



March 24, 2016

George Fekaris  
Transportation Planner  
Western Federal Lands Highway Division  
610 East Fifth Street  
Vancouver, WA 98661

Re: 2016 Montana Federal Lands Access Program (FLAP) – Park County

Dear Mr. Fekaris:

Park County is pleased to submit the 2016 Montana FLAP grant application for review by Western Federal Lands Highway Division. The project funding request is for planning activities associated with Old Yellowstone Trail South Road which provides access to Yellowstone National Park and Custer Gallatin National Forest. As per FLAP requirements, Park County is committed to providing the required 13.42% match associated with the overall project budget.

The complete application package is attached for your division to review. Please let us know if you have any questions regarding this request.

Sincerely,

Clint Tinsley  
Chairman

Marty Malone  
Commissioner

Steve Caldwell  
Commissioner

# 2016 Montana Federal Lands Access Program

Proposal ID #: **MT-FY16-**  
(For WFL Use Only)

**(To be completed jointly by Federal Land Manager and State/County/Local/Tribal Government)**

<b>Project Name</b>	Yankee Jim Canyon/Old Yellowstone Trail South Planning Project		
<b>Route Name/Number</b>	Old Yellowstone Trail South with direct connection to FS-14 roads		
<b>Federal Land(s) Accessed (Show on Map)</b>	Custer Gallatin National Forest (CGNF); National Park Service; US Bureau of Land Management (BLM); and, the Yellowstone River		
<b>Agency (ies) with Title to Road, Bridge, Trail or Transit System</b>	Park County, Montana and the National Park Service		
<b>Agency (ies) with Title to Enhancement Facility</b>	NA		
<b>Agency (ies) with Maintenance Responsibility for Road, Bridge, Trail or Transit System</b>	Park County, Montana and the National Park Service		
<b>Agency (ies) with Maintenance Responsibility for Enhancement Facility</b>	NA		
<b>Type of Proposal</b>	<input type="checkbox"/> Capital Improvements <input type="checkbox"/> Enhancement <input type="checkbox"/> Surface Preservation	<input type="checkbox"/> Transit <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Research	
<b>Key Items of Work (check all that apply)</b>	<input type="checkbox"/> Paving <input type="checkbox"/> Bridges <input type="checkbox"/> Roadside Safety Structures <input type="checkbox"/> Safety Enhancements <input type="checkbox"/> Ancillary Parking Areas, Pullouts/Interpretive Sites <input type="checkbox"/> Other <b>(specify)</b> _____	<input type="checkbox"/> Earthwork <input type="checkbox"/> Major Culverts <input checked="" type="checkbox"/> Planning Study <input type="checkbox"/> Chip Seal	<input type="checkbox"/> Major Concrete Structures <input type="checkbox"/> Road Base or Surface Course <input type="checkbox"/> Bicycle/Pedestrian Facilities <input type="checkbox"/> Transit Facilities or Operations <input type="checkbox"/> Major Drainage Improvements

**Proposed Work Summary**

Park County, Montana, in cooperation with the National Park Service, wishes to initiate a corridor planning study on Old Yellowstone Trail South (aka Yankee Jim Canyon with access to NF-14 roads) at the intersection with Tom Miner Creek Road (near the junction with United States Route 89 South). Old Yellowstone Trail South (OYTS) provides access to the Custer Gallatin National Forest (CGNF), Yellowstone National Park (YNP) and the world famous Yellowstone River along the entire corridor. The corridor includes private ranches and homes; amenities such as trailheads and undesignated dispersed campgrounds; mountain lakes; and, access to small streams. These features create a diverse travel demographic and a variety of vehicle types utilizing the corridor. Currently OYTS is used for a variety of outdoor recreation experiences including bicycling, bird and wildlife viewing, fishing, kayaking, rafting, hiking and camping access and winter sports including cross country skiing, snowshoeing, ice fishing and ice skating (on lakes accessed from the road). From the OYTS camping sites, historic interpretation and trailheads can be accessed. OYTS is functionally classified as a rural minor arterial parallel to the only primary system from Livingston to Gardiner, Montana (US Highway 89 South), and the only secondary route into and out of Gardiner, should US Highway 89 South become inaccessible.

The OYTS Planning Project will begin adjacent to the Gardiner Gateway Project along the Old Yellowstone Trail and the railroad bed to the north almost to Tom Miner. This historic stretch of road and trail has had a myriad of uses. It was the original Yankee Jim Toll Road and then was used by the railroad when it began passenger services to Yellowstone National Park. Near the canyon (northern terminus of project) the road undergoes limited maintenance and is rated a Class 5 County Road; near Gardiner northward, the road is regularly maintained and is rated between a Class 2 County Road furthest south to a Class 3 County Road, northward of that area. The road classification area 2 is evaluated annually, based on school bus route needs. Currently a large section of the road in the canyon is closed due to slide issues.

The proposed corridor planning study will be a planning-level assessment of the study area occurring before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The corridor study process will be designed to determine what options are available to improve the corridor and to facilitate a smooth and efficient transition from transportation planning to environmental review and potential project development. The process will involve conducting a planning-level review of safety, operational and geometric conditions and environmental resources within a corridor to identify needs and constraints. The process will also allow for early coordination with members of the public, resource agencies, land managers and other interested stakeholders. The plan will include an environmental scan that is distinct from a NEPA/MEPA environmental compliance document or design, right-of-way acquisition or construction phases that occur during project development.

Considerations during the plan preparation will also include appropriate design solutions for National Park use and maintenance capabilities; compliance consistency reviews; constructability strategies; integration of facilities into the park environment; quality control; risk analysis; scope and budget consistency reviews; sustainable design practices; universal design principles; value-based decision-making methodology; adherence to appropriate regulatory requirements; public stakeholder involvement; and, climate change considerations and impacts. Corridor management planning activities, with consideration for potential projects and including preliminary cost estimates, will also be part of the planning project. Improving the road corridor will also create the potential for the OYTS to be an alternate emergency route for Emergency Services in case of closures on US Hwy 89. The federal agencies and Park County are not recommending that the road or future paths be paved.

The study area is illustrated in the attached map and begins near the intersection of US Highway 89 at Reference Post (RP) 0 with Tom Miner Creek Road - approximately 39 miles south of Livingston, MT - and ends at Reference Post (RP) 17 near the National Historic Roosevelt Arch located at the original entrance into YNP.

Maps of the proposed planning area and photographs of the area are included as

		attachments to this application.					
<b>Primary Visitor Destinations (Show on Map)</b>		Primary visitor destinations include access to CGNF and Yellowstone National Park (YNP); the world famous Yellowstone River; multiple trails, lakes (Yankee Jim, High, Sportsman and Cutler), streams and hiking areas located within CGNF, MT Fish, Wildlife and Parks lands and US BLM lands; 17 vacation-rental-by-owner facilities; several undesignated dispersed campsites; and, five designated ATV routes. Overnight backpackers and visitors to the area drainages can also visit YNP and the State of Wyoming from designated/developed and undeveloped trail systems accessed by this road. Maps of the project area have been included as an attachment to this application.					
<b>High Use Federal Recreation Sites and/ or Federal Economic Generators (Show on Map)</b>		The planning area provides for a multitude of both developed and dispersed recreation opportunities. According to the Park County GIS Department, there are 148 residences, 7 designated dispersed campsites, 6 day use sites, two developed trailheads and multiple undeveloped trail systems. Recreation activities include: hiking, mountain biking, trail running, structured camp activities, horseback riding and pack trips, wildlife viewing, fishing, camping, hunting, swimming, snowmobile and ATV riding, sledding, cross-country skiing, snowshoeing, dog sledding, ice fishing and ice hockey (on Cutler Lake).					
<b>Project Termini (Location)</b>		<b>Mile Posts</b>	<b>Latitude (Decimal Degrees)</b>	<b>Longitude (Decimal Degrees)</b>			
	<b>Begin</b>	0	45.205877	-110.904291			
	<b>End</b>	17	44.977394	-110.701389			
	<b>Nearest Town</b>	Gardiner, MT	<b>Fed Congressional District</b>	At Large			
<b>Estimated Total Project Costs</b>		\$225,000.00					
<b>Funds Requested from Federal Lands Access Program</b>		\$194,805.00					
<b>Project Length (miles)</b>		28.5	<b>County</b>	Park County, Montana			
<b>Required Local Match (13.42%)</b>		\$30,195.00	<b>From</b>	Park County			
<b>Other Funding Contributions to Project</b>			<b>From</b>	National Park Service *** unknown match amount at time of application			
<b>Acres of Federal Land Accessed by the Project</b>							
The proposed planning area provides access to both the 3.1 million acre Custer Gallatin National Forest as well as 2.2 million acres of Yellow							
<b>Functional Classification of the Roadway (Show official designations of route)</b>	<input type="checkbox"/> National Highway System <input type="checkbox"/> Major Collector <input type="checkbox"/> Local Road <input type="checkbox"/> Arterial <input checked="" type="checkbox"/> Minor Collector						
<b>Traffic Volumes</b>	<b>Current</b>				<b>20 Year Projections</b>		<b>Basis for Projections? (e.g. Transportation Plan, population growth rate...)</b>
	<b>Actual Counts</b>		<b>Estimated</b>				
	<b>Start of Project</b>	<b>End of Project</b>	<b>Start of Project</b>	<b>End of Project</b>	<b>Start of Project</b>	<b>End of Project</b>	
Average Daily Traffic (ADT) on Highway			60	60	125	125	Based on projections from Park County staff.
Seasonal Average Daily Traffic (peak season) (SADT) on Highway			100	100	190	190	Based on projections from Park County staff.
% Trucks			8	8	10	10	Based on projections from Park County staff.
% Federal Land Related			40	40	45	45	Based on projections from Park County staff.
<b>Comments</b>	Estimates based on number of year-round residences in the area and accessible only by use of OYTS, projected agriculture and logging operations requiring heavier truck traffic, forest service cabin occupancy rates and permitting information for grazing and logging.						

		NBI Structure Number	Dimensions (Overall Length x Width)	Bridge Type	No. of Spans	NBIS Sufficiently Rating (1-100)
+	-					
<p><b>Problem Statement:</b> What purpose does this transportation facility serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in use, safety problems, capacity issues, bridge deficiencies, pavement or surface conditions, etc.</p> <p>The purpose of the planning activities associated with this project is to provide safer and more adequate transportation access to and through CGNF and YNP for residents, recreationists, visitors and resource users. Park County is responsible for maintenance on the road. OYTS Road is a minor arterial road that serves residents, business persons, local recreationists and a multitude of visitors to the area. The project area has approximately 148 residences and four local businesses. Residential traffic uses the road year-round and agricultural production entities use the road for personal, commodity and/or supply transport.</p> <p>Located parallel to US Highway 89 South - the major roadway that serves as the original and only year-round entrance into YNP - the road provides access to a multitude of additional outdoor recreation activities for visitors eager to explore south-central Montana. With over 2,290 miles of hiking trails through the entirety of CGNF, avid recreationists frequent the area in order to hike, backpack, fish, trail run, horseback ride, bike, camp, view wildlife, picnic, hunt, back country and/or cross country ski, snowshoe, ice-fish, dog sled, use off-road vehicles, snowmobile or to enjoy photography or scenic drive time. Nearly every parking lot, ancillary parking area and camping area serves as a starting point for a variety of uses.</p> <p>Developed/designated trails and drainages accessed exclusively by this road include Sphinx Creek, Cinnabar Creek, Mulherin Creek and several smaller tributaries and mountain lakes. Hiking in the area provides spectacular views of the Paradise Valley between Livingston and Gardiner, the northeastern corner of Yellowstone National Park, Pilot and Index Peaks south of Cooke City and the North Absaroka Wilderness in Wyoming.</p> <p>The road is comprised of gravel surfacing, has a SADT of 100 and is maintained by Park County. Physical deficiencies observed during the PASER evaluation of the road includes wash boarding, potholes, loss of aggregate and insufficient roadway crown and ditches. The road is currently impassible by vehicles due to washout sections in Yankee Jim Canyon. Should US Highway 89 become inaccessible (rock slides, accidents, wildfires, etc.), OYTS provides the only ingress and egress to the community of Gardiner and the original and only year-round access to YNP. Photographs of current conditions as well as historical views are included as an attachment to this application.</p> <p>No anticipated changes in road use will occur as a result of project planning activities; but recommendations in the study will likely result in recommendations necessary to maintain the current level of service and access to public lands. If project planning activities do not take place the road condition can be expected to continue to deteriorate and will require significantly more work to restore to adequate condition when funding can be scheduled and completed. Planning for the short-term and long-term needs of the system through development of a thorough and comprehensive corridor study is a prudent and beneficial way to ascertain the future capital improvement needs and associated costs. Improving the quality of the gravel roadway surface based on plan recommendations will allow for improved future visitor experiences and increased recreational use including the potential for alternative transportation activities.</p> <p>Improving the road corridor will also create the potential for the OYTS to be an alternate emergency route for Emergency Services in case of closures on US Hwy 89. The federal agencies and Park County are not recommending that the road or potential pathway be paved.</p>						
<p><b>Detailed Description of Proposed Capital Improvement, Enhancement, or Surface Preservation:</b> Describe how the proposed project will address the problem. Describe the overall design concept, scope of work, any unusual design elements, design or operational standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, surfacing depth, earthwork needs, roadside safety features, ancillary parking areas, signing improvements, bridge work, guardrail improvements, etc. Include optimum year work should be done and year work needs to be done no later than.</p> <p>NA</p>						
<p><b>Detailed Description of Proposed Transit Service:</b> Provide operational details of the proposed service. What are specific destinations the route will serve? Is the service year-round or seasonal? What are the operating dates/service hours/day of week? Describe transit route details, including miles, number of stops, and variability in service operations. Describe any marketing, way finding, or other information that will be disseminated to promote service.</p> <p>NA</p>						

**Detailed Description of Proposed Planning:** Describe the details of this planning and the final product that will be developed. Would this planning effort support projects that could be submitted under future Federal Lands Access Program requests for proposals?

The proposed corridor planning study will be a planning-level assessment of the study area occurring before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The corridor study process will be designed to determine what options are available to improve the corridor and to facilitate a smooth and efficient transition from transportation planning to environmental review and potential project development. The process will involve conducting a planning-level review of safety, operational and geometric conditions and environmental resources within a corridor to identify needs and constraints. The process will also allow for early coordination with members of the public, resource agencies, land managers and other interested stakeholders. The plan will include an environmental scan that is distinct from a NEPA/MEPA environmental compliance document or design, right-of-way acquisition or construction phases that occur during project development.

Considerations during the plan preparation will also include appropriate design solutions for National Park use and maintenance capabilities; compliance consistency reviews; constructability strategies; integration of facilities into the park environment; quality control; risk analysis; scope and budget consistency reviews; sustainable design practices; universal design principles; value-based decision-making methodology; adherence to appropriate regulatory requirements; public stakeholder involvement; and, climate change considerations and impacts. Corridor management planning activities, with consideration for potential projects and including preliminary cost estimates, will also be part of the planning project.

Future FLAP requests for proposals projects would be supported by this comprehensive corridor study.

**Detailed Description of Proposed Research:** Describe the type of research and the final product for this effort. Describe the need for the research and how this research enhances safety, access or sustainability.

NA

**Right-of-Way Acquisition:** Describe which agency (agencies) has title for the project and how that title is documented. Describe which agency (agencies) has maintenance responsibilities for the project. Does new ROW need to be acquired? If so, how much, how many owners, and what is the anticipated time (months) to acquire all needed ROW? How does the applicant plan to acquire the ROW? Will coordination with any railroads be needed? What is your agency's experience acquiring ROW for federally-funded or assisted projects?

ROW title and maintenance responsibilities for the planning area will be identified as part of the planning activities. The need to acquire ROW will also be determined as part of the planning project.

**Utilities:** Identify utilities in the roadway corridor or project site. Would relocation be needed? What agreements exist and who pays for relocation costs?

Utilities along the roadway corridor will be identified as part of the planning activities and relocation and agreement needs would be addressed in the report.

**Project is identified within the following** (Check all that apply and show plan name)

<input type="checkbox"/> System Transportation Plan	
<input checked="" type="checkbox"/> Federal Land Management Plan	Gallatin Forest Plan; Gallatin National Forest Travel Management Plan
<input checked="" type="checkbox"/> Regional Transportation Plan	Paradise Valley Corridor Planning Study
<input checked="" type="checkbox"/> County Transportation System Plan	Park County Active Transportation Plan; Park County Growth Policy; Getting from Here to There
<input type="checkbox"/> Tribal Transportation Plan	

Would the proposal require modification or amendments to any of these plans? The proposal would not require modification or amendments to any of the identified plans.



Which of the following environmental and social issues are within the project area?				
	Yes	No	Unknown	Comments
Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wetlands are part of the proposed project planning area and will be addressed in the comprehensive corridor planning study.
Threatened & endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Threatened and endangered species habitat may be part of the proposed project planning area and will be addressed in the final comprehensive corridor planning study.
Other Fish & Wildlife Habitat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fish and wildlife habitat is part of the proposed project planning area and will be addressed in the final comprehensive corridor planning study.
Wildlife Movement Corridors	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Wildlife movement corridors may be part of the proposed project planning area and will be addressed in the final comprehensive corridor planning study.
Wild & Scenic River	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Yellowstone River and its tributaries provide a variety of recreational opportunities for floaters and fishing enthusiasts.
Non-Attainment Air Quality Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no non-attainment air quality areas of concern in the planning area.
Cultural/Archeological/Historic Sites	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The planning area is historically and culturally significant. If a project is forwarded from the study, a cultural resource survey for unrecorded historic and archaeological properties within the area of potential effect will be completed during the project development process.
Public Parks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No public parks are located within the project planning area.
Wildlife Refuge	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No known wildlife refuges are located within the project planning area.
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The MT Natural Resource Information System database was accessed to determine if any hazardous materials were located in the project planning area. No known hazardous materials are located within the project planning area.
Stream Encroachments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No known stream encroachments are located within the project planning area.
<b>Describe any other environmental or social issues that should be considered that are within the project area:</b> Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?				
In conversations with CGNF Gardiner District Ranger Walt Allen, there are no special management considerations for water quality, wildlife security or connectivity at this time. However, those considerations would be an integral part of the corridor study.				
<b>Describe the range of attitudes, both support and opposition, that this proposed project may receive from organizations, the public and within your own agency:</b> State the basis for this supposition and include coordination efforts and public involvement efforts completed to date.				
This project proposal is a direct result of public input provided during the fall of 2012 during the development for the Park County Gardiner Gateway Project PER, prior to FLAP funding for the project. Subsequently the agency and local collaboration and success in that project led to OYTS planning project development. The road corridor provide multiple levels of service for the federal land agencies, the local residents, ranch users and the recreational federal land users, including users of the Yellowstone River.				

**The lead agency for project delivery will be WFLHD:** The project proponents may request another agency take the lead for project delivery. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation. The rationale should include why another agency should take the lead, previous experience in delivering Federal-Aid (Title 23) funded projects, any certifications to deliver Federal-Aid funded projects, and ability to satisfy Federal Highway Administration project delivery requirements. The final decision for project delivery resides with the PDC.

MDT

Federal Land Management Agency

Certified Local Agency

Non-Certified Local Agency

No other agency is being recommended for project lead activities. If necessary, Park County has lead other similar efforts for similar types of planning studies and can assist with associated needs.

**\*\*Transit Supplemental Questions:** *For Transit Proposals only*, please answer the following: If transit service is currently being provided to this Federal Land Management Agency unit or service has been provided in the past, please provide details about service parameters, ridership, cost per passenger, and any other pertinent information. What revenue will be collected to support the service? Describe fare pricing, discounts, pass programs, etc. Provide number, type, and age of current fleet. What is the daily number of riders estimated currently and/or at project completion? Describe how the proposed transit service will be financially sustainable with current and future sources of funding.

NA

**\*\*Research Supplemental Questions:** *For Research Proposals only*, please answer the following: Please provide details on how this research is broad-based and not narrowly focused on a localized problem. Provide specific examples showing how this research product can be used across multiple agencies.

NA



## Cost Estimate for Capital Improvement, Enhancement, and Surface Preservation Projects

Fill-in estimates for appropriate items. Add items as needed. **Use Current Unit Prices.**

Quantity	Item	Unit Price	Unit	Total
	Clearing and Grubbing		Acres	
	Roadway Excavation		Cubic Yards	
	Imported Borrow		Cubic Yards	
	Sub-Excavation		Cubic Yards	
	Water / Dust Abatement		Gallons	
	Recycled Asphalt (milling, pulverizing, ripping)		Square Yards	
	Asphalt concrete pavement		Tons	
	Aggregate Base (may include stabilization)		Cubic Yards	
	Aggregate Sub-Base		Cubic Yards	
	Major Culverts		Each	
	Minor Culverts		Each	
	Retaining Walls		Square Feet	
	Rip Rap & Slope Protection		Cubic Yards	
	Revegetation		Acres	
	Signing		Square Feet	
	Pavement Marking		Linear Feet	
	Roadside Safety (barriers, guardrail)		Linear Feet	
	Bridges		Lump Sum	
	Traffic Control		Lump Sum	
	Utility Relocation		Lump Sum	

**Use table on the next page for additional items.**

			<b>Sub-Total</b>	
	Mobilization (As percentage of Sub-Total) Typically 10%, input estimated percentage in decimal form. For example: 0.10		Lump Sum	
	Contingencies(As percentage of Sub-Total)Typically 30%, input estimated percentage in decimal form. For example: 0.30		Lump Sum	
<b>Total Estimated Construction Cost</b>				
<b>Estimated Preliminary Engineering Costs</b> (As a percentage of the Total Estimated Construction Cost) Typically 5 to 25 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.15				
<b>Estimated Right of Way Costs</b>				
<b>Total Estimated Preliminary Engineering Costs</b>				
<b>Estimated Construction Engineering Costs</b> (As a percentage of the Total Estimated Construction Cost) Typically 5 to 20 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.10				
<b>Estimated Construction Engineering Costs</b>				
<b>Total Project Costs</b>				

### Cost Estimate for Capital Improvement, Enhancement, and Surface Preservation Projects (Cont.)

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-					
<b>Sub-Total</b>						

**Comments:**

### Cost Estimate for Transit Projects

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-					
<b>Total Project Costs</b>						

**Comments:**

### Cost Estimate for Planning and Research Projects

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-	1	Corridor Planning Study	\$225,000.00		\$225,000.00
<b>Total Project Costs</b>						\$225,000.00

**Comments:**

Planning costs for this project are based on communication with Montana Department of Transportation Project Manager, Katie Potts, recent planning project costs associated with similar projects in the area including the Paradise Valley Corridor Planning Study (2014) and the Bridger Canyon Corridor Planning Study (2015) and current FLAP funded projects underway in Park County.

**Required Local Contribution to Project:** Describe the type and source of funds to provide the required 13.42% local match. Describe any soft match, in-kind match, or eligible Federal funds that will be used to satisfy the match requirement.

Park County and the National Park Service have both agreed to contribute toward the required 13.42% local match. Additionally, staff members from each agency will contribute to planning activities once a consultant is contracted to develop a comprehensive corridor study.

**Other Contributions to the Project:** Describe any additional contributions secured or being sought to implement the project proposal. Does this opportunity possibly leverage other funds?

Park County is committed to providing the required cash match toward the planning project. No other contributions are anticipated for this project. ROW documentation and coordination with other federal agencies on a local level (soft match) will also be provided by Park County staff as the plan is developed.

## How does the project relate to the following evaluation criteria?

### 1. SAFETY

#### Improvement of the Transportation Network for the safety of its users.

- a) How many and what type of crashes have occurred on the project site in the last five years? Describe the basis for your information and include reported accidents and anecdotal information. Provide maps showing accident locations.
- b) How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?
- c) How does the proposed project address potentially unsafe locations such as where recreation use may create traffic conflicts with local or through traffic?
- d) How does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?
- e) What are the results/recommendations of any road safety audits conducted for the project?
- f) Is the project identified in a strategic safety plan?

a. Based upon information provided by the Park County Sheriff's Office and MDT Traffic Data Analyst information, there have been no reported crashes in the proposed planning project area in the last five years.

b. Planning efforts resulting in a corridor management study may provide recommendations to improve unsafe conditions including potential crash sites, inadequate sight distance areas, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane widths and lack of pullouts. The report will also assess whether other safety issues are present that can be addressed in connection with future road improvement projects, such as hazard tree removal, slide area alterations and shoulder area improvements to provide for the number of bicyclists that utilize the corridor.

c. The project location serves local traffic consisting of working personnel for CGNF and fire prevention and suppression and the area is a popular hunting and fishing destination. In addition the road serves multiple agricultural equipment and vehicles, recreation traffic and bicycles. Logging operations (with associated equipment and vehicles) often occur in the area (some on private land).

d. The project area provides access to destination motorists headed for recreation activities, touring motorists, bike tourists, mountain bikers and pedestrians. Destination include fishing, kayaking, rafting, camping, hunting, hiking and picnic areas, streams, trailheads and undesignated campsites, scenic vistas and private rental cabins and houses. The road is used extensively by hunters, hikers, campers, horseback riders (using trailers to haul stock), fishermen, bicycle tourists, mountain bikers, and many other recreationists. Forest fire prevention and suppression personnel use the road and future logging will occur in this area. All of these uses involve a wide range of users and motor vehicles from heavy haul equipment to horse trailers, motorcycles and recreational vehicles and bicycles and pedestrians. By preparing a detailed corridor study related to the future improvement needs of the road, the planning project will address all safety issues for this wide range of users.

e. There are no road safety audits that have been prepared for this section of roadway; however, the proposed study will provide results and recommendations related to safety needs for this area.

f. Park County does not have any strategic safety plans related to this road; however, the project is identified in several other area plans including the Park County Capital Improvements Plan, the Park County Growth Policy (currently being updated with Land Solutions through Community Development Block Grant funds), the Park County Community Wildfire Protection Plan, the Park County Hazard Mitigation Plan and the Park County Pre-Disaster Mitigation Plan (soon to be updated through MT Dept. of Disaster and Emergency Services funds).

### 2. PRESERVATION

#### Improvement of the transportation infrastructure for economy of operation and maintenance.

- a) What is the current condition to the existing surfacing? If the surfacing is pavement, what is the Pavement Condition Index (PCI)? If the surface is gravel, what is the PASER rating? How would the project improve the surface condition?
- b) How would the project impact maintenance or operating costs? How will this project reduce these costs?
- c) If the proposal includes bridge work, how will the project extend the service life of the bridge? Would the proposal correct a "deficient" bridge?

a. The current condition of the existing surfacing can be described as fair to failed. The proposed planning area – approximately 17 miles – the PASER rating of the road varies between 0-4 (on a scale of 0-5 with 5 rated as excellent). Planning for future projects associated with upgrades and capital improvements to this roadway would improve the rating of the road surface to excellent condition as well as reduce maintenance and operating costs. Four major Park County-related plans that were recently completed would assist in the development of the proposed study including:

• Park County Transportation Standards to provide guidance regarding hard surface road cost/benefit compared to gravel roads with regards to long term operation, maintenance and budget requirements;

- Park County Capital Improvements Plan to serve as a planning and implementation tool for the acquisition, development, construction, maintenance and renovation of public facilities, infrastructure and capital equipment;
- Park County Bridge Capital Improvements Plan to guide the County with policies for replacing old and unsafe bridges with culverts, when feasible; and, replacing bridges with new structures (where culverts cannot be substituted) that meet current AASHTO and MDT standards. Bridges requiring rehabilitation or replacement are prioritized annually; and,
- Park County Active Transportation Plan to provide recommendations for alternative transportation planning while focusing on four strategic priorities supplemented by local and regional transportation plans.

b. Future projects, as a result of recommendations from the study, will reduce operation and maintenance costs by primarily restoring the travel surfaces and improving surface drainage from the roadway.

c. NA – There are no bridges located in the project planning area.

### 3. RECREATION AND ECONOMIC

#### Development and utilization of the Federal Land and its resources.

- Describe any high use Federal recreation sites or Federal economic generators (as determined by the Federal Land Manager) that are accessed by this project. How many visitors access/use the site annually? How does the project enhance access to these sites? How does the proposal improve the visitor experience?
- Which Federal Lands are accessed by this project? How much Federal Land (acres) is accessed by the project? If multiple Federal Lands are accessed, itemize acreage by agency.

#### Enhancement of economic development at the local, regional, or national level, including tourism and recreational travel.

**Note:** Direct effects of implementing the project, i.e. construction employment will not be scored.

- Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?
- If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan?

a. The CGNF Gardiner Ranger District manages the recreation sites around OYTS which are accessed by USFS roads and that provide public access to over 3.1 million acres of forest service land, 2.2 million acres of Yellowstone National Park and over 34,000 square miles of the Greater Yellowstone Ecosystem. Popular destinations include the Yellowstone River, several lakes, cabins, camping areas, trailheads and numerous collector and local forest roads. Yellowstone National Park alone attracts over 4 million visitors a year (4,097,000 in 2015) and, of those, nearly nine percent (365,000) traveled through the north entrance at Gardiner. Those numbers don't account for the visitors that enter YNP from one of the other four gates and leave through the north entrance, continuing their pursuit of recreation experiences throughout the vast county. In addition to the large amount of visitors to YNP, the area is also used for timber harvesting and hosts a large number of fishing enthusiasts, campers, hikers, hunters, snowmobilers and ATV recreationists in multiple seasons.

b. Federal lands accessed by this project include CGNF (113,000 acres) directly off of OYTS; YNP and the Greater Yellowstone Ecosystem. According to the USDA Forest Service National Visitor Use Monitoring Results, estimated national visitation to the Northern Region national forests from 2008 to 2012 averaged 8,401,000 visitors annually. Park County Public Works Dept. staff estimates annual visitation in this area of CGNF at close to 100,000 persons. No formal counts are conducted by the Forest Service for this specific area of CGNF.

The project planning activities would provide solutions for future projects that could enhance access to these sites by improving the existing road, eliminating some safety concerns, addressing recurring slide areas, and identifying ways to improve access to federal lands. By planning for future capital improvement needs, the proposed project will make areas served by the roadway more accessible to all kinds of recreationists that utilize many modes of travel, including pedestrians, cyclists, horse trailers, ATV and snowmobile trailers and RV vehicles.

c. OYTS provides year-round and seasonal access to residences, camping areas, trails, fishing area, CGNF and Yellowstone National Park. Several communities receive economic benefits from OYTS activities and the amenities it offers including Livingston, Gardiner, Emigrant, Pray, Tom Miner and Jardine. Recreational facilities and opportunities available through OYTS access to CGNF and Yellowstone National Park are a major source of revenue for the area businesses that sell fuel, sporting and camping equipment, groceries, meals, clothing, souvenirs and other tourist associated commodities. Recreationists also contribute to the local economy by hiring one of nearly two dozen local commercial outfitters or guides for fishing, hunting, horseback riding and/or pack trip activities permitted by CGNF in this area. Businesses in the aforementioned towns would suffer from loss of revenue if OYTS did not exist and provide the multitude of opportunities that it does. The proposed planning project would also provide improvements for agricultural and timber harvest interests that operate in and near CGNF.

Implementation of this planning project supports the realization of certain Park County Growth Policy land use, economic and

transportation-related goals and objectives including LU 1.1: Support the right to farm and ranch; LU 6.1: Encourage the preservation of existing public trails in Park County; ED 1.1: Strengthen Park County's economy by supporting industries/initiatives that increase residents' personal income and employment opportunities; T 1.1: Identify costs and revenues for maintaining and improving all roads and for accepting new roads into the Park County road system; and, T 1.4: Design and manage County roads to conform with city, state and federal transportation systems.

OYTS parallels US Highway 89 on the west side of the Yellowstone River and serves as primary and secondary access to many properties and recreation site accesses. As such, traffic is heavy, with numerous RVs, pull trailers, boat trailers, horse trailers and agricultural equipment.

d. NA

#### 4. MOBILITY

##### **Continuity of the transportation network serving the Federal Land and its dependent communities.**

- a) Is the road the sole access to the area? Will the proposed project mitigate the potential of the route closing?
- b) How would the proposed project improve the continuity of the transportation network? Which gaps or missing links would the proposed project address? What travel restrictions, bottlenecks, or size/load limits impede travel? What work has been completed on adjacent sections to create route continuity?
- c) Does the proposed project connect to a designated route on the Federal Land Management Agency's FLTP inventory? Are there any future improvements planned on the designated route?
- d) Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Federal Land, State or County network? How does this proposal fit with the Federal Land Management Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

##### **Mobility of the users of the transportation network and the goods and services provided.**

- e) How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the federal land user?
- f) How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?
- g) What are the major traffic generators within the Federal Land for this route?

a. OYTS and its continuance into Yellowstone National Park runs south to north through the upper area of the Gardiner Ranger District. OYTS provides primary access to this vast area, and sole access to over 80% of property owners in the area. If funded, the planning project will provide solutions that could eliminate the likelihood of failure of the road, which would result in road closure for an extended period of time until repairs could be completed. Closure would require a detour of at least 12 miles and up to 27 miles by circuitous non-county roads, many of which are gravel.

b. The planning project will improve continuity by ensuring the sole connection to OYTS remains open and available to public land recreationists.

c. The goal of the project is to maintain the continuity that OYTS currently provides all users. Current bottlenecks and travel restrictions associated with narrower roadway areas will be studied in order to recommend improvements to roadway width, ancillary pullouts and parking areas as well as inclusion of project activities to improve some of the softer and more vulnerable shoulder areas. The proposed planning area is part of a designated route on the FLMA inventory. It accesses many designated routes including roads and trail systems, as well as motorized and non-motorized routes.

OYTS is the sole access road to several drainages on the north side of the Yellowstone River. It is the only ingress/egress to many residences, camps, cabins, trailheads and other amenities in the 17.5 mile section. While project activities are not proposed in order to mitigate potential closure to the route, the benefits of providing a safer and more adequate roadway improve mobility of users in the area. Additionally, improvements to the roadways, a result of study recommendations, will reduce current maintenance efforts and costs.

Park County recently completed its County Transportation Standards to provide guidance regarding hard surface road cost/benefit compared to gravel roads with regards to long term operation, maintenance and budget requirements. Park County and CGNF do collaborate for maintenance assistance. The current conditions of the road range can be considered fair. OYTS provides seasonal and year-round access to residents, recreationists, forest management and emergency response departments. The road also provides the only ingress and egress to over 40% of properties and recreation areas on the north side of the Yellowstone River.

d. Planning documents that share common goals and/or future activities specifically related to this project include: Park County Growth Policy; Park County Community Wildfire Prevention Plan (CWPP); Park County Active Transportation Plan; Park County Capital Improvements Plan; Gallatin Forest Plan; the Gallatin National Forest Travel Management Plan; and, the Shields River Road Improvement Environmental Assessment.

- Park County Growth Policy – As previously described, this project meets goals and objectives consistent with the Park County Growth Policy including multiple goals from Chapter 3 – Community Goals, Objectives, Implementation Measures (3.2 – Land Use; 3.3 – Natural Resources; 3.4 County Services; 3.5 Economic Development; and, 3.8 Transportation); and Chapter 6 – Infrastructure Strategy (6.4 – Roads and Bridges).
- Park County CWPP – Designed for all of Park County and crosses all state, federal and private protection boundaries and is a plan designed to protect the community from wildland fires. This plan discusses risk assessment, structural ignitability and ignition probability of high use recreation areas in Park County – with the Shields River drainage being one of the priority areas.
- Park County Active Transportation Plan (PCATP) – This PER would meet strategies and priorities identified in the PCATP. The PCATP is a consolidation of two existing plans – the Park County Park Plan – September 2007 and the Livingston/Park County Trails Plan – November 2006. It is also updated to include the existing facilities in the County; types of parks and recreational facilities; discussion of existing regulations; management strategies of parks, trails and recreation facilities; recommendations for future community needs and desires; and, ideas to stimulate discussions about goals and the obtainment of those goals.
- Park County Capital Improvements Plan - The Park County Capital Improvements Plan (CIP) is a budgeting and financial tool which will assist Park County in establishing long-term goals for maintaining, improving or financing new capital improvement projects and/or capital equipment over the course of the next five years. This document represents the first-ever, fully-funded five-year CIP for Park County which will be utilized to assist county leaders with project planning, financing and determining the overall needs of their population.
- Gallatin Forest Plan – This plan was set forth in 1987 and updated in 2009 with objectives to recognize and manage for the high quality recreational, vegetative and wildlife resources found on the Gallatin National Forest.
- Gallatin National Forest Travel Management Plan – A plan for analyzing alternatives for managing public access and travel within the Gallatin National Forest in Montana.

In consideration of application length and file size recommendations, specific links to the above-referenced plans, policies and related documents can be accessed at:

- <http://www.parkcounty.org/site/pdfs/Pln/GrowthPolicy.pdf>
- <http://www.parkcounty.org/site/pdfs/FW/2009WildfireProtectionPlan.pdf>
- <http://www.parkcounty.org/uploads/files/departments/25/Final-Park-County-Active-Transportation-Plan.pdf>
- <http://www.parkcounty.org/pdfs/CCP/Park%20County%202016-2020%20Capital%20Improvements%20Plan.pdf>
- [http://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/stelprdb5133419.pdf](http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5133419.pdf)

The proposed project would improve level of services for the road to meet Forest Plan goals of providing a broad spectrum of recreation opportunities in a variety of forest settings and providing additional access to national forest lands.

Protection of people from fire involves removing them from the path of a wildfire as quickly as possible. Park County CWPP prioritizes the SRR drainage as one of the more significant Wildland Urban Interface areas at risk and identifies major probability of ignition in the area, with roads accessed solely by SRR serving as the only ingress/egress to the area. The proposed project would provide recommendations that could significantly upgrade SRR which would meet Park County CWPP and Gallatin Forest Plan goals of providing fire protection and use program, which is responsive to land and resource management goals and objectives.

As previously discussed, the study will identify feasible improvement options to address safety and geometrical concerns within the transportation corridor based on needs presented by the public, the study partners, and resource agencies. The study will examine geometric characteristics and crash history, as well as existing and projected operational characteristics of the corridor, physical constraints, land uses and environmental resources.

The proposed project may identify congestion problems at bottle-neck areas especially for larger vehicles used by visitors including pull-behind campers, RV's, horse trailers, snowmobile trailers, dog sled vehicles and buses (used to transport users to and from two area church camps). It also improves conditions for emergency responders that travel the roadway year-round for a variety of EMS, law, fire and flooding issues.

If project activities do not take place the road condition can be expected to continue to deteriorate requiring significantly more work to restore to excellent condition when funding for recommended projects can be implemented.

e. Recommendations from the study would likely include road improvements that will restore the level of service to match posted speed limits and evaluate the need for ancillary roadside development such as pullouts and widened shoulders for users.

f. The planning project has the potential to improve the choices for alternative modes of travel by making recommendations for accommodations of bicyclists and pedestrians. By improving the road surfaces and ancillary parking and pull-out areas, the proposed project will relieve some congestion problems at bottle-neck areas especially for larger vehicles used by visitors including pull-behind campers, RV's, horse trailers and snowmobile trailers. Planning could also prioritize improvement of the conditions faced by emergency responders that travel the roadway year-round for a variety of EMS, law, fire and flooding issues.

g. Major traffic generators within this route include agriculture operations, fishing, campgrounds, cabins, logging operations, vacation



rentals by owners and a multitude of hiking, hunting, snowmobiling, ATV and backpacking areas.

## 5. SUSTAINABILITY AND ENVIRONMENTAL QUALITY

### Protection and enhancement of the rural environment associated with the Federal Land and its resources.

**Note:** It is assumed all projects will be constructed in accordance with all environmental regulations.

This scoring is for projects which enhance environmental goals.

- a) Describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan.
- b) How would the project enhance wildlife connectivity, wildlife habitat, and/or aquatic organism passage?
- c) How would the project enhance water quality, riparian and/or wetland function?
- d) Does the project use design, materials, or techniques that will exceed the minimum environmental requirements?
- e) Does the project contribute to improved environmental quality from GHG reduction?
- f) Would the project require unique mitigation for impacts?
- g) Would the project contribute to the use of sustainable energy sources for transportation?

a. By providing alternatives for improved access to CGNF and Yellowstone National Park via the OYTS corridor, the proposed planning project meets goals of the Gallatin Forest Plan and the Gallatin National Forest Travel Management Plan prepared by the USFS.

b. Planning efforts as a result of the Corridor Study preparation for this project area would include considerations for enhancement of wildlife connectivity, wildlife habitat and aquatic organism passage.

c. Similar to the above considerations, planning efforts as a result of the Corridor Study preparation for this project area would include considerations for enhancement of water quality, riparian and/or wetland function.

d. The proposed study will be a planning-level assessment of the study area occurring before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The corridor study process will be designed to determine what options are available to improve the corridor and to facilitate a smooth and efficient transition from transportation planning to environmental review and potential project development. The process will involve conducting a planning-level review of safety, operational and geometric conditions and environmental resources within a corridor to identify needs and constraints. The process will also allow for early coordination with members of the public, resource agencies, land managers and other interested stakeholders. The plan will include an environmental scan that is distinct from a NEPA/MEPA environmental compliance document or design, right-of-way acquisition or construction phases that occur during project development.

e. Planning efforts will provide recommendations to improve environmental quality from greenhouse gas reduction.



f. Mitigation for impacts from future projects are unlikely but planning efforts will likely identify any potential for unique mitigation areas.

g. Planning efforts will not contribute to the use of sustainable energy sources for transportation.



## 2016 Montana Federal Lands Access Program

**JOINT ENDORSEMENT- This project is supported and endorsed by (add agency endorsements as needed)**

<b>Project Name</b>	Yankee Jim Canyon/Old Yellowstone Trail South Planning Project
<b>Federal Land Agency (ies)</b>	National Park Service
<b>Federal Land Unit Manager Name</b>	Dan Wenk
<b>Title</b>	Superintendent
<b>*** Handwritten Signature is required</b>	 Deputy Superintendent
<b>Date</b>	March 14, 2016
<b>Email Address</b>	dan_wenk@nps.gov
<b>Telephone</b>	307-344-2002
<b>Point of Contact</b>	Joe Regula
<b>Title</b>	YNP Landscape Architect
<b>Email Address</b>	joe_regula@nps.gov
<b>Telephone</b>	307-344-2624
<b>Project Name</b>	Yankee Jim Canyon/Old Yellowstone Trail South Planning Project
<b>Federal Land Agency (ies)</b>	Custer Gallatin National Forest
<b>Federal Land Unit Manager Name</b>	Mary C. Erickson
<b>Title</b>	Supervisor
<b>*** Handwritten Signature is required</b>	 Dep. Forest Supervisor
<b>Date</b>	March 18, 2016
<b>Email Address</b>	mcerickson@fs.fed.us
<b>Telephone</b>	406-587-6949
<b>Point of Contact</b>	Walt Allen
<b>Title</b>	District Ranger - Gardiner Ranger District
<b>Email Address</b>	wallen@fs.fed.us
<b>Telephone</b>	406-848-7375 x22

## 2016 Montana Federal Lands Access Program

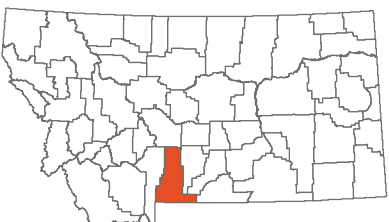
**JOINT ENDORSEMENT- This project is supported and endorsed by (add agency endorsements as needed)**

<b>State, County, Local, or Tribal Government</b>	Park County, Montana
<b>Agency Official's Name</b>	Clint Tinsley
<b>Title</b>	Commission Chairman
<b>*** Handwritten Signature is required</b>	
<b>Date</b>	March 17, 2016
<b>Email Address</b>	ctinsley@parkcounty.org
<b>Telephone</b>	406-222-4106
<b>Point of Contact</b>	Parks Frady, PE
<b>Title</b>	Public Works Director
<b>Email Address</b>	pfrady@parkcounty.org
<b>Telephone</b>	406-222-4114

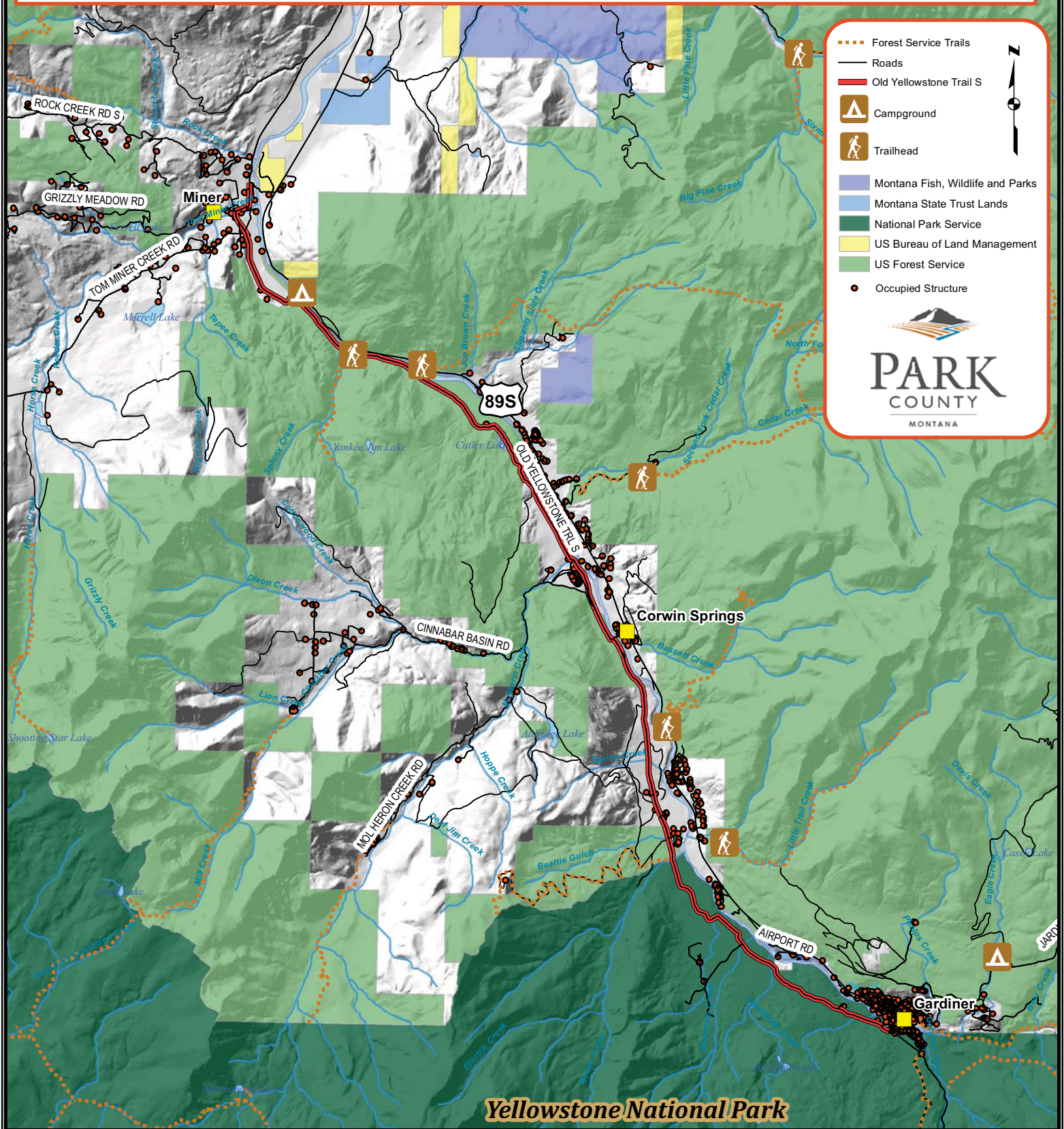
*\*\*\*Signatures are required from BOTH the Federal Land Management Agency being accessed and the State, County, Local, or Tribal Government.  
Print this page and sign legibly. After signing, scan to PDF, and attach.*

## **Project Area Maps**



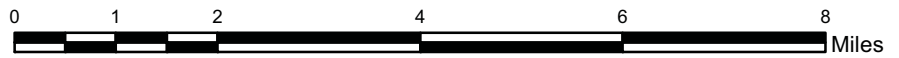


# Old Yellowstone Trail South Park County, Montana Planning Project Area Map



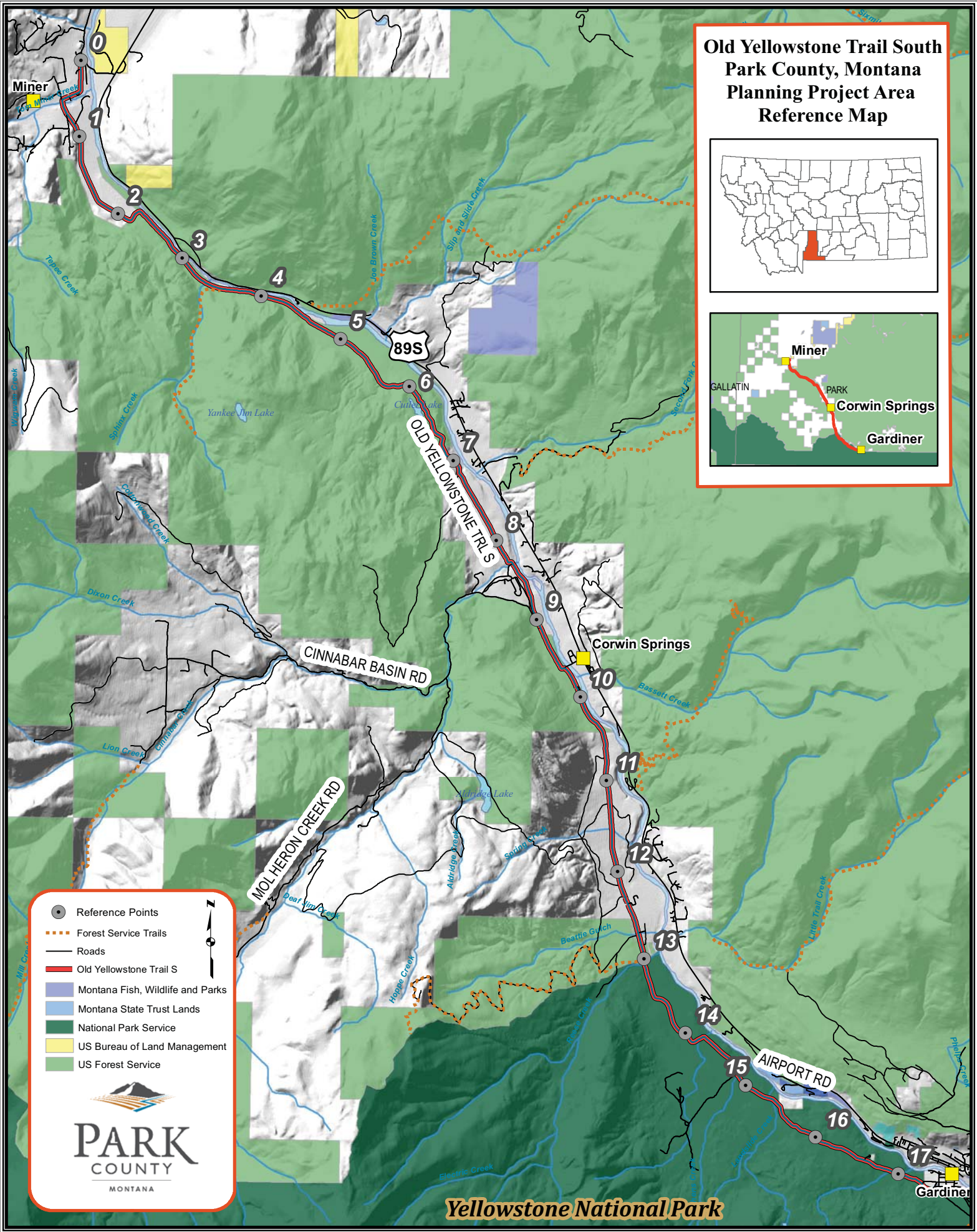
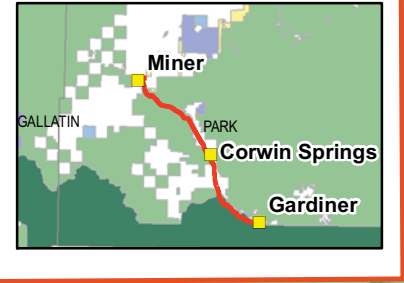
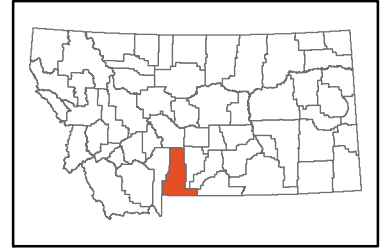
- Forest Service Trails
- Roads
- Old Yellowstone Trail S
- Campground
- Trailhead
- Montana Fish, Wildlife and Parks
- Montana State Trust Lands
- National Park Service
- US Bureau of Land Management
- US Forest Service
- Occupied Structure

This map is for informational purposes only and not for legal, engineering or surveying purposes. Park County assumes no legal responsibility for this information and shall not be liable for any claims or damages arising out of the use of this information.





# Old Yellowstone Trail South Park County, Montana Planning Project Area Reference Map

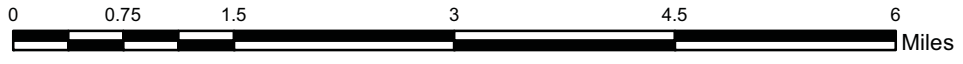


- Reference Points
- Forest Service Trails
- Roads
- Old Yellowstone Trail S
- Montana Fish, Wildlife and Parks
- Montana State Trust Lands
- National Park Service
- US Bureau of Land Management
- US Forest Service

**PARK COUNTY**  
MONTANA

**Yellowstone National Park**

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# Old Yellowstone Trail South

0 0.5 1 2 Miles

This map is for informational purposes only and not for legal, engineering or surveying purposes. Park County assumes no legal responsibility for this information and shall not be liable for any claims or damages arising out of the use of this information.

Date: 3/10/2016



## Legend

• Addresses

### CountyRoads-Class

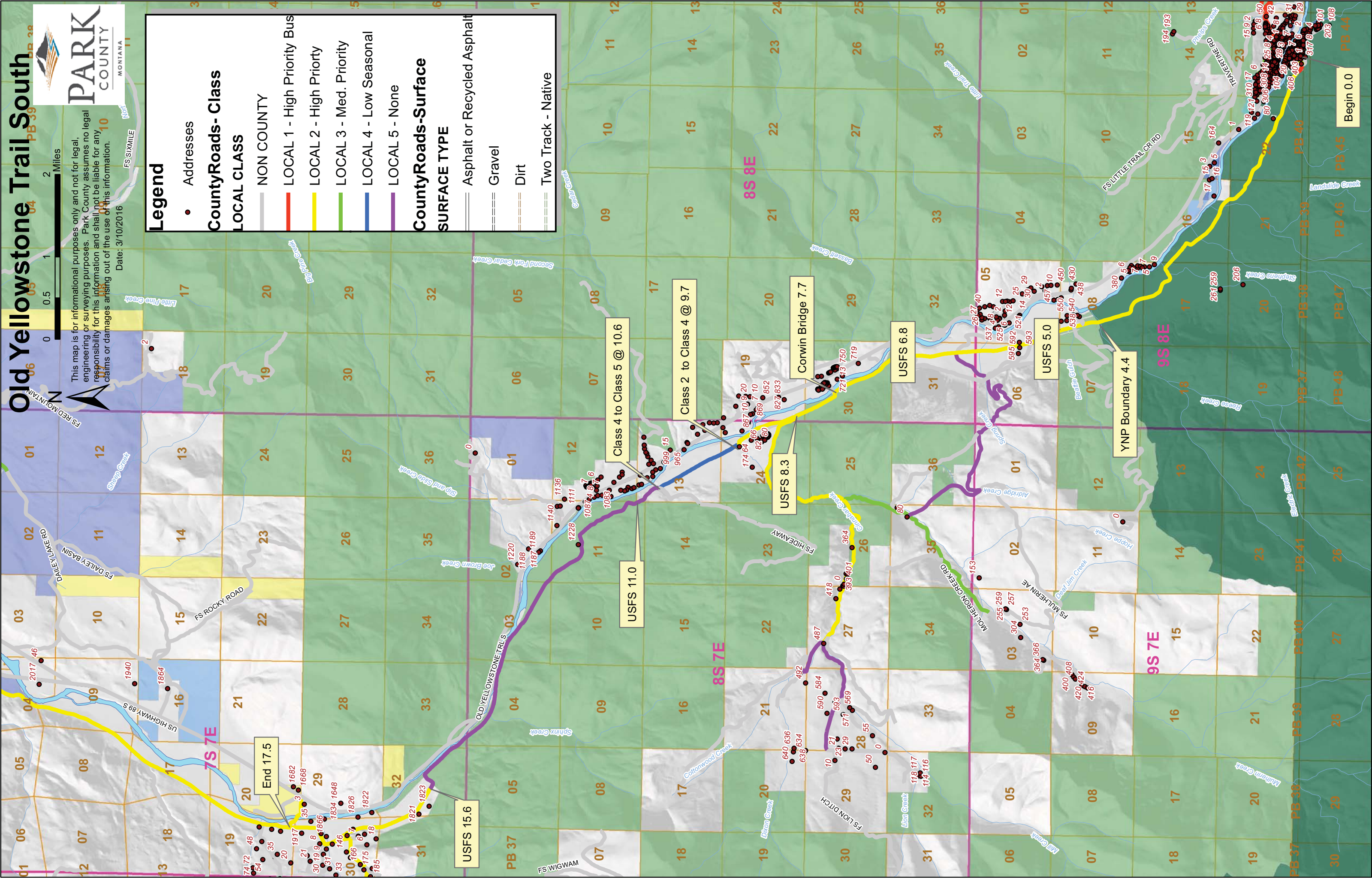
#### LOCAL CLASS

- NON COUNTY
- LOCAL 1 - High Priority Bus
- LOCAL 2 - High Priority
- LOCAL 3 - Med. Priority
- LOCAL 4 - Low Seasonal
- LOCAL 5 - None

### CountyRoads-Surface

#### SURFACE TYPE

- Asphalt or Recycled Asphalt
- Gravel
- Dirt
- Two Track - Native



Class 4 to Class 5 @ 10.6

Class 2 to Class 4 @ 9.7

Corwin Bridge 7.7

USFS 6.8

USFS 5.0

YNP Boundary 4.4

End 17.5

USFS 15.6

USFS 11.0

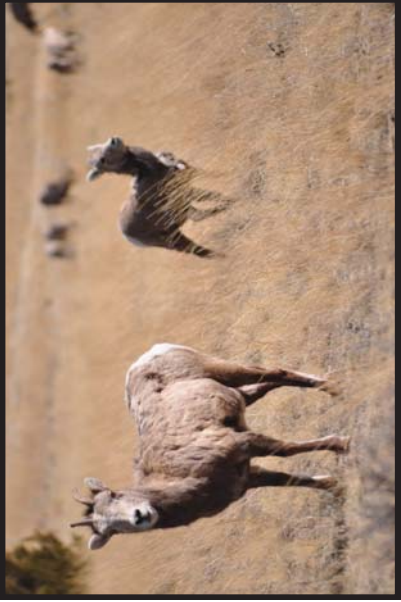
USFS 8.3

Begin 0.0

## **Project Area Photos**

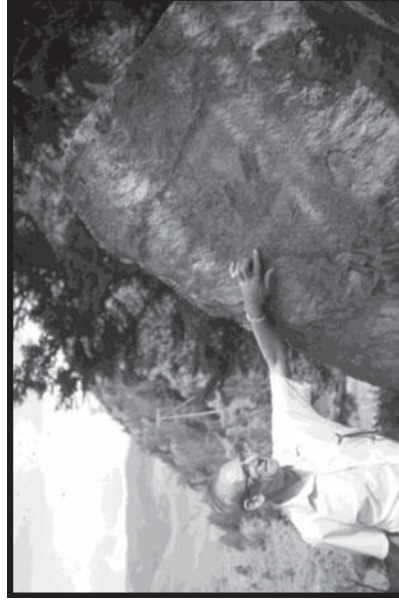
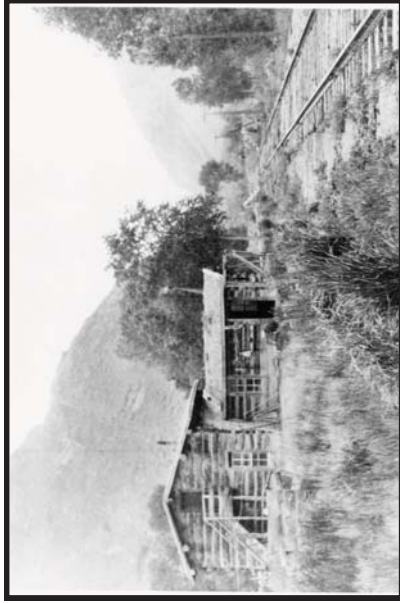
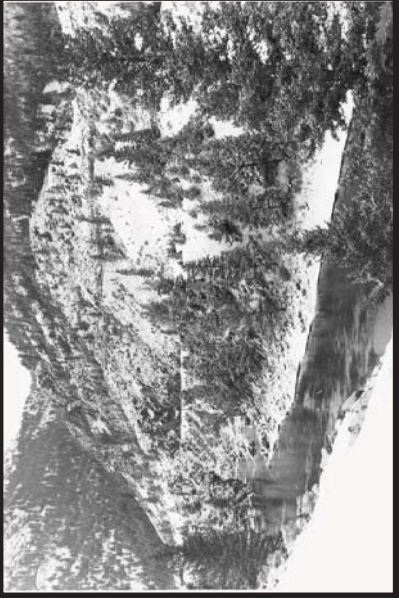


Recent Area Photographs of Yankee Jim Canyon/Old Yellowstone Trail South





Historic Photographs of Yankee Jim Canyon/Old Yellowstone Trail South - courtesy of Yellowstone Gateway Museum



## **Letters of Support**



# United States Department of the Interior

## NATIONAL PARK SERVICE

PO Box 168  
Yellowstone National Park  
Wyoming 82190

IN REPLY REFER TO:

A3415(YELL)

March 16, 2016

Mr. George Fekaris  
Transportation Planner  
U.S. Department of Transportation  
Western Federal Lands Highway Division  
610 East Fifth Street  
Vancouver, Washington 98661

Dear Mr. Fekaris:

As Superintendent of Yellowstone National Park, I am writing to convey commitment and support for the Yankee Jim Canyon/Old Yellowstone Trail South corridor planning proposal. The proposed corridor planning study will be a planning-level assessment of the study area occurring before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The corridor study process will be designed to determine what options are available to improve the corridor and to facilitate a smooth and efficient transition from transportation planning to environmental review and potential project development.

Old Yellowstone Trail South (OYTS) provides access to the Custer Gallatin National Forest (CGNF), Yellowstone National Park (YNP) and the world famous Yellowstone River along the entire corridor. The corridor includes private ranches and homes; amenities such as trailheads and undesignated dispersed campgrounds; mountain lakes; and, access to small streams. These features create a diverse travel demographic and a variety of vehicle types utilizing the corridor. OYTS is functionally classified as a local road, running parallel to the only primary system from Livingston to Gardiner, Montana (US Highway 89 South), and the only secondary route into and out of Gardiner, should US Highway 89 South become inaccessible.

As a demonstration of our commitment to the project and continued collaborative efforts with local agencies on regional projects of interest, the National Park Service is committed to providing a portion of the matching funds toward completion of the plan. It is clear that this planning project meets the goals and objectives set forth by the Western Federal Lands Highway Division. Please feel free to contact Joe Regula, at my office, at 307-344-2624, if we can provide any additional information.

Sincerely,

for Daniel N. Wenk  
Superintendent





OFFICE OF EMERGENCY MANAGEMENT

March 18, 2016

Mr. George Fekaris  
Transportation Planner  
U.S. Department of Transportation  
Western Federal Lands Highway Division  
610 East Fifth Street  
Vancouver, WA 98661

Dear Mr. Fekaris:

As Director of the Office of Emergency Management at Park County, I am writing to convey support for the Yankee Jim Canyon/Old Yellowstone Trail South corridor planning proposal. I understand that the proposed corridor planning study will be a planning-level assessment of the study area occurring before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The corridor study process will be designed to determine what options are available to improve the corridor and to facilitate a smooth and efficient transition from transportation planning to environmental review and potential project development.

Old Yellowstone Trail South (OYTS) provides access to the Custer Gallatin National Forest, Yellowstone National Park and the world famous Yellowstone River along the entire corridor. The corridor includes private ranches and homes; amenities such as trailheads and undesignated dispersed campgrounds; mountain lakes; and, access to small streams. These features create a diverse travel demographic and a variety of vehicle types utilizing the corridor. OYTS is functionally classified as a local road, running parallel to the only primary system from Livingston to Gardiner, Montana (US Highway 89 South), and the only secondary route into and out of Gardiner, should US Highway 89 South become inaccessible.

The importance of a secondary egress route out of the North Entrance to Yellowstone National Park and the town of Gardiner was dramatically demonstrated on July 17, 2013 when a flash flood sent a wall of earth and rock across US Highway 89 South between Yankee Jim Canyon and Yellowstone National Park. The landslide was four to ten feet high on the roadway and extended for approximately 50 yards. It was initially unclear whether the flood had washed out the roadbed which could have closed the highway for days. Emergency plans were initiated to explore options for using saw crews and heavy equipment to clear the OYTS for an alternate route. It was unnecessary as crews found the highway intact and were able to restore one lane 7 hours later.

There are other public safety concerns regarding access through the OYTS corridor. As an area open to the public and utilities, fire and EMS have responded several times in the last few years to wildland fires and one electrocution of a powerline worker. Our ability to improve road access is important for safe and timely emergency responses.

The pictures below are from the 2013 flash flood and landslide on Highway 89 South between MP 7 & 9. This area is historically known as a high risk area for landslides due to the unique geology.



It is clear that this planning project meets the goals and objectives set forth by the Western Federal Lands Highway Division and will address public safety concerns and the need for emergency services access. Please feel free to contact my office at 406-222-4190 if I can provide any additional information.

Yours truly,

Handwritten signature of Greg Coleman in blue ink.

Greg Coleman  
Director





Bruce McKnight, Chair  
Paradise Valley

Annie Beaver, Vice Chair-  
Treasurer  
Clyde Park

Bob Hove, Secretary  
Paradise Valley, MT

Margot Aserlind  
Livingston, MT

Donald B. Gimbel  
Paradise Valley

Tracy Raich,  
Paradise Valley

Carole Sullivan  
Livingston

Debra Swandal  
Wilsall

Jen Vermillion  
Shields Valley

Peter D. Fox  
Executive Director  
Shields Valley, MT

March 21, 2016

Mr. George Fekaris  
Transportation Planner  
U .S. Department of Transportation  
Western Federal Lands Highway Division  
610 East Fifth Street  
Vancouver, WA 98661

Dear Mr. Fekaris:

I am writing to you as executive director of the Park County Community Foundation which represents the best interests of citizens of our county community, but also in my capacity as chair of the Park County Planning and Development Board and member of the City of Livingston Planning Board. My purpose is to convey commitment and support for the Yankee Jim Canyon/Old Yellowstone Trail South corridor planning proposal.

We recognized the unique interconnectivity opportunity of the Old Yellowstone Trail South project providing access to and among Yellowstone National Park, the Custer Gallatin National Forest, and the "gem" of Park County, the world-famous Yellowstone River – the natural feature provides a critical natural resource essential to the economic and social well-being of Park and contiguous Montana counties. We in the county also recognize that Old Yellowstone Trail South effectively is classified as a county road; it runs parallel to U.S. Highway 89 South, the only primary route from Livingston to Gardiner, and is the only secondary route into and out of Gardiner, should Highway 89 South become inaccessible.

The benefits of conducting the corridor planning proposal are enormous and myriad not only for Park County but also for future generations of visitors to our region. On behalf of the groups I represent, we urge unqualified support for the planning proposal – and eventual completion of a comprehensive plan.

Sincerely,

Peter D. Fox  
Executive Director

*"Connecting caring people and resources with community needs and opportunities."*