

A decorative vertical bar on the left side of the page, consisting of two parallel dark blue lines.

Appendix G:

Public Meeting Summary

PUBLIC MEETING SUMMARY

Shields River Road Planning Project, MT Park 34(1)
IDIQ Contract No. DTFH7015D00007
Task Order No. 69056719F000031



U.S. Department
of Transportation

**Federal Highway
Administration**

Prepared for:

WESTERN FEDERAL LANDS HIGHWAY DIVISION

610 East Fifth Street, Vancouver, WA 98661

Aug. 22, 2019



Prepared by:
**ROBERT PECCIA &
ASSOCIATES**
Helena, Montana



PUBLIC MEETING SUMMARY

INTRODUCTION

Shields River Road provides access to over 113,000 acres of the Custer-Gallatin National Forest within the Crazy Mountains. Recognizing the deteriorating conditions of the roadway, and the use as a major access to federal lands, the Federal Highway Administration (FHWA), in partnership with Park County and the United States Forest Service (USFS), are developing a study to analyze roadway conditions, identify areas of concern, and develop improvement options for the study corridor. Recommendations have been identified to address the most critical needs of the corridor and will help the study partners prioritize and allocate resources to address the needs.

Education and outreach are essential elements in successfully informing individuals about the planning process and soliciting feedback on the study outcomes. A public meeting was held in Wilsall to give members of the public an opportunity to speak with project staff and have their questions answered about the planning study. This *Public Meeting Summary* reviews the meeting details and summarizes the public comments received.

The public open house was held at the Shields Valley Senior Citizens Center in Wilsall, Montana on Tuesday August 13, 2019 from 4:30 to 6:30 PM. Members of the public were invited to visit the open house at their convenience to talk with the project staff, learn more about the planning process, and have their questions answered. The public had the opportunity to review and comment on the recommended improvement options.

OUTREACH AND NOTIFICATION METHODS

Active participation from stakeholders and the public was encouraged to identify and address issues and concerns. To effectively notify interested parties about the opportunity to attend the public meeting and offer comments to the planning team, several notification methods were employed:

- Postcard meeting invitations were mailed to households in northern Park County and property owners along the corridor. The mailers were sent out using the “Every Door Direct Mailer” system. A total of 226 postcards were mailed to properties in the area.
- Meeting details and the *Preliminary Engineering Report* were posted to the Shields River Road Project Website (<http://www.parkcounty.org/Our-Projects/Shields-River-Road-Planning-Project/>) and posted in the News section of the Park County homepage.
- Meeting details and a link to the project website were posted on Park County’s Facebook page.
- Email invitations and meeting materials were sent to project stakeholders.
- A press release was prepared and distributed by Park County.
- Park County distributed meeting materials and conducted outreach in the Wilsall and Clyde Park areas.

MEETING DETAILS

The public meeting was formatted as an open house with no formal presentation. This format allowed each attendee to speak directly with project staff and/or representatives from FHWA and Park County. Display boards were used to summarize key points from the *Preliminary Engineering Report*. Content on the display boards included the study area, goals and objectives, hydraulics, roadway surfacing, vulnerabilities, safety conditions, traffic conditions, geometrics, and proposed improvement options (see attached). Throughout the duration of the meeting, project staff explained the planning process and encouraged attendees to ask questions and submit comments or concerns.

SUMMARY OF PARTICIPATION AND PUBLIC COMMENT

A total of 36 community members signed in at the public meeting (see attached). Representatives from FHWA and Park County were in attendance. Most attendees were residents along Shields River road or Smith Creek Road. Several of the attendees had reviewed the draft *Preliminary Engineering Report* prior to the meeting and came prepared to ask the project team specific questions regarding the report and the proposed improvement options. Two written comments were received at the meeting. In general, questions and comments centered on current roadway conditions, potential benefits and drawbacks of improvement options, and other project concerns that should be considered. The following highlights the verbal comments received.

Timeline

Many participants asked about the timeline of making improvements to the roadway. The existing surfacing is in very poor condition and needs to be replaced. Participants were primarily concerned with the timeline of implementation of roadway improvements. Some attendees were concerned about the deterioration of the roadway over the next several years before construction can be completed and the costs of maintenance within that same time. Project staff explained that the study conducted was a planning study and future improvements would be implemented by Park County. The availability of funding is the primary factor on when a project may be constructed. The results of the *Preliminary Engineering Report* are intended to support future funding application(s) by Park County and the USFS.

Heavy Vehicle Traffic

Some of the participants were concerned with the impact that heavy vehicles (logging and agricultural equipment) have on Shields River Road. These vehicles were cited as a cause of some of the poor pavement conditions including pot holing and rutting. Heavy vehicle traffic especially during periods of freeze/thaw was of particular concern. The potential for future logging activities by the USFS was also discussed.

Maintenance

Many of the participants expressed frustration regarding the current condition of Shields River Road and noted several locations where the road surfacing is in poor condition and in need of maintenance. Although maintenance work, including filling pot holes and spot patch repairs, occurs annually, the repairs often fail after the following winter and freeze/thaw period and are not a solution to the main problems. The general consensus is that the road should be repaved to approximate mile post (MP) 14.2.

Safety

Safety was noted as a concern by many meeting attendees. High speeds combined with tight curves, steep side slopes, and poor pavement were cited as common causes of crashes or near misses on Shields River Road. The current roadway condition, with potholes scattered throughout, causes safety concern because drivers drive on the wrong side of the road or weave across the road in order to avoid pot holes or areas of poor pavement. When this occurs, especially on blind corners, there is potential for a crash to occur. In

particular, the area between MP 6.0 and 7.2 is of concern from a safety standpoint due to the narrow roadway, poor geometrics, and steep slopes. Speed was also a concern by many residents although with better surfacing the speed may not be as large of a concern.

Improvement Options

In general, most participants agreed that repaving Shields River Road from MP 0.0 to 14.2 is needed. Most participants also felt that the newly paved portion past MP 14.2 and the gravel section were fine as is and only need general annual maintenance. Regarding the options for repaving the corridor, there were mixed opinions. Some felt that the 24-foot typical section was fine and should be kept to expedite project development due to the lower costs. Participants favoring this option noted the low traffic volumes and immediate need for resurfacing as reasons for support. Others felt a wider section with shoulders, such as Option 2 with a 28-foot typical section, would be better. A wider roadway was said to be needed to accommodate the large agriculture vehicles, improve safety, and provide room for snow storage. Some participants felt it would be short sighted to not expand the roadway to meet future demands. Most participants agreed that the 30-foot typical section is not necessary (Option 3). Regardless of which option is selected, most participants expressed a desire for centerline and shoulder striping.

SIGN-IN SHEET

Shields River Road – Aug. 13, 2019

Name	Address	Email
Kathy & Wendell Rues + Leona Fowler	25 Pepper Lane 59086 111 Hanford	
GARY + PATTI Hoyem	383 SHIELDS RIVER ROAD	
Jean Skielman	216 Hanford So	
Dennis L Wilson	214 Clark St. West	Dennis L Wilson 7916@gmail.com
Bill Ray	County Commissioner	
Oliet Tuskley	County Commissioner	
Georgia Hogenson	216 Sacajawea	
Dyane + Janet Clark	27 Coal Camp Rd.	
Robert Myers SVR	72 Pepper Ln	robert.myers@gmail.com
Tom SARRAZIN	97 Tordin RD	
Jesse Hemmings	Smith Creek Cabins	jelgetzic@BRESNAW.net
Jim + Debbie Dent	Sawtooth Creek	ddent@116@yahoo.com
Jan + Dan Adams	372 Smith Creek Rd	snowmaker331@yahoo.com
Jenny + Bob Jelinek	306 Smith Creek Rd	(406) 225-8703
Calvin + Mary Farver	408 Hill St	Calamary at Old West Co

COMMENT FORM

Shields River Road Public Information Meeting – Aug. 13, 2019

Please Submit Your Comments:

My preference would be to have a two foot shoulder but if that delays paving the surface, the shoulder could maybe be phased in later. Good at least to get most of pot holes patched now. Helps the time to town speed up.

The Draft Preliminary Engineering Report is available for review. It can be accessed at:

www.parkcounty.org/Our-Projects/Shields-River-Road-Planning-Project/

Please submit all comments by Sunday, September 8th.

Please mail or email your comments to:

Scott Randall, PE, PTOE
RPA Project Manager
Robert Peccia and Associates
PO Box 5653, Helena, MT 59604
Call: 406-447-5000
Email: srandall@rpa-hln.com

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

Name:

Jan Adams

Address:

PO Box 112

Wilsall MT 59086

Email:

snowmaker381a@yahoo.com

COMMENT FORM

Shields River Road Public Information Meeting – Aug. 13, 2019

Please Submit Your Comments:

Glad to see 'some progress' on Shields River Project.

Yes, its a big safety issue now - and until it is remedied, the speed needs to drop to 45mph!

The first 3 segments are the most urgent to be addressed!

Look forward to seeing some results!

Especially would like to see Porcupine Rd graded properly (for drainage) and gravelled! I'm sure there's lots of gravel on the edges - it just needs to be 'worked up' & spread!

I nearly slid off this spring going 10 mph! My truck (in 4WD) just slid anywhere it wanted!

The Draft Preliminary Engineering Report is available for review. It can be accessed at:

www.parkcounty.org/Our-Projects/Shields-River-Road-Planning-Project/

Please submit all comments by Sunday, September 8th.

Please mail or email your comments to:

Scott Randall, PE, PTOE
RPA Project Manager
Robert Peccia and Associates
PO Box 5653, Helena, MT 59604
Call: 406-447-5000
Email: srandall@rpa-hln.com

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

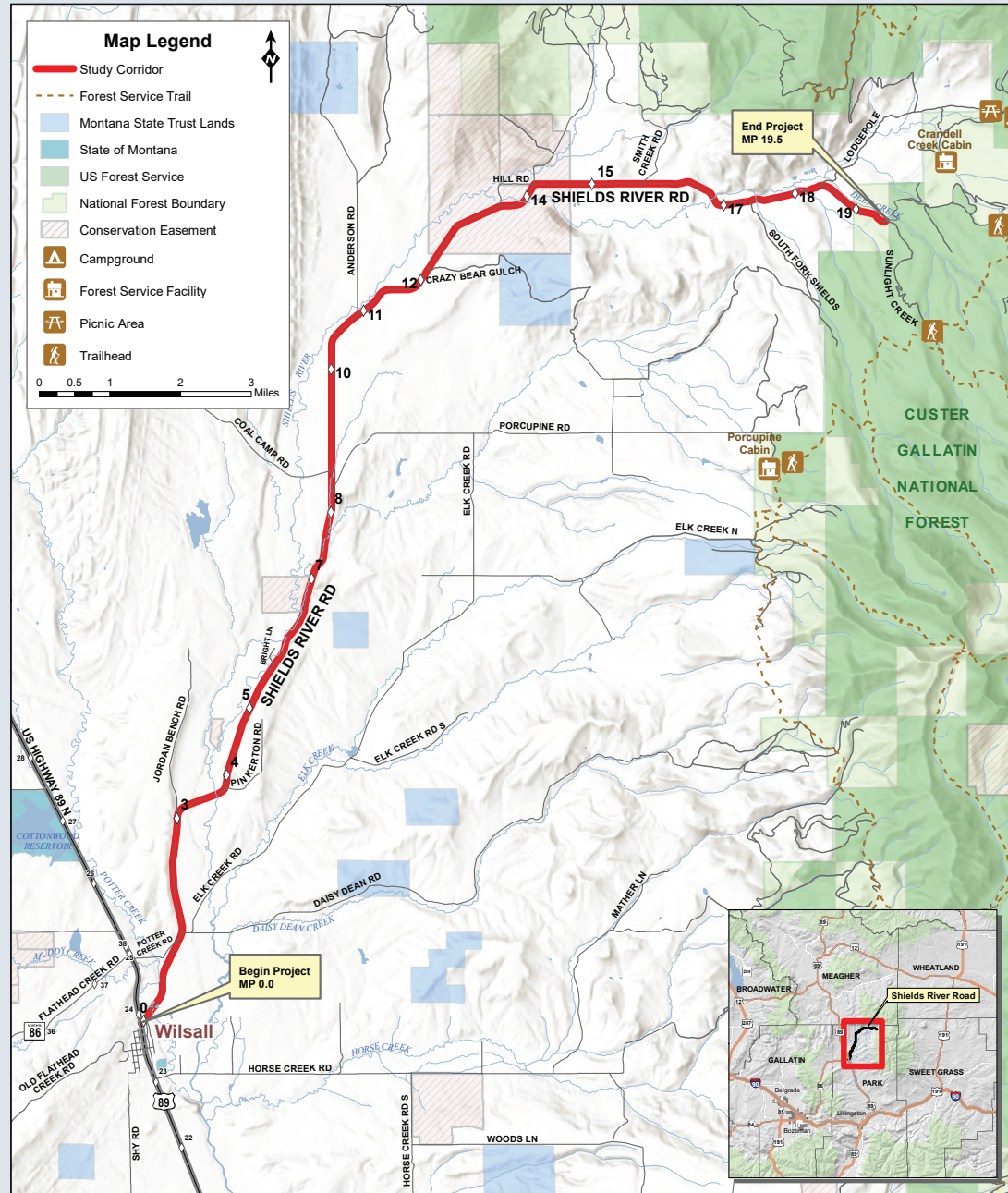
Name: MARION WARD-FANNING

Address: 92 Porcupine
Wilsall

Email: MTZEBRA11@me.com

BACKGROUND

STUDY AREA

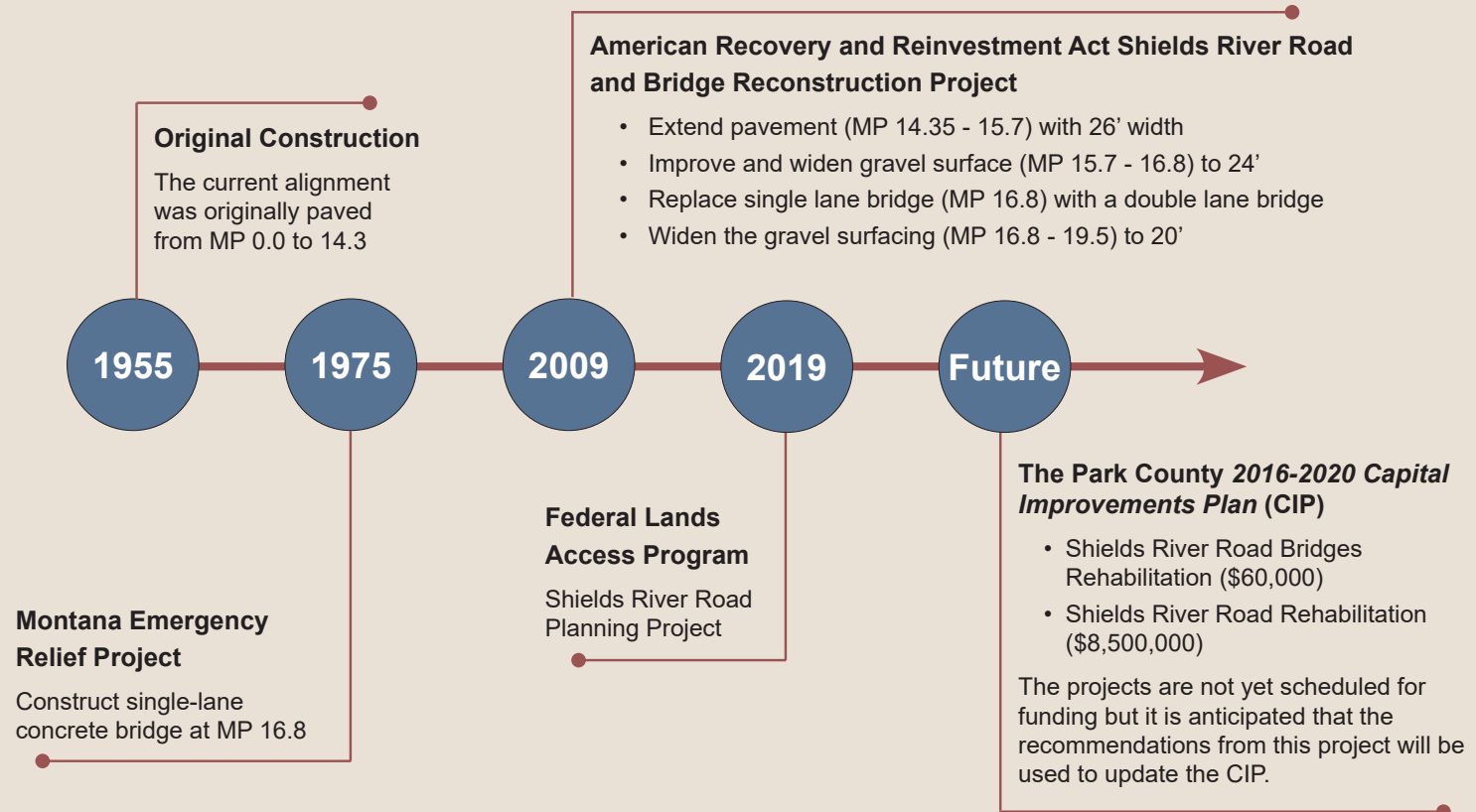


Shields River Road provides access to:

- Private Homes, Cabins, and Ranches
- Custer-Gallatin National Forest
- Recreational Opportunities Including:
 - Hiking
 - Biking
 - Camping
 - Fishing
 - Hunting
 - Winter Sports
- Agricultural Lands (Grazing and Crop Production)
- Commercial Activities Including:
 - Fishing and Hunting Guides
 - Outdoors Outfitters
 - Firewood Collectors
 - Morel Mushroom Collectors



PAST, CURRENT, AND, PLANNED PROJECTS



GOALS AND OBJECTIVES

Goal 1: Improve the safety and operation of the roadway facility.

Objectives:

- Improve roadway elements to meet current design criteria to address identified safety concerns (to the extent practicable).
- Manage travel speeds and provide adequate clear zones to improve operations and safety.
- Provide consistent roadway widths and appropriate surfacing.

Goal 2: Provide a roadway facility that accommodates future traffic growth, recreational activity, and reduces maintenance needs.

Objectives:

- Accommodate existing and future capacity demands.
- Address non-motorized facilities consistent with local planning efforts.
- Enhance connectivity for residents and regional users accessing recreational lands.
- Reduce maintenance needs.

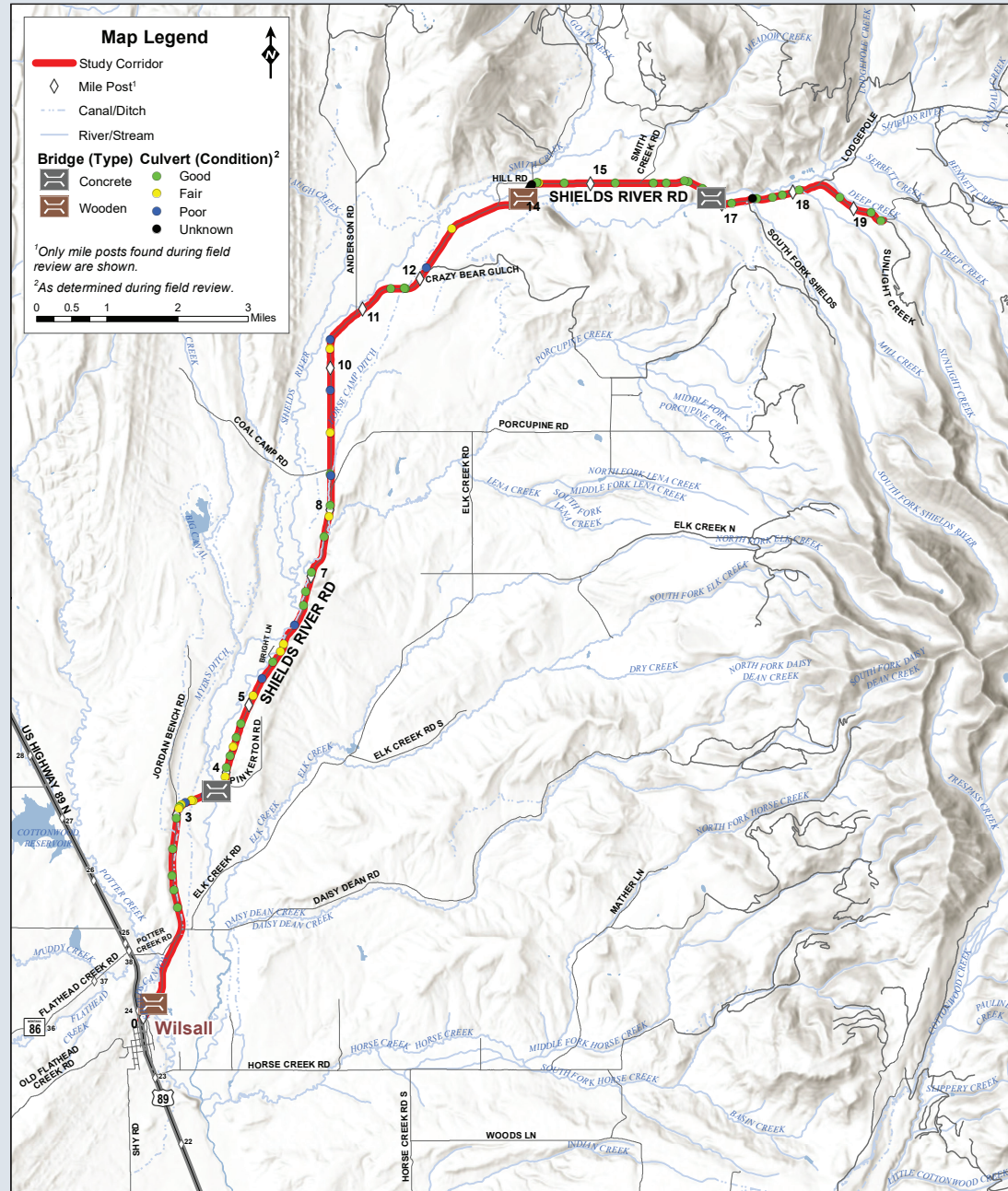
Goal 3: Minimize adverse impacts to the environmental, cultural, scenic, and recreational characteristics of the study area.

Objectives:

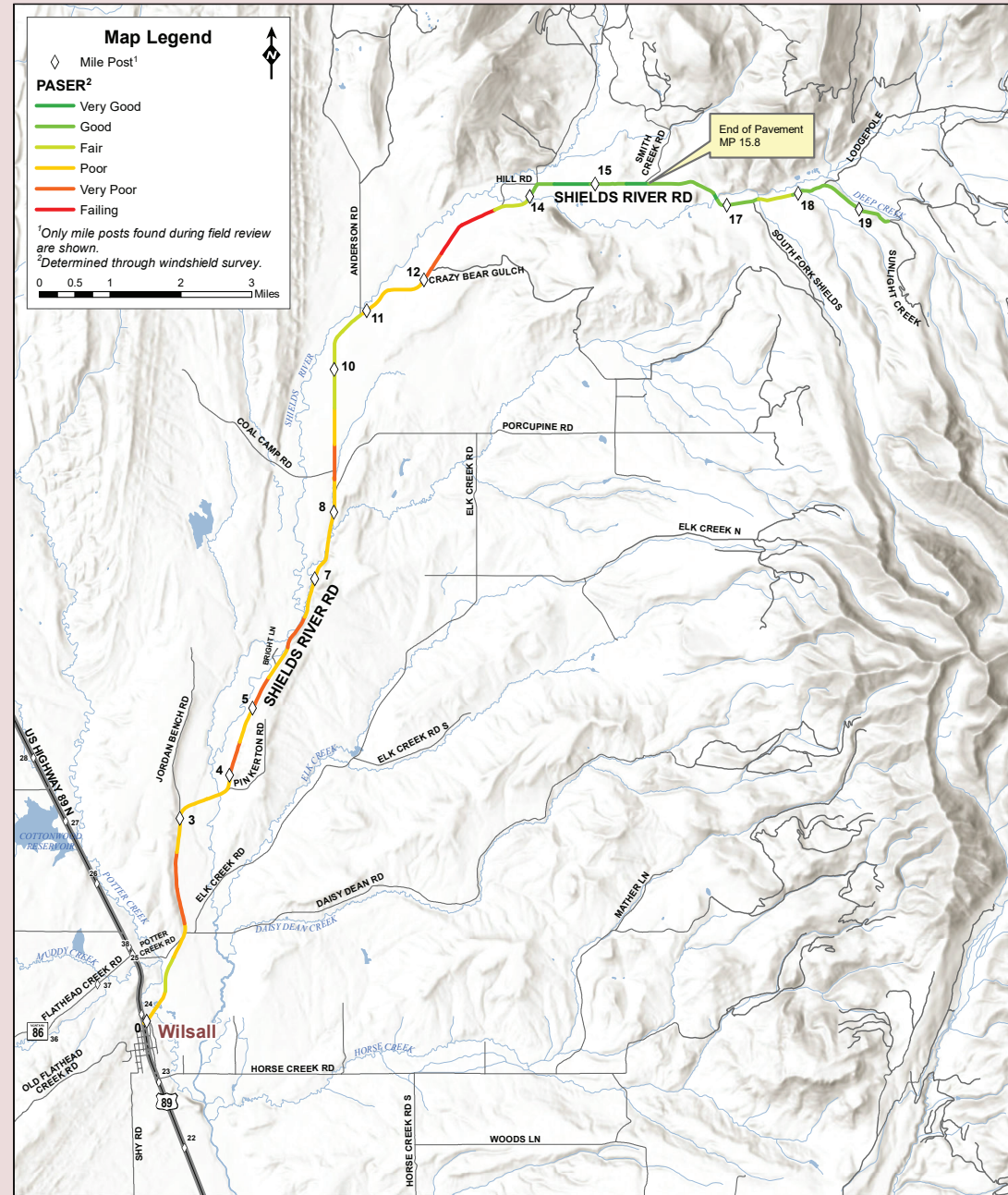
- Minimize adverse impacts to riparian environments.
- Minimize adverse impacts to the wildlife and aquatic organisms.
- Provide reasonable access to recreational sites in the study area.
- Avoid/minimize adverse impacts to historic, cultural, and archaeological resources.

EXISTING CONDITIONS

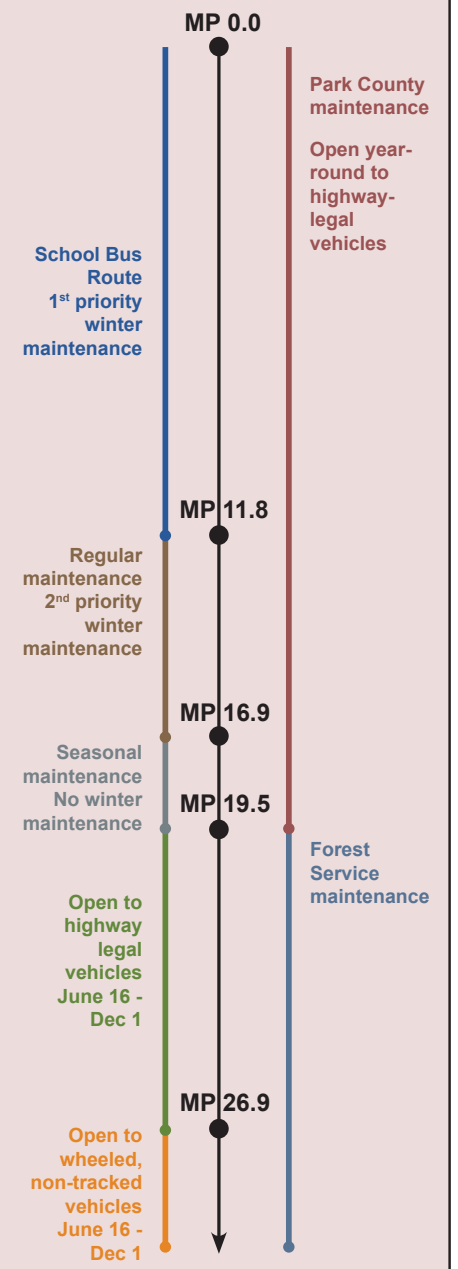
HYDRAULICS



ROADWAY SURFACING



MAINTENANCE AND OPERATIONS



VULNERABILITIES



Steep Slopes

There are many locations along the corridor that have steep side slopes on one or both sides of the roadway, especially between MP 3.6 and 8.1.

Areas with steep slopes may have an elevated risk of erosion, slope failures, or landslides. Steep slopes also pose a safety risk for drivers as they are difficult to recover from.



Landslides

Two landslide areas were documented along the corridor during field review. Slides caused by stream undercutting are also reportedly present in the study area.



Drainage and Erosion

Improper drainage on the roadway can lead to serious erosion issues. Water on the roadway seeps into the pavement, weakens the soil and compromises soil stability.

Culverts help control drainage to reduce erosion. About 80 percent of culverts in the study area are in fair or good condition.



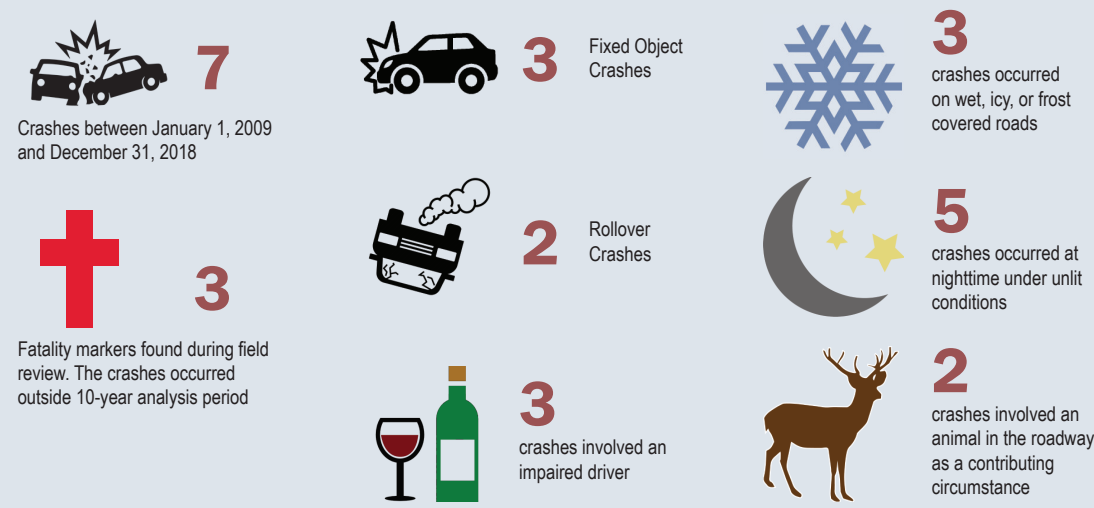
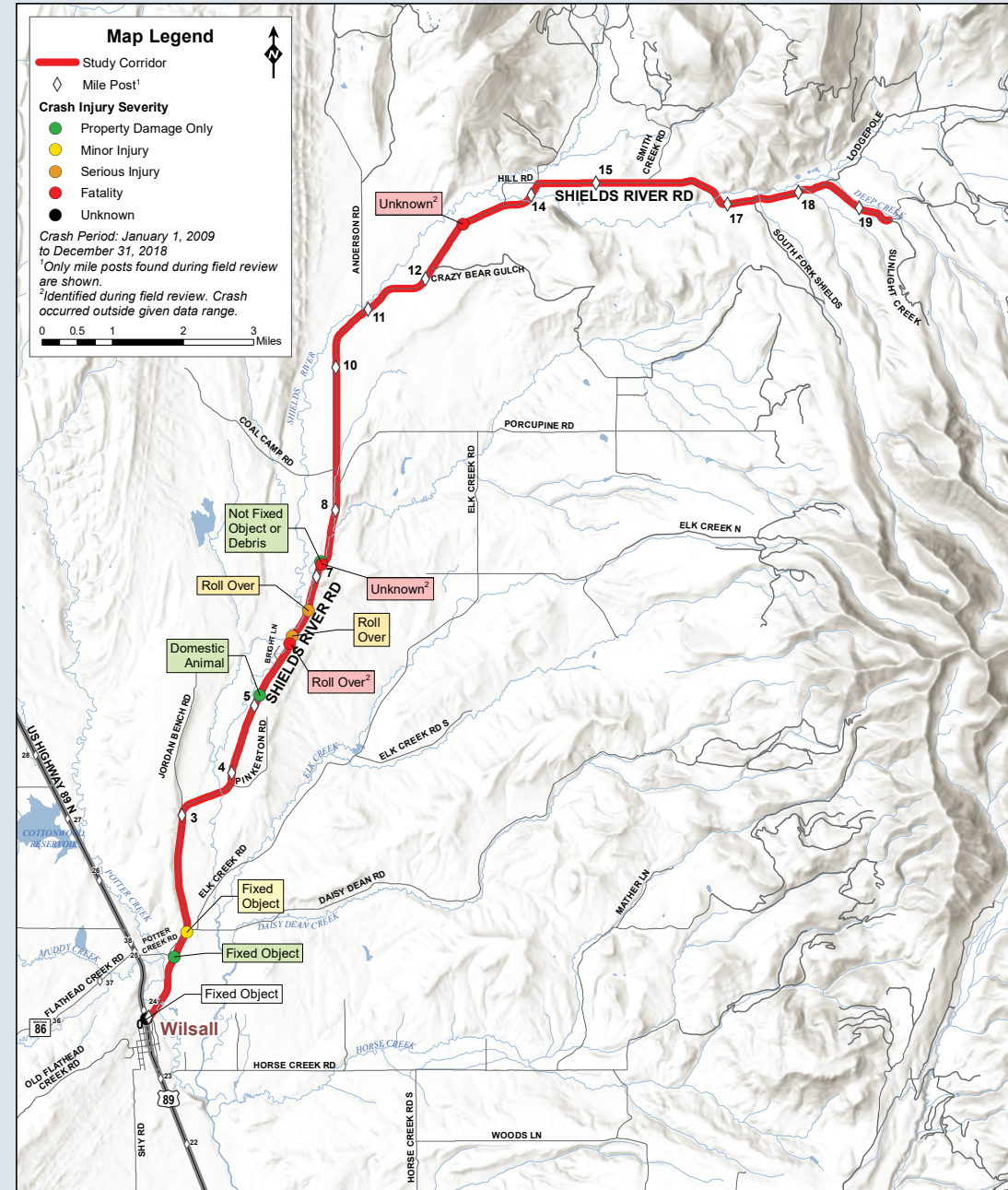
Subgrade

There are locations along the roadway where the subgrade was noted as being deficient.

A weak subgrade is characterized by rutting, depressions, or upheaval in pavement. The distress can be caused by frost heave, lack of compaction, or weak materials.

TRAFFIC AND SAFETY

SAFETY



TRAFFIC

Location (MP)	Weekday ADT (vpd)	Weekend ADT (vpd)	Combined Total ADT (vpd)
0.5	285	311	295
5.2	195	213	201
14.3	151	197	162
19.3	39	72	49

Based on traffic counts collected between July 2 and July 9, 2019.



8% of traffic volumes are estimated to be heavy vehicles (agricultural and logging trucks)



110 vehicles use Shields River Road to access Smith Creek Road (approximately)

20% increase in traffic volumes is predicted over the next 20 years

GEOMETRICS

Design Speed Met (mph)	MP 0.0 – 14.35	
	Number of Curves	Percent of Curves
Total ≥ 60	15	52%
55	3	10%
50	9	31%
45	1	3%
40	0	0%
35	1	3%
Total ≤ 60	14	48%

* Estimated based on aerial photography
 ** Not determined

Design Speed Met (mph)*	MP 14.35 – 19.5
	Number of Curves*
Total ≥ 60	**
50	2
45	1
40	5
35	3
≤ 30	2
Total ≤ 60	13



In some locations vegetation on the roadside limits sight distance for drivers. This can hinder the ability of a driver to see oncoming traffic.

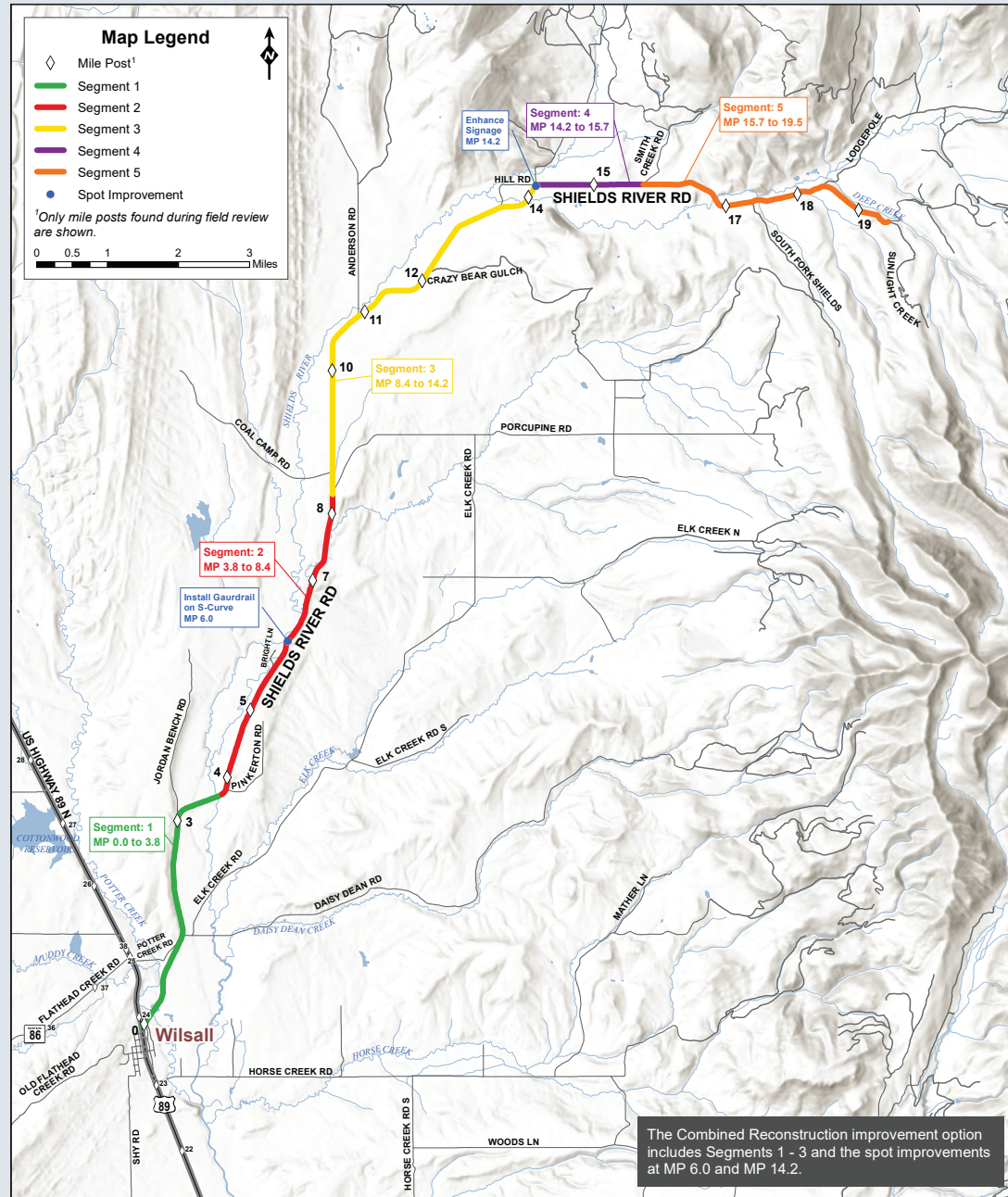


There is a sharp 90 degree turn where Hill Road, Hamilton Road, and Shields River Road meet (MP 14.2). Most of the existing signage is missing or fallen over.



At approximate MP 6.0, there are safety concerns due to the steep side slopes, deteriorating roadway edges, and limited sight distance on the horizontal and vertical curves. There is a cluster of 3 rollover crashes in this area.

IMPROVEMENT OPTIONS

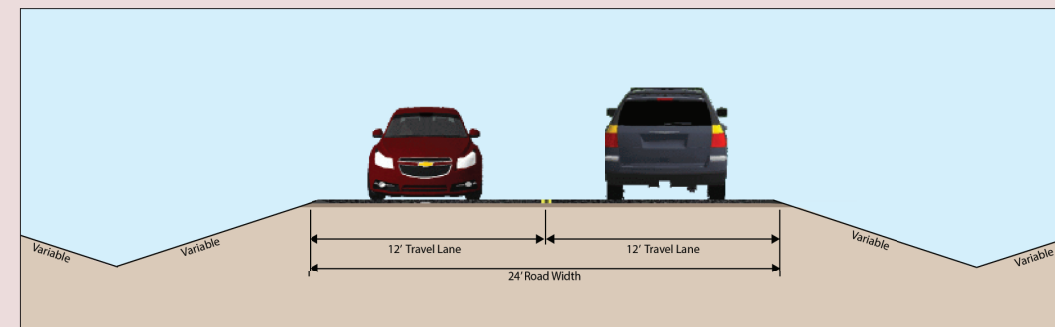


The width of the pavement on Shields River Road varies throughout the study area. The proposed improvements aim to establish a consistent roadway width throughout the corridor as well as improve the quality of the surfacing.

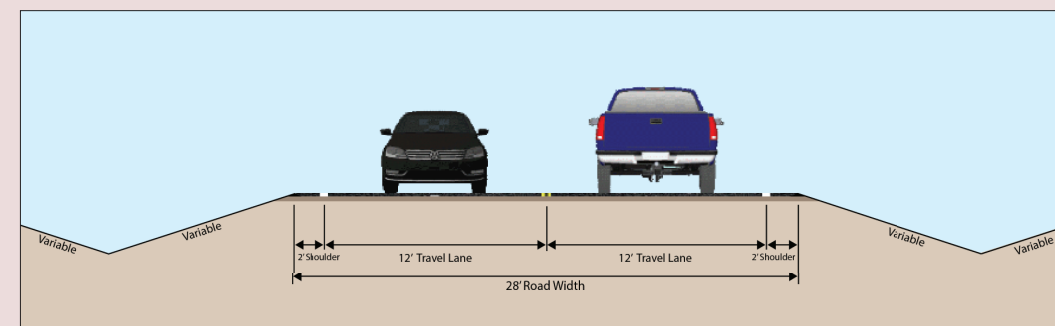
RECOMMENDATIONS

Segment	Recommendation
Segment 1: US 89 to Pinkerton Road (MP 0.0 to 3.8)	<ul style="list-style-type: none"> Reconstruct to typical section standard.
Segment 2: Pinkerton Road to Porcupine Road (MP 3.8 to 8.4)	<ul style="list-style-type: none"> Reconstruct to typical section standard. Install guardrail on s-curve at approximate MP 6.0.
Segment 3: Porcupine Road to Hill Road (MP 8.4 to 14.2)	<ul style="list-style-type: none"> Reconstruct to typical section standard.
Segment 4: Hill Road to Smith Creek Road (MP 14.2 to 15.7)	<ul style="list-style-type: none"> Pavement preservation and general maintenance. Enhance signage at MP 14.2 (intersection of Shields River Road/Hill Road/Hamilton Road) to warn drivers of sharp curve.
Segment 5: Smith Creek Road to End Project (MP 15.7 to 19.5)	<ul style="list-style-type: none"> Preservation and general maintenance.
Combined Reconstruction (MP 0.0 to 14.2)	<ul style="list-style-type: none"> Reconstruct to foot typical section standard. Install guardrail on s-curve at approximate MP 6.0. Enhance signage at MP 14.2 (intersection of Shields River Road/Hill Road/Hamilton Road) to warn drivers of sharp curve.

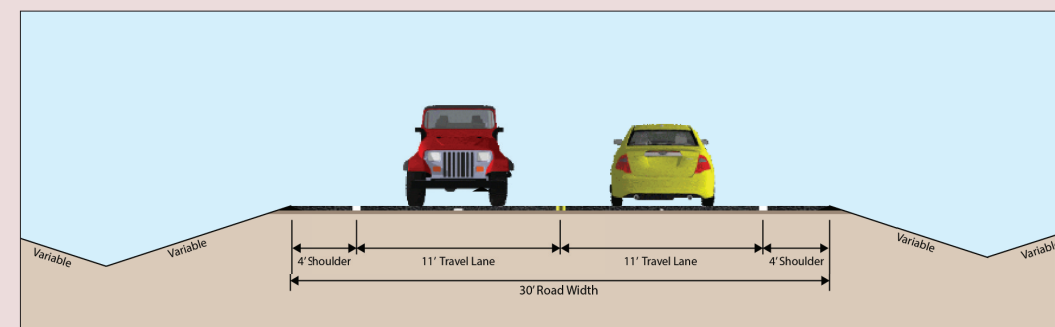
DESIGN TYPICAL SECTIONS



24-FOOT TYPICAL SECTION (EXISTING)



28-FOOT TYPICAL SECTION (PARK COUNTY STANDARDS)



30-FOOT TYPICAL SECTION (AASHTO STANDARDS)

A decorative vertical bar on the left side of the page, consisting of two parallel dark blue lines.



Appendix H:

Public Comments Received

Public Comments Received

ID	Date/Name	Comment
01	08/13/19 Jan Adams	My preference would be to have a two-foot shoulder but if that delays fixing the surface, the shoulder could maybe be phased in later. Good at least to get most of pot holes patched now. Helps the time to town speed up.
02	08/13/19 Marion Ward-Fanning	Glad to see 'some progress' on the Shields River project. Yes, it's a big safety issue now—and until it is remedied, the speed needs to drop to 45 mph! The first 3 segments are the most urgent to be addressed! Look forward to seeing some results! Especially would like to see Porcupine Rd graded properly (for drainage) and graveled! I'm sure there's lots of gravel on the edges—it just needs to be 'worked up' and spread! I nearly slid off this spring going 10 mph! My truck (in 4WD) just slid anywhere it wanted!
03	08/30/2019 Debbie and Jim Dent	After reading the project material on line, then attending the open house on the proposed Shields River Road Project I am excited with the prospect of a new road. The current state of the road has become dangerous even with the potholes filled (Good job and thank you). The proposed 28 ft option looks like the best alternative but the 24 ft option would be acceptable if time and money are the biggest issue. I especially like the idea of the white lines marking the side of the road. In inclement weather or after dark the edge of the road is extremely difficult to see. We drive those lovely 15 miles on our way home Thank you for including us in the planning process and continued work on this project.
04	08/6/2019 Jan and Ron Hartman	Thank you for the informative "open house" in Wilsall concerning the Shields River Road Project. We are residents of the Smith Creek Community and use the Shields River Rd. to access Smith Creek Rd. #991 as well as Goat Creek Rd. #6636. Our major shopping (supplies) area is in Livingston/Park County. The Shields River Rd. is unsafe and hazardous. We urge you to expedite this road project for the benefit and safety of all area users. Many out of state users endanger all by driving too fast for conditions. We would prefer the option 1 (24' road) as it is ample and safe if re-surfaced. The need is "as soon as possible" and this option is less costly. We have collected in excess of 60 signatures from the Smith Creek Community in favor of this project.
05	09/05/2019 Richard Meyer	I would like to go on record supporting the 24-foot width option for all three reconstruction segments.
06	09/05/2019 Jennifer and Robert Jelinek	We would like to go on record supporting the 24-foot width option for all three reconstruction segments.
07	09/16/2019 Jan Hartman	Enclosed are the lists of people who live or have cabins in the Smith Creek Community. All of these individuals must access Smith Creek via the Shields River Road. We all agree that something must be done to fix the Shields River Road and hope this will help. Thanks for your consideration in this manner and for your timely response.

SMITH CREEK LAND OWNERS
- REQUESTING R.A.C FUNDS

PRINTED NAME	SIGNATURE	PHONE #
1. JAN & RON HARTMAN	Ronald Hartman Jan Hartman	406-270-04
2. DAVE MACNEAL	Dave Macneal	406-534-310
3. Jan Adams	Jannette Adams	406-924-452
4. GEORGE KUSICH		724-456-8 ⁸⁷⁶
5. RICHARD J. MEYER	Richard J. Meyer	406-924-451
6. ROB HARRIS	Rob Harris	406-220-0555
7. ROBERT & JENNIFER SEARINSON	Robert Searinson	406-225-8703
8. Dawn & Jodi HAMES	Dawn Hames	406 223-1094 223 3020
9. John Kest	John A. Kest	333/2651
10. Deana Kest	Deana Kest	333-2651
11. Rich Spallone		223-021
12. Kay Spallone	Kay Spallone	223-0213
13. Casey Purcell	Casey Purcell	223-1749


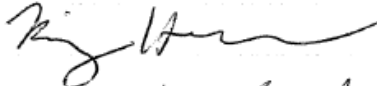









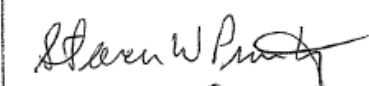

SMITH CREEK LAND OWNERS
REQUESTING R.A.C FUNDS

PRINTED NAME	SIGNATURE	PHONE #
14 Kylie Prucell	<i>Kylie Prucell</i>	203-4730
15 Mike Bonville	<i>Mike Bonville</i>	539-5919
16 Judy Ward	<i>Judy Ward</i>	406-652-449
17 Ted WARD	<i>Ted Ward</i>	406-652-4458
18 Rosie Jarjee	<i>Rosie Jarjee</i>	208-543-800
19 Lana A Richards	<i>Lana A Richards</i>	406-656-022
20 Bertz Heath	<i>Bertz Heath</i>	406-861-164
21 Tim Heath	<i>Tim Heath</i>	406-861-164
22 Jerry Kaiser	<i>Jerry Kaiser</i>	406/454/94
Connie Kaiser	<i>Connie Kaiser</i>	406/656-9743
23 Will Grohmann	<i>Will Grohmann</i>	914318-6508
24 Scott Haram	<i>Scott Haram</i>	406-670-8715
Sherrisa Haram	<i>Sherrisa Haram</i>	406-647-7084
25 Hazel Sletten	<i>Hazel Sletten</i>	701 331 2081
Tom Sletten	<i>Tom Sletten</i>	
26 R. F. Lovoc	<i>R. F. Lovoc</i>	406-488-159

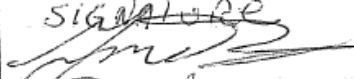
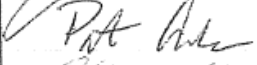



SMITH CREEK LAND OWNERS
REQUESTING R.A.C FUNDS

PRINTED NAME	SIGNATURE	PHONE #
27 Lucy Lovec	Lucy Lovec	1-406-488-1593
28 R.J. DEBAR	Robert J. DeBar	406-2484109
29 Carrie Barnhart	Carrie Barnhart	(406) 256-6006
30 Debra Dent	Debbie Dent	406-924-4498
31 Dan Coroff	Dan Coroff	406 9244504
32 Jennifer Jelinek	JM Jelinek	406 225 8703
33 Jim Hamilton	Jim Hamilton	406-570-7517
34 Sue Hamilton	Sue Hamilton	406-570-9523
35 DAN FLATT	Dan Flatt	406 223 2514
36 ELIZABETH RINK	Elizabeth Rink	406.600.0297
37 Dan Barta	Dan Barta	406-930-6776
38 Brad Tucker	Brad Tucker	406-860-6406
39 Joel Hunt	Joel Hunt	406-680-9690
40 Jim Dent	Jim Dent	406 924 4498

SMITH CREEK LAND OWNERS
REQUESTING R.A.C FUNDS

PRINTED NAME	SIGNATURE	PHONE #
41 Rene MacNeal		406-534-3102
42 Kirby Hancock		406.589.6457
43 Paula Fatt		406 223 0084
44 Debra Bergsing		406 223 0084
45 Debbie Bergsing		406 223 0084
46 Doreen Wyatt		404-557-276
47 MELISSA WYATT		404-557-276
48 LEAH ROLLINS		406-924457
49 ROBERT BEAR		406 924 457
50 Michael Osburn		850-877-1389
51 PATI OSBURN		850 877-1389
52 Steven W. Prunty		406-209-0075
53 LISA TRUETT		406-250-3142

SMITH CREEK LAND OWNERS REQUESTING R.A.C. FUNDS

PRINTED NAME	SIGNATURE	PHONE #
GARY KARL		608-219-9165
PAT ACKER		608-358-4214
Arlene Geist		206-935-8062
Gary Richards		406-656-0238 656
Laan Richards		406-656-0238 656