 6:00 p.m., followed by an informal discussion period.

The U.S. 2 - Badrock Canyon Corridor Planning Study is a pre-National Environmental Policy Act/Montana Environmental Policy Act (pre-NEPA/MEPA) study that allows early planning-level coordination with community members, stakeholders, and environmental resource agencies. The study will identify potential corridor improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development / environmental review, if any, based on need and funding availability. The U.S. 2 - Badrock Canyon Corridor Planning Study is a planning-level study and is not a design or construction project.

The purpose of the meeting is to present recommended improvement options and request feedback on the draft corridor study report. Beginning on August 20, 2012, the draft corridor study report may be viewed at <http://www.mdt.mt.gov/pubinvolve/badrock/documents.shtml>

Participation is a very important part of the process, and the public is encouraged to attend. Verbal or written comments and concerns may be presented at the public meeting. Written comments may also be submitted by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at <http://www.mdt.mt.gov/pubinvolve/badrock/>

Please indicate comments are for US 2 – Badrock Canyon Corridor Planning Study. Comments are due by September 14, 2012.

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 Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

-----END-----

Project Name: US 2 – Badrock Canyon Corridor Planning Study Flathead County



August 20, 2012

To: Resource Agency Distribution

Subject: US 2 – Badrock Canyon Corridor Planning Study

The Montana Department of Transportation (MDT), in coordination with local, tribal, and federal partners, has conducted a corridor planning study to explore potential improvements along US Highway 2 (US 2) through Badrock Canyon. The study area extends from RP 140.0 to RP 142.4 (the approximate intersection of US 2/6th Street West in Hungry Horse). A corridor planning study is a planning-level assessment of a study area occurring before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The corridor study process is designed to determine what, if anything, can be done to improve the corridor and to facilitate a smooth and efficient transition from transportation planning to environmental review and potential project development.

Resource agencies are asked to review and offer their comments on the Draft US 2 – Badrock Canyon Corridor Planning Study Report. An electronic version of this document is provided on the enclosed CD, along with a print copy of Newsletter #2 for the study.

Comments may be submitted in writing at the meeting; by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at <http://www.mdt.mt.gov/pubinvolve/badrock>

Please indicate comments are for the US 2 – Badrock Canyon Corridor Planning Study and submit by **September 14, 2012**. Additional information about the study is available at the study website (<http://www.mdt.mt.gov/pubinvolve/badrock>).

Thank you in advance for your agency's participation.

Sincerely,

Tom Martin
MDT Environmental Services Bureau Chief

Enclosures: CD containing Draft Corridor Planning Study Report
US 2 – Badrock Canyon Corridor Planning Study Newsletter #2

Resource Agency Distribution:

Robert Ray, MT Department of Environmental Quality
Jeff Ryan, MT Department of Environmental Quality
Chas Cartwright, Glacier National Park
Jim Foster, Glacier National Park
Mark Biel, Glacier National Park
Phil Wilson, Glacier National Park
Jim Satterfield, MT Fish, Wildlife & Parks
Jim Williams, MT Fish, Wildlife & Parks
James Vashro, MT Fish, Wildlife & Parks
Leo Rosenthal, MT Fish, Wildlife & Parks
Mark Deleray, MT Fish, Wildlife & Parks
Mr. Walt Timmerman, MT Fish, Wildlife & Parks
Earl Applekamp, U.S. Forest Service
Jimmy DeHerrera, U.S. Forest Service
Shawn Boelman, U.S. Forest Service
Bob Sandman, MT Department of Natural Resources & Conservation
Stephen Potts, U.S. Environmental Protection Agency
Mr. Todd Tillinger, U.S. Army Corps of Engineers
Stephanie McCary, U.S. Army Corps of Engineers
R. Mark Wilson, U.S. Fish & Wildlife Service
Mike McGrath, U.S. Fish & Wildlife Service
Dan Vincent, Great Northern Environmental Stewardship Area
Dr. Mark Baumler, MT State Historic Preservation Office

Copies (without enclosures):

Sheila Ludlow, MDT
Bob Burkhardt, FHWA
Shane Stack, MDT
Ben Nunnallee, MDT
Jim Skinner, MDT
Zia Kazimi, MDT
Sheila Ludlow, MDT
Jean Riley, MDT
Susan Kilcrease, MDT
Pat Basting, MDT
Kent Barnes, MDT
Danielle Bolan, MDT
Heidy Bruner, MDT
Sarah Nicolai, DOWL HKM
File



US 2 - Badrock Canyon Corridor Planning Study

NEWSLETTER # 2

AUGUST 2012

INSIDE THIS ISSUE:

What is a Corridor Planning Study?	1
What are the Needs in the Corridor?	1
Improvement Option Identification & Recommendations	2
Alignment 2: Recommended 3-2-3-4 Lane Configuration	3
Study Schedule	4
How can I stay involved in this study?	4
Contact Us	4

What is a Corridor Planning Study?

A Corridor Planning Study is a **planning-level assessment** of a study area before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The corridor study process is designed to determine what, if anything, can be done to improve the corridor and to facilitate a smooth and efficient transition from transportation planning to environmental review and potential project development. The process involves conducting a planning level review of safety, operational, and geometric conditions and environmental resources within a corridor to identify needs and constraints. The process allows early coordination with members of the public, resource agencies, and other interested stakeholders.

What are the Needs in the Corridor?

Corridor needs and objectives were developed through a review of existing and projected conditions, input from members of the public and resource agencies, and coordination with the study Advisory Committee.

Need 1: Improve safety and operations of the US 2 roadway facility within the study area for all users, where practicable.

Need 2: Minimize adverse impacts from improvements to the environmental, historic, cultural, scenic and recreational characteristics of the corridor.

The full list of corridor needs and objectives may be viewed on the study website at <http://www.mdt.mt.gov/pubinvolve/badrock>

Please Join Us for an Informational Meeting!

Tuesday, August 28, 2012 6:00 p.m.

**U.S. Forest Service
Hungry Horse Ranger District Office
10 Hungry Horse Drive
Hungry Horse, MT**

The purpose of the meeting is to present recommended improvement options and request feedback. We look forward to seeing you there!

Improvement Option Identification and Recommendations

The study team identified six potential alignments to improve safety and operations for US 2 corridor users while minimizing impacts to corridor resources to the extent practicable. Potential alignments included Alignment 1 (Existing Alignment), Alignment 2 (Optimized Existing Alignment), Alignment 3 (Tunnel Alignment), Alignment 4 (Partial Canyon Bypass Alignment), Alignment 5 (Full Canyon Bypass Alignment), and Alignment 6 (Southern Alignment). Alignments 3 through 6 were eliminated from further consideration based on screening criteria for cost, constructability, impacts, right-of-way, and community support. The following table provides a summary of recommended improvements associated with Alignments 1 and 2.

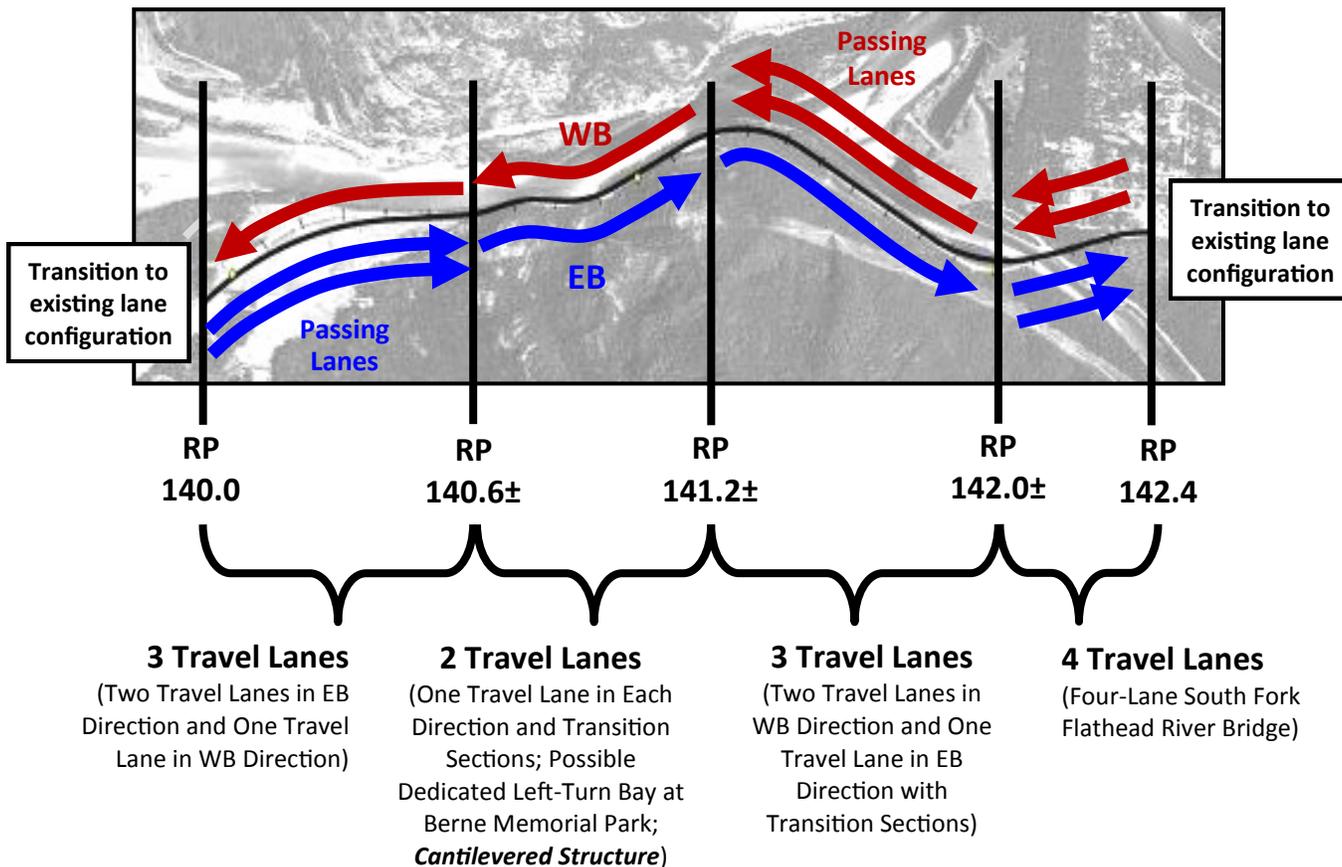
Recommended Improvement		Possible Locations	Planning Level Estimate of Costs	Recommended Implementation Timeframe	
Alignment 1 Improvements	Access Management	Install Concrete Barrier	RP 140.8± to RP 141.0± (South Side of US 2)	\$100,000 to \$150,000	Short-term
	Bicycle/Pedestrian Facilities	Construct Separated Bicycle/Pedestrian Facility	Throughout Corridor (North Side of US 2)	\$3.6M to \$4.5M	Mid-term to long-term
		Construct Bicycle/Pedestrian Overcrossing	RP 140.8± (North & South Sides of US 2)	\$1.0M to \$2.5M	
	Drainage	Install Culverts	RP 140.8±; RP 141.1±; RP 141.2±; RP 142.0± (North & South Sides of US 2)	\$4,000 to \$10,000 per location	Short-term to mid-term
		Re-grade Ditches	RP 140.8±; RP 140.9±; RP 141.8± (South Side of US 2)	\$1,000 to \$15,000 per location	
		Install Valley Gutter	RP 141.0± (South Side of US 2)	\$3,000 to \$5,000	
	Parking	Construct Parking Lot	RP 140.2± (North Side of US 2)	\$400,000 to \$500,000	
	Roadside Safety	Install Guardrail with End Treatments	RP 140.3±; RP 141.9±; RP 142.3±; RP 142.3± (North & South Sides of US 2)	\$3,000 to \$5,000 per location	
	Rockfall Prevention	Install Wire Mesh Stabilization Fence	RP 140.7±; RP 141.1± (South Side of US 2)	\$200,000 to \$1.0M per location	
	Rumble Strips	Install Shoulder and Centerline Rumble Strips	Throughout Corridor	\$2,100 to \$2,700 per mile	
	Sight Distance	Remove Vegetation	RP 140.9±; RP 141.3±; RP 142.0± (North & South Sides of US 2)	\$9,000 to \$30,000	
	South Fork Flathead River Bridge	Reconstruct South Fork Flathead River Bridge	RP 142.1	\$9.7M to \$24.2M	
	Traffic Control	Install Static Sign	RP 140.0±; RP 140.2±; RP 140.4±; RP 140.6±; RP 140.6±; RP 141.0±; RP 141.1±; RP 142.4± (North & South Sides of US 2)	\$500 to \$1,000 per location	
		Install Variable Message Sign	RP 140.0±; RP 142.3± (North & South Sides of US 2)	\$20,000 to \$250,000 per location	
Wildlife Passage	Wildlife Undercrossing	RP 140.2± (North & South Sides of US 2)	\$920,000 to \$1.1M		
Full Reconstruction (Alignment 2)	Construct 3-2-3-4 Configuration	Throughout Corridor	\$48.0M to \$69.5M	Long-term	

Implementation of corridor improvement options is dependent on funding availability and other system priorities. Recommended timeframes for implementation are defined as follows:

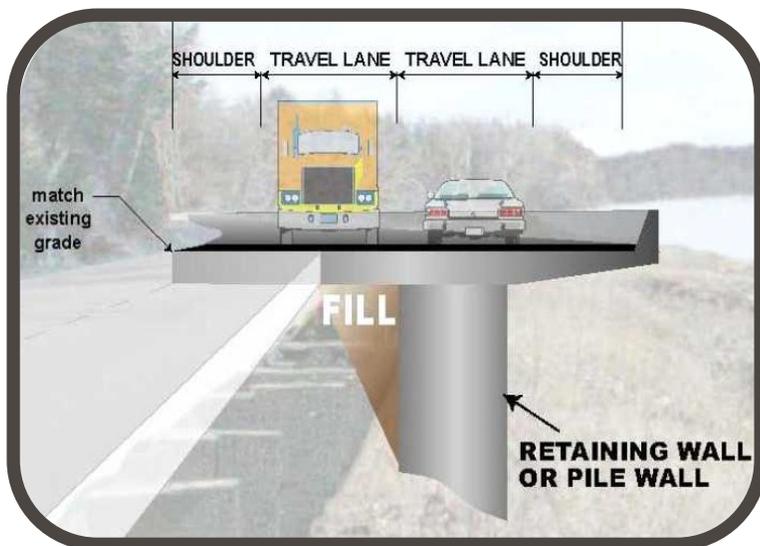
- Short-term: 1 to 5 years
- Mid-term: 6 to 10 years
- Long-term: 11 to 20 years

View the Draft Corridor Study Report online at <http://www.mdt.mt.gov/pubinvolve/badrock>

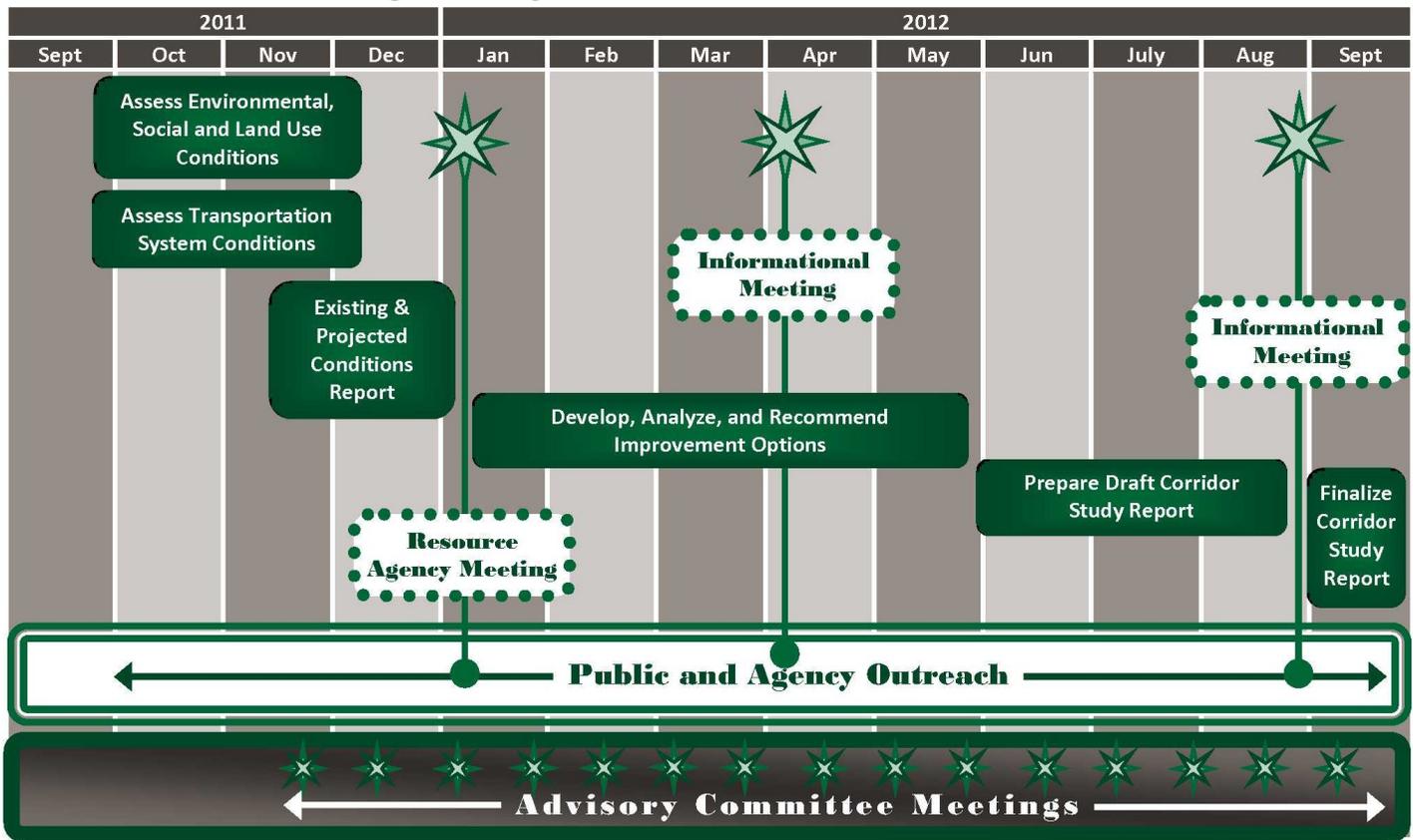
Alignment 2: Recommended 3-2-3-4 Lane Configuration: Reconstruction of the corridor is recommended along the existing US 2 alignment with modification to horizontal/vertical geometry and other roadway elements to meet current MDT design standards where practicable. The configuration would include shoulders and a new four-lane South Fork Flathead River Bridge. Alignment 2 would tie in with the existing four-lane configuration on either side of the corridor. The recommended 3-2-3-4 lane configuration is illustrated below.



A **cantilevered structure** (illustrated below) is recommended within the most constrained portion of the corridor (140.6± to RP 141.2±) to minimize impacts and accommodate pedestrian/bicycle use and emergency service vehicles. The structure would require retaining walls or pile walls within the floodplain to support traffic loads and a thickened reinforced concrete slab for the road surface. The roadway would remain at or close to its existing elevation. Access to Berne Memorial Park would be maintained, although access to the Flathead River may be restricted where the cantilevered structure extends over the existing river bank.



Corridor Planning Study Schedule



How can I stay involved in this study?

Please join us for an **Informational Meeting** on **Tuesday, August 28, 2012 at 6:00 p.m.** at the U.S. Forest Service Hungry Horse Ranger District Office, 10 Hungry Horse Drive in Hungry Horse. To review additional information about the study and to submit comments electronically, visit the study website (<http://www.mdt.mt.gov/pubinvolve/badrock>). The study may also be viewed at the CSKT Land Use Planning Department (42487 Complex Boulevard; Pablo, MT); MDT Missoula District Office (2100 W. Broadway; Missoula, MT); MDT Kalispell Area Maintenance Office (85 5th Avenue N.E.; Kalispell, MT); Flathead County Planning and Zoning Office (Earl Bennett Building, 2nd Floor; 1035 1st Ave West; Kalispell, MT); or the Flathead County Library – Columbia Falls Branch (130 6th Street West; Columbia Falls, MT).

Comments are due by **September 14, 2012.**

Contact Us

Shane Stack

Missoula District Preconstruction Engineer
406.523.5830
sstack@mt.gov

Sarah Nicolai

DOWL HKM Project Manager
406.442.0370
snicolai@dowlhkm.com

Sheila Ludlow

MDT Project Manager
406.444.9193
sludlow@mt.gov

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.





Informational Meeting

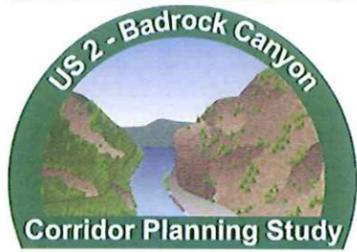
August 28, 2012

AGENDA

- I. **Welcome and Introductions**
- II. **MDT's Previous Efforts in the Corridor**
- III. **Overview of Corridor Planning Study Process**
- IV. **Study Area**
- V. **Existing and Projected Conditions**
- VI. **Needs and Objectives**
- VII. **Improvement Options**

Visit the website at:

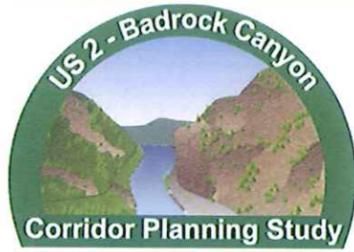
<http://www.mdt.mt.gov/pubinvolve/badrock>



Informational Meeting

August 28, 2012

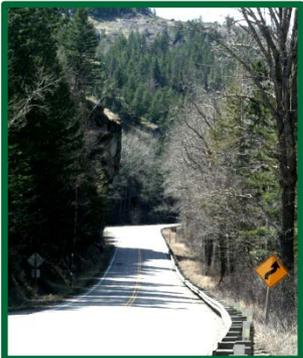
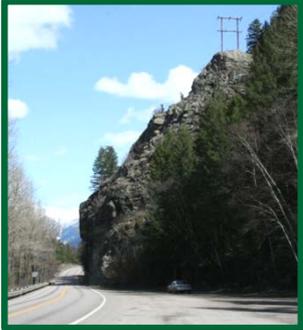
Name:	Agency / Title:	Address:	E-mail:
ALAN R Ruby	local business owner	8970 Hwy 2 E,	
Larry Mackel	Wash. Glacier Residents	Po Box 181 W. Glacier	
Bob Vosen	MDT	Kalispell	r.vosen@mt.gov
Shane Stack	MDT	Missoula	
Ed Toous	MDT	Missoula	
Sheila Ludlow	MDT	Helena	
Greg Wright	Rep, HD 3	Columbia Falls	0nc1@centurytel.net
GARY RITTER	Resident	C. Falls	
WILSON KENNEDY	RESIDENT	C. F.	MONTANARITTER@GMAIL.COM
Sonja Hartmann	Resident	Box 577 Col. Falls, mt. 5994	
JACOB BELL	RESIDENT	PO Box 316 West Glacier	
Valerie Parsons	resident	123 GREENS RD	jacob @ Filming the Rockies. com
Kim Hindberg	Resident	PO Box 450 West Glacier	valannparsons@yahoo.com
Bill E. Swaab Dakin	resident	P.O. Box 130425 CORAM	
BILL BAUM	RESIDENT		GRIZZLYBILL@CENTURYTEL.NET
Marion Foley	resident	Bx 298 M.C. of mt	marime@abntmontana.net



Informational Meeting

August 28, 2012

Name:	Agency / Title:	Address:	E-mail:
Loretta Spind	local resident	PO Box 260124, Martin City MT. 59926	
Dee Brown		you have it	
Peggie Dunham	teacher	(MAIL PO BOX 61 W. GLACIER) (PHYSICAL 5350 BLANKENSHIP RD #11)	
Craig Cooper	Hungry Horse Corral	13044 Hungry Horse	
GREG DOGGETT		PO BOX 260102, MARTIN CITY, MT 59926	gdaggett@gmx.com
Jim Watson		191 FORDS CANYON RD, KAISPEL, 59901	Jim@SpringBrook Ranch.com
A. Beverly Matthews	property owner	P.O. Box 130334, Cozom	
Victoria Byrd-Finck	" "	P.O. Box 130206 Cozom	

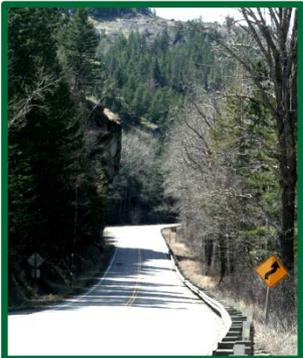
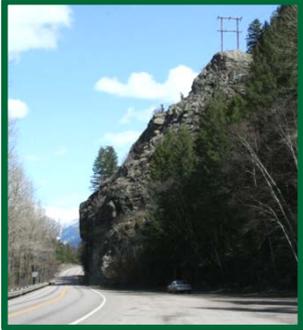
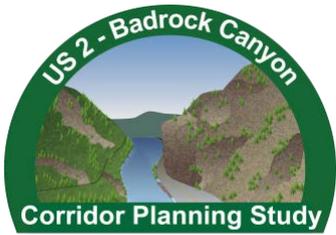


US 2 - Badrock Canyon
Corridor Planning Study

Informational Meeting

Tuesday,
August 28, 2012

U.S. Forest Service
Hungry Horse Ranger District Office
10 Hungry Horse Drive
Hungry Horse, MT

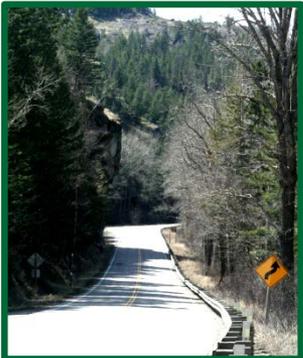
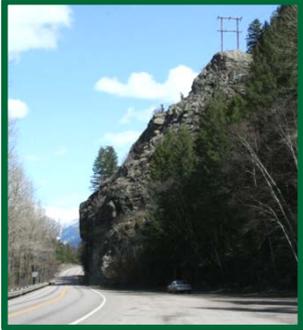


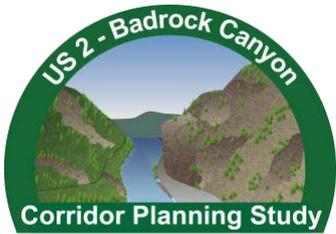
Welcome & Introductions



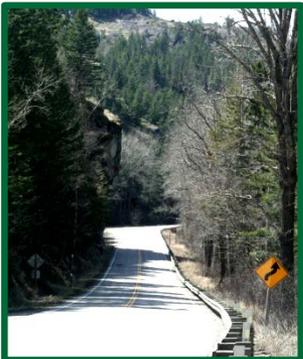
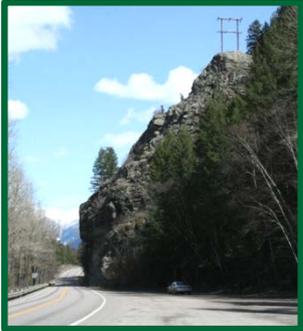
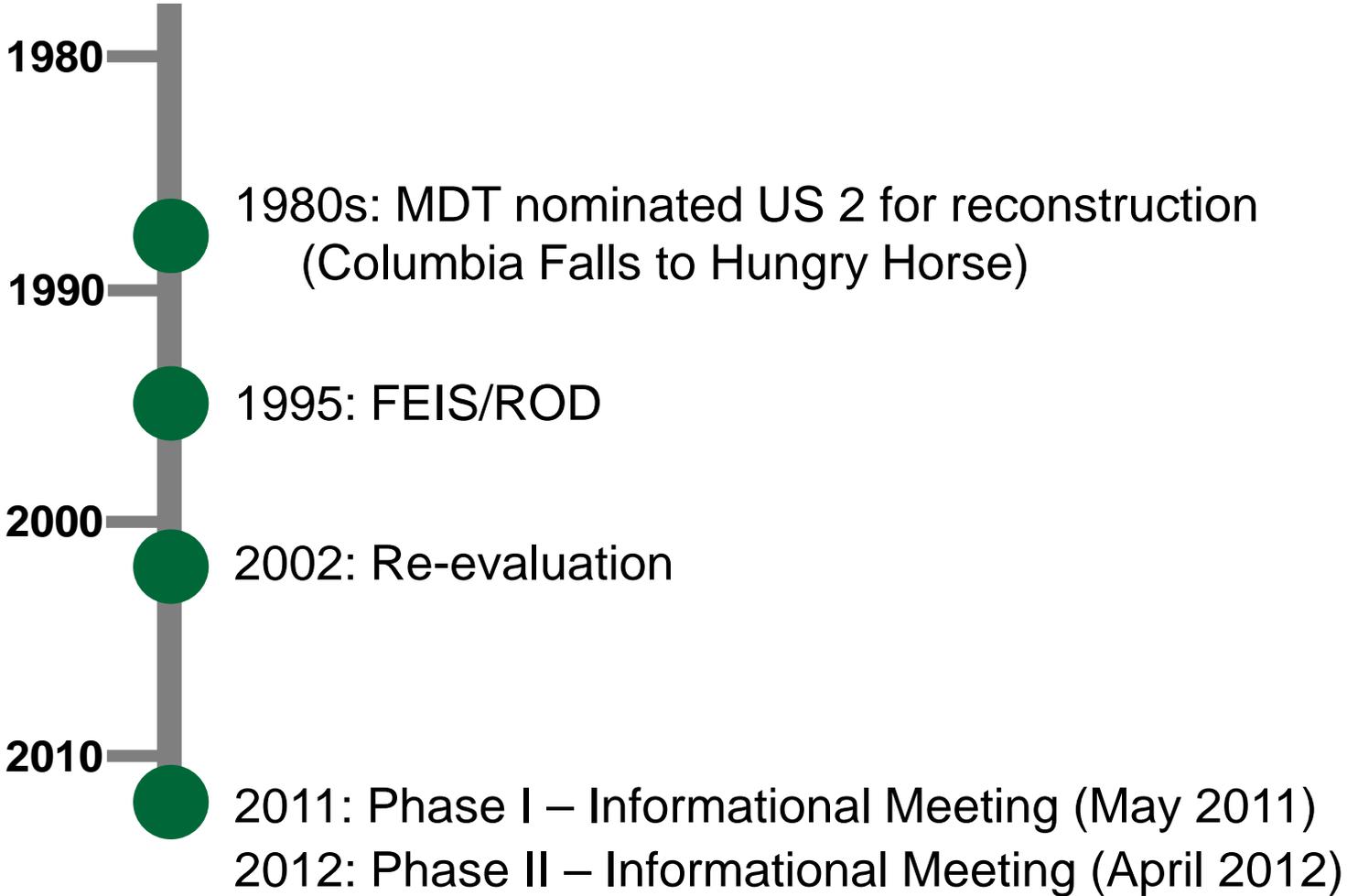
Purpose of Meeting

- Summarize MDT's Previous Efforts in Corridor
- Provide Overview of Corridor Planning Study Process
- Summarize Existing and Projected Conditions
- Present Needs and Objectives
- Discuss Improvement Options
- Solicit Input





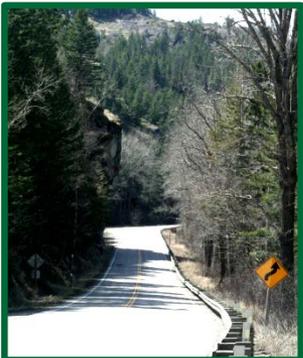
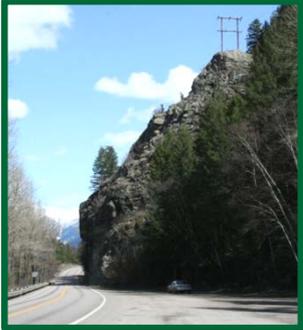
MDT's Previous Efforts





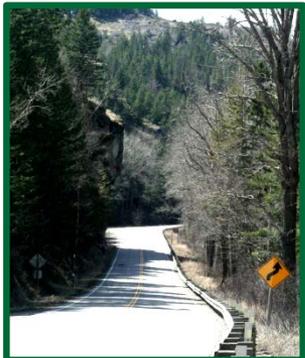
Corridor Planning Process

- Involves conducting a review of **safety, operational, and geometric conditions and environmental resources** to identify needs and constraints.
- This process allows MDT to:
 - Identify realistic strategies given funding or other constraints
 - Identify fatal flaws before initiation of formal environmental process for any future project forwarded from study
 - Eliminate alignments and/or improvement options from further evaluation



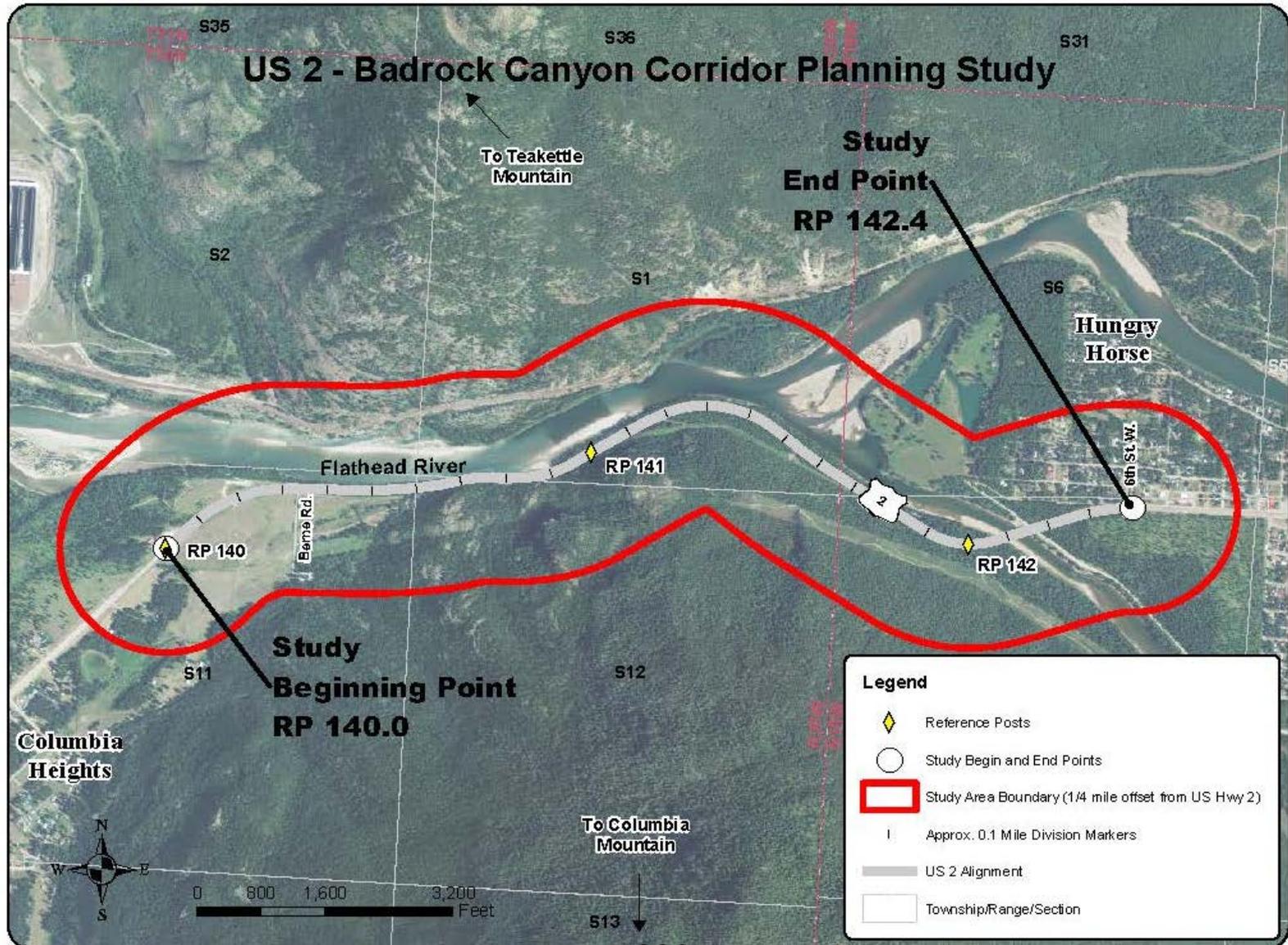


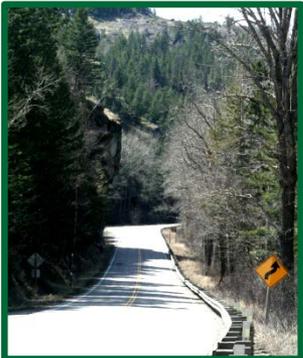
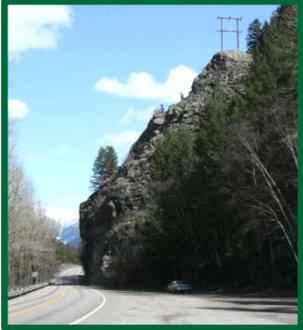
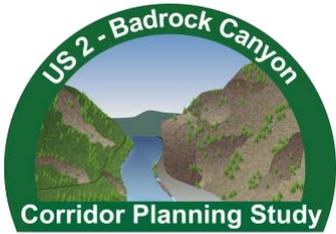
Goals and Purpose



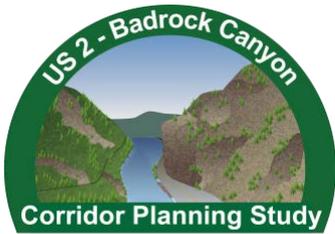
- Engage constituents early
- Identify needs and objectives
- Identify constraints
- Identify short-range and long-range improvements
- Develop planning-level cost estimates
- Develop information and data to be forwarded into the environmental process if a project moves forward from the study

Study Area





Summary of Existing and Projected Conditions



Existing Physical Features



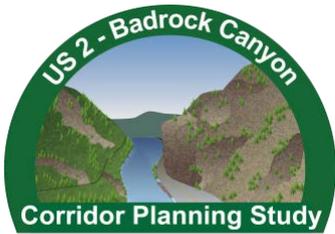
- **South Fork Flathead River Bridge**
 - ⦿ Functionally obsolete and structurally deficient



- **Utilities**
 - ⦿ Gas, fiber optics, and power transmission lines



- **Pedestrian & Bicycle Facilities**
 - ⦿ No dedicated facilities in corridor
- **Physical Constraints**
 - ⦿ US 2 is located between Flathead River and rock outcroppings



Existing Geometric Features

● Roadway Width

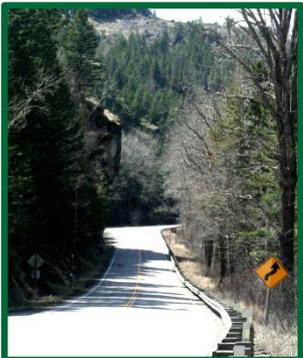
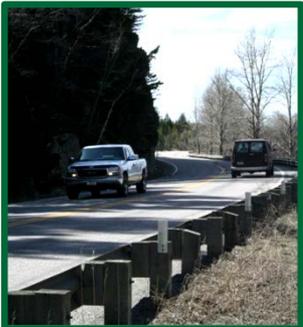
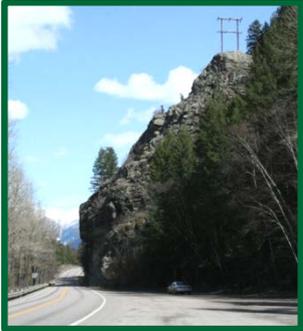
- Two 12-foot travel lanes; no shoulders throughout most of the corridor

● Horizontal Alignment

- Nine (9) horizontal curves do not meet current MDT design standards

● Vertical Alignment

- Six (6) vertical curves do not meet current MDT design standards

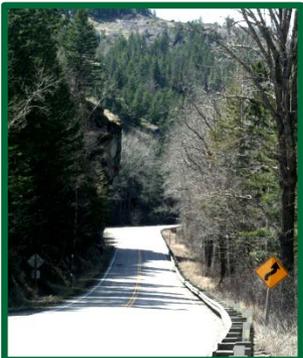
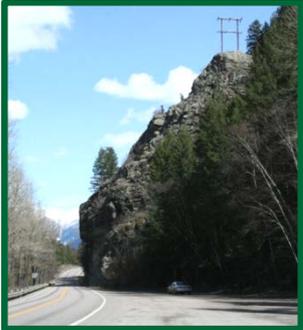




Crash Statistics

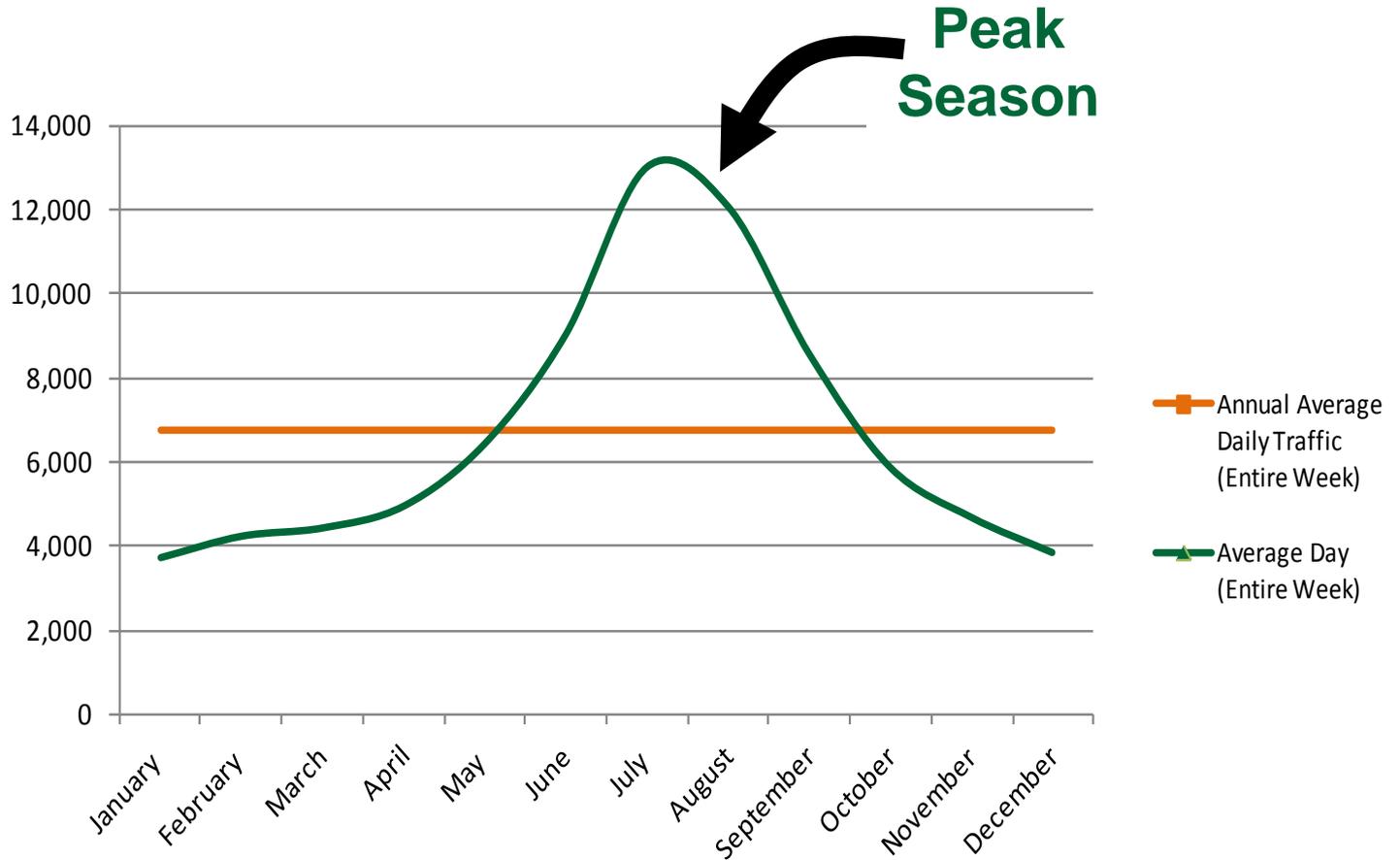
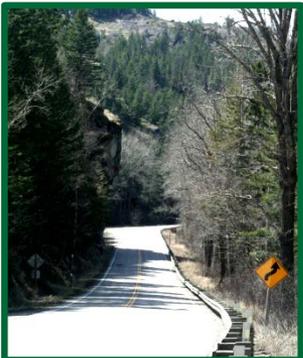
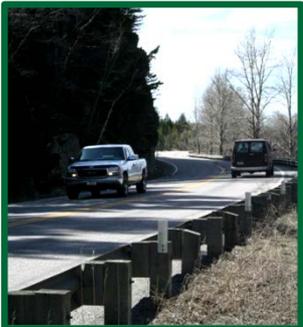
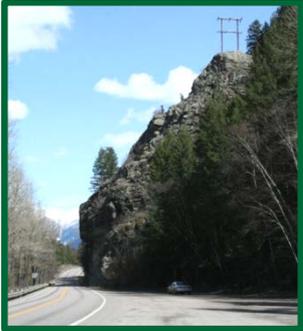
Total of 77 Crashes from 2006-2010

Criteria	Statewide Average for Rural Principal Arterials (NINHS) (2006 – 2010)	US 2 Corridor RP 140.0 – 142.4 (NINHS) (2006 – 2010)	Comparison of US 2 Corridor to Statewide Average (NINHS)
Crash Rate (All Vehicles)	1.04	2.56	2.46 times higher
Severity Index (All Vehicles)	2.09	2.68	1.28 times higher
Severity Rate (All Vehicles)	2.18	6.86	3.15 times higher



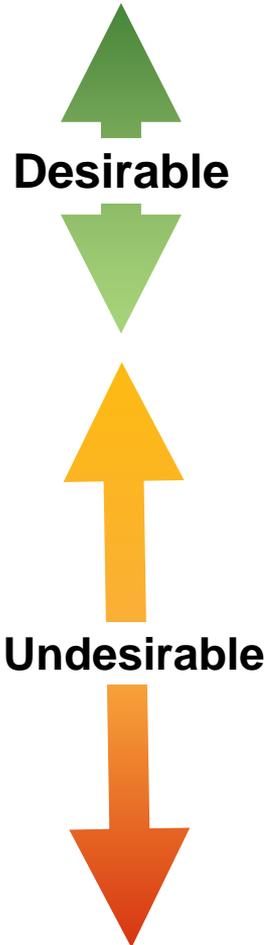


2010 Traffic Volumes





Level of Service (LOS) Concept



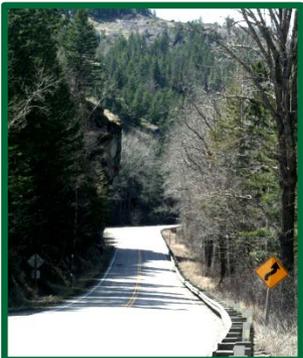
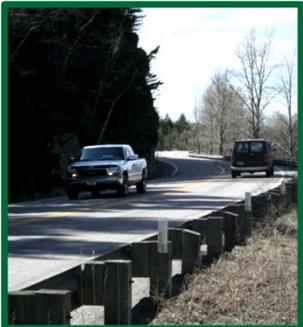
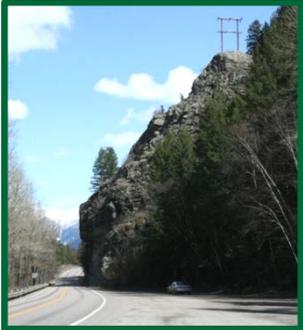
- **LOS A:**
High operating speeds; little difficulty passing
- **LOS B:**
Passing demand and passing capacity are balanced
- **LOS C:**
Most vehicles travel in platoons (groups); speeds are curtailed
- **LOS D:**
High passing demand with minimal passing opportunity
- **LOS E:**
Passing is virtually impossible; speeds seriously curtailed
- **LOS F:**
Unstable operating conditions; heavy congestion



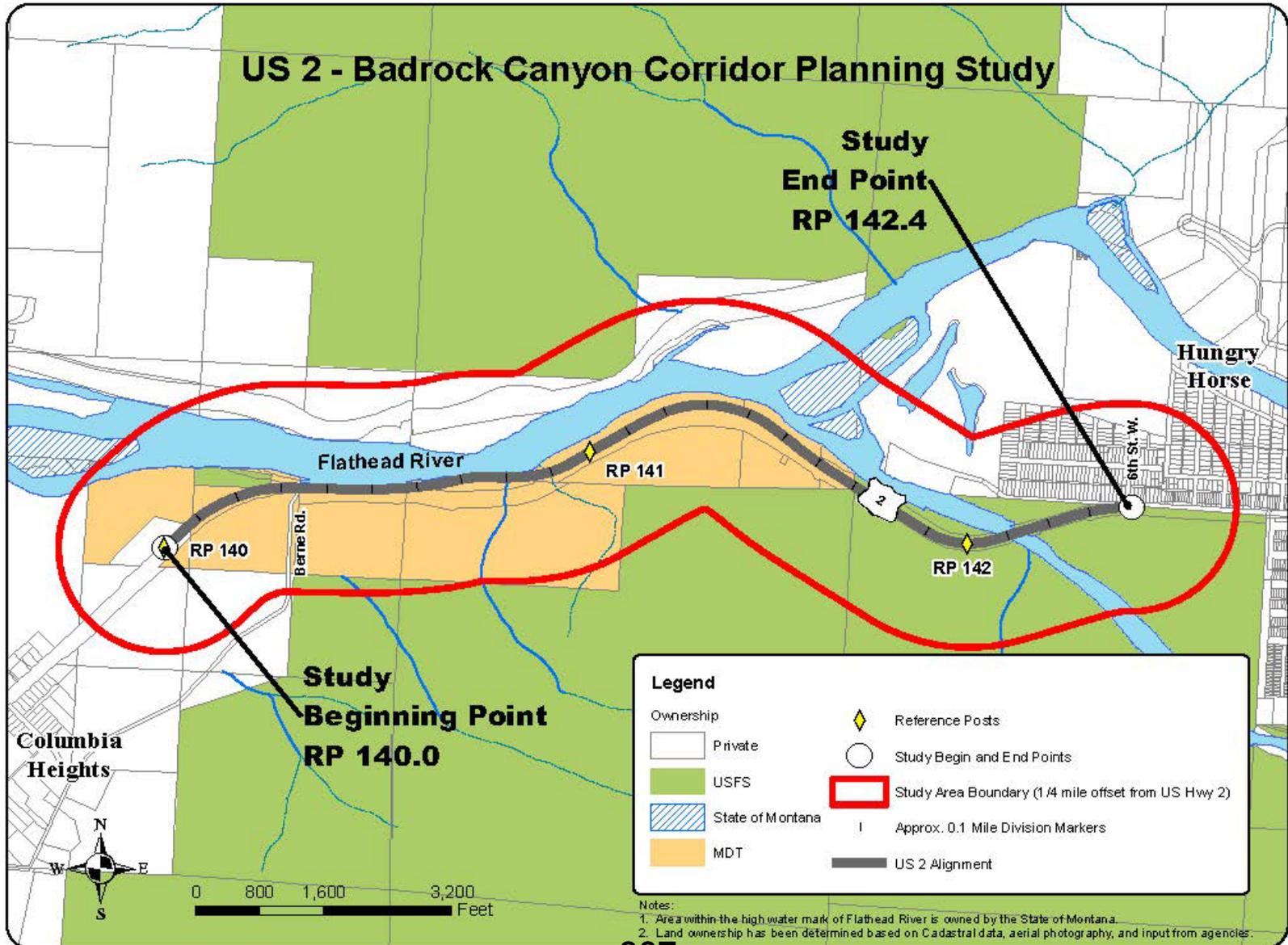
Operations for Two-Lane Facility (No Improvements)

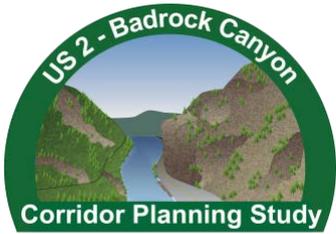
Acceptable operations for a principal arterial facility in rolling terrain is **LOS B**

Analysis Period	Existing (Two-Lane Facility)			Projected (Two-Lane Facility)		
	2011			2035		
	AM Peak Hour	Median Off-Peak Hour	PM Peak Hour	AM Peak Hour	Median Off-Peak Hour	PM Peak Hour
	LOS	LOS	LOS	LOS	LOS	LOS
Peak Season	D	D	D	D	D	E
Annual Average	C	C	D	C	C	D



Land Ownership





Environmental & Cultural Resources

- **Main Stem and South Fork of the Flathead River**

- Floodplains, wetlands, riparian vegetation

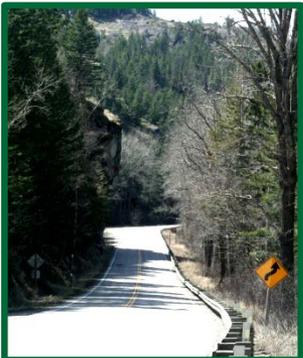
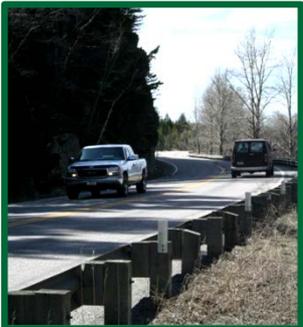
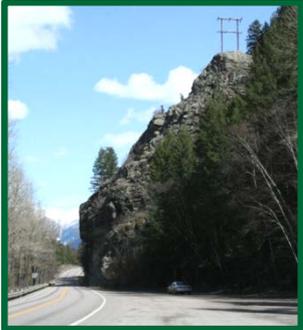
- **Critical Wildlife Habitat and Wildlife Movement Areas**

- **Recreational Areas**

- Berne Park, river access, trailheads

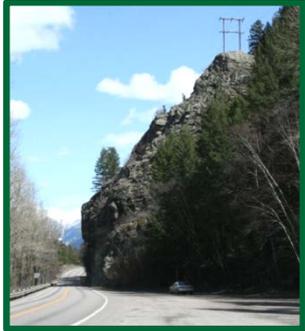
- **Cultural Resources**

- Tote Road, archaeological sites, cultural landscape





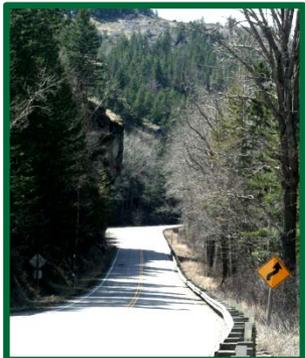
Needs and Objectives



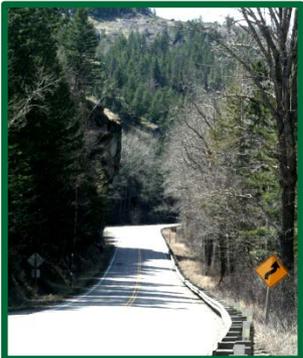
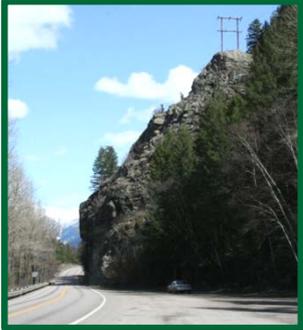
- **Need 1: Improve the safety and operation of the US 2 roadway facility within the study area for all users, where practicable.**
 - **Objectives:** roadway elements; South Fork Flathead River Bridge; guardrail; signing; drainage; operations; non-motorized usage



- **Need 2: Minimize adverse impacts from improvements to the environmental, historic, cultural, scenic and recreational characteristics of the corridor.**
 - **Objectives:** Flathead River; fisheries; historic, cultural, and archaeological resources; scenic resources; recreational sites; wild animals.



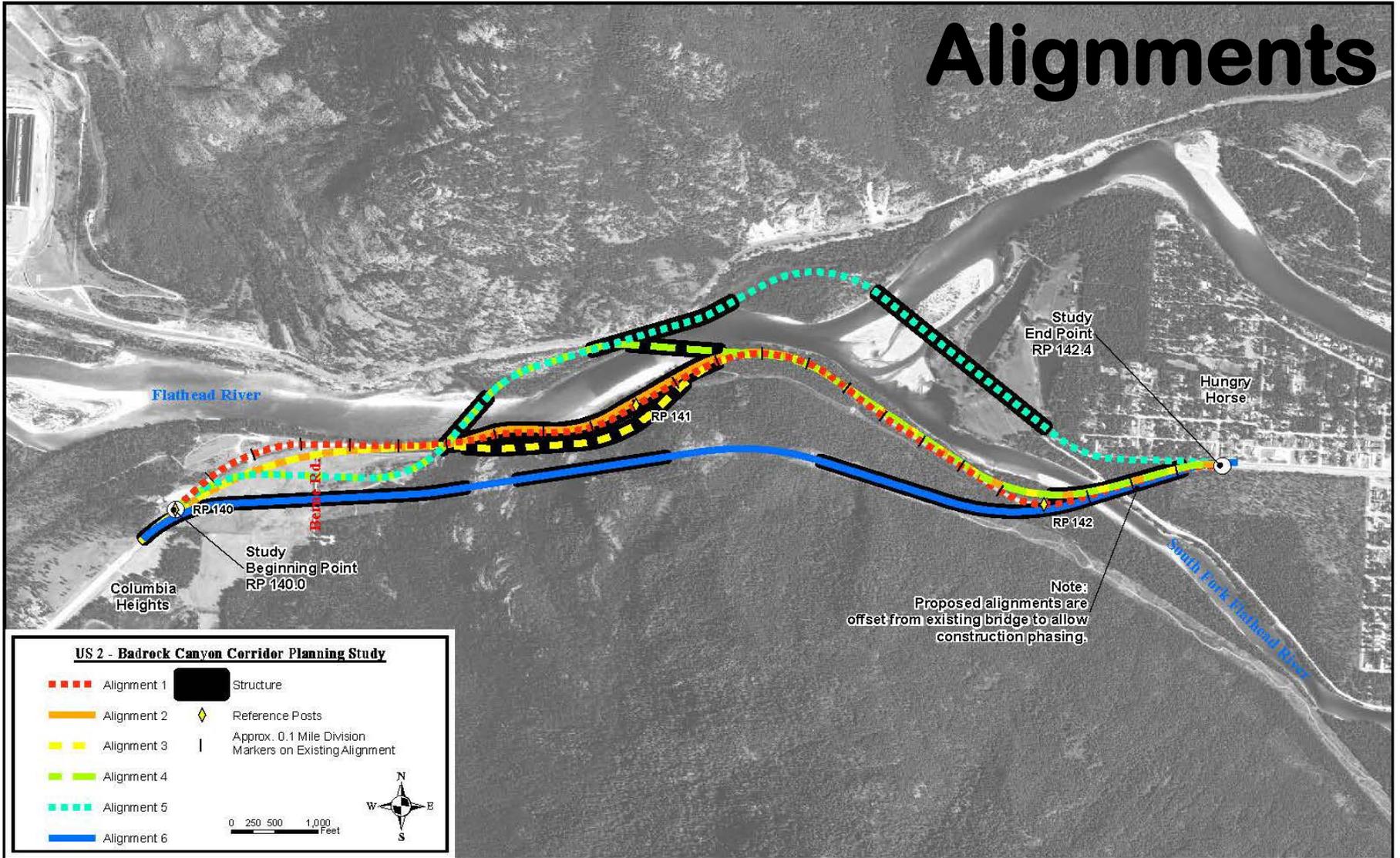
- **Other issues to be considered:**
 - Utilities, construction feasibility, funding



Improvement Options

- Alignment Identification & Screening
- Advanced Alignments

Alignments



Alignment Screening – Summary

Criteria	Alignment 1 Existing	Alignment 2 Optimized Existing	Alignment 3 Tunnel	Alignment 4 Partial Canyon Bypass	Alignment 5 Full Canyon Bypass	Alignment 6 Southern Alignment
Cost	✓	✓	✗	✓	✓	✗
Constructability	✓	✓	✗	✓	✓	✗
Potentially Impacted Resources	✓	✓	✗	✗		✓
RW/Easements	✓			✗	✗	✗
Community Support	✓	✓	✓	✗	✗	✗
Recommendation	Advance	Advance	Eliminate	Eliminate	Eliminate	Eliminate

Alignment Screening - Cost

Alignment 1 Existing	Alignment 2 Optimized Existing	Alignment 3 Tunnel	Alignment 4 Partial Canyon Bypass	Alignment 5 Full Canyon Bypass	Alignment 6 Southern Alignment
<u>Spot Improvements</u> \$500 to \$4.5M <u>South Fork Flathead River Bridge</u> \$9.7M to 24.2M	<u>US 2</u> \$35.9M to \$171.0M	<u>US 2</u> \$399.0M to \$558.0M	<u>US 2</u> \$70.1M to \$86.4M	<u>US 2</u> \$89.5M to \$110.0M	<u>US 2</u> \$307.0M to \$379.0M

Alignment Screening - Constructability

Alignment 1 Existing	Alignment 2 Optimized Existing	Alignment 3 Tunnel	Alignment 4 Partial Canyon Bypass	Alignment 5 Full Canyon Bypass	Alignment 6 Southern Alignment
<ul style="list-style-type: none"> • South Fork Flathead River Bridge reconstruction • Traffic delays 	<ul style="list-style-type: none"> • South Fork Flathead River Bridge reconstruction • Mobilization into constrained area • Traffic delays • Utility conflicts 	<ul style="list-style-type: none"> • Geotechnical risks • South Fork Flathead River Bridge reconstruction • Mobilization into constrained area • Traffic delays • Utility conflicts 	<ul style="list-style-type: none"> • New river crossings • South Fork Flathead River Bridge reconstruction • Mobilization into constrained area • Traffic delays 	<ul style="list-style-type: none"> • New river crossings • Mobilization into constrained area • Traffic delays 	<ul style="list-style-type: none"> • Steep terrain • Geotechnical risks • South Fork Flathead River Bridge reconstruction • Mobilization into constrained area • Utility conflicts

Alignment Screening - Resources

Alignment 1 Existing	Alignment 2 Optimized Existing	Alignment 3 Tunnel	Alignment 4 Partial Canyon Bypass	Alignment 5 Full Canyon Bypass	Alignment 6 Southern Alignment
<ul style="list-style-type: none"> • Impacts to multiple resources adjacent to existing alignment 	<ul style="list-style-type: none"> • Impacts to multiple resources adjacent to existing alignment 	<ul style="list-style-type: none"> • Risk of impacts to water source at Berne Memorial Park • Impacts to multiple resources adjacent to existing alignment 	<ul style="list-style-type: none"> • New river crossings • Impacts to multiple resources adjacent to existing alignment • Impacts to multiple resources along new alignment 		<ul style="list-style-type: none"> • Risk of impacts to water source at Berne Memorial Park • Impacts to multiple resources adjacent to existing bridge and along new alignment

Alignment Screening – RW/Easements

Alignment 1 Existing	Alignment 2 Optimized Existing	Alignment 3 Tunnel	Alignment 4 Partial Canyon Bypass	Alignment 5 Full Canyon Bypass	Alignment 6 Southern Alignment
<ul style="list-style-type: none"> • DNRC easement at river crossing • USFS easement at RP 140.2± and at eastern end of corridor 			<ul style="list-style-type: none"> • New RW throughout much of corridor • Railroad involvement • DNRC easements at river crossings • USFS easement at eastern end of corridor 	<ul style="list-style-type: none"> • New RW throughout majority of corridor • Railroad involvement • DNRC easements at river crossings 	<ul style="list-style-type: none"> • New RW throughout majority of corridor • Utility involvement • DNRC easement at river crossing • USFS easement at eastern end of corridor

Alignment Screening – Community Support

Alignment 1 Existing	Alignment 2 Optimized Existing	Alignment 3 Tunnel	Alignment 4 Partial Canyon Bypass	Alignment 5 Full Canyon Bypass	Alignment 6 Southern Alignment
More Support	More Support	More Support	Less Support	Less Support	Less Support

Alignment Screening – Summary

Criteria	Alignment 1 Existing	Alignment 2 Optimized Existing	Alignment 3 Tunnel	Alignment 4 Partial Canyon Bypass	Alignment 5 Full Canyon Bypass	Alignment 6 Southern Alignment
Cost	✓	✓	✗	✓	✓	✗
Constructability	✓	✓	✗	✓	✓	✗
Potentially Impacted Resources	✓	✓	✗	✗		✓
RW/Easements	✓			✗	✗	✗
Community Support	✓	✓	✓	✗	✗	✗
Recommendation	Advance	Advance	Eliminate	Eliminate	Eliminate	Eliminate

Alignment 1 Improvements

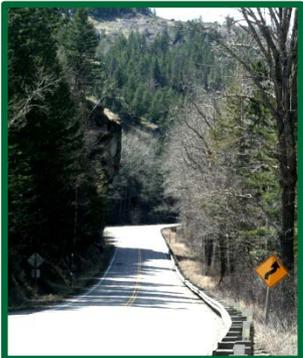
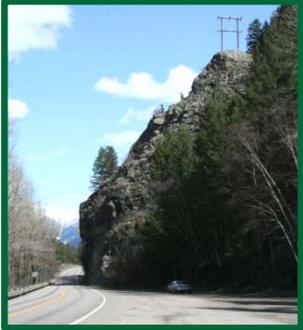
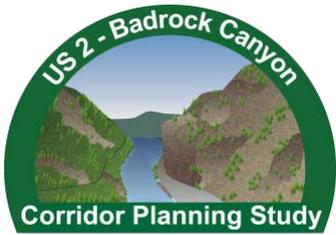
Alignment 1 Improvements		Possible Locations	Planning Level Estimate of Costs	Timeframe	Impacts/RW
Access Management	Install Concrete Barrier	RP 140.8± to RP 141.0±	\$100,000 to \$150,000	Short-term	No
Bicycle/Pedestrian Facilities	Separated Bicycle/Pedestrian Facility	Throughout Corridor	\$3.6M to \$4.5M	Mid-term to long-term	Yes
	Bicycle/Pedestrian Overcrossing	RP 140.8±	\$1.0M to \$2.5M		Yes
Drainage	Install Culverts	RP 140.8± RP 141.2± RP 141.1± RP 142.0±	\$4,000 to \$10,000 per location	Short-term to mid-term	No
	Re-grade Ditches	RP 140.8± RP141.8± RP 140.9±	\$1,000 to \$15,000 per location		No
	Install Valley Gutter	RP 141.0±	\$3,000 to \$5,000		No

Alignment 1 Improvements

Alignment 1 Improvements		Possible Locations	Planning Level Estimate of Costs	Timeframe	Impacts/RW
Parking	Construct Parking Lot	RP 140.2±	\$400,000 to \$500,000	Short-term to mid-term	Yes
Roadside Safety	Install Guardrail with End Treatments	RP 140.3± RP 141.9±	RP 142.3± \$3,000 to \$5,000 per location		No
Rockfall Prevention	Rockfall Prevention	RP 140.7±	RP 141.1± \$200,000 to \$1.0M per location		Yes
Rumble Strips	Install Shoulder and Centerline Rumble Strips	Throughout Corridor	\$2,100 to \$2,700 per mile		No
Sight Distance	Remove Vegetation	RP 140.9± RP 141.3±	RP 142.0± \$9,000 to \$30,000		Yes

Alignment 1 Improvements

Alignment 1 Improvements		Possible Locations	Planning Level Estimate of Costs	Timeframe	Impacts/RW	
South Fork Flathead River Bridge	Reconstruct South Fork Flathead River Bridge	RP 142.1	\$9.7M to \$24.2M	Short-term to mid-term	Yes	
Traffic Control	Install Static Sign	RP 140.0± RP 140.2± RP 140.4± RP 140.6±	RP 141.0± RP 141.1± RP 142.4±		\$500 to \$1,000 per location	No
	Install Variable Message Sign	RP 140.0±	RP 142.3±		\$20,000 to \$250,000 per location	No
Wildlife Passage	Wildlife Undercrossing	RP 140.2±	\$920,000 to \$1.1M		Yes	

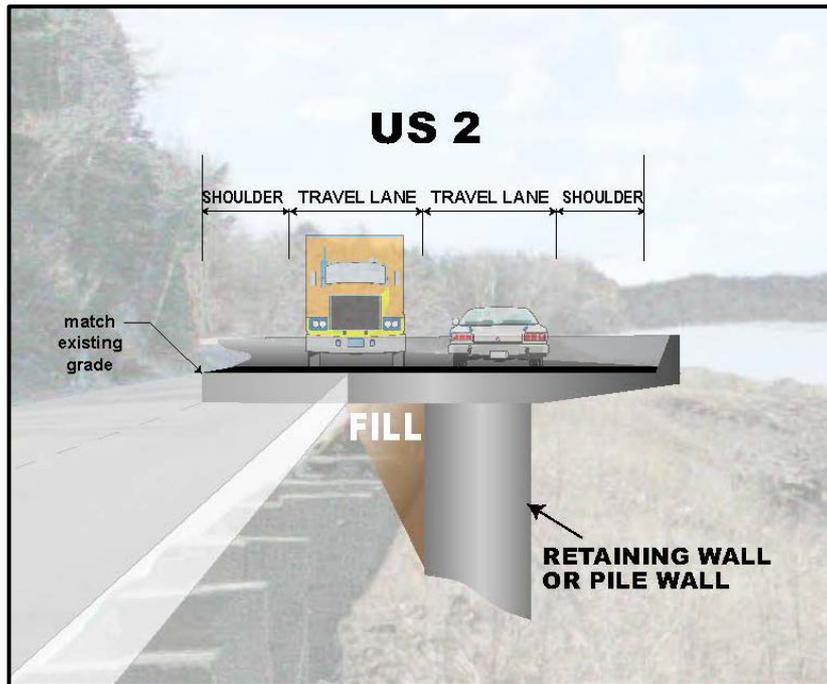


Alignment 2 Improvements

- Structure Types
- Lane Configuration

Structure Types

Cantilevered Structure

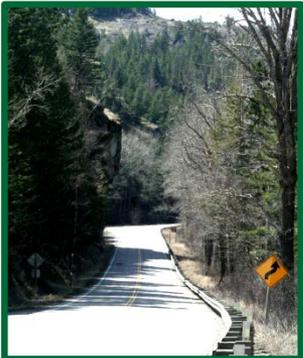
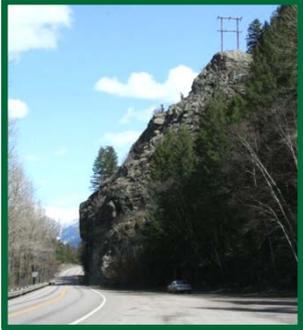


Elevated Structure



Structure Type Screening

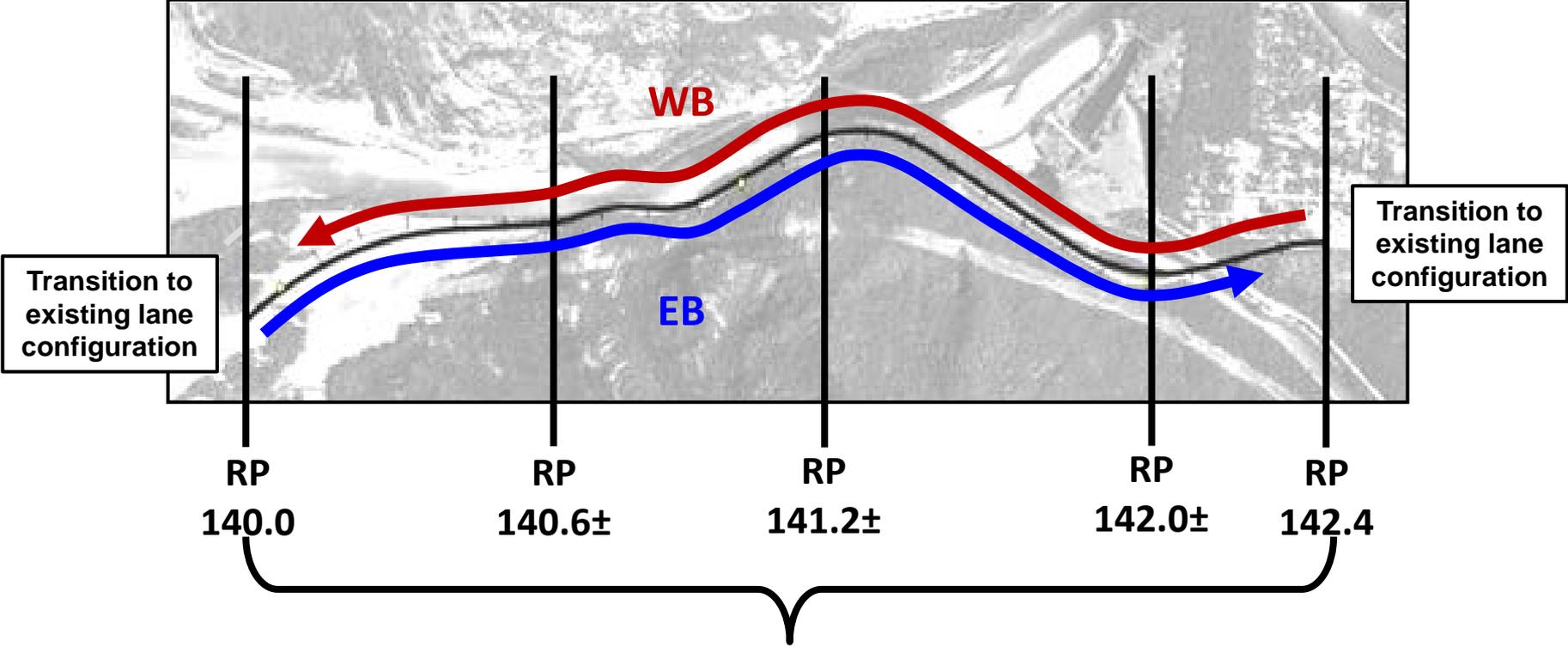
Criteria	Alignment 2	
	Cantilevered Structure (RP 140.6± to RP 141.2±)	Elevated Structure (RP 140.6± to RP 141.2±)
Planning Level Estimate of Costs	\$22.0M to \$55.4M	\$71.5M to \$138.0M
Community Support	More Support	Less Support
Recommendation	Advance	Eliminate from Further Consideration



Lane Configurations

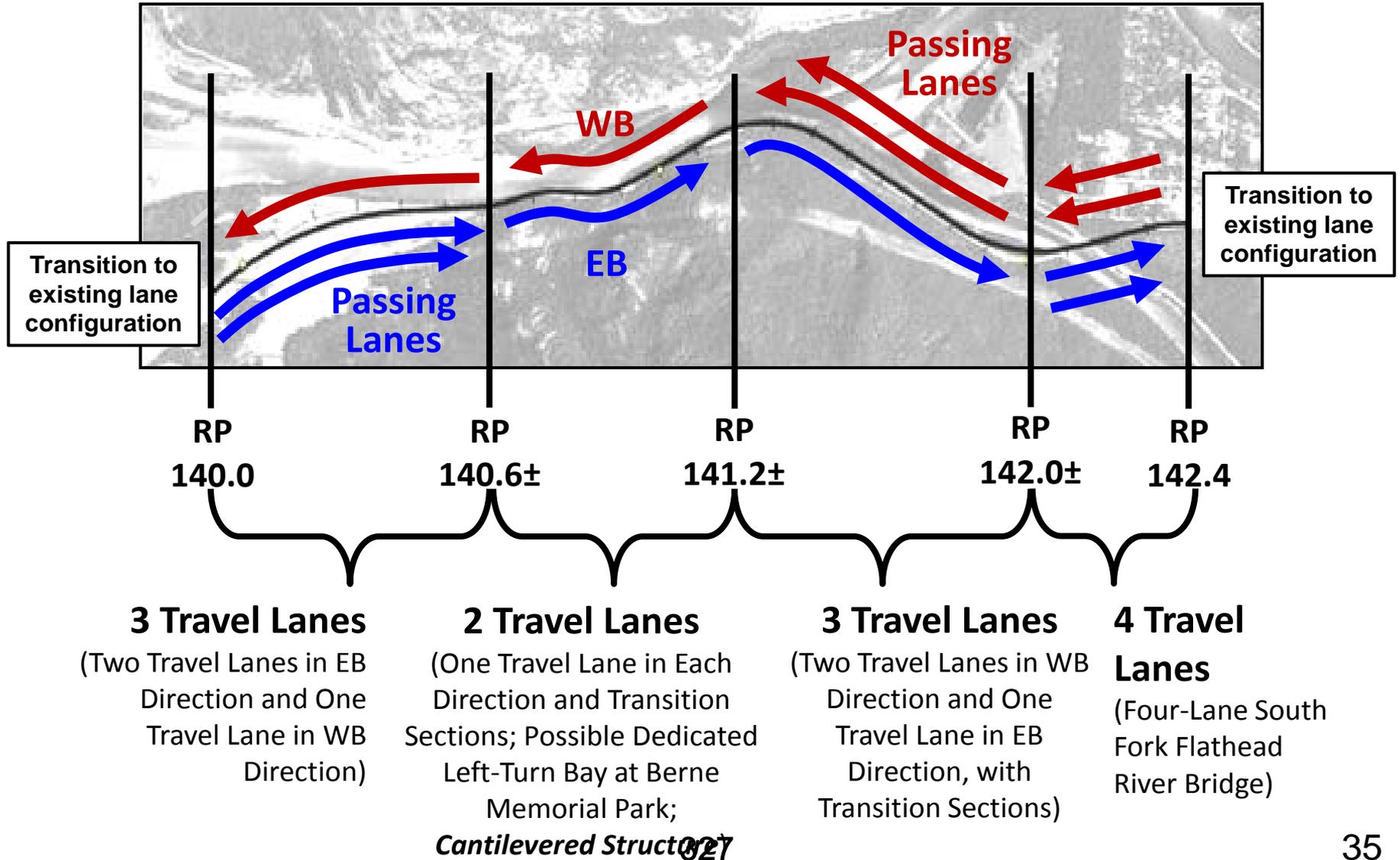
- Two-Lane
- 3-2-3-4
- Reverse 3-2-3-4
- 4-2-4
- Four-Lane

Two-Lane Configuration

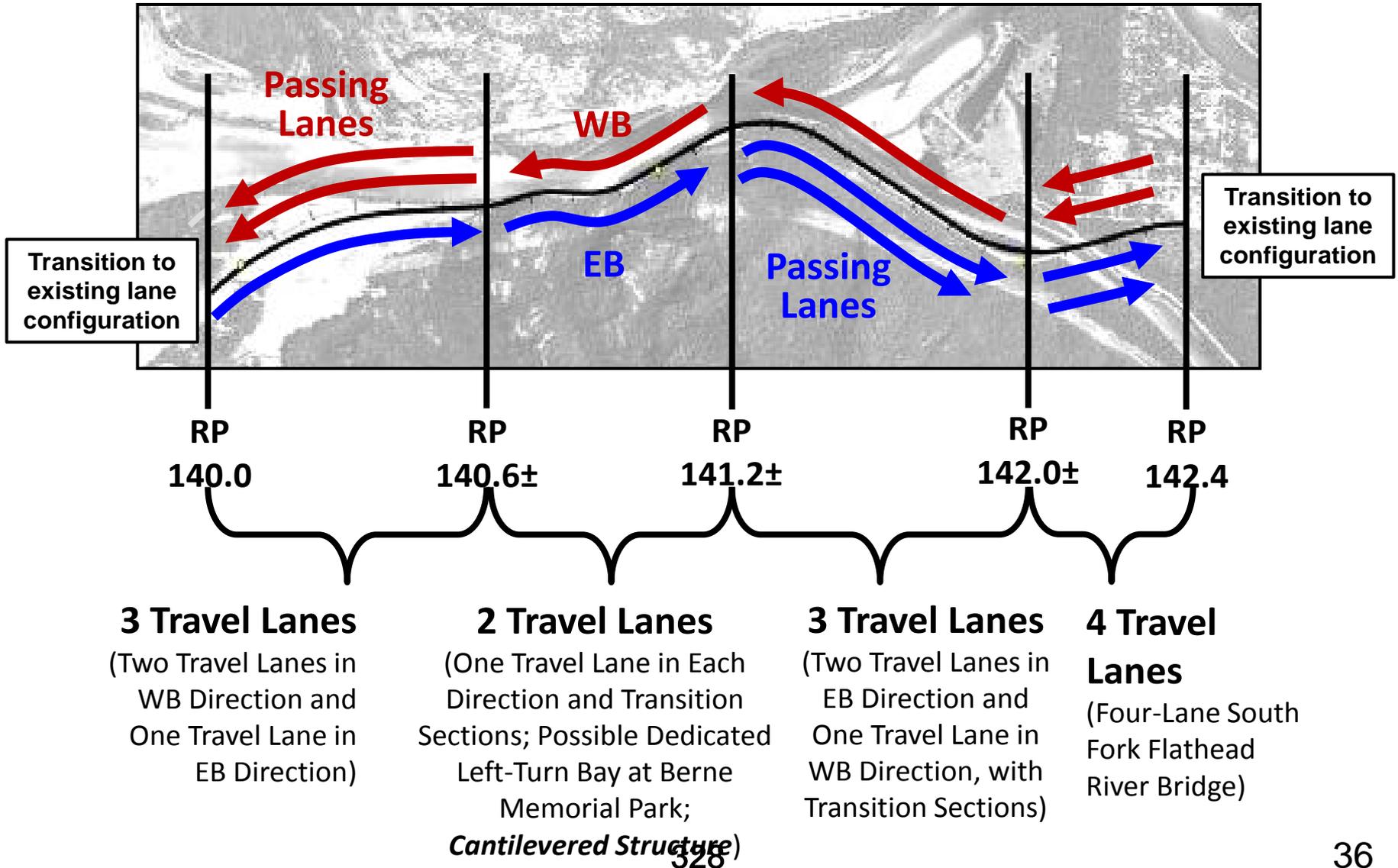


2 Travel Lanes Throughout Corridor
(One Travel Lane in Each Direction; *Cantilevered Structure* from RP 140.6± to RP 141.2±; Two-Lane South Fork Flathead River Bridge)

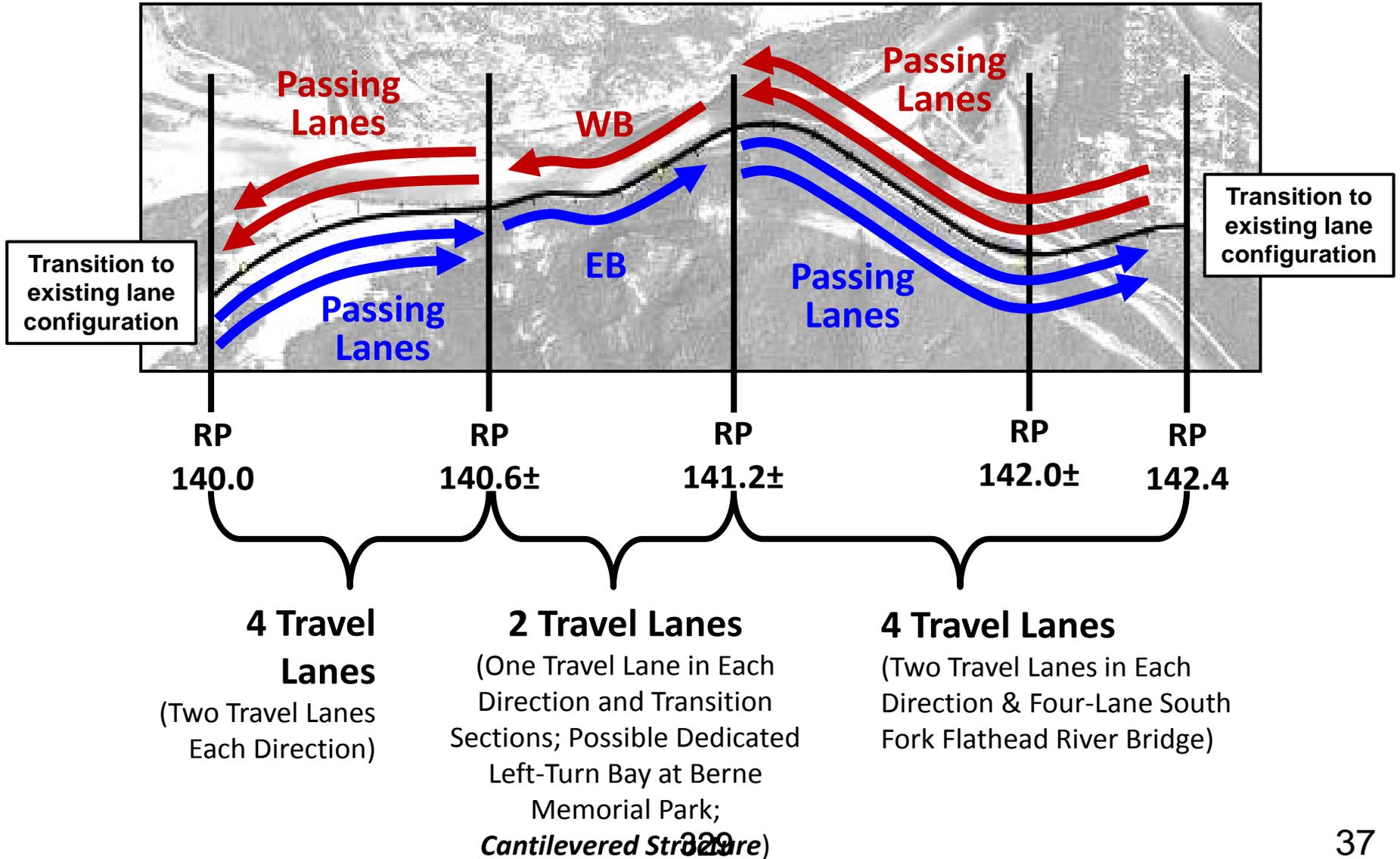
3-2-3-4 Configuration



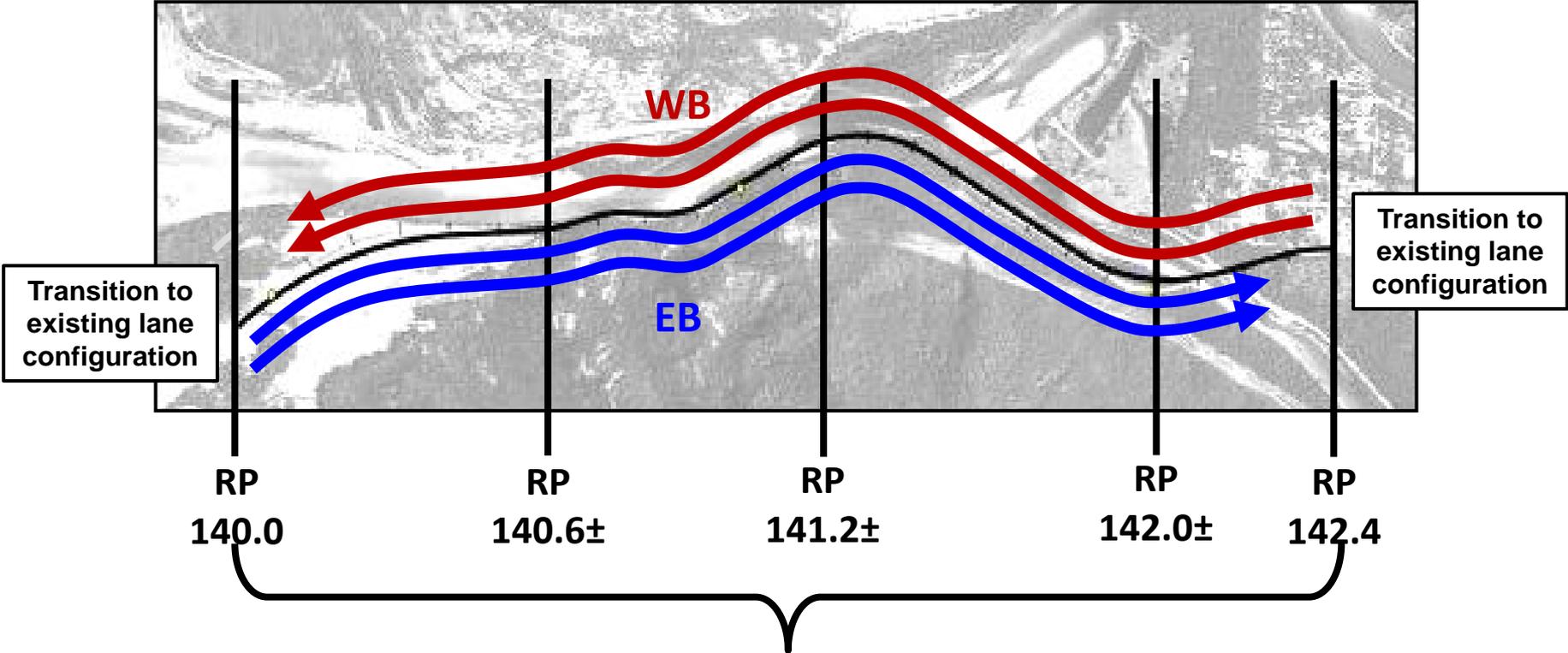
Reverse 3-2-3-4 Configuration



4-2-4 Configuration



Four-Lane Configuration



4 Travel Lanes Throughout Corridor

(Two Travel Lanes in Each Direction; *Cantilevered Structure* from RP 140.6± to RP 141.2±; Four-Lane South Fork Flathead River Bridge)

Lane Configuration Screening

Criteria	2 Lanes Throughout Corridor	3-2-3-4	Reverse 3-2-3-4	4-2-4	Four Lanes Throughout Corridor
Planning Level Estimate of Costs	\$35.9M to \$44.3M	\$48.0M to \$69.5M	\$48.0M to \$69.5M	\$57.2M to \$73.1M	\$64.6M to \$91.2M
Operations Anticipated LOS 2035	C to E	A to C	A to E	A to C	A
Anticipated Level of Impact	Least Impacts	Moderate Impacts			Most Impacts
		Less		More	
Community Support	More Support	More Support	More Support	Less Support	Least Support
Recommendation	Eliminate from Further Consideration	Advance	Eliminate from Further Consideration	Advance	Eliminate from Further Consideration



Recommended Improvements

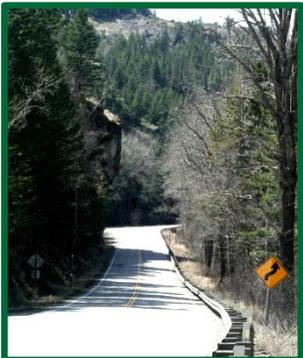
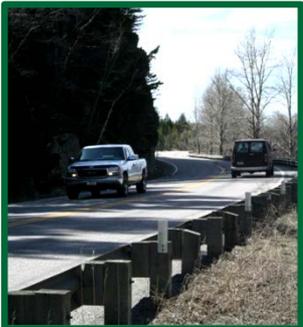
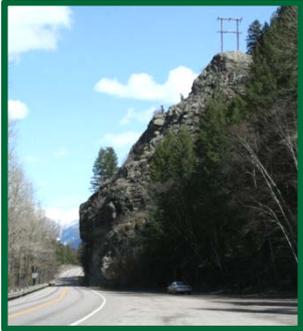
○ Alignment 1 (short-term to long-term)

- Spot Improvements
- Reconstruct South Fork Flathead River Bridge

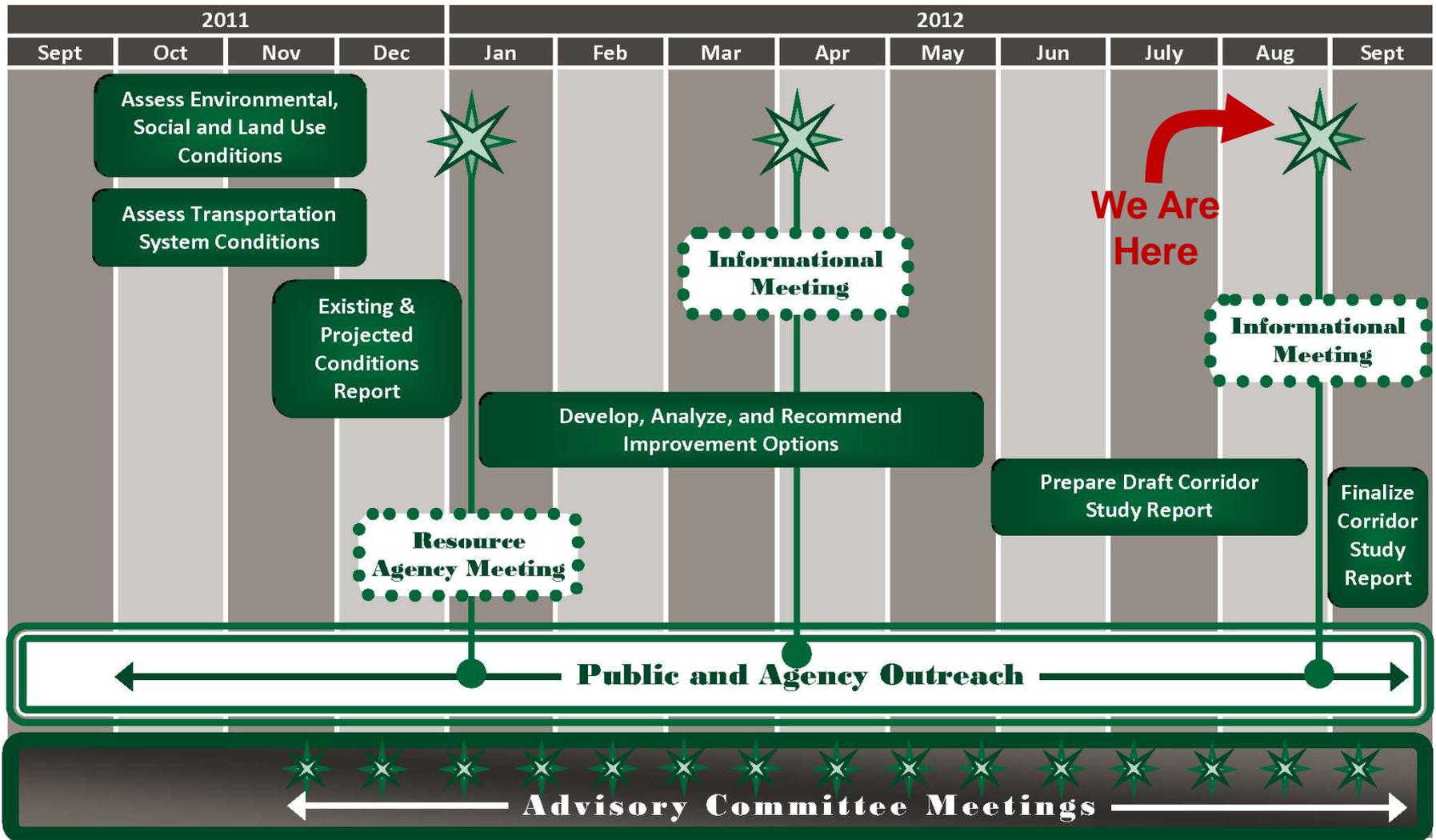
○ Alignment 2 (long-term)

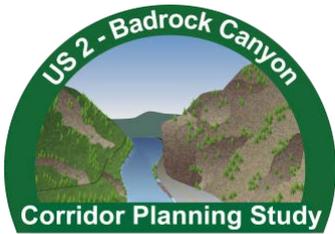
- Reconstruct US 2 with 3-2-3-4 Lane Configuration or 4-2-4 Lane Configuration*
- Two-Lane Cantilevered Structure
- Four-Lane South Fork Flathead River Bridge

* Both configurations include lane transition areas that would need to be determined at the time of project development and the SEIS.



Corridor Planning Study Schedule

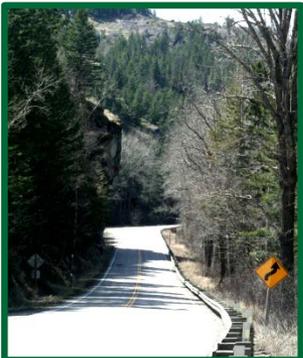
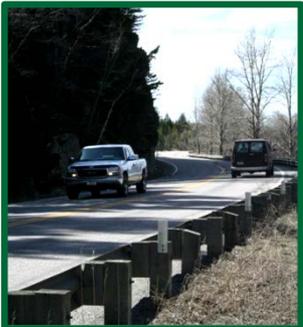
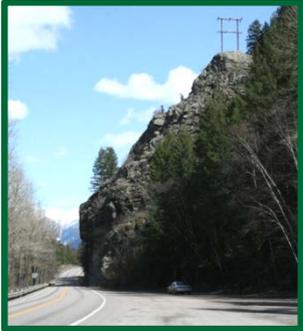


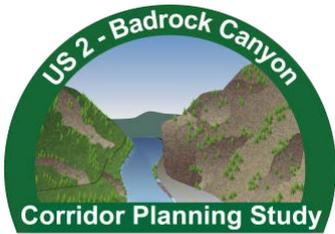


Next Steps

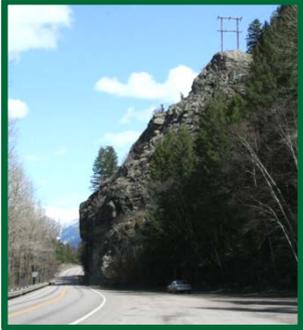
MDT to decide on the following based on funding availability:

- Reconstruct South Fork Flathead River Bridge
- Implement improvements along existing alignment (level of NEPA/MEPA documentation would vary for Alignment 1 improvements)
- Conduct SEIS for full roadway reconstruction on Alignment 2





Please Submit Comments!

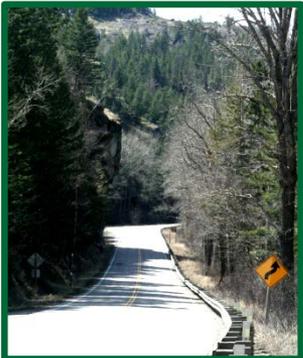


- **Submit Comment Sheet Tonight**
- **View Draft Report & Submit Comments on Website**
<http://www.mdt.mt.gov/pubinvolve/badrock>



- **Call or email:**
Shane Stack at 406. 523.5830 or sstack@mt.gov
Sheila Ludlow at 406.444.9193 or sludlow@mt.gov
Sarah Nicolai at 406.442.0370 or snicolai@dowlhkm.com

- **Mail comments to:**
Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624



**Comments Due
September 14, 2012**



MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: Sheila Ludlow
MDT Project Manager

From: Sarah Nicolai
DOWL HKM Project Manager

Date: September 5, 2012

Subject: **US 2 – Badrock Canyon Corridor Planning Study
Informational Meeting – August 28, 2012**

Introduction

An informational meeting for the US 2 – Badrock Canyon Corridor Planning Study was held on August 28, 2012 at the U.S. Forest Service Hungry Horse Ranger District Office located at 10 Hungry Horse Drive, Hungry Horse, MT. The following MDT representatives and advisory committee members attended the meetings.

Sheila Ludlow	MDT – Planning Division
Ed Toavs	MDT – Missoula District
Shane Stack	MDT – Missoula District
Dee Brown	Canyon Community
Gary Gray	DOWL HKM
Sarah Nicolai	DOWL HKM
David Stoner	DOWL HKM

Twenty-three (23) members of the public attended the informational meeting, including Representative Jerry O’Neil. Copies of the sign-in sheets are provided at the end of this memorandum.

Media, Study Mailing List, and Viewing Location Coordination

The informational meeting was advertised on August 12 and August 26, 2012 in the Kalispell Daily Interlake and on August 8 and August 22, 2012 in the Hungry Horse News. A press release was emailed to radio stations, newspapers, and other local media outlets on August 10, 2012. Print copies of the study newsletter were mailed to the study mailing list and posted to the study website.

Print copies of the draft Corridor Study Report were mailed to the following viewing locations:

- CSKT Land Use Planning Department (42487 Complex Boulevard; Pablo, MT)
- MDT Missoula District Office (2100 W. Broadway; Missoula, MT)
- MDT Kalispell Area Maintenance Office (85 5th Avenue N.E.; Kalispell, MT)
- Flathead County Planning and Zoning Office (Earl Bennett Building, 2nd Floor; 1035 1st Ave West; Kalispell, MT)
- Flathead County Library – Columbia Falls Branch (130 6th Street West; Columbia Falls, MT)

Copies of the display advertisement, press release, and newsletter are provided at the end of this memorandum.

Presentation

A presentation was provided by Sarah Nicolai. The presentation began with an introduction of MDT and DOWL HKM representatives. Sarah explained the corridor planning study process and benefits, emphasizing public involvement is an important component. Sarah provided a summary of previous planning efforts in the Badrock Canyon corridor. Existing and projected conditions were briefly summarized, including transportation system conditions and environmental conditions. The presentation continued with a summary of the planning level screening process and recommended improvement options. The presentation concluded with a summary of possible next steps following the completion of the corridor study. A copy of the presentation is provided at the end of this memorandum.

Discussion

Meeting attendees expressed various concerns during the meeting. Many of the same themes from the April 2012 informational meeting were reiterated. Topics of concern are identified below.

Safety / Traffic Volumes

Several meeting attendees stated safety was their primary concern in the corridor. Attendees perceived most of the crashes in the corridor are due to driver behavior, including driving too fast for conditions. Attendees expressed concern that motorists may drive faster if the roadway is widened. Several attendees noted adding and dropping lanes through the corridor may cause dangerous merging maneuvers.

Berne Memorial Park and Flathead River Access

A meeting attendee noted a concrete barrier at Berne Memorial Park could adversely impact access. Meeting attendees expressed support for maintaining access to the Flathead River.

Pedestrian/Bicycle Facility

A meeting attendee asked if all potential alignments include dedicated pedestrian/bicycle facilities. Attendees expressed concern regarding pedestrians/bicyclists traveling between highway traffic and a concrete barrier within the most constrained portion of the corridor.

Scenic Character

A meeting attendee stated a cantilevered structure would not be aesthetically pleasing. Meeting attendees favored preserving the scenic nature of the corridor.

Alignment 3 (Tunnel Alignment)

A meeting attendee perceived the planning level cost estimate for Alignment 3 (Tunnel Alignment) was too high and noted Alignment 3 would have fewer impacts associated with the environment, utilities, and traffic flow compared to Alignment 2 (Optimized Existing Alignment).

Local Economy

Several attendees expressed concerns that potential construction would re-route tourist traffic and negatively affect businesses in Hungry Horse and Columbia Falls.

Improvement Options

Meeting attendees provided various suggestions for the corridor. These are listed below.

- Dedicated bicycle/pedestrian facility along south side of US 2 or near Tote road
- Phased construction for potential improvements to maintain US 2 traffic
- Improvements/amenities at Berne Memorial Park
- Additional signage targeting unsafe driving habits
- Signing or other markers to create a sense of place, provide a gateway into Glacier National Park, and encourage speed reduction
- Overhead roadway lighting throughout corridor
- Speed study to potentially lower posted speed limit
- Reconstruction of US 2 along Alignment 2 with a two-lane configuration (preferred) or 3-2-3-4 configuration as opposed to configurations with additional travel lanes.
- Reconstruction of South Fork Flathead River Bridge.
- Expedited corridor improvements, especially for bridge reconstruction
- Left-turn lane at Berne Park
- Excavation of rock outcroppings to accommodate wider roadway
- Tunnel couplet with two-lane tunnel for eastbound volumes and two-lane existing alignment for westbound volumes
- Elevated structures serving both directions of travel through the most constrained portion of the corridor

Written Comments

Two written comments were received at the informational meeting. Additional comments were received by mail and email prior to and following the meeting. Copies of written comments are provided at the end of this memorandum.