



Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

## Bullwhacker Road access

1 message

Wolf's Gun Works <wordenwolf@nemont.net>

Sat, Jan 3, 2015 at 8:17 PM

To: blm\_mt\_public\_access@blm.gov

I am strongly in favor of the eastside option but in any case do nothing is not an option. We need public access and no access is not the answer. I am in agreement with the point raised by the Public Land / Water Access association points as listed below. Carl

Carl E. Wolf, **Wolf's Gun Works**, 2390 N. 9<sup>th</sup> Rd. Worden, Mt. 59088-2004, 406-967-2365, wordenwolf@nemont.net LIFE MEMBER American Legion, Veterans of Foreign Wars and Disabled American Veterans.

The new bypass road into the Bullwhacker Watershed is in the broad public interest. It must be built so the public will once again have road access to a major portion of the Missouri Breaks Monument now essentially locked up.

Support construction of the new bypass road along the 'East Side' route described in the EA, and urge proceeding with construction as soon as possible.

1. Historically, the public has had vehicle access to this area since homestead days before the traditional Bullwhacker Rd was closed by a private landowner. A mis-handled lawsuit resulted in that road being permanently closed.
2. Year round motor access into the Bullwhacker is specified in the Travel Management section of the BLM Resource Management Plan for the Upper Missouri Breaks National Monument. Closure of the original right-of-way by state action does not mean BLM is relieved of its responsibility to provide the public access cited in the Monument Resource Management Plan.
3. BLM constructively contributed to the loss of this historic and regulatory motor vehicle access by its failure to defend the access when it was challenged in state court.
4. BLM continues to assert an agency policy of improving public access. BLM

also has cited the Bullwhacker as its top priority for achieving public access to BLM administered land in Montana. This means BLM must take action.

5. Approximately 50,000 acres of BLM land is without motor vehicle access because of the current situation in the Bullwhacker Watershed .

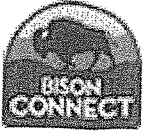
6. After construction of the new By-Pass road is complete BLM should close the short strip of the original Bullwhacker Road on BLM land between the new route and the south boundary of the Wilks property.

7. All parties could agree that re-opening the original Bullwhacker Road would be the best outcome. Unfortunately that option is not achievable given the full set of facts at work now and for the foreseeable future.

### **Some Background Information - Other Points**

Feasibility of Road Construction - Construction of a new bypass road around the Wilks property is quite feasible. The east side route offer is the most physically adaptable route and is about half the cost of the west side route. BLM can obtain a public-private partnership funds to mitigate costs.

Land Exchanges - The topic of land exchanges between the BLM and Wilks Brothers as an alternative to new road construction is irrelevant at this time because no acceptable exchange proposal currently exists, If such a proposal ever appears it can be discussed on its merits at that time. In the meantime, BLM should proceed with the business at hand, which is construction of the new by-pass road,



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Fw: Bullwhacker Road Comments

1 message

---

**Jack Jones** <mtlandaccess@msn.com>  
To: blm\_mt\_public\_access@blm.gov  
Cc: mtlandaccess@msn.com

Fri, Jan 2, 2015 at 10:24 AM

— Original Message —

**From:** Jack Jones  
**To:** blm\_mt\_public\_access@blm.gov  
**Cc:** mtlandaccess@msn.com ; Kathryn@emwh.org ; fwpwld@mt.gov  
**Sent:** Friday, January 02, 2015 10:15 AM  
**Subject:** Bullwhacker Road Comments

...BLM: I am writing to comment on the E.A./EIS Bullwacker Road draft out for public comment.

I am very familiar with the Bullwhacker, Cow Creek, Das Coulee, Left Coulee, Right Coulee and the entire area for that matter. I was the wildlife biologist for BLM for 12 years in Malta and spent much time in south Blaine county and Bullwhacker Coulee. Robinson always allowed public access across that private land with no problems. Now of course out- of- state Wilke has a different plan to block public access for personal gain and probably outfitting. When BLM created the Monument the problems began. Then BLM allowed 3 airstrips to be constructed. The BLM today has little understanding of what public land access is. As far as this proposal is concerned I recommend the following: 1. Construct the west perimeter road around the Wilkes property as early as this spring, now with no delay. 2. Also construct the east perimeter road on the east side of Wilkes property. That will provide access from the Cow Creek /Das Coulee side. 3. Absolutely no land exchanges. Every single land exchange of BLM screws the public. The BLM land appraisals always gives more acreage to the person receiving the public land at ag dollar values. No dollar values for public access and wildlife habitat. Inspector Generals Report I have a copy of. This was clear in the Inspector Generals Report on BLM land exchanges BLM never bothered to read or does. BLM land exchanges are a public rip off. Absolutely no land exchange with Wilke. 4. Forget about the "No action alternative". "No action" means BLM will continue to do nothing... business as usual.

BLM construct the new routes around the Wilkes property with no delay. When the equipment is out there construct both roads and don't cave in to the Wilke's.

BLM's biggest mistake was the Monument and BLM closed 42 miles of access roads for public hunting and many forms of recreation. Who walks miles into the Monument???? Now its public land no one can get on like wilderness a stupid idea spawned by the Clinton administration like the killing machine wolves from Alberta and B.C. Yes Clinton got the "Monument" in at the last minute under the disguise of the Antiquities Act with NO public comment. The Clinton Monument is responsible for the problems we face now in Bullwacker.

So BLM construct the West side and East side routes without delay and the West side first. Forget about any plan for any land exchange.

Sincerely,

Jack D. Jones 3014 Irene St. Butte,MT. 59701 406-723-6418

I request a reply from BLM that you received these comments and request a paper copy of the E.A. with

maps ASAP. Thank You.

DEPARTMENT OF THE INTERIOR Mail - FW: Bullwhacker Road Comments





Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

---

## Knowles Bull Whacker Comments

1 message

---

**Knowles** - <knowlesmontana@juno.com>

Sun, Dec 14, 2014 at 4:31 PM

To: blm\_mt\_public\_access@blm.gov

Bullwhacker Road Comments  
Upper Missouri River Breaks National Monument  
920 NE Main  
Lewistown MT 59457

I object to NO ACTION -

Every month the Montana Department of Natural Resources sells easements for the purpose of private parties to cross public lands to gain access to private lands [you need to cross DNRC land to get to your land]. The average cost charged by DNRC for a "perpetual" easement is about \$500 per 1/2 mile. The law of eminent domain requires that a private party be paid the price agreed upon by a willing buyer and a willing seller. DNRC has 1000's of comparisons of values between willing buyers and sellers. BLM needs to put on a pair of pants and utilize one of the oldest laws given to government, eminent domain, to resolve this situation. The Montana Legislative Council publishes a pamphlet:

Posted Date:  
February 28, 2014

Contact:  
Montana Legislative Branch -- Sonja Nowakowski, Research Analyst & Joe Kolman, Legislative Environmental Analyst

The Environmental Quality Council has just completed a publication to assist the public in learning about eminent domain in Montana. *Eminent Domain in Montana* provides an overview of eminent domain laws in Montana.

This handbook is similar to past editions of Eminent Domain in Montana. However, this edition has been updated to incorporate changes enacted by the 2013 Legislature. The 2013 Legislature also approved legislation requiring that all condemnation complaints include a copy of this publication as an exhibit. The requirement is intended to ensure that Montana residents who become involved in eminent domain proceedings are informed of their rights and obligations under the law.

If you'd like copies, please respond to this notice and include your name and address. If you have questions about the publication or the EQC, contact Sonja Nowakowski at 444-3078 or snowakowski@mt.gov or Joe Kolman at 4443747 or jkolman@mt.gov.

Let us stop tip toeing around a bully and move forward with important issues.

Reply to: Knowlesmontana@Juno.com, Randall Gene Knowles,  
3017 Ninth Avenue South, Great Falls, MT 59405  
voice 406-452-7250, cell & text 406-799-1547





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access

1 message

---

**gogolf@nwinet.com** <gogolf@nwinet.com>  
To: blm\_mt\_public\_access@blm.gov

Tue, Dec 9, 2014 at 3:55 PM

Written Comment

---

# 1 Bullwhacker Access BLM Land Montana

---

Name: Mr. Russ Earl

Mailing Address: 1145 Grant Ave.

City/State/Zip: Havre, Montana, 59501

Email Address: gogolf@imine.net

1. We must find some way to gain access to over 50,000 acres of public BLM land; I have not been on the Bullwhacker road scents Jan 1<sup>st</sup> 2000. I would like to have the opportunity to view and enjoy this land before I get to old.

2. After attending the BLM meeting in Chinook MT on 12/3/2014 I have no preference to how you do it, we just need to have access. If I had a preference I think the BLM should keep working on a land trade but also start the preparation of getting a road build and proceed as if the land trade will not happen.

3. Third and most important now because of the Wilks brothers blocking public access to the Bullwhacker Road the entire road should be closed until public access is achieved. That means the road should be closed and barricade to the south or any other access point from the Wilks brother property. They should not have motorized access to 50,000 BLM acres when they are the ones blocking public access. I would like a response to the idea of blocking there access.

4. I will be sending this proposal to Senator Tester, Senator Walsh, and Congressman Dainess Governor Bullock and to the Friends of the Missouri Break which I am a member. Hopefully you can get some support from other government entices and the Friends of the Missouri Breaks.

5.

Thanks You, I will be anxious for your response to the idea of the closure of the Bullwhacker Road to the Wilks Brother and any motorized vehicles until we all have motorized access.





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Comment re: Access to Bullwhacker Area

1 message

---

Bill Bronson <bill.bronson@bresnan.net>

Thu, Nov 27, 2014 at 10:53 AM

To: blm\_mt\_public\_access@blm.gov

Cc: bill.bronson@bresnan.net

### Re: New Access Road for Bullwhacker Area

Thank you for the opportunity to comment on this issue. I would like to attend the public hearing December 2, but have to attend another meeting that evening, so am providing these written comments instead.

I strongly support efforts to look at construction of a new public access road in this area. I have traveled in and around this area since the late 1950s, most recently in early September. This is a very unique part of Montana. It is important that we find ways for the public to access public lands and use areas within the National Monument. While there are other access points, they are not always accessible or even desirable for travel.

I fully recognize that this process would also entail the possible closing, reclaiming, or rehabilitation of other roads or access points in the area, to offset the disturbance in the Bullwhacker. However, this should be viewed as a good thing. Several of these other "roads," if you really want to call them that, need to be closed. They are hard to maintain, and potentially dangerous. They should not even be roads in the first place. If one is going to have decent public access, you need to plan out a sensible, useable road, that all can use, and hopefully bring an end to this patchwork of old trails that do not make sense.

Thank you again for the opportunity to comment.

*/s/ Bill Bronson*

Bill Bronson

733 32<sup>nd</sup> Avenue N.E.

Great Falls, MT 59404

Tel: (406) 315-1181 (Office)

E-mail: [bill.bronson@bresnan.net](mailto:bill.bronson@bresnan.net)



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Draft EA

1 message

---

tbaier74@gmail.com <tbaier74@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Sun, Jan 4, 2015 at 8:22 AM

Dear BLM,

The new bypass road into the Bullwhacker Watershed is in the broad public interest. It must be built so the public will once again have road access to a major portion of the Missouri Breaks Monument now essentially locked up.

I support construction of the new bypass road along the 'East Side' route described in the EA, and urge proceeding with construction as soon as possible.

Please consider the following points as you try to come to a fair and logical solution:

1. Historically, the public has had vehicle access to this area since homestead days before the traditional Bullwhacker Rd was closed by a private landowner. A mis-handled lawsuit resulted in that road being permanently closed.
2. Year round motor access into the Bullwhacker is specified in the Travel Management section of the BLM Resource Management Plan for the Upper Missouri Breaks National Monument. Closure of the original right-of-way by state action does not mean BLM is relieved of its responsibility to provide the public access cited in the Monument Resource Management Plan.
3. BLM constructively contributed to the loss of this historic and regulatory motor vehicle access by its failure to defend the access when it was challenged in state court.
4. BLM continues to assert an agency policy of improving public access. BLM also has cited the Bullwhacker as its top priority for achieving public access to BLM administered land in Montana. This means BLM must take action.
5. Approximately 50,000 acres of BLM land is without motor vehicle access because of the current situation in the Bullwhacker Watershed .
6. After construction of the new By-Pass road is complete BLM should close the short strip of the original Bullwhacker Road on BLM land between the new route and the south boundary of the Wilks property.
7. All parties could agree that re-opening the original Bullwhacker Road would be the best outcome. Unfortunately that option is not achievable given the full set of facts at work now and for the foreseeable future.

Thank you for your consideration.

Todd Baier





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Comments

1 message

---

**Randall Knowles** <knowlesmontana@juno.com>

Mon, Jan 5, 2015 at 12:08 AM

Reply-To: knowlesmontana@juno.com

To: blm\_mt\_public\_access@blm.gov

January 5, 2015

Bullwhacker Road Comments

Upper Missouri River Breaks National Monument

920 NE Main

Lewistown MT 59457

I object to NO ACTION – The action I propose is Eminent Domain as required by Judge Holt in the Buffalo Wallow case....

Every month the Montana Department of Natural Resources sells easements for the purpose of private parties to cross public lands to gain access to private lands [ you need to cross DNRC land to get to your land]. The average cost charged by DNRC for a "perpetual" easement is about \$500 per 1/2 mile. The law of eminent domain requires that a private party be paid the price agreed upon by a willing buyer and a willing seller. DNRC has 1000's of comparisons of values between willing buyers and sellers. BLM needs to put on a pair of pants and utilize one of the oldest laws given to government, eminent domain, was designed to resolve situations like this. The Montana Legislative Council publishes a pamphlet called: "Eminent Domain In Montana"

*Posted Date: February 28, 2014*

*Contact: Montana Legislative Branch -- Sonja Nowakowski, Research Analyst & Joe Kolman, Legislative Environmental Analyst*

*The Environmental Quality Council has just completed a publication to assist the public in learning about eminent domain in Montana. Eminent Domain in Montana provides an overview of eminent domain laws in Montana.*

*This handbook is similar to past editions of Eminent Domain in Montana. However, this edition has been updated to incorporate changes enacted by the 2013 Legislature. The 2013 Legislature also approved legislation requiring that all condemnation complaints include a copy of this publication as an exhibit. The requirement is intended to ensure that Montana residents who become involved in eminent domain proceedings are informed of their rights and obligations under the law.*

*If you'd like copies, please respond to this notice and include your name and address. If you have questions about the publication or the EQC, contact Sonja Nowakowski at 444-3078 or [snowakowski@mt.gov](mailto:snowakowski@mt.gov) or Joe Kolman at 4443747 or [jkolman@mt.gov](mailto:jkolman@mt.gov).*

Let us stop tip toeing around a bully and move forward with important issues. Randy

Reply to: [Knowlesmontana@Juno.com](mailto:Knowlesmontana@Juno.com), Randall Gene Knowles,  
3017 Ninth Avenue South, Great Falls, MT 59405

voice 406-452-7250, cell & text 406-799-1547

No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 2015.0.5577 / Virus Database: 4257/8856 - Release Date: 01/02/15

Reply to: [Knowlesmontana@Juno.com](mailto:Knowlesmontana@Juno.com) - Randall Gene Knowles,

3017 Ninth Avenue South, Great Falls, MT 59405 voice 406-452-7250, cell & text 406-799-1547

"The deepest craving of human nature is the need to be appreciated." - William James - January 11, 1842 - August 26, 1910 an American philosopher and psychologist



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Fwd: Trails to the Bullwhacker

1 message

---

Kania, Michael <mkania@blm.gov>

Tue, Jan 6, 2015 at 10:40 AM

To: BLM\_MT Public\_Access <blm\_mt\_public\_access@blm.gov>

----- Forwarded message -----

From: **Mary** <mfrieze@midrivers.com>

Date: Mon, Dec 15, 2014 at 9:28 AM

Subject: Trails to the Bullwhacker

To: jconnell@blm.gov

Cc: blm\_mt\_public\_access@blm.gov, mkania@blm.gov, gbeyersd@blm.gov, gbenes@blm.gov, Zane Fulbright <zfulbrig@blm.gov>, mrschaef@blm.gov, Mark Good <mgood@wildmontana.org>, Beth Kampschror <bkampschror@gmail.com>

Dear Ms. Connell,

Two weeks ago, on December 1<sup>st</sup>, I emailed a letter to you concerning restored vehicle access to the Bullwhacker. That was before I attended the BLM Lewistown scoping meeting on this issue. I've since that meeting reversed my opinion about the proposed road to the Bullwhacker. I sincerely do not believe there should be a new road in the Missouri Breaks. Not building a road is actually a very reasonable solution to the problem. At the scoping meeting several people voiced the opinion that a trail (or trails) leading to the Bullwhacker area to be an excellent idea.

My attached letter pertains to this proposal of access by trail. I believe this is the best possible solution – it also opens up an excellent way to protect the land and objects in this large area of our Monument.

Please seriously consider the ideas in the attached letter. **Also, please disregard and destroy my letter written on December 1, 2014.**

Thank you very much.

Sincerely,

Mary Frieze



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

—  
**Michael Kania**  
Monument Manager  
Upper Missouri River Breaks National Monument

920 NE Main, Lewistown, Montana 59457  
406-538-1950



**Trail to the Bullwhacker.docx**

41K

1116 West Evelyn Street  
Lewistown, Montana 59457  
12/15/2014

Ms. Jamie Connell, State Director  
Montana State Office  
Bureau of Land Management  
5001 Southgate Drive  
Billings, MT 59101

Dear Ms. Connell:

I do not believe that a new road should be built to restore public vehicular access to the Bullwhacker area in the Upper Missouri Breaks National Monument (UMRBNM). There should not be new road construction in the Bullwhacker.

On December 4<sup>th</sup> I went to the BLM scoping meeting in Lewistown about the construction of this road. BLM personnel led an excellent public discussion about the possible routes for the road, and they showed slides of the terrain for the two most feasible routes. Prior to this meeting I was in favor of such a road as long as BLM decommissioned other roads to result in a no-net increase in total vehicular road mileage within the UMRBNM boundaries. (You may remember that I stated this opinion in a letter I emailed to you on December 1<sup>st</sup>. I also Cc'd other people concerned with this issue, and I have Cc'd the same people today.)

While I viewed the BLM slides of the wild lands through which this road would pass, I learned of the destruction to those lands this road would cause. Also I learned of the enormous cost and the difficulties of building the road, and I came to realize that this road should not be built - not on the two most feasible routes, nor on any other route.

On March 25, 2011, the Montana 17<sup>th</sup> District Court decreed as private a four mile section of a road through the Anchor Ranch. Prior to this decree, the public drove south four miles through the Anchor Ranch to access the Bullwhacker area. People must now park their vehicles north of the Anchor Ranch and walk (or ride horseback) to the Bullwhacker area.

The Bullwhacker area is not now, nor has it ever been, inaccessible to the public. Each year people visit by airplane, boat, horse, and on foot. The Missouri Breaks are rough and wild land, and even before the court's decision once a person was away from the motor vehicle, airplane, or boat, extensive and arduous hiking (or horseback riding) was necessary to move about in the Bullwhacker. For the driving public, not building the road will only mean that once the car or truck is parked people have a few miles further to walk or ride horseback.

During the discussion at the meeting on December 4<sup>th</sup> people noted that there are no designated hiking trails in the Monument, and that the wording of the 2001 presidential proclamation that established the UMRBNM does not prohibit trails. Out of this came an excellent alternative to the proposed road construction: the creation of a trail system in place of the road.

The two most feasible routes for the proposed roads would make a wonderful trail system. One of these routes is to the East of the portion of the Anchor Ranch with the court decreed private road, and the other is to the West. This trail system would give designated access to the Bullwhacker, and each trail would lead the visitor through some grandly wild country with much less disruption to the landscape than the proposed road.

South of the closed Anchor Ranch road the original BLM road to the Bullwhacker still exists, and the trail routes join together there. At this juncture, a campsite with a fire pit could be located, and others could be strategically located along each trail. Also, at the North end of the Anchor Ranch road closure, it will be necessary to provide the public with a parking lot at each trail head, several campsites with fire pits, and a toilet.

The original BLM Bullwhacker Road passes the Gilmore cabin about eight miles southwest of the southern end of the closed Anchor Ranch road. This cabin has been beautifully restored by BLM in recent years and is an excellent place to stay. However, the pit toilet at the Gilmore is all but falling over, and with the building of the new trail system, this toilet must be replaced, and the horse corrals should be rebuilt.

If a road were built to bypass the Anchor Ranch road, it would come with a huge price tag. Building trails is much less expensive and could be paid for, with money left over, by the funds set aside since March 2011 for maintenance of the Anchor Ranch road. This "left over" money could pay for more trail construction and/or needed mitigation projects throughout the Missouri Breaks.

Since 2011 there have been fewer vehicles in the Bullwhacker and the creation of such a trail system bypassing the Anchor Ranch road will continue this trend. The BLM Approved Resource Management Plan (RMP) map shows many miles of roads in the Bullwhacker, both closed and open to motorized vehicles. All of these roads start with the original Bullwhacker Road and dead end to public use after several miles. Prior to 2011 people continued to drive not only on the open roads, but also on the closed roads. A trail system as access to the Bullwhacker will facilitate BLM in meeting the RMP goal of effective road closure. Ideally, many of these roads will be officially transformed into designated trails.

Together, the closure of the Anchor Ranch road and the creation of this trail system create a marvelous opportunity for the public in the use and enjoyment of the Breaks, and for BLM in the protection and preservation of our National Monument. In the 2001 presidential proclamation that established the Monument, BLM was tasked with preparing "a transportation plan that addresses the actions, including road closures or travel restrictions, necessary to protect the objects identified in this proclamation."

As of 2001, BLM was given special directives on how to manage the Missouri Breaks Monument. BLM personnel, with no exception, have a mandate to manage our Monument and everything in it according to the proclamation – it is not to be treated the same as the rest of BLM land. This land was "set apart and reserved as the Upper Missouri River Breaks National Monument, for the purpose of protecting the objects identified above, all lands and interests in lands owned or controlled by the United States" within its boundaries.

Please disregard and destroy my previous letter written on December 1, 2014.

Sincerely,

Mary Frieze

406-535-7380 [mfrieze@midrivers.com](mailto:mfrieze@midrivers.com)

cc: Upper Missouri River Breaks National Monument, Stan Benes, Geoff Beyersdorf, Zane Fulbright, Mike Kania, Mark Schaefer, Beth Kampschorr, Mark Good



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Fwd: Bullwhacker access issue and land exchange

1 message

---

Kania, Michael <mkania@blm.gov>

Tue, Jan 6, 2015 at 10:38 AM

To: BLM\_MT Public\_Access <blm\_mt\_public\_access@blm.gov>

----- Forwarded message -----

From: **Paul and Priscilla** <ppcrom@midrivers.com>

Date: Tue, Jan 6, 2015 at 9:23 AM

Subject: Bullwhacker access issue and land exchange

To: mkania@blm.gov

Dear Mike,

As per our phone conversation on Jan. 6th, 2015. I am in favor of further discussion on a land exchange to open the Bullwhacker area. From the information I have reviewed, it makes sense to exchange some if not all of the proposed Durfee Hills area for the Bullwhacker access. This exchange provides more and easier access to public land. Further discussion between the BLM and the land owners could increase the possibilities of additional private land access or exchange. Possibly in the form of Mt. FWP Block Management.

Regards,  
Paul Cromwell  
406-366-2869



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

---

**Michael Kania**  
Monument Manager  
Upper Missouri River Breaks National Monument

920 NE Main, Lewistown, Montana 59457  
406-538-1950



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Fwd: Bullwhacker

1 message

---

Kania, Michael <mkania@blm.gov>

Tue, Jan 6, 2015 at 10:41 AM

To: BLM\_MT Public\_Access <blm\_mt\_public\_access@blm.gov>

----- Forwarded message -----

From: **Lloyd, Melodie** <malloyd@blm.gov>

Date: Mon, Dec 1, 2014 at 10:02 PM

Subject: Fwd: Bullwhacker

To: Michael Kania <mkania@blm.gov>

Cc: Brad Purdy <bpurdy@blm.gov>, Katherine P Kitchell <kkitchell@blm.gov>, Jamie E Connell <jconnell@blm.gov>, Gary Benes <gbenes@blm.gov>, Jonathan Moor <jmoor@blm.gov>

Fyi

----- Forwarded message -----

From: "Jamie Connell" <jconnell@blm.gov>

Date: Dec 1, 2014 6:58 PM

Subject: Fwd: Bullwhacker

To: "Katherine Kitchell" <kkitchell@blm.gov>, "Melodie Lloyd" <malloyd@blm.gov>, "Brad Purdy" <bpurdy@blm.gov>

Cc:

FYI

Jamie

Sent from my iPad

Jamie Connell

State Director, BLM Montana-Dakotas

Office 406-896-5012

Cell 406-839-5754

Begin forwarded message:

**From:** Ralph Knapp <rwknapp@bresnan.net>

**Date:** December 1, 2014 at 2:14:38 PM MST

**To:** <jconnell@blm.gov>

**Cc:** <gbenes@blm.gov>, <mkania@blm.gov>, <mgood@wildmontana.org>, <beth@missouribreaks.org>

**Subject:** Bullwhacker

letter attached:



Ms. Jamie Connell  
 State Director  
 BLM Montana/Dakotas

Dear Ms. Connell;

I am a member of the Central Montana Resource Advisory Council, and I oppose building new road around the Wilks' Bullwhacker property— for every reason imaginable. New road seems a simple solution: If you cannot go across a property, go around it. However, in the Bullwhacker new road is not simple. It is incredibly complicated. There is existing road on the only practical, perhaps only viable, route, and there are imaginable means by which the BLM could gain not only the road but the property. Construction cost, a million dollars or more, makes it insensible. Existing trails and roads conform to the landscape. Proposed new road options run crosswise to natural conformity, complicating construction and subjecting the road to seasonal forces of nature trying to win back drainages and restore conformity. Routes proposed will require perpetual high cost maintenance. Without it new road would quickly become an impassible, ugly scar on the landscape. Compensatory road closures have no parity. Environmental and ecological impacts make new road contradictory to the Monument's purpose and intentions of the Antiquities Act. And so on... When I talk with others about this, they offer practical alternatives, and all I can say is, "That is off the table." It seems absurd.

There is more to this than a road. Acquisition of Wilks' property would be a tremendous boon for the Monument and tremendously beneficial to the public that would use it—at least the public that cannot afford aircraft. There are those who feel they benefit by keeping the Bullwhacker fragmented. New road is their victory.

"The Bullwacker area of the monument contains some of the wildest country on all the Great Plains, as well as important wildlife habitat. During the stress-inducing winter months, mule deer and elk move up to the area from the river, and antelope and sage grouse move down to the area from the benchlands. The heads of the coulees and breaks also contain archeological and historical sites, from teepee rings and remnants of historic trails to abandoned homesteads and lookout sites used by Meriwether Lewis."

—Proposition 7398 - Establishment of the Upper Missouri River Breaks National Monument

Proposition 7398 singles out the Bullwhacker and pointedly details its ecological, historical, and cultural importance. The Upper Missouri Breaks National Monument is a proud accomplishment for Montanans. It stands for what we value and serves as a showcase of what we think Montana is, has been, and will be. It is among the gems of the Treasure State. We should respect and nurture it, lest we forget who we are.

The BLM is entrusted with the welfare of the Monument. I would like to see the BLM aggressively promoting it. New road is derogatory. Land swap is beneficial; it is an outstanding opportunity. No action is at least neutral.

Sincerely yours,

Ralph W. Knapp

**Michael Kania**  
Monument Manager  
Upper Missouri River Breaks National Monument

920 NE Main, Lewistown, Montana 59457  
406-538-1950



**20141201 Jamie Connell.doc**

29K

1 December 2014

Ms. Jamie Connell  
State Director  
BLM Montana/Dakotas

Dear Ms. Connell;

I am a member of the Central Montana Resource Advisory Council, and I oppose building new road around the Wilks' Bullwhacker property— for every reason imaginable. New road seems a simple solution: If you cannot go across a property, go around it. However, in the Bullwhacker new road is not simple. It is incredibly complicated. There is existing road on the only practical, perhaps only viable, route, and there are imaginable means by which the BLM could gain not only the road but the property. Construction cost, a million dollars or more, makes it insensible. Existing trails and roads conform to the landscape. Proposed new road options run crosswise to natural conformity, complicating construction and subjecting the road to seasonal forces of nature trying to win back drainages and restore conformity. Routes proposed will require perpetual high cost maintenance. Without it new road would quickly become an impassible, ugly scar on the landscape. Compensatory road closures have no parity. Environmental and ecological impacts make new road contradictory to the Monument's purpose and intentions of the Antiquities Act. And so on... When I talk with others about this, they offer practical alternatives, and all I can say is, "That is off the table." It seems absurd.

There is more to this than a road. Acquisition of Wilks' property would be a tremendous boon for the Monument and tremendously beneficial to the public that would use it—at least the public that cannot afford aircraft. There are those who feel they benefit by keeping the Bullwhacker fragmented. New road is their victory.

*"The Bullwacker area of the monument contains some of the wildest country on all the Great Plains, as well as important wildlife habitat. During the stress-inducing winter months, mule deer and elk move up to the area from the river, and antelope and sage grouse move down to the area from the benchlands. The heads of the coulees and breaks also contain archeological and historical sites, from teepee rings and remnants of historic trails to abandoned homesteads and lookout sites used by Meriwether Lewis."*

—Proposition 7398 - Establishment of the Upper Missouri River Breaks National Monument

Proposition 7398 singles out the Bullwhacker and pointedly details its ecological, historical, and cultural importance. The Upper Missouri Breaks National Monument is a proud accomplishment for Montanans. It stands for what we value and serves as a showcase of what we think Montana is, has been, and will be. It is among the gems of the Treasure State. We should respect and nurture it, lest we forget who we are.

The BLM is entrusted with the welfare of the Monument. I would like to see the BLM aggressively promoting it. New road is derogatory. Land swap is beneficial; it is an outstanding opportunity. No action is at least neutral.

Sincerely yours,

Ralph W. Knapp



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Fwd: Bullwhacker road

1 message

---

Kania, Michael <mkania@blm.gov>

Tue, Jan 6, 2015 at 10:42 AM

To: BLM\_MT Public\_Access <blm\_mt\_public\_access@blm.gov>

----- Forwarded message -----

From: **Clint Loomis** <cloomis@midrivers.com>

Date: Mon, Dec 1, 2014 at 11:33 AM

Subject: Bullwhacker road

To: jconnell@blm.gov

Cc: gbenes@blm.gov, gbeyersd@blm.gov, Zane Fulbright <zfulbrig@blm.gov>, "Kania, Michael" <mkania@blm.gov>, mrschaef@blm.gov, Mark Good <mgood@wildmontana.org>, Beth Kampschror <beth@missouribreaks.org>

Dear Ms. Connell:

I am disappointed that a land swap could not have been made that would have maintained the present road. I know an exchange at one time was possible. This new road goes against the original proclamation. It feels like BLM is not treating the Monument as land designated to preserve its wilderness characteristics and honor the intentions of the Antiquities Act, but rather acting as if it were just another parcel of BLM land. I don't know how the upper levels of management particularly in the Billings office reached this decision. The decision flies in the face of best practices.

That being said, I also feel it would be a travesty to the American public if this vast chunk of OUR land is left inaccessible or worse yet available only to those who have the money to fly in or the means to access it by boat/canoe. In my mind a way into the area is very important, but I too wonder at what cost to both the public's pocketbook and more importantly to the management of the land and the wildlife.

I know the Breaks currently doesn't have a single hiking trail. Wouldn't it be less expensive, and more exciting to all who enjoy the area to have a jewel of a hiking trail developed in the heart of the Monument? I know this area and how difficult it is to maintain the roads. The placement and construction is going to require serious expenditure of funds and its annual upkeep will also stress the BLM budget. Wouldn't it be better to build a hiking trail, and use the rest of the money to obliterate some of the 'red' roads after they've been surveyed for potential archeological value? In discussions with BLM staff, the question of why the 'red' roads haven't been closed thus far has always led back to not having enough money or staff. The Friends have offered to assist; the Conservation Corps can be hired. With the money the road is going to cost, archeologists and temps. could be hired to do the job of eliminating the roads BLM has sought for years to remove from the Monument.

It is because the proclamation for the Wild and Scenic Missouri Breaks National Monument is not as detailed as those of other Monuments, that it takes exceptional leadership to protect this unique American treasure and with that strengthen the citizens' trust in the BLM to manage our public lands according to the intent of the Monument's proclamation. I do sincerely hope this is of the highest priority when you and your staff finalize plans for providing access into the Bullwhacker area.

Sincerely,

Clint Loomis (citizen)

Lewistown, Mt



This email is free from viruses and malware because avast! Antivirus protection is active.

—  
**Michael Kania**  
Monument Manager  
Upper Missouri River Breaks National Monument

920 NE Main, Lewistown, Montana 59457  
406-538-1950



Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

---

**Fwd: Bullwhacker Road solution**

1 message

---

**Kania, Michael** <mkania@blm.gov>

Tue, Jan 6, 2015 at 10:42 AM

To: BLM\_MT Public\_Access &lt;blm\_mt\_public\_access@blm.gov&gt;

----- Forwarded message -----

From: **DYRCK VAN HYNING** <dvanhyning1@msn.com>

Date: Sat, Nov 22, 2014 at 10:06 AM

Subject: Bullwhacker Road solution

To: Stan Benes BLM &lt;gbenes@blm.gov&gt;, Michael Kania &lt;mkania@blm.gov&gt;

Below is several emails from Darryl James. It looks like from his first proposal there are no changes from the Wilks Brothers, then in the last message a few minutes ago, it looks like to me they are doubling down on their proposal to get the Durfee Hills property at all cost. I will be at the Great Falls public meeting on December 2 and even though I don't want a new road built into the Bullwhacker, there may not be any other alternatives

Dyrck Van Hyning  
6835 43 St. S.W.  
Great Falls, MT 59404  
406-453-6039  
dvanhyning1@msn.com

---

From: Darryl@jamesconsult.com  
To: dvanhyning1@msn.com  
Subject: Re: Wilks Land Exchange Maps  
Date: Sat, 22 Nov 2014 16:54:24 +0000

So are you and the Commissioners amongst those who will refuse a full and fair evaluation of every possible combination of options? What is the basis for such a premature conclusion other than politics?

Darryl  
Sent from my iPhone

On Nov 22, 2014, at 9:51 AM, DYRCK VAN HYNING <dvanhyning1@msn.com> wrote:

Thanks for the information, for some reason I thought this was new information that did not include Durfee Hills as part of the proposal. The Fergus County commissioners will be against and take legal action if Durfee Hills was part of the agreement on the Bullwhacker road.

Dyrck Van Hyning  
6835 43 St. S.W.  
Great Falls, MT 59404  
406-453-6039  
dvanhyning1@msn.com

---

From: Darryl@jamesconsult.com  
To: dvanhyning1@msn.com

Subject: Wilks Land Exchange Maps  
Date: Fri, 21 Nov 2014 16:20:28 +0000

Dirk –

It was nice chatting with you. We appreciate your interest and willingness to engage the BLM in a renewed discussion regarding the land exchange as an alternative to the proposed roadway.

Please find two annotated maps (in one PDF file) that display the elements of the land exchange as it was proposed several months ago. There are other elements that have been discussed, but never mapped. If the BLM demonstrates any interest in renewing this discussion, we'll prepare new graphics.

Let me know if these work for your immediate purposes, or if you need any additional information.

Thanks again, and please don't hesitate to call if you need anything further.

Best-

Darryl

Darryl L. James Consulting, LLC

44 North Last Chance Gulch

Suite 20

Helena, MT 59601

(406) 441-9100 office

(406) 459-6574 mobile

—  
**Michael Kania**  
Monument Manager  
Upper Missouri River Breaks National Monument

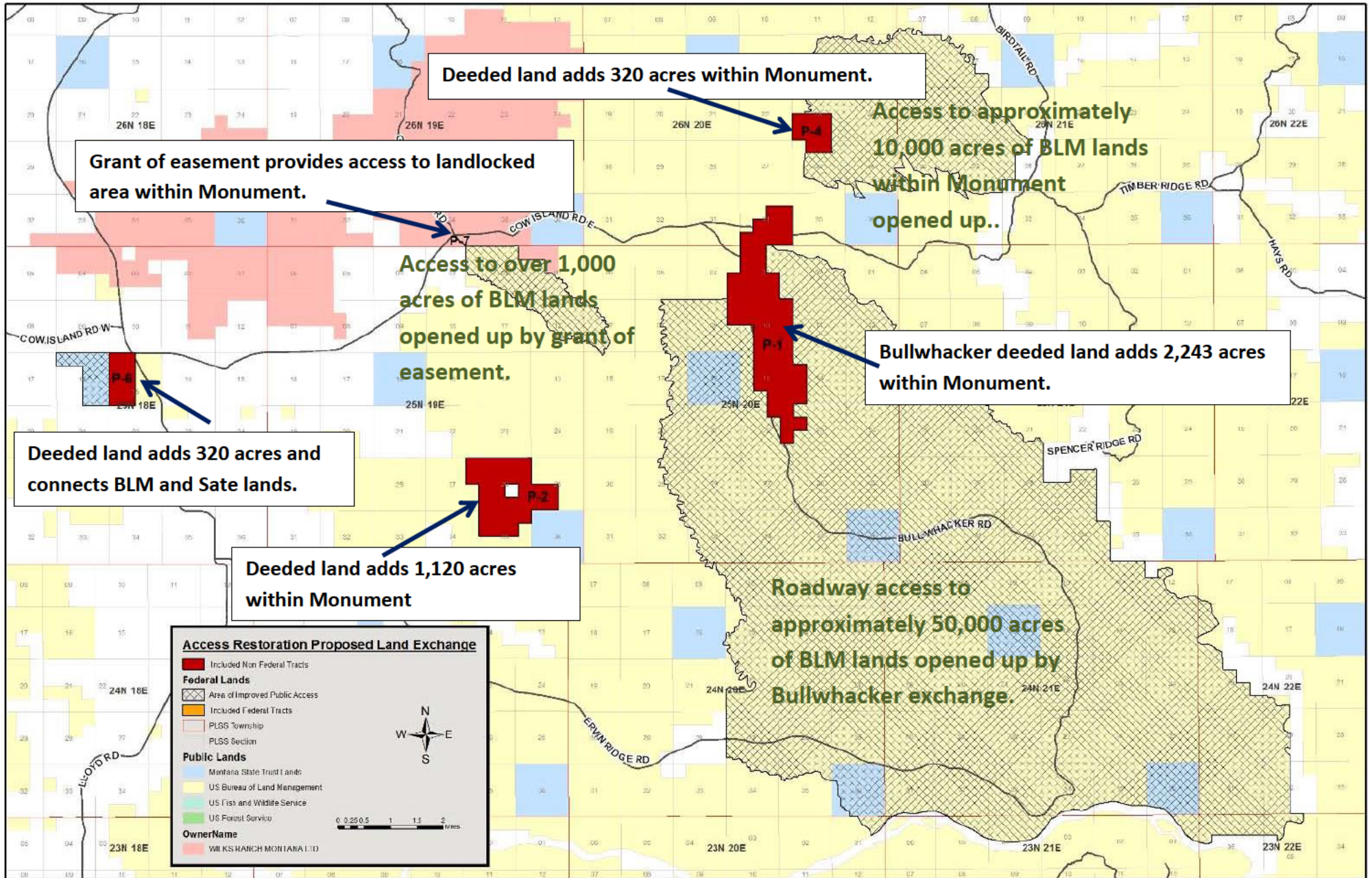
920 NE Main, Lewistown, Montana 59457  
406-538-1950

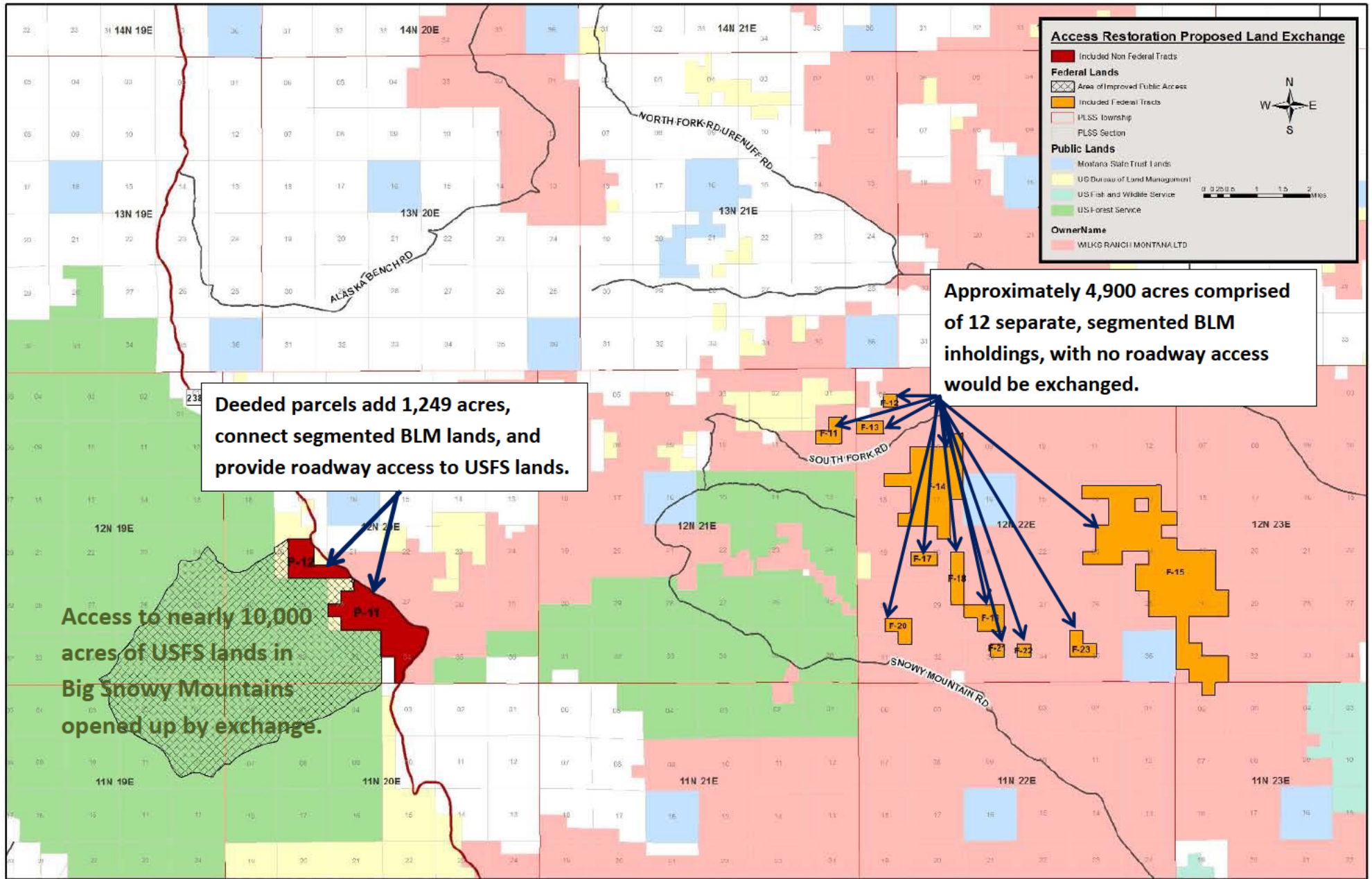


**Annotated maps(1).pdf**

665K











Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

---

**Public comment Wilks Anchor ranch**

1 message

---

**Dennis Hardin** <dennis@hardinre.com>

Tue, Jan 6, 2015 at 2:13 PM

To: blm\_mt\_public\_access@blm.gov

Greetings. I would like to share my comment on the idea of installing a road to open up the vast lands of the Bullwhacker area. This is a prime example of giving the state access to what could be a locked out and inaccessible area. As I understand the issue, you have options of an east or west access or taking no action which is wholly unacceptable. I would favor the east access, but in the end there must be an access to this property whether it be east or west. As Montana is purchased by out of state interests, (I am a 37 year Realtor), we are going to see the proliferation of locking out public lands. It is inherent in people to get their piece of heaven and keep everyone else out. Providing solid and dependable access the only answer to recreation, hunting and enjoyment of our wild lands. As a 4<sup>th</sup> generation Montanan speaking for my 5<sup>th</sup> and 6<sup>th</sup> generation, I strongly urge you to provide access. Thank you.

Best personal regards,

Dennis Hardin

Broker, President

REALTOR ®



Accredited Buyers Representative(**ABR**)

Council of Residential Specialists (**CRS**)

Short Sale & Foreclosure Resource Certification (**SFR**)

Graduate Realtor Institute(**GRI**)

Real Estate Counselor

Certified Foreclosure Analyst (**CFA**)

Certified Professional Negotiator (**CPN**)

**HARDIN REAL ESTATE, INC.**

113 S. 19TH AVE.

BOZEMAN, MT 59718

TELEPHONE 406-587-1211

FACSIMILE 1-855-777-0008

E-MAIL DENNIS@HardinRE.COM

WEBPAGE WWW.HardinRE.COM

Celebrating Our 36<sup>th</sup> Year.



*Helping others by donating 10% of our earnings to charity.*



Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

---

## Bullwhacker Access Restoration

1 message

rotstot@bresnan.net &lt;rotstot@bresnan.net&gt;

Sat, Feb 21, 2015 at 4:38 PM

To: blm\_mt\_public\_access@blm.gov

These comments are being submitted concerning the Bullwhacker Access Restoration. As explained at the public meeting in Billings held by the Bureau of Land Management (BLM) on January 15, 2015, the BLM is considering what alternatives will be included in an environmental assessment (EA). The EA would consider alternatives to provide access to 50,000 acres of federal land in the Upper Missouri River Breaks National Monument (Missouri Breaks).

The alternatives for providing access may include a possible land exchange of the Anchor Ranch with other public lands yet to be determined so that the current Bullwhacker access road could be used, a new road on the east side of the Anchor Ranch, a new road on the west side of the Anchor Ranch, a hiking trail, or no action to restore access.

When considering access into the Missouri Breaks, the most important thing to consider is preserving its wild and scenic environment. Another concern is that all stakeholders are considered. Finally, in these days of fiscal austerity the long-term cost of any alternative should be considered.

It would seem that the most reasonable and cost effective alternative, in the long term, would be a land exchange with the owner of the Anchor Ranch that would allow use of the current Bullwhacker access road. As stated at the January 15 meeting, this road is located where a well-designed road should be, at the crest of a ridge, so that water flows away from the road. No new road has to be constructed, so environmental consequences are minimized; yet motorized access would still be available.

The next most reasonable alternative would be a hiking trail into the Missouri Breaks. Although it would limit access into the Missouri Breaks to those who are fit and healthy enough for the hike, this alternative would be far less damaging than a new road and would provide at least some access to the Missouri Breaks.

The least desirable alternatives would be either road. The damage and disruption caused by building new roads into the Missouri Breaks would be completely unnecessary. In addition, the economics of building a new road would be bad. The costs of building a new road for the benefit of a few stakeholders in these times of fiscal austerity would not be justified.

Even if funds to build the road were provided from a source outside the Federal Government, the costs of maintaining a new road should be considered. At the January 15 presentation, it was explained that both of the new roads would go through numerous gullies, since they would be either east or west of the crest where the current road was built. Each gully would present an expensive maintenance challenge with a culvert or bridge to maintain. In addition, a torrential rain event could wash out the road at one of those gullies, closing it for an extended period of time and creating a significant expense for repairs. One of the points made at the January 15 meeting was that it was difficult to consider alternatives for an EA because of BLM's limited resources. Since resources are that limited, the BLM would be hard pressed to budget for maintenance for a new road.

In short, any alternative is better than building a new road, including no action at all. If possible, a land exchange with the Anchor Ranch would be the most cost effective and reasonable alternative.

Thank you for considering my comments.

Sincerely

Roger S. Otstot  
2426 Miles Avenue  
Billings, MT 59102  
(406) 652-2930



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## My comment letter, scoping for Bullwhacker bypass road proposal

1 message

---

Ron Moody <couleeking@hotmail.com>

Fri, Feb 27, 2015 at 4:26 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Please find copied below and attached in a word doc my comments on the BLM proposal to construct a new bypass road into the Bullwhacker Watershed.

Please advise if my comments are not accessible via the attachment.

Respectfully,

.... ron ....

---

Ron Moody  
109 Bach Ave  
Lewistown MT 59457  
406-538-2698  
couleeking@hotmail.com

### **Bullwhacker Road Comments**

**Upper Missouri River Breaks National Monument**

**920 NE Main**

**Lewistown MT 59457**

Greetings,

Please find below my scoping comments in response to the proposal by the BLM Missouri Breaks Monument office to construct a new road access into the Bullwhacker watershed area of the Missouri Breaks Monument.

**My recommendation for action:**

Build a new road into the Bullwhacker Watershed to bypass the Wilks property so the public will once again have road access to 50,000 acres of BLM land currently lacking historic road access. Construction of a new road to provide public motor vehicle access to the Bullwhacker Watershed is in the broad public interest.

The East Side Route alternative is my preferred alternative.

After construction of the new By-Pass road is complete BLM should close the short strip of the original Bullwhacker Road on BLM land between the new route and the south boundary of the Wilks property.

I strongly oppose any consideration of the "No Action" alternative.

I also assert that discussion of a possible land exchange has been incorrectly injected into the decision-making process if a land exchange alternative is added to the range of alternatives. Any land exchange is purely speculative and without an avenue of action in the context of this EA process. Consideration of a land exchange is a separate order of business and should be severed from this EA process.

-----

I attended three of the four public scoping meetings conducted by your staff. I am thus familiar with the situation as described by BLM – and with the public response occurring at these meetings. I participated in the discussions regarding the travel management planning for the Monument RMP both as a member of the public and as a six-year member of the Central Montana RAC. I also have hunted in the Bullwhacker area. The following observations are given with this personal background as a frame of reference.

**Administrative Procedure Questioned** - The BLM press release did not frame the proposed action correctly. The construction of a new access road should be presented as a means to: regain public road access that was historically available and that was included in the travel management plan of the RMP. While the bypass road is, in part, technically new, the 'access' is not new but historic - the public had vehicle access to this area since before homestead..

I also believe the cost estimates offered by BLM staff for road construction are much inflated. With a more realistic construction estimate I submit that private funds combined with the \$186,000 road maintenance budget listing could well pay for this new road within current budget.



I am concerned that BLM is not proceeding on this process in a manner that will start construction in the foreseeable future. BLM should move this process forward as quickly as possible. Of great concern in this regard is the apparent lack of a 'Notice of Intent' in the Federal Register, or, 'FONSI' statement in the Federal Register that is necessary to start a new EA process.

If this process is only a 'preliminary process' I can only conclude that BLM is not seriously planning to take action to open a new road access anytime in the foreseeable future.

**Protection of the Monument** - Assertions that a new bypass road will cause substantial degradation of the Monument landscape are vastly exaggerated. The new road will be located within the same zone of ecological influence as the existing road. The existence of two similar 'vehicle ways' located within a few yards of each other on the same ridgetop is not going to adversely affect wildlife. What will affect wildlife, particularly large-ungulates, is what people are allowed to do on the road, and when. – And that road effect is largely controlled by MT FWP primarily thru the hunting regulation.

Year round motor access into the Bullwhacker is specified in the Travel Management section of the BLM Resource Management Plan for the Upper Missouri Breaks National Monument. Closure of the original right-of-way by state action does not mean BLM is relieved of its responsibility to provide the public access cited in the Monument Resource Management Plan.

All parties could agree that re-opening the original Bullwhacker Road to public use would be the best outcome. Unfortunately that option is not currently achievable given the full set of facts at work now and for the foreseeable future.

**Sage Grouse leks** on top of Bullwhacker Ridge should not be a consideration for a road construction. It may, however, be a consideration for road use regulation. If a lek is found to be active simply close the road to public travel during the strutting season. Male sage grouse will strut in the middle of a road if it is otherwise satisfactory to their needs. {video available}

**Feasibility of Road Construction** – Construction of a new bypass road around the Wilks property is quite feasible. BLM can obtain a public-private partnership to mitigate costs and the east side route offered in the EA document is a physically adaptable route.

### **Other Reasons BLM must proceed with construction as soon as possible.**

1. The traditional Bullwhacker Rd was closed by a private landowner. A mis-handled lawsuit resulted in that road being permanently closed. BLM is just as responsible for the outcome of that lawsuit as any of the other interested parties.
2. BLM constructively contributed to the loss of this historic and regulatory motor vehicle

access by its failure to defend the access when it was challenged in state court.

3. BLM continues to assert an agency policy of improving public access. BLM also has cited the Bullwhacker as its top priority for achieving public access to BLM administered land in Montana. This means BLM must take action.

4. Approximately 50,000 acres of BLM land is without motor vehicle access because of the current situation in the Bullwhacker Watershed.

**The public access interest is very simple: build the new bypass road.**

Remember that the purpose of constructing a new road into the Bullwhacker is to restore previously existing public road access.

**Respectfully Submitted,**

**Ron Moody**

**109 Bach Ave**

**Lewistown MT 59457**

**couleeking@hotmail.com**

**406 538 2698**



**Bullwhacker Road BLM Scoping - My Comment Letter.docx**

22K

**Ron Moody**  
**109 Bach Ave**  
**Lewistown MT 59457**  
[couleeking@hotmail.com](mailto:couleeking@hotmail.com)  
406 538 2698

February 26, 2015

[blm\\_mt\\_public\\_access@blm.gov](mailto:blm_mt_public_access@blm.gov)

**Bullwhacker Road Comments**  
**Upper Missouri River Breaks National Monument**  
**920 NE Main**  
**Lewistown MT 59457**

Greetings,

Please find below my scoping comments in response to the proposal by the BLM Missouri Breaks Monument office to construct a new road access into the Bullwhacker watershed area of the Missouri Breaks Monument.

**My recommendation for action:**

**Build a new road into the Bullwhacker Watershed to bypass the Wilks property so the public will once again have road access to 50,000 acres of BLM land currently lacking historic road access. Construction of a new road to provide public motor vehicle access to the Bullwhacker Watershed is in the broad public interest.**

**The East Side Route alternative is my preferred alternative.**

**After construction of the new By-Pass road is complete BLM should close the short strip of the original Bullwhacker Road on BLM land between the new route and the south boundary of the Wilks property.**

**I strongly oppose any consideration of the "No Action" alternative.**

I also assert that discussion of a possible land exchange has been incorrectly injected into the decision-making process if a land exchange alternative is added to the range of alternatives. Any land exchange is purely speculative and without an avenue of action in the context of this EA process. Consideration of a land exchange is a separate order of business and should be severed from this EA process.

-----

I attended three of the four public scoping meetings conducted by your staff. I am thus familiar with the situation as described by BLM – and with the public response occurring at these meetings. I participated in the discussions regarding the travel management planning for the Monument RMP both as a member of the public and as a six-year member of the Central Montana RAC. I also have hunted in the Bullwhacker area. The following observations are given with this personal background as a frame of reference.

**Administrative Procedure Questioned** - The BLM press release did not frame the proposed action correctly. The construction of a new access road should be presented as a means to: regain public road access that was historically available and that was included in the travel management plan of the RMP. While the bypass road is, in part, technically new, the ‘access’ is not new but historic - the public had vehicle access to this area since before homestead..

I also believe the cost estimates offered by BLM staff for road construction are much inflated. With a more realistic construction estimate I submit that private funds combined with the \$186,000 road maintenance budget listing could well pay for this new road within current budget.

I am concerned that BLM is not proceeding on this process in a manner that will start construction in the foreseeable future. BLM should move this process forward as quickly as possible. Of great concern in this regard is the apparent lack of a ‘Notice of Intent’ in the Federal Register, or, ‘FONSI’ statement in the Federal Register that is necessary to start a new EA process.

If this process is only a ‘preliminary process’ I can only conclude that BLM is not seriously planning to take action to open a new road access anytime in the foreseeable future.

**Protection of the Monument** - Assertions that a new bypass road will cause substantial degradation of the Monument landscape are vastly exaggerated. The new road will be located within the same zone of ecological influence as the existing road. The existence of two similar ‘vehicle ways’ located within a few yards of each other on the same ridgetop is not going to adversely affect wildlife. What will affect wildlife, particularly large ungulates, is what people are allowed to do on the road, and when. – And that road effect is largely controlled by MT FWP primarily thru the hunting regulation.

Year round motor access into the Bullwhacker is specified in the Travel Management section of the BLM Resource Management Plan for the Upper Missouri Breaks National Monument. Closure of the original right-of-way by state action does not mean BLM is relieved of its responsibility to provide the public access cited in the Monument Resource Management Plan.

All parties could agree that re-opening the original Bullwhacker Road to public use would be the best outcome. Unfortunately that option is not currently achievable given the full set of facts at work now and for the foreseeable future.

**Sage Grouse leks** on top of Bullwhacker Ridge should not be a consideration for a road construction. It may, however, be a consideration for road use regulation. If a lek is found to be

active simply close the road to public travel during the strutting season. Male sage grouse will strut in the middle of a road if it is otherwise satisfactory to their needs. {video available}

**Feasibility of Road Construction** – Construction of a new bypass road around the Wilks property is quite feasible. BLM can obtain a public-private partnership to mitigate costs and the east side route offered in the EA document is a physically adaptable route.

**Other Reasons BLM must proceed with construction as soon as possible.**

1. The traditional Bullwhacker Rd was closed by a private landowner. A mis-handled lawsuit resulted in that road being permanently closed. BLM is just as responsible for the outcome of that lawsuit as any of the other interested parties.
2. BLM constructively contributed to the loss of this historic and regulatory motor vehicle access by its failure to defend the access when it was challenged in state court.
3. BLM continues to assert an agency policy of improving public access. BLM also has cited the Bullwhacker as its top priority for achieving public access to BLM administered land in Montana. This means BLM must take action.
4. Approximately 50,000 acres of BLM land is without motor vehicle access because of the current situation in the Bullwhacker Watershed.

**The public access interest is very simple: build the new bypass road.**

Remember that the purpose of constructing a new road into the Bullwhacker is to restore previously existing public road access.

**Respectfully Submitted,**

**Ron Moody**  
**109 Bach Ave**  
**Lewistown MT 59457**  
[couleeking@hotmail.com](mailto:couleeking@hotmail.com)  
406 538 2698



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bypass Road - Bullwhacker Watershed

1 message

---

cecelia lankutis <lijakuciai@hotmail.com>

Thu, Mar 5, 2015 at 12:35 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Mike Kania  
BLM Missouri River Breaks Monument Manager

Re: Scoping comments for the Bullwhacker Public Access Issue

Dear Mr. Kania:

As a Central Montana native, I would like to provide input regarding the bypass road into the Bullwhacker Watershed.

There has been public access to this area before the land was homesteaded. In this situation, the BLM is simply restoring public access.

The BLM's mission is to manage and conserve the public lands for the use and enjoyment of present and future generations under [a] mandate of multiple-use and sustained yield. Therefore, it is the BLM's responsibility to protect public interests, not the interest of a privileged minority. If a lawsuit was mishandled by the BLM which resulted in loss of public access, it is their responsibility to restore this access.

Historically, the Bullwhacker Watershed has been accessible to the public by vehicle since before the land was homesteaded. Even the BLM's own Travel Management section of the BLM Resource Management Plan for the Upper Missouri Breaks National Monument specifies year-round motor access to the Watershed. Closure of the original right-of-way by state action does not mean BLM is relieved of its responsibility to provide the public access cited in the Monument Resource Management Plan.

Land exchanges between the BLM and Wilks Brothers as an alternative to new road construction is irrelevant at this time. No exchange proposal currently exists that would not produce strong public protest and/or litigation. If such a proposal ever appears it can be discussed on its merits at that time. In the meantime, BLM should proceed with the business at hand, which is construction of the new by-pass road. They can stop the road project at any point prior to construction should an alternative appear.

Construction of a new bypass road around the Wilks property is quite feasible. BLM can obtain a public-private partnership to mitigate costs and the east side route offered in the EA document is a physically adaptable route. According to BLM cost of construction on the east side route is about half the cost of the west side route. Since public money is being allocated for this project, it only stands to reason that public interest should be protected, not the interests of a privileged minority.

Friends and neighbors will be able to go into more technical details, but I pursued the opportunity to provide input on this issue from the standpoint of the greater good of the community. My family has been a part of the community affected by this decision since 1912. It was my grandfather, father and uncle's blood, sweat and tears that went into building this community and preserving its well-being. Friends and neighbors have expressed serious concerns about the Wilks Brothers disregard for the greater good of the community. Employees have run over cattle without stopping to notify the owners of the incident. Questionable methods in obtaining land purchases have created a serious distrust of their actions. There is always a concern that the Wilks Brothers seek to preserve their interests at the expense of the greater good.

I have concerns with the Wilks Brothers main business interests being in oil extraction. It is my understanding their company went bankrupt in Colorado. They proceeded to reorganize under a different name and moved to Montana. If they can go under in Colorado, who's to say they won't go under in Montana and leave us with the mess to clean up after they've taken all they want? Since their headquarters are in Texas, I am concerned that

Montana is not high on their list of priorities.

To reiterate, the BLM is a public agency which should protect the public interests. It is your job to see that public resources are not abused by a privileged few for their own selfish interests.

Thank you for your consideration. Please let me know if you need any further information.

Sincerely,

Cecelia Lankutis  
7309 West Hampden Avenue #2903  
Lakewood, CO 80227  
(303) 884-3935  
lijakuciai@hotmail.com





Kathy Lloyd and Drake Barton

503 State St.

Helena, MT 59601

406-449-6586

drakekath01@gmail.com



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Access

1 message

---

**John McKenna** <jmckenna@theraf.org>  
To: blm\_mt\_public\_access@blm.gov

Thu, Mar 5, 2015 at 9:07 PM

Greetings,

Subject: Bullwhacker road alternatives, Upper Missouri River Breaks National Monument

The Recreational Aviation Foundation (RAF) which is a Montana Based organization with 6500 members has reviewed the proposed alternatives to increase public access to the Bullwhacker area. It is the RAF's position that the primary focus should be to provide access with minimal disturbance to the land. With this in mind the RAF believes that there is at this time suitable access to the Bullwhacker area through the means of hiking, horseback riding and aircraft. If the BLM should determine that further means of access is warranted, every effort should be employed to reduce land disturbance, minimize access maintenance costs and maintenance of vegetation to minimize soil erosion.

The RAF does not believe the land trade that is being proposed serves the general public and would discourage the BLM from pursuing that avenue.

The RAF would appreciate being kept involved in this process and look forward to being a positive partner in the outcome.

John J McKenna  
President  
Recreational Aviation Foundation  
1711 West College Street  
Bozeman, Montana 59715  
(406) 582-1723 Office  
(406)n 581-8234 Cell

The Recreational Aviation Foundation Mission

“Keeping the legacy of recreational aviation strong by preserving, maintaining and creating public use recreational and backcountry airstrips nationwide.”





Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

## Bullwhacker access

1 message

Timothy Faber <bearpawsbreaks@yahoo.com>

Thu, Mar 5, 2015 at 11:47 PM

Reply-To: Timothy Faber <bearpawsbreaks@yahoo.com>

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

To the BLM:

I would like to address the issue of access to the Bullwhacker area of the Upper Missouri River Breaks National Monument and submit a comment on the alternatives to access through or around the Wilkes Brothers' Property.

I have been using the Bullwhacker Road, also known as the Gist Road, through what was formerly the Robinson's Anchor Ranch, and the Wilson Place for over fifty years. For me, it has not just been access to the Bullwhacker Coulee area, but also the Cow Creek drainage. I have enjoyed hunting, hiking, horseback riding, riding motorcycle, snowmobiling, and cross-country skiing in much of this area. I have probably enjoyed more quality recreational time in this area than anyone.

I always felt it necessary to gain permission from the Robinsons. It was also respectful, and it was always a pleasure visiting with them. The knowledge they offered of the Breaks added to the aesthetic value. I liked being able to drive to the Gilmore cabin and spending nights there, both in summer and winter.

But I also gained access into the Bullwhacker and Cow Creek area through many other access points. From the east along Spencer Ridge, I have walked or rode horseback across Cow Creek from several points. It's about four or five miles to the Gilmore cabin from these access points. I've hiked into the Gilmore from the river several times, and although it is a little farther, it's not a strenuous hike. From the west side, I've used an access road on the west side of Bullwhacker Coulee. It's actually the best access into the most rugged, scenic part of Bullwhacker.

The thing I find most disturbing about this issue are the comments about access. Many of these comments state that there is no access. The BLM itself says on its website, "The BLM has been pursuing the restoration of access to the Bullwhacker Coulee area in Blaine County since it was lost as a result of a legal determination several years ago." This is totally misleading. It's just one access site that was lost, for the time being.

Other suggestions include "building a foot/horseback bypass," "build a hiking trail," and of course, "build a new road." Why do you need to "build" a trail? I'll show you any of several hundred cow trails accessing the area. Building trails cost money, and building a new road will cost lots of money. Furthermore, the proposed routes of a new road would have a range of impacts, the most negative being travel during wet weather. Damage and rutting would result in added costs of maintenance, and graveling, even in short sections would be very costly. The existing Bullwhacker Road is mostly a ridge road, and much more navigable in wet weather, although wet weather travel should be discouraged in any case.

The BLM has not exhausted efforts to negotiate a land trade with the Wilkes Brothers. I think it is achievable. I think that the parties involved are diplomatic. And that's the point that should be emphasized here. There was a time when folks could visit the area without conflicts. Self-serving interests and disregard for other's concerns is the reason that one particular access mode was shut down. If and when this access point is opened again, jurisprudence and respect for other people's recreational activities must be the rule. There have been many illegitimate, resource-damaging activities in the past, and the BLM is aware of necessary vigilance of activities.

I feel very fortunate to have had the opportunities to enjoy this public treasure. And while I would like to see hunters and other visitors enjoy similar opportunities, creating new roads in the Bullwhacker/Cow Creek area creates problems. I am firmly opposed to the proposals for a new road substituted for the Bullwhacker Road. It should remain the main access into this area, and if enough people supported negotiations to make the existing Bullwhacker Road a public road, I see no reason why that cannot be attained in the near future.

Timothy Faber  
P. O. Box 553  
Big Sandy, Montana 59520  
Phone (406) 380-2152  
email: bearpawsbreaks@yahoo.com



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access

1 message

---

**Danny Moore** <bigdanmt@yahoo.com>

Thu, Mar 5, 2015 at 9:54 PM

Reply-To: Danny Moore <bigdanmt@yahoo.com>

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

The eastern side makes more sence. But it would be way more cost Effective to go in from Spencers cow camp It would be less then a mile of road to build. If you need to buy an easement get a hold of the Rockey Mountain Elk Foundation that's right up there ally.  
Dan Moore 220 Square Butte Lane. Zortman MT 59546



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access road

1 message

---

Adam Rau <arau@live.com>

Thu, Mar 5, 2015 at 9:15 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

For the road being built into bullwhacker on the east route for public access. I feel that this would open up a great area for public access to a great area of land.

Thank you

Adam



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access

1 message

---

Peter Pratt Jr <beakerpratt@hotmail.com>

Thu, Mar 5, 2015 at 4:13 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Dear Sir or Madam,

I would like to express my opinion regarding the alternatives for access to the Bullwhacker area of the Upper Missouri River Breaks National Monument. I feel strongly that no new roads should be built. A new road would severely impact the wild character and wildlife habitat the area currently provides. Perhaps in the future an acceptable land exchange can be negotiated in which access to the old road is restored. In the meantime, I would prefer that no action be taken. However, if public consensus demands immediate increased access, I think a foot/horseback trail using one of the proposed road routes would be much better than building a new road. This compromise would increase access while preserving to a greater degree the wild character that makes the Bullwhacker area and the Monument in general such a precious public treasure.

Thank you for your time and consideration,

Peter Pratt, Jr.

87 Pheasant Dr

Lewistown, MT 59457



# Written Comment Form

## Bullwhacker Access

**Note:** Your entire comment, including your address, phone number, e-mail address or other personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold from public view your personal identifying information, we cannot guarantee we will be able to do so.

Name:	George Bauer
Organization:	Yellowstone [ Legal ] Research
Mailing Address:	115 N. 28th St.. Ste 406
City/State/Zip:	Billings, MT 59101-2045
Email Address:	georgeb@yellowstoneresearch.com

Yes, include me on the mailing list to receive information.

No, do not include my name and address on the mailing list.

**All comments must be received or postmarked by March 5, 2015**

**Please mail or email your comments to:**  
Upper Missouri River Breaks National Monument  
920 NE Main St., Lewistown, MT 59457

[blm\\_mt\\_public\\_access@blm.gov](mailto:blm_mt_public_access@blm.gov)

**For more information, contact:**  
Mike Kania, Monument Manager  
(406) 538-1950

**Thank you for your comments**

### Comments Instructions

All substantive comments will be addressed. Useful comments are specific, mention particular pages where appropriate, and address one or more of the following: inaccuracies or discrepancies in information; identification of new information relevant to analysis; identification of new impacts, alternatives, or mitigation measures; specific suggestions for improving management direction.

Access to this important recreational land should not be delayed. The public interest is best served by proceeding with planning for an alternative road, to the east of the existing road seems best, without delay.

Planning and funding allocation should be concurrent with any negotiations with the landowner (Wilks). One alternative is to determine the cost of the road and propose payment to the landowners of that amount for a perpetual easement over the Bullwhacker Road





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road

1 message

---

**Johnson Maj Larry E** <larry.e.johnson@usmc.mil>

Thu, Mar 5, 2015 at 11:12 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Please build a road on the East side.

Larry Johnson

---

 **smime.p7s**  
6K



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access

1 message

---

**Len Kopec** <mtsilverback@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Thu, Mar 5, 2015 at 10:50 AM

I am against constructing a new road around the closed property to access the Bullwhacker area. Please consider any other alternative—a non-motorized trail around the private property, continued pursuit of a land exchange, or no further action.

Building a new road would seriously degrade the area, would be terribly expensive, and is likely to be a terrible problem for future maintenance. Road construction would damage wildlife habitat and present future problems with erosion.

Please do not totally drop the land exchange idea. In lieu of that, a foot and horse trail around the private land is the best bet.

Thanks,

Len Kopec  
PO Box 666  
Augusta, MT 59410



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access proposal

1 message

---

**Randy Hodges** <rhodges@wgmgroup.com>

Thu, Mar 5, 2015 at 10:04 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

I strongly support the BLM's proposal to build a new access road around the Eastern edge of the private property to gain access to the Bullwhacker area.

### Randy Hodges

*Lidar specialist/Drafter*



1111 E. Broadway

Missoula • MT • 59802

E-mail: Rhodges@wgmgroup.com

406-728-4611 x 154 • FAX: 406-728-2476

<http://www.wgmgroup.com>



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## bullwacker rd

1 message

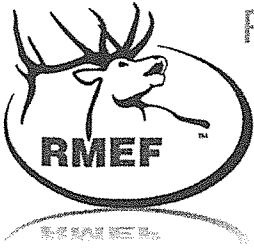
---

**John Podebradsky** <johnpody@icloud.com>  
To: blm\_mt\_public\_access@blm.gov

Thu, Mar 5, 2015 at 10:02 AM

this is a short note in which I would like to encourage the blm to pursue the east side route for a new bullwhacker access.

Thankyou      John Podebradsky



# ROCKY MOUNTAIN ELK FOUNDATION

March 5, 2015

Mr. Mike Kania  
Bureau of Land Management  
Bullwhacker Road Comments  
Upper Missouri River Breaks National Monument  
920 NE Main  
Lewistown MT 59457

Dear Mr. Kania:

The Rocky Mountain Elk Foundation has over 13,000 members in Montana and over 205,000 members nationally who actively hunt and recreate on public lands. Access to public land including land managed by the Bureau of Land Management (BLM) is a very high state and national priority for our members. The loss of access to Bullwhacker road and in turn the Upper Missouri River Breaks National Monument in Blaine Country, MT a few years ago is of great significance to our members and needs to be restored.

We support an alternative which includes the building of a road to bypass the existing Bullwhacker road that occurs on private property. It appears to us that building the road along the east side of the private property and existing Bullwhacker road is the best alternative. As we have communicated in the past to BLM leadership, the RMEF is prepared to help financially with costs to restore road access in this area.

We recognize that any new road construction will result in surface disturbance. However, we believe that negative impacts to potential artifacts and other resources can either be effectively mitigated or will be minimal compared to the tremendous benefit gained by the recreating public. Similarly, as important as existing access to BLM lands is to the recreating public, we strongly believe that any new road construction implemented to correct the Bullwhacker loss should not result in subsequent new closures of any existing roads within the Monument.

Addressing this access along the Bullwhacker and into the Monument should be a high priority to the BLM. This action cannot linger and access needs to be made available by the hunting season starting this fall.

Sincerely,

M. David Allen  
President/CEO

March 5, 2015

Mr. Michael Kania  
Monument Manager  
Upper Missouri River Breaks National Monument  
920 NE Main St.  
Lewistown, MT 59457

Re: Bullwhacker Access

Dear Mr. Kania,

Thank you for providing this opportunity to comment on the access issue regarding the 50,000 acre Bullwhacker area of the Upper Missouri River Breaks National Monument.

The Montana Wilderness Association (MWA) is a statewide, non-profit organization with more than 5,000 members who enjoy hiking, hunting, fishing, horseback riding, photography, and exploring the solitude offered by public lands in Montana. Our mission is to work with communities to protect Montana's wilderness heritage, quiet beauty, and outdoor traditions now and for future generations. Many of our members live near BLM lands and as an organization, MWA has a long history with the Missouri Breaks starting with the original wilderness inventory process and creation of the Wild and Scenic Missouri, to the more recent creation of the Upper Missouri River Breaks National Monument and the Resource Management Planning process.

I write this letter with support of the board of the Island Range Chapter (IRC) of MWA. The IRC, about 550 members strong, includes north central Montana. The Monument is right in the middle of its geographic area.

MWA members attended the December 2014 meetings when the discussion largely focused on alternatives for building a new road around the Wilks Brothers property to provide vehicle access into the Bullwhacker. During the meetings it became apparent that all of the proposed routes are problematic. To mention just a few: (1) Private landowners will not provide access to the Bullwhacker through Cow Creek ACEC drainage. (2) The proposed routes and both the west and east side of the Robinson Ranch (Wilks Brothers) property present severe, if not overwhelming, physical challenges— both in the road building and long-term maintenance. (3) A new road will likely have impacts to wildlife, especially on the east side where it would encroach on prime sage grouse habitat.

What is apparent from the public meetings is that there is a strong desire from the public, for a fuller range of alternatives. Most attractive of the alternatives would be to reopen, and hopefully more successfully negotiate, a land exchange for the Robinson ranch property. (1) Acquiring the Robinson property would expand access and recreational opportunities to in the monument. (2) A new road would not be needed, saving taxpayers and your budget many hundreds of thousands of dollars in the long term. (3) Impacts to wildlife could be avoided.

Other alternatives we can support include (1) construction of a foot or horseback trail bypass rather than a motor vehicle road and (2) no action, leaving access via the three airstrips or river.

Also of concern: Allowing motorized vehicles into areas that up to now have been inaccessible to vehicles will likely have impacts, especially to wildlife. To honor the Monument Proclamation vehicles must stay on "roads." However, most routes in the monument do not meet the current BLM definition of a road (Manual 6310)— *A route that was established or has been maintained solely by the passage of vehicles would not be considered a road for the purposes of wilderness inventory, even if it is used on a relatively regular and continuous basis. Vehicle routes constructed by mechanical means but that are no longer being maintained by mechanical methods are not wilderness inventory roads.* We ask the BLM continue to examine the option of closing roads to at least ensure that there will be no net gain in present miles accessible to motorized vehicles.

Thank you for providing this opportunity to comment on the DEIS and draft RMP for the HiLine District. We sincerely appreciate the opportunity to participate in this and other important decisions affecting public lands in Montana. We hope you find these comments to be helpful, informative, and useful in deciding how best to manage the area.

If you have any questions or comments, or wish to discuss the issues raised in this comment letter in greater detail, please do not hesitate to contact me.

Sincerely,

Ralph W. Knapp  
Vice President, Island Range Chapter  
3018 3<sup>rd</sup> Ave S  
Great Falls MT 59405  
406/866-0756  
rwknapp@bresnan.net



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Access

1 message

---

Tom Darnell <greenpeaman@hotmail.com>

Thu, Mar 5, 2015 at 8:48 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

It is important that better public access to the Bullwhacker area in the Missouri River Breaks be restored.

The expense of building and maintaining a new road requires that other options have a higher priority.

I strongly believe that the BLM's first approach to access is consider any proposals for a land exchange that would allow public access via the existing private road.

Tom Darnell  
Lewistown, MT

Sent from Windows Mail





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Comments

1 message

---

**Rob Gregoire** <rob.gregoire@gmail.com>

Thu, Mar 5, 2015 at 8:45 AM

To: blm\_mt\_public\_access@blm.gov

I prefer alternative 2, building a new road around the east perimeter of the property currently owned by the Wilks.

I normally would prefer no road (make it walk in) but the Wilks brothers would then have an unfair advantage when accessing this property, making a historical public property virtually private.

Best regards,  
Rob Gregoire  
Bozeman, MT



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**(no subject)**

1 message

---

**Tyler Deffinbaugh** <hunty\_1999@yahoo.com>

Wed, Mar 4, 2015 at 11:29 PM

Reply-To: Tyler Deffinbaugh <hunty\_1999@yahoo.com>

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

I am all for building the road into the East Rout Bullwhacker

Thank you for your time Tyler Deffinbaugh

**ZIZ**





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**(no subject)**

1 message

---

**Joel Valach** <joelvalach@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Mar 4, 2015 at 10:19 PM

I am writing this email to say that I am all for utilizing a road on the East rout into the Bullwacker! This would be a great thing to do it would open up access to great public land!

Thank you for your time!

Joel Valach



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker access

1 message

---

**Bjay Perry** <gffrperry@yahoo.com>

Wed, Mar 4, 2015 at 9:45 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

There is to much public land closed off by the Wilks and therefore I support using a variety of funding options to build a road. I would rather access from the west but will accept either. If the road is approved please don't make it such a road that it becomes impossible to fund due to being over done. Let's get it done!!

Thank you

BJay Perry

Great Falls, MT

Sent from my iPhone



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## East side route

1 message

---

CenturyLink Customer <rbiglen@q.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Mar 4, 2015 at 9:06 PM

Folks,

Please consider doing the East side route to access more  
public land for all of the citizens of U.S. to use.

Ron Biglen

114 Badger Ln

Lewistown Mt.

59457



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Build the road

1 message

---

**Jeffrey Patnode** <jeffrey.patnode@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Mar 4, 2015 at 8:49 PM

I am writing to implore the BLM to build the East route road providing access to the Bullwacker.

Jeff Patnode  
Lewistown, MT  
406-366-1111





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker

1 message

---

Shawn & Felecia <andstratton@hotmail.com>

Wed, Mar 4, 2015 at 7:35 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Build the road. It would be best for all involved. Not allowing big money to control public land access. East route would be best.

Sent from my iPad





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## bullwhaker road

1 message

---

David Bergum <wskyrdg@gmail.com>

Wed, Mar 4, 2015 at 5:32 PM

To: blm\_mt\_public\_access@blm.gov

dear sirs my name is david bergum im a lifelong rancher north of winifred with holdings that go into the missouri river breaks, i know the country and how fragile it is and how difficult and expensive it would be to build the access road into the bullwhaker area. i am srongly against building such a road thank you david bergum winifred mt



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**road**

1 message

---

**geoffrey2u** . <geoffrey.ohaire@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Mar 4, 2015 at 12:49 PM

Build the East side access road to the Bullwacker watershed

--  
Geoffrey



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access comment

1 message

---

Niteed - <niteed@msn.com>

Wed, Mar 4, 2015 at 12:14 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Re: Bullwhacker access

Dear BLM,

Thanks for the opportunity to submit my comments regarding the issue of building a new road to access the Bullwhacker area of the Upper Missouri River Breaks National Monument.

I do not like the idea of building a new road and all of the disruption to the land and wildlife that would entail.

My preferred solution is a land swap that would put the road and its surroundings into public ownership. That ensures the best possible route without additional disruption to the landscape.

If a suitable land swap in the public interest cannot be found, I prefer the alternative plan to build a horse and foot path.

The bottom line is that building a new road into this area is not consistent with BLM's own policies and plans for national monuments. I say no to a new road.

Thanks again.

Karen Datko

1208 4th St.

Havre, MT 59501

406-265-3280

Christopher Merker  
227 Snowy Mt. Drive  
Lewistown, MT 59457

16 February 2015

United States Department of Interior  
Bureau of Land Management  
920 NE Main  
Lewistown, MT 59457

Re: Bullwhacker scoping comments

Please accept the following in your record of decision on building roads as the only/preferred form of access to "The Bullwhacker" of the BLM-administered Missouri Breaks National Monument.

I trust BLM will take a more expansive view of managing this area as discussed within the Monument Record of Decision (ROD) that was crafted for the future management of this unique and still wild area on the prairie. Your analysis should include BLM taking no action on building a motorized bypass road. The public could access the area from the three area airstrips, by walking in, by riding horses or mountain bikes, or via the Missouri River.

The three public airstrips in the area would provide part of the access equation into the Bullwhacker. All three of these airstrips are legally recognized in the Record of Decision. We have mostly lost this option in the lower 48 states and this is a rare opportunity to maintain this experience. There is a reason that Alaska is recognized for its world class hunting and other recreational values – a lack of roads, with air access being a large part of the experience by those truly committed to wild land adventure. Some would say this is too exclusive and expensive for the average person who depends only on road access. Consider, from Lewistown, it is about a 45 minute flight. The air taxi rate is \$200/hr. That is, for only \$300 one can have a true backcountry adventure ala Alaska, right here in the "Lower 48". Keep in mind that one has to compare, i.e. subtract from the \$300, the cost of travelling from Lewistown to the Bullwhacker by ground if that option is chosen, so the access cost would be less. I have employed this option over many years of elk hunting, white water rafting, hiking, etc. In ALL cases the flight in/out was a major part of the experience. It is also my experience, that those who fly in have lower rates of poaching, vandalism, littering, starting uncontrolled fires, excessive noise, etc.

BLM should attempt a cooperative agreement with owners of the Anchor Ranch in terms of some well-managed access. If this is not possible, then motorized road access from this private ranch to public land should be cut off.

BLM could then build a foot, mountain bike or horse trail with an associated hardened parking lot. This would encourage much more healthy, and traditional, alternatives while maintaining the character of the Monument. Each summer I take a local Boy Scout group down the river in canoes. These boys love the wild river, and all it offers. They are not afraid to walk up the side canyons from the river. More road access would discourage this low impact use. We need more wild country, not less, if we are to encourage young people to stay engaged in outdoor pursuits, and fight "Nature Deficit Disorder". I believe that there would also be a great effort on the part of numerous volunteers to assist in building a non-motorized path, including Boy Scouts. We already see the level of potential volunteer effort here with cottonwood restoration, and salt cedar removal.

The non-motorized alternative would protect the Monument, by obviating the need for a major new road that would cut up excellent public lands wildlife habitat no longer found on private lands. The Bullwacker area of the Monument contains some of the wildest country remaining on all the Great Plains, as well as important wildlife habitat. During the harsh winter months, mule deer and elk move up to the area from the river, and antelope and sage grouse move down to the area from the uplands. The heads of the coulees and breaks also contain archeological and historical sites, from teepee rings and remnants of historic trails to abandoned homesteads and lookout sites used by the Lewis and Clark expedition. More road access will only degrade these features. In my 30 years of wildlife and people management experience it is a given that with a new road we can expect more soil erosion, degraded water quality, degraded native plant communities, weed introduction, poaching, littering, fires, vandalism, degraded wildlife habitat, wildlife disturbance, degraded hunting success/experience, conflicts by motorized users towards those who appreciate the shrinking wild experience, etc. How does this fit within the mandate of Monument objectives?

Neither route would protect the targeted objectives of the Monument. The Proclamation specifically mentions elk, mule deer, antelope, sage grouse, and archaeological and historical sites as objectives of the Bullwacker, and therefore the Monument. BLM is tasked with protecting these objectives.

How would building 6 miles of new road in the Monument protect the Monument or its stated wildlife objectives? Numerous peer-reviewed studies show that high road density is detrimental for wildlife and its habitat. This is particularly true for elk, which are listed specifically as a priority objective of the Bullwacker (and of the Monument). Forty percent of potential elk habitat in the monument is laced with routes at a density of 0.8 miles/sq. mile. The scientific literature strongly indicates that elk habitat use is mostly lost at this density.

Consider the following from the Rocky Mountain Elk Foundation: *Elk and many other wildlife species are sensitive to human travel patterns, especially motorized use. The Starkey Project research has done much to quantify effects of roads, trails, and associated motorized traffic on elk, and these findings are important to consider in forest plans and travel management plans. (Reference, The Starkey Project: 42-52, 2005, M.M. Rowland, M.J. Wisdom, B.K. Johnson, and M.A. Penninger, 2005. Effects of Roads on Elk: Implications for Management in Forested Ecosystems.) Motorized access in areas with high open road densities or substantial off-road vehicle use can displace elk*

*to adjacent private land for part or most of the year, resulting in several negative impacts. Hunters may no longer find elk on public lands in those areas. Private landowners may not tolerate large numbers of elk on their lands for long periods of time due to their impacts on grasslands, crops, and fences. Due to the lack of elk on public lands and/or fewer hunters on private lands, the state wildlife agencies may have difficulty managing elk populations.*

In a comprehensive study in Washington State, elk use within ¼ mile of roads was almost nil. Building almost 6 miles of new road will destroy and degrade almost 2,000 acres of elk habitat! How will BLM mitigate this loss? It is a given, that motorized access and healthy elk populations simply do not mix well.

I question how a new road would protect the Greater Sage-grouse, which is on the verge of being listed under the Endangered Species Act. Nearly 100 percent of land in the monument is within two miles of a motorized route. It is known that Greater Sage-grouse within two miles of features constructed by people, including roads, have lower nest initiation rates because of disturbance. Not building the road, and using the manpower and funds to remove encroaching conifers should instead be considered. Conifer invasion has been identified by the USDA NRCS Sage Grouse Initiative to be a major factor in grouse decline. The area is within a core Sage Grouse habitat area. Both active and former leks are found here. How will increasing motorized disturbance affect the grouse? How much grouse habitat will be destroyed with road building? There is a former lek immediately along the proposed east side route, and 2 active leks further south and east. BLM should identify factors that caused lek abandonment and seek to rectify them to aid in grouse recovery. The grouse are proposed for Endangered Species status. How can BLM justify more negative impacts to the bird, while the USFWS is seeking BLM assurance that BLM will do everything possible on public lands under their jurisdiction to show good faith in a recovery effort? This area needs to be managed with sage grouse, and its habitat, as a priority and not for additional motorized access. There is certainly no shortage of the latter.

As previously mentioned, I question how a new road will protect archaeological, cultural and historical objects of the Monument. Studies show that proximity to roads is a factor in vandalism of archaeological sites. While working for the Upper Columbia United Tribes, we found road closures to be an effective protective tool.

Neither route is financially prudent for the American taxpayer, or for the BLM. BLM said at the January scoping meeting in Billings that the east side bypass – 5.8 miles, through three major coulees, and requiring 43 culverts, would cost roughly \$600,000. BLM said the west side route, with 61 culverts, would cost 40-50 percent more. Neither of these rough estimates includes maintenance or mitigation costs. BLM Central Montana District Manager Stan Benes said at the meeting, “We do not have the budget to build this road.” And as we are all too familiar, estimates usually (always?) need to be increased by several factors due to cost overruns. I am wondering where the money is going to come from. Given that BLM is operating on tight budgets, I am curious to know what projects, programs or focus areas will be cancelled or delayed due to this roads-building project.

The EA process around building these roads is not enough, considering the impact either route will have on the objectives of the Monument. Considering the great impacts more road construction will bring, it seems then that an Environmental Impact Statement (EIS) is necessary if you decide to continue down the road building path.

**In Conclusion: There is no good reason to build another road in the Monument which already has more roads than needed according to the ROD.** BLM should be closing roads to enhance the Monument values as specifically stated in the ROD. BLM should have as an overriding emphasis, preserving public values on public land not being accomplished on private land, such as sage grouse recovery, healthy and diverse plant and animal communities, and non-motorized experiences.

Thank you for the opportunity to comment.

Christopher Merker

The Wildlife Society Certified Wildlife Biologist



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker road issue

1 message

---

cgranny@midrivers.com <cgranny@midrivers.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Mar 4, 2015 at 11:33 AM

I am writing to comment on BLM's proposed building of a new access road into the Bullwhacker area of the Missouri Breaks Monument.

I have grave concerns about the negative impact construction of such a road would have. As I'm sure you are aware, this area of the Monument is a critical wildlife habitat as well as being an area rich in archeological and historical sites. Constructing a new five mile long access road would seriously and permanently compromise this unique area.

Please consider one or more of the following alternatives:

- 1) Consider a land swap to make the private Bullwhacker parcel public.  
An access road already exists.
- 2) Rather than constructing an invasive and expensive road, construct a foot/bike/horse trail. This would provide adequate access with minimal damage to the area.
- 3) If none of the above alternatives to building a new road are acceptable, I think it preferable for BLM to take no action at all. The public can always access the area from the river or from the three area airstrips.

Thank you for providing an opportunity for public comment.

Sincerely,

Christine Pratt

Lewistown, MT







Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker

1 message

---

marilyn <cfuselier@lewistown.net>  
To: blm\_mt\_public\_access@blm.gov

Wed, Mar 4, 2015 at 10:41 AM

The Missouri River Monument is unique in it's isolation. That fact helps dictate the integrity of the wilderness. The absolute stillness, simplicity undisturbed is the magic.

Solutioning the access issue by building an improved road is to undermine the very essence of undisturbed landscape of that region. Native plants, and animal life will be subjected to change in the negative. I urge the BLM to consider other solution to access than building an intrusive road, disrupting the natural situation.. Improving a trail for foot, horse and even ATV use would be less costly and damaging. Please consider further possible land exchange as well. A new road while a solution is the beginning of the end of our sacred wilderness.

Marilyn Fuselier



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## bullwhacker bypass road

1 message

---

Richard O' Haire <richard@richardslogfurniture.com>

Wed, Mar 4, 2015 at 9:58 AM

To: blm\_mt\_public\_access@blm.gov

build the east road please, thank you Richard O' Haire clyde park mt 59018



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker Road Scoping Comments

1 message

---

**John Gibson** <gibsonjohn43@gmail.com>

Wed, Mar 4, 2015 at 9:18 AM

To: blm\_mt\_public\_access@blm.gov

The Public Land and Water Access Association with some 900 members recommends building an alternate route around the East Side of the existing (closed) road. The exception would be a land exchange that is in the public interest and does not include the BLM land in the Durfee Hills.

John Gibson  
President



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access comment

1 message

---

Niteed - <niteed@msn.com>

Wed, Mar 4, 2015 at 12:14 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Re: Bullwhacker access

Dear BLM,

Thanks for the opportunity to submit my comments regarding the issue of building a new road to access the Bullwhacker area of the Upper Missouri River Breaks National Monument.

I do not like the idea of building a new road and all of the disruption to the land and wildlife that would entail.

My preferred solution is a land swap that would put the road and its surroundings into public ownership. That ensures the best possible route without additional disruption to the landscape.

If a suitable land swap in the public interest cannot be found, I prefer the alternative plan to build a horse and foot path.

The bottom line is that building a new road into this area is not consistent with BLM's own policies and plans for national monuments. I say no to a new road.

Thanks again.

Karen Datko

1208 4th St.

Havre, MT 59501

406-265-3280



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road/Missouri Breaks National Monument

1 message

---

**Patrick J Johnson** <patrickjohnson01@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Mar 4, 2015 at 8:00 AM

Thank you for accepting my comments regarding Bullwhacker Road and access to the Missouri Breaks National Monument. After carefully reviewing the issue and considering options, I offer the following comments:

1. Affording access to the monument is important, but it ought not be provided at the expense of violating the natural integrity of the monument. Building a new road would do precisely that.
2. A number of alternatives have been suggested including a land swap. This appears to be the preferable approach and one that I support.
3. Constructing a footpath open to horses and bicyclists should also be considered.
4. The by-pass routes under discussion are not a viable alternative and should be discarded.

Thank you,

Patrick J. Johnson  
519 Third Street  
Helena, MT 59601  
(406) 461-8557  
patrickjohnson01@gmail.com



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker scoping comment

1 message

---

The Pratts <real\_grumpy@hotmail.com>

Wed, Mar 4, 2015 at 7:28 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

March 4, 2015

Bureau of Land Management

Bullwhacker scoping comments

As a resident of central Montana, I view the Missouri Breaks Monument in general, and the Bullwhacker area in particular as one of the most unique natural treasures setting us apart from anywhere else in the country and the world for that matter. Since preservation versus exploitation of this resource was the main reason for designating it as a national monument in the first place, I would hate to see a new road slashed through it for any reason including access. This is tantamount to "reducing it to the lowest common denominator" where it becomes just like every other drive through for mechanized man. Therefore, I prefer NOTHING to be done rather than bull dozing in a new road!

With regard to other options for increasing access to the Bullwhacker area, I prefer a land swap if it could be done in the public interest where it ends up as a win-win situation for all parties concerned. Then the existing road could be used for access without further disrupting the aesthetic, archeological and wild attributes of the area as it presently exists. Although a new hiking/bridle trail being constructed would impact wildlife and other attributes of the area, I would prefer it over a road merely because the degree of impact would be greatly mitigated.

Respectfully submitted,  
Peter A. Pratt  
87 Pheasant Drive  
Lewistown, MT 59457



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bull whacked road

1 message

---

**Timothy Seidel** <tseidel02@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Mar 4, 2015 at 7:10 AM

I am in favor of alternative 3 the east road. Restore public access to Bulwhacker.





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road

1 message

---

**Gregory Bailey** <baileysgs@msn.com>  
To: blm\_mt\_public\_access@blm.gov

Tue, Mar 3, 2015 at 10:35 PM

I am writing in support of building the East Side Route around the east perimeter of the Wilks property.

Greg Bailey

P.O. Box 582

1426 Washington Ave.

Havre, Mt 59501





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker

1 message

---

**Nick Siebrasse** <bowdude@itstriangle.com>

Tue, Mar 3, 2015 at 8:05 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Please get us back in the Bullwacker!  
Build the east road, west road or go up the middle.  
Nick Siebrasse  
4996 Bullhook RD  
Havre , Mt  
59501



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## COMMENT Bull Whacker Road

1 message

---

Randall Knowles <knowlesmontana@juno.com>  
Reply-To: knowlesmontana@juno.com  
To: blm\_mt\_public\_access@blm.gov

Tue, Mar 3, 2015 at 7:43 PM

I am pretty sure that Judge James F. Robert will insist that "eminent domain" be option 4.... So let us include it now. The formula for calculating the cost of an easement is: [Regional Price of similar type soil per acre multiplied by .5 ] X [ total acres of easement.] Roughly \$500 per ½ mile of 20 foot easement.

If eminent domain is not included, this process may drag out forever. This is tax payer money and it needs to be spent prudently. Randy

blm\_mt\_public\_access@blm.gov.

Send written comments by regular mail to:

**Bullwhacker Road Comments**

**Upper Missouri River Breaks National Monument**

**920 NE Main**

**Lewistown MT 59457**

The three primary road construction alternatives proposed by BLM are:

1. **West Side Route – Build a new road around the west perimeter of the Wilks property.**
2. **East Side Route – Build a new road around the east perimeter of the Wilks property.**
3. **NO ACTION – Do not build a new by-pass road.**



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Access EA

1 message

---

**Raymond Gross** <raygross0144@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Tue, Mar 3, 2015 at 7:21 PM

Mike Kania,

The BLM should construct a new, by-pass road around the Wilks property to gain public road access into the Bullwhacker watershed.

The public deserves acces to our public lands in the the Missouri River Breaks Monument.

Raymond Gross, Jr

355 Antelope Dr

Dillon, Mt 59725

raygross0144@gmail.com



3/6/2015

DEPARTMENT OF THE INTERIOR Mail - Bullwacker Rd



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker Rd

1 message

---

**Roger Allick** <rogandpat@centurytel.net>  
Reply-To: cte48510@centurytel.net  
To: blm\_mt\_public\_access@blm.gov

Tue, Mar 3, 2015 at 5:40 PM

Build the road on the Eastern Route, please.

Thank you,

Roger & Pat Allick



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access rd

1 message

---

**Bobbie Wrench** <arrowmedic790@yahoo.com>

Tue, Mar 3, 2015 at 4:29 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Build the road East side access  
Thank you

Bob W





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Project

1 message

---

**robertrector@bresnan.net** <robertrector@bresnan.net>

Tue, Mar 3, 2015 at 4:19 PM

To: blm\_mt\_public\_access@blm.gov

I support the East Side Option for the new road into the Bullwhacker area.

Thank you.  
Robert Rector  
4250 Inclination Way  
Missoula, MT 59803  
406-493-6529



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker

1 message

---

**Len - Ford Custom Homes** <len@fordcustomhomes.com>

Tue, Mar 3, 2015 at 3:57 PM

Reply-To: len@fordcustomhomes.com

To: blm\_mt\_public\_access@blm.gov

Dear Sirs – if the east side route is the most affordable and will yield a long-lasting, user-friendly road, then by all means, let's do that. The current situation of road blockage by the landowner is completely wrong and the public needs to have good access to such a beautiful part of the Breaks year-round. 'NO ACTION' is not an option.

Thanks, Len Ford, Kalispell



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**bullwacker acces road**

1 message

---

**Troy Spradley** <troydprw@nemont.net>  
To: blm\_mt\_public\_access@blm.gov

Tue, Mar 3, 2015 at 3:14 PM

I am responding to an email about comments for the bullwacker acces road.

I want the road built on the east side and use the federal employees from CMR refuge and the federal owned equipment to do it,

Troy Spradley

Culbertson mt



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Road

1 message

---

**Kyle Trafton** <kylet@alliedsteelmt.com>  
To: blm\_mt\_public\_access@blm.gov

Tue, Mar 3, 2015 at 11:57 AM

Gov,

Please build a road on the East side of the Wilks property!

Thanks,

Kyle Trafton

Shipping/Purchasing

Allied Steel

406-538-2374 x115



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Support for East Bullwhacker Access Alternative

1 message

---

**Grant Petersen** <grantpetersen@hotmail.com>

Tue, Mar 3, 2015 at 8:46 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

I fully support the alternative to build an access road from the east as the preferred alternative. The alternative is economically and environmentally feasible.

Thank You,  
Grant Petersen



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Public Access Bullwhacker Road

1 message

---

**Dick & Donna Shockley** <ddshockley@aol.com>  
To: blm\_mt\_public\_access@blm.gov

Tue, Mar 3, 2015 at 8:46 AM

This message is submitted to express my support of the proposal to provide public access to BLM public lands via a Bullwhacker Road along the east boundary of the Wilks property. Thank-you for consideration of my opinion.

Respectfully submitted, Richard H. Shockley 406-763-4605 627 Gateway South Road, Gallatin  
Gateway, MT. 59730



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road/Missouri Breaks National Monument

1 message

---

**Patrick J Johnson** <patrickjohnson01@gmail.com>

Wed, Mar 4, 2015 at 8:00 AM

To: blm\_mt\_public\_access@blm.gov

Thank you for accepting my comments regarding Bullwhacker Road and access to the Missouri Breaks National Monument. After carefully reviewing the issue and considering options, I offer the following comments:

1. Affording access to the monument is important, but it ought not be provided at the expense of violating the natural integrity of the monument. Building a new road would do precisely that.
2. A number of alternatives have been suggested including a land swap. This appears to be the preferable approach and one that I support.
3. Constructing a footpath open to horses and bicyclists should also be considered.
4. The by-pass routes under discussion are not a viable alternative and should be discarded.

Thank you,

Patrick J. Johnson  
519 Third Street  
Helena, MT 59601  
(406) 461-8557  
patrickjohnson01@gmail.com



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker scoping comment

1 message

---

The Pratts <real\_grumpy@hotmail.com>

Wed, Mar 4, 2015 at 7:28 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

March 4, 2015

Bureau of Land Management

Bullwhacker scoping comments

As a resident of central Montana, I view the Missouri Breaks Monument in general, and the Bullwhacker area in particular as one of the most unique natural treasures setting us apart from anywhere else in the country and the world for that matter. Since preservation versus exploitation of this resource was the main reason for designating it as a national monument in the first place, I would hate to see a new road slashed through it for any reason including access. This is tantamount to "reducing it to the lowest common denominator" where it becomes just like every other drive through for mechanized man. Therefore, I prefer NOTHING to be done rather than bull dozing in a new road!

With regard to other options for increasing access to the Bullwhacker area, I prefer a land swap if it could be done in the public interest where it ends up as a win-win situation for all parties concerned. Then the existing road could be used for access without further disrupting the aesthetic, archeological and wild attributes of the area as it presently exists. Although a new hiking/bridle trail being constructed would impact wildlife and other attributes of the area, I would prefer it over a road merely because the degree of impact would be greatly mitigated.

Respectfully submitted,  
Peter A. Pratt  
87 Pheasant Drive  
Lewistown, MT 59457





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bull whacked road

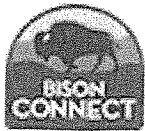
1 message

---

**Timothy Seidel** <tseidel02@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Mar 4, 2015 at 7:10 AM

I am in favor of alternative 3 the east road. Restore public access to Bulwhacker.



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road

1 message

---

**Gregory Bailey** <baileysgs@msn.com>  
To: blm\_mt\_public\_access@blm.gov

Tue, Mar 3, 2015 at 10:35 PM

I am writing in support of building the East Side Route around the east perimeter of the Wilks property.

Greg Bailey

P.O. Box 582

1426 Washington Ave.

Havre, Mt 59501



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**bullwacker rd**

1 message

---

**pro pump** <propump@usadig.com>  
To: blm\_mt\_public\_access@blm.gov

Tue, Mar 3, 2015 at 6:46 AM

I support building the East Road.

Al Hicks  
2621 s. ramshorn  
Laurel, Mt. 59044



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Access to Bullwacker Area

1 message

---

Michael bryson <mb4531@hotmail.com>

Tue, Mar 3, 2015 at 5:42 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

I have hiked the area several times and I believe that the east route is more favorable. The west route may be shorter, however the terrain would make it very difficult to maintain thus making it very expensive. Because of this, I favor the east route that was discussed at the Chinook meeting.

Signed; Michael B. Bryson  
Chinook, MT. 59523



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker Road

1 message

---

**Hugh Zackheim** <montanazac@mac.com>

Mon, Mar 2, 2015 at 11:33 PM

To: blm\_mt\_public\_access@blm.gov

Yes, we need permanent legal public access into the Bullwacker area. However, BLM also needs to ensure that the alternative selected does not compromise the natural values of the lands we are trying to access. If the logical and environmentally sound route is on the uplands (where the existing road is located), it will be worth some time and effort to see if this route can be secured for public use by working with the landowner to purchase the road easement or to do a land exchange that would be acceptable to Montana hunters and recreationists. To rush into new road construction, without fully investigating alternatives, may not be the proper course of action.

Hugh Zackheim  
315 Ming Place  
Helena, MT 59601

## Central Montana Outdoor

March 1, 2015

**Bullwhacker Road Comments  
Upper Missouri River Breaks National Monument  
920 NE Main  
Lewistown MT 59457**

Greetings,

Please find below the scoping comments from the Central Montana Outdoors Club regarding the proposal by the BLM Missouri Breaks Monument office to construct a new road access into the Bullwhacker watershed area of the Missouri Breaks Monument.

Central Montana Outdoors is an organization of hunters, anglers and other outdoor recreationists who are knowledgeable about the federal and state public lands in Central Montana. Because we depend on these lands for our recreational opportunities we engage decisions by BLM that will affect these lands. We also offer the advice founded on our years of actually visiting these lands.

**We recommend the following In regard to the BLM proposal to construct a new bypass road into the Bullwhacker Watershed:**

- 1. Build a new road into the Bullwhacker Watershed to bypass the Wilks property so the public will once again have road access to 50,000 acres of BLM land currently lacking historic road access. Construction of a new road to provide public motor vehicle access to the Bullwhacker Watershed is in the broad public interest.**
- 2. The East Side Route alternative is our preferred alternative.**
- 3. After construction of the new By-Pass road is complete BLM should close the short strip of the original Bullwhacker Road on BLM land between the new route and the south boundary of the Wilks property.**
- 4. Central Montana Outdoors strongly opposes the “No Action” alternative unless this alternative is the only option to avoid dealing with a land exchange proposal involving the Durfee Hills BLM parcels.**

CMO members have received information that indicates the cost estimates offered by BLM staff for road construction are much too high. Please compare the cost estimates given for this road with the actual costs of building the longer, more difficult road into the Lime Kiln timber fall. With a more realistic construction estimate we submit that private funds combined with the \$186,000 road maintenance budget listing could well pay for this new road within current budget.

The public needs road access into the Bullwhacker ASAP. We are concerned that BLM is not proceeding on this process in a manner that will start construction in the foreseeable future. BLM should move this process forward as quickly as possible.

Year round motor access into the Bullwhacker is specified in the Travel Management section of the BLM Resource Management Plan for the Upper Missouri Breaks National Monument. Closure of the original right-of-way by state action does not mean BLM is relieved of its responsibility to provide the public access cited in the Monument Resource Management Plan.

**Feasibility of Road Construction** – Construction of a new bypass road around the Wilks property is quite feasible. BLM can obtain a public-private partnership to mitigate costs and the east side route offered in the EA document is a physically adaptable route.

**The public access interest is clear: build the new bypass road.**

Remember that the purpose of constructing a new road into the Bullwhacker is to restore historic, previously existing public road access. As BLM staff has noted in the scoping meetings, the Bullwhacker area already has public access by way of river, airstrips, foot and horse travel. This area cannot be considered a 'wilderness' type area, and words like 'pristine' do not apply. This is wild backcountry but it also is a working landscape with road, fences, water tanks, airstrips, corrals, buildings and so forth. Constructing a new bypass road around the Wilks property will have no negative effect on the established character of the area.

**Respectfully Submitted,**

**Mark Schwomeyer,  
President  
Central Montana Outdoors**



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road

1 message

---

David Rummel <davey2dogs@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Mon, Mar 2, 2015 at 10:24 PM

I am in favor of building a road on the east perimeter of the Wilkes property.





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road

1 message

---

**Roger** <regorp77@msn.com>

Mon, Mar 2, 2015 at 8:56 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Dear BLM-

As an avid outdoors person I urge you to build the Road to give public access to Bullwhacker Coulee.

Thank You,

Roger Peffer  
2517 9th Ave So.  
Great Falls, MT 59405



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker road

1 message

---

**Brian Koelzer** <rocknrollbowhunter3@yahoo.com>

Mon, Mar 2, 2015 at 8:39 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Build the east road! Thanks

Sent from my iPhone



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**new, by-pass road around the Wilks property to gain public road access into the Bullwhacker watershed.**

1 message

---

**Richard Siberell** <rs@rixhaus.net>

Mon, Mar 2, 2015 at 8:39 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Please build the Road.

Access to public recreational land is VERY important to me and my family,

Thanks and best regards,

Richard Siberell/  
RIX HAUS INC  
12311 Ann Lane  
Bozeman, Montana USA  
59718  
406.581.2699  
rs@rixhaus.net

A handwritten signature in black ink, appearing to be a stylized 'R' or similar character, located in the lower right quadrant of the page.



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road

1 message

---

**Dan Kleinjan** <automotive\_2@msn.com>  
To: blm\_mt\_public\_access@blm.gov

Mon, Mar 2, 2015 at 5:43 PM

The East Side Route would be great ! BUILD THE ROAD !

Dan Kleinjan  
1000 14th St Sw  
Gt Falls, Mt 59404  
406 452 6602



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**(no subject)**

1 message

---

**Brian Krings** <bkrings@midrivers.com>  
To: blm\_mt\_public\_access@blm.gov

Mon, Mar 2, 2015 at 5:35 PM

East road please

Thanks

Brian Krings



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Build the road

1 message

---

**Rex Rogers** <rrtradbow@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Mon, Mar 2, 2015 at 5:31 PM

I support building the east access route for the Bullwhacker bypass road.

Rex Rogers



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**please construct a bypass road**

1 message

---

**jason birdwell** <jwbirdwell@yahoo.com>

Mon, Mar 2, 2015 at 4:04 PM

To: blm\_mt\_public\_access@blm.gov

For numerous reasons I hole heartedly believe you folks at the BLM agree with, please build a bypass road around the Anchor Ranch (Wilks property) to allow the public to access our land in the Bullwacker. Thank you  
Jason Birdwell



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker Access

1 message

---

**Andy Nielson** <andyn@alliedsteelmt.com>  
To: blm\_mt\_public\_access@blm.gov

Mon, Mar 2, 2015 at 3:58 PM

To Whom It May Concern:

We need to build the road and the east route is the best option I see.

Thank you,

Andy Nielsen





Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

---

**Bullwhacker Road Comments**

1 message

---

**Travis Heater** <tr\_heater@hotmail.com>

Mon, Mar 2, 2015 at 3:45 PM

To: "blm\_mt\_public\_access@blm.gov" &lt;blm\_mt\_public\_access@blm.gov&gt;

Mike Kanya,

I have spent many days enjoying the Bullwhacker area either during the many deer and sheep hunts I have done via backpacking, or day hikes from the river while floating the Upper Missouri River Breaks. This is a very unique and special area, as it is one of the very few large prairie/badlands habitats left in the United States that retains wilderness characteristics. Personally, I would prefer that no new motorized route is established through or around the Wilks Brothers property, but due to the large amounts of vehicles accessing the area through private property I fully understand the need for a public motorized access route to allow the public the same level of access as those with private connections. The main thing I DON'T want to see happen, is the BLM once again persuing the Wilks Brothers ill advised land trade proposal involving the Durfee Hills. Although limited to aviation access to the public, the Durfee Hills provide one of the very few public hunting options for one of the largest elk herds in Montana.

Thank you,

Travis Heater

406-360-6135

PO Box 1686

Trout Creek, MT 59874



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Comments

1 message

---

Travis Heater <tr\_heater@hotmail.com>

Mon, Mar 2, 2015 at 3:45 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Mike Kanya,

I have spent many days enjoying the Bullwhacker area either during the many deer and sheep hunts I have done via backpacking, or day hikes from the river while floating the Upper Missouri River Breaks. This is a very unique and special area, as it is one of the very few large prairie/badlands habitats left in the United States that retains wilderness characteristics. Personally, I would prefer that no new motorized route is established through or around the Wilks Brothers property, but due to the large amounts of vehicles accessing the area through private property I fully understand the need for a public motorized access route to allow the public the same level of access as those with private connections. The main thing I DON'T want to see happen, is the BLM once again persuing the Wilks Brothers ill advised land trade proposal involving the Durfee Hills. Although limited to aviation access to the public, the Durfee Hills provide one of the very few public hunting options for one of the largest elk herds in Montana.

Thank you,

Travis Heater

406-360-6135

PO Box 1686

Trout Creek, MT 59874



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker bypass road BLM proposal

1 message

---

**Kevin Larson** <maverick76@midrivers.com>  
To: blm\_mt\_public\_access@blm.gov

Mon, Mar 2, 2015 at 3:49 PM

To whom it may concern:

Honestly, I believe that it is sad that the road is not already built. In my mind it is a no brainer!!! The east or west road does not matter to me, as long as when all this is done, there is motorized access around the Wilks property to the 50,000 "public" acres they are enjoying keeping hostage.

Thank you,

Kevin Larson



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## NEW ROAD

1 message

---

**Dan L. Bertus** <Dan.Bertus@cesco.com>

Mon, Mar 2, 2015 at 3:36 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Please build the east side route. When there is a chance to expand recreational activities not only for Montana's but for people from other states. We cannot loose this opportunity to keep land from being locked up.

Thank You

Dan Bertus

Account Manager

Crescent Electric Supply Co.

100 9th AV. S.

GREAT FALLS, MT. 59405

dlb217@cesco.com

office 406-727-1039

cell 406-788-0987



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Build the road

1 message

---

**Erik Argotti** <erikargotti@yahoo.com>

Mon, Mar 2, 2015 at 3:09 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

I support building an east access route into the bullwacker drainage on the Missouri River.  
Thank you  
Erik Argotti

Sent from my iPhone



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road

1 message

---

**Doug Krings** <doug@alliedsteelmt.com>  
To: blm\_mt\_public\_access@blm.gov

Mon, Mar 2, 2015 at 3:12 PM

It is very important to me that a new road is built into the Bullwhacker watershed. I would like to see the new route on the East side.

I would not accept the No Action Alternative.

Thank you,

William Douglas Krings

406-350-0451



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Road

1 message

---

**Beth Kirsch** <bkirsch@lewistown.k12.mt.us>  
To: blm\_mt\_public\_access@blm.gov

Mon, Mar 2, 2015 at 2:45 PM

In favor of building the east side route.

—  
Beth Kirsch  
3rd Grade Teacher  
Garfield Elementary School

## An Idea Whose Time Has Come

A trail to access the Bullwhacker area in the Missouri Breaks is an excellent idea - and an immediately feasible one. BLM should not delay - make it top priority in 2015. This is an idea whose time has come.

The concept of trail access to the Bullwhacker gained public approval during BLM's public scoping meetings in December and January. As has been stated by Beth Kampschorr (director of the Friends of Missouri Breaks), "it would allow for public enjoyment by bike, horse, or on foot. And it would protect the Monument by obviating the need for a major road that would cut up some really good habitat for mule deer, elk and sage grouse mentioned as objects of the Monument in the 2001 Proclamation."

BLM's proposed routes for vehicular traffic to bypass the Anchor Ranch would make excellent trails. One of these routes is to the east of the disputed portion of the Anchor Ranch, and the other is to the west. Either trail route would lead the visitor through some grandly wild country with much less disruption to the landscape and wildlife than a vehicular road.

Either trail could be built, with considerable money left over, by the funds set aside since March 2011 for maintenance of the privatized Anchor Ranch road. Even better, trails laid out on *both* of the proposed road routes would make a great trail system, with "left over" money to pay for more trail construction and/or needed mitigation projects throughout the Missouri Breaks.

Currently BLM has no designated trails in the Missouri Breaks Monument. A new trail or (trail system) leading to the Bullwhacker is an opportunity whose time has come. Many people hike and recreate in Central Montana - in the Snowies, the Judiths, and the Belts - but by and large they do not venture into the Breaks. The Missouri Breaks is a spectacular land of deep ravines, dead end gulches, and rugged escarpments, but simply stated, Montanans do not know where to go, and they are afraid of getting lost. How can BLM expect Montanans to love and support the Monument, if they do not know what to do, how to do it, or where to go?

Instead of the "Bullwhacker Road", we'd have the "Bullwhacker Trail". The first BLM designated trail in the Monument - this could set a new precedent for BLM, with more trails soon to be designated!

There is new talk of a possible land exchange which would provide public access once more on the road through the Anchor Ranch. In many ways, this is the best



solution, but this could take years to be finalized. Trail access to the Bullwhacker can be completed this summer! Then if the land exchange were ever to come to fruition, we, the public, will still have the wonderful BLM Bullwhacker Trail in our Missouri Breaks Monument. Also, it could come to pass that a newly designated BLM public trail around the Anchor Ranch would sponsor more seriously motivated ideas about a workable land exchange from the owners of the Anchor Ranch.

Mary Frieze

1116 West Evelyn Street  
Lewistown, MT 59457  
535-7380

February 28, 2015

Bureau of Land Management  
920 NE Main  
Lewistown, MT 59457

I am writing to provide comment on proposed options for restoring access to Bullwhacker.

I attended the Bureau of Land Management (BLM) scoping meeting in Billings on January 15 to hear proposed options and alternatives to regain access to the Bullwhacker. At that meeting, BLM staff said that in addition to building one of two bypass roads into the Bullwhacker or taking no action, they would also consider a land exchange to regain access to the Bullwhacker Road as long as it was in the public interest. The majority of people at the Billings meeting appeared to agree with the land exchange alternative if it could be accomplished quickly and efficiently.

I strongly support the land trade alternative for several reasons as follows:

- It would protect public lands and Missouri River Breaks Monument by eliminating the need to build an additional 50-foot wide, 5.5+ mile long new road. Any new construction would create significant negative impacts on the land itself and on habitat for mule deer, elk, antelope, sage grouse and other wildlife.
- Building a new additional road is not financially prudent for the American taxpayer or for the BLM when other alternatives like a land exchange exist. BLM indicated at the scoping meeting that "We do not have the budget to build this road." It does not make fiscal sense to start a project that cannot be finished.
- Road density is a detriment to wildlife habitat and archaeological/historical sites. Another road will have a very negative impact on elk herds for which the Breaks are known and on greater sage grouse which is close to being listed under the Endangered Species Act. More routes also risk accidental and intentional damage to archaeological objects.
- A land trade would be a positive cooperative model for resolving problems without expending limited financial resources.

Thank you for the opportunity to comment on this very important matter.

Rita Harding  
123 Alderson  
Billings, MT 59101  
406-259-7586



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker Road EA Comments

1 message

---

Mike Getman <mhg4556@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Sat, Feb 28, 2015 at 3:00 PM

I support construction of a new bypass road along the 'East Side' route as described in the EA. I urge the BLM complete this planning process quickly, obtain the necessary funding to implement this alternative, and to proceed with construction as soon as possible.

Mike Getman  
1607 Golden Eagle DR  
Lewistown, MT 59457  
mhg4556@gmail.com



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Comments on Bullwhacker access

1 message

---

**George Alderson** <george7096@verizon.net>  
Reply-To: george7096@verizon.net  
To: blm\_mt\_public\_access@blm.gov

Mon, Feb 23, 2015 at 8:24 AM

Dear BLM:

Please consider this message as our comment on the Bullwhacker access problem. We submitted comments on this area in 2006 when an RMP for the monument was being written. We live far from the area, but we have friends in Montana who know the Missouri Breaks. We compliment BLM on being entrusted with management of the national monument.

Over the years the public has expressed great interest in protecting wilderness values in the Bullwhacker – Cow Creek complex, as it is the largest wild segment of the monument. Future public use of the monument will be enhanced by giving full protection to wilderness values in the Bullwhacker area. That should be the top priority in this decision.

Either of the road alternatives would damage the wildlife habitat values and the wilderness values of Bullwhacker. We favor other alternatives that would make a new road unnecessary.

1. Acquire the 2,000 acres of private property by land exchange.
2. Acquire a right of way through the private lands, either by a land exchange or by outright purchase, by eminent domain if necessary. This would make the Bullwhacker road available to the public for diverse purposes.
3. Build a foot or horse trail. This would keep the wildlife habitat intact and protect wilderness values. Vehicular access would not be provided, but visitors would be able to enter the monument by bicycle, horse, or on foot. In addition, the airstrips would remain available for visitors arriving by small aircraft.

For us the most important point is to avoid building any new roads in Bullwhacker. Any alternative would be preferable to a new road.

Sincerely,  
George & Frances Alderson  
112 Hilton Ave.  
Catonsville, MD 21228



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## bullwacker

1 message

---

**nkenter@kenterphotography.com** <nkenter@kenterphotography.com> Sun, Feb 22, 2015 at 12:01 AM  
To: blm\_mt\_public\_access@blm.gov, %@does.localhost, not@localhost.localhost, exist@localhost.localhost, in@localhost.localhost, your@localhost.localhost, contacts@localhost.localhost

While land in the Bullwacker area is appealing, please do not trade the Durfee Hills land for that acreage. I have hunted Durfee Hills. Without access to that area there would be no access to hundreds of elk that belong to the public. The Wilkes would have them locked up for their own private hunting lodge which is already under construction.

Please don't give away this public land for any reason.

Nelson Kenter  
[www.kenterphotography.com](http://www.kenterphotography.com)



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker scoping comments

1 message

---

**Bill Hallinan** <wjhallinan@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Thu, Feb 12, 2015 at 8:04 PM

Dear Scoping Committee,

Please do not build a bypass road into the Bullwhacker. The road would be costly to build and perhaps more costly for wildlife habitat. The rationale of the road – public access – is commendable, but this is a case where construction of a new road is unwarranted.

Other options that are acceptable are building foot/horse bypass trail or, simply, taking no action. At some point, there will be new owners, and perhaps they will be amendable to opening the road.

Also, if there is an opportunity to trade the Wilkes brother parcel for like land, land that is not essential for wildlife habitat, nor infringes upon other public interests, then such a trade may be reasonable after, of course, a fair public hearing.

So, there you have it. Thank you for all you do.

Best regards,

Bill Hallinan

438 Clarke Street

Helena MT 59061

406-449-2701



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker

1 message

---

ryan kuehn <ryank411@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Fri, Feb 20, 2015 at 10:23 PM

Dear BLM,

I strongly oppose the building of either Bypass Route #1 or Bypass Route #2 in the Bullwhacker area for the following reasons:

1. Neither route is financially prudent for the American taxpayer, or for the BLM. BLM said at the January scoping meeting in Billings that the east side bypass – 5.8 miles, through three major coulees, and requiring 43 culverts, would cost roughly \$600,000. BLM said the west side route, with 61 culverts, would cost 40-50 percent more. Neither of these rough estimates includes maintenance costs.

2. BLM Central Montana District Manager Stan Benes said at the meeting, "We do not have the budget to build this road." We are wondering where the money is going to come from. Given that BLM operates on tight budgets, we would be curious to know what projects, programs or focus areas will be cancelled or delayed due to this roads-building project. The Friends and our volunteers are particularly concerned about the fate of our cottonwood restoration collaborative with the Friends, BLM and the Conservation Districts Council if BLM has to pay for and staff this road-building project.

A plausible alternative to allow the public access to this area would be construct a minimum maintenance hiking/horse trail into the area. This alternative would much less intrusive and strike a better balance between the negative effects a road would have on the monument and it's wildlife while still ensuring the public has reasonable access to this majestic area. It is in the public's interest to preserve the characteristics of some of last remaining pockets of true wild areas in the lower 48.

Sincerely,

Ryan Kuehn

518 W Shields St

Lewistown, MT 59457

612-327-7526



Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

---

**For Mike Kania in regard to the Bullwhacker Access Road**

1 message

---

**Karl Gies** <skyland@midrivers.com>  
To: blm\_mt\_public\_access@blm.gov

Thu, Feb 12, 2015 at 4:48 PM

The new bypass road into the Bullwhacker Watershed should be built so the public will once again have road access to 50,000 acres of BLM land currently locked up. Remember that the purpose of constructing a new road into the Bullwhacker is to restore previously existing public road access and I favor the proposed east side access. The BLM should move this process forward as quickly as possible. I will never be in favor of denying sportsmen and hunters access to public property. Not building an access road is not an option with me. I have long been a staunch advocate of public access to public lands and will never vote for the transfer of the Durfee Hills to the Wilks Brothers or anyone else. The original intent of the legislation to enable the State of Montana to trade lands can be argued forever. Back then though people with a lot of money were not buying up Montana and locking the public out. When the Montana Stream Access legislation regulations came into effect it was immediately attacked and taken to the U. S. Supreme Court after going through the Montana Supreme Court, a federal judge and the Ninth Circuit Court of Appeals. It recently came under attack again by wealthy out of state land owners. Atlanta media mogul James Cox Kennedy attacked stream access at the Seyler Lane bridge and the totality of the Montana stream access law. The SEYLER LANE CASE TRIAL was held before the Montana Supreme Court in 2012 and Mike Chapman and myself attended the trial held in Bozeman. This court upheld stream access and the Montana Stream Access law in the ensuing decision. This all started back in the eighties and got me involved in preserving public access to public lands in Montana. Denying public access to public lands has caused me to join the Public Land Water Association (PLWA) and I served six years on the FW&P Citizens Advisory Council for Region Four. These six years on the Region Four CAC have clearly shown me the number one issue with Montana sportsmen is access to public lands. The Wilks, Kennedy and many others are continuously trying to subvert public access by closing roads without proving anything, trading for public properties etc. and they never quit. In the case of James Cox Kennedy he actually has more money than the State of Montana. I will never favor or condone trading the Durfee Hills to the Wilks Brothers for anything that is not overwhelmingly in favor of the public and sportsmen. Rest assured that this is never going to happen. The Wilks Brothers will only do something that favors their own interests. cheers, Karl Gies





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Access

1 message

---

Ehrhardt, Patty <pehrhardt@paml.com>

Thu, Feb 12, 2015 at 11:43 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

My name is Patty Ehrhardt and I have lived in Montana for over 23 years. I am also the president of the Great Falls Chapter of Safari Club International. As a club supporting hunting and the conservation of wildlife, I am in favor of any proposals to establish access in this area. From what I have been told, it appears that the east side alternative road would be the best approach as well as the cheapest and easiest.

The sooner this is open to the public, the better.

Thank you for all your hard work.

Patty Ehrhardt

26 Cub Drive

Great Falls, MT 59404

406-868-7245

Patty Ehrhardt

C~406-868-7245

F~ 509-755-8870

[pehrhardt@paml.com](mailto:pehrhardt@paml.com)

### PAML EMAIL DISCLAIMER:

Information contained in this message may be privileged and confidential. If the reader of this message is not the intended recipient, be notified that any dissemination, distribution or copying of this communication is strictly prohibited. If this communication is received in error, please notify the sender immediately by replying to the message and deleting from your computer. Thank you.





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Comments

1 message

---

Glenn Ferren <gferren@yahoo.com>  
To: blm\_mt\_public\_access@blm.gov

Sun, Feb 1, 2015 at 11:17 PM

The new bypass road into the Bullwhacker Watershed is in the broad public interest. It must be built so the public will once again have road access to a major portion of the Missouri Breaks Monument now essentially locked up.

I support construction of the new bypass road along the 'East Side' route described in the EA, and urge proceeding with construction as soon as possible.

Glenn Ferren, 331 cabin city loop, Saint Regis, MT 59866 (406) 678-0795 gferren@yahoo.com

Historically, the public has had vehicle access to this area since homestead days.

Year round motor access into the Bullwhacker is specified in the Travel Management section of the BLM Resource Management Plan for the Upper Missouri Breaks National Monument. Closure of the original right-of-way by state action does not mean BLM is relieved of its responsibility to provide the public access cited in the Monument Resource Management Plan.

BLM continues to assert an agency policy of improving public access. BLM also has cited the Bullwhacker as its top priority for achieving public access to BLM administered land in Montana. This means BLM must take action.

Approximately 50,000 acres of BLM land is without motor vehicle access because of the current situation in the Bullwhacker Watershed .

Feasibility of Road Construction - Construction of a new bypass road around the Wilks property is quite feasible. The east side route offer is the most physically adaptable route and is about half the cost of the west side route. BLM can obtain a public-private partnership funds to mitigate costs.

(After construction of the new By-Pass road is complete BLM should close the short strip of the original Bullwhacker Road on BLM land between the new route and the south boundary of the Wilks property.)

BLM should proceed with the business at hand, which is construction of the new by-pass road, east side route.

Sincerely,  
Glenn D Ferren



Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

---

## Bullwacker Access

1 message

---

Randy Gray <randygray@gmail.com>  
Reply-To: randygray@gmail.com  
To: blm\_mt\_public\_access@blm.gov  
Cc: Randy Gray <randygray@gmail.com>

Sun, Feb 1, 2015 at 5:37 PM

Dear BLM:

I attended your open house in Great Falls Dec 2, 2014. I am a retired attorney, former mayor of Great Falls and was on the BLM Central MT RAC for 2 terms. I am a native of Great Falls and a long time supporter of and volunteer with American Prairie Reserve. In those various roles, I have followed issues about as well as hiked and canoed for years in the Breaks area.

I appreciated the good staff presentation in Great Falls and the opportunity for the briefing. Of the three action alternatives presented, it seems clear to me that the agency is premature in anything other than the "no action" alternative at this time.

I suggest creation of a work group representative of interest groups and with knowledgeable individuals including lawyers experienced in easement law and a county commissioner. It is plain to me that more exploration needs to be done with the property owner on a possible negotiated solution. If Governor Bullock's good offices could be harnessed via John Tubbs, Tracy Stone Manning or Jeff Hagener you might have more horsepower to properly evaluate the full legal situation, have an independent moderator for the working group and explore whether an alternative approach might be available.

I would rather see no new road duplicating the current road, either on the east or the west. **More road density in the Bullwacker is not a good result for the resource.** How about exploring with the landowner vehicular access along the existing road upon signing in and only during late summer and fall, to avoid damage during wetter seasons. Or allowing the landowner to close access in wet conditions (based on NOAA forecasts and precipitation over previous 24 hours) by posting that action on a FWP or BLM website for advance notice to the public. Or starting out with permissive access so that the landowner can revoke it if the public abuses the privilege. Maybe BLM and FWP could jointly hire a warden/ monitor to manage such a system on the ground for the months that access is allowed.

And perhaps the road from the south side of the property owner's line should be closed to all vehicular traffic (including that owner) unless some accommodation is reached. That would avoid those owners being the only ones with vehicular access to the public lands surrounding them.

If a negotiated solution is not possible, then consider creating an alternative public route on the east side of the private property- but for ATVs rather than full size vehicles. It would greatly reduce construction costs and cause much less erosive and maintenance problems and costs.

Bottom line, what's wrong with having one large prairie/ breaks habitat in Montana this is not easily accessible by motorized means??

Thanks for your presentation and consideration,

Randy Gray  
2114 3rd Ave No.  
Great Falls, MT 59401



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker

1 message

---

**charles murtagh** <charleymurtagh@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Jan 21, 2015 at 6:06 PM

The best option is to build a road or atv path on existing BLM land . The trading of public land for access or some other land is a bad idea. The public will lose hunting and other recreation opportunities. We would be essentially be trading away something we own, for something we already own. Doing nothing would even be better than getting a bad deal. We can go around the private land with a road, path, and keep our public land. Thank you. Charles Murtagh 1245n.25th..#101 Bozeman Mt. 59718 406-548-1275





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Upper Missouri Breaks National Monument

1 message

---

Charles R. Neal <ckrneal@bresnan.net>

Sat, Jan 17, 2015 at 6:05 PM

To: blm\_mt\_public\_access@blm.gov

Dear Sirs:

I am writing to let you know that I support land exchanges or land acquisitions to consolidate federal ownership in the Upper Missouri Breaks National Monument as referenced in the article in the Billings Gazette 17 January 2015.

I also urge you to NOT build any new roads in the Monument, but instead begin to eliminate existing ones.

Sincerely,

Chuck Neal  
1526 Alger Avenue  
Cody, Wyoming 82414



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**(no subject)**

1 message

---

**Steve Derting** <steve\_derting@yahoo.com>

Sat, Jan 17, 2015 at 9:49 AM

Reply-To: Steve Derting <steve\_derting@yahoo.com>

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Please build a road on the east side of the Wilks Anchor Ranch. As a long time user of the Missouri Breaks for both hunting and fishing, access to OUR public lands is of paramount importance. Please help us get to these lands.

Thank you

Steve Derting  
Billings MT 59101  
406-671-5828





3/6/2015

DEPARTMENT OF THE INTERIOR Mail - Bullwhacker access



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access

1 message

---

Alan Dreesbach <altamt1@gmail.com>

To: blm\_mt\_public\_access@blm.gov

Wed, Jan 14, 2015 at 11:33 AM

I am writing in support of construction of a new public access rout - preferably the East side route alternative.



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker Access

1 message

---

**Richard Juntunen** <rma.juntunen@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Jan 14, 2015 at 9:54 AM

Please go ahead and restore access to this area as soon as possible. I would also encourage the BLM to enforce existing access to numerous trails along the CMR that have been closed illegally by landowners.

Richard Juntunen

—  
Resource Management Associates, Inc.  
259 McClellan Creek Road  
Clancy, MT 59634

Cell - 406-431-0506  
Office- 406-442-3048  
Fax - 406-443-3633





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**Bullwacker access should remain open to the public. It is a great area. Please keep open for my family and yours. It should not be closed for the few. Chris Winstead 5090 clearview rd. Belgrade**

1 message

---

**Chris Winstead** <chris@hardscrabblemountain.com>

Tue, Jan 13, 2015 at 12:25 PM

To: blm\_mt\_public\_access@blm.gov



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker

1 message

---

**Stuart Reynolds** <stuinmt@itstriangle.com>  
To: blm\_mt\_public\_access@blm.gov

Mon, Jan 12, 2015 at 2:52 PM

Access to the Missouri Breaks Monument is blocked by private action. I understand that legal avenues failed (why I do not know). These are now public lands, by edict, and there is an obligation to allow access by the citizenry to use those lands.

I favor the construction of a new road to the Monument lands, preferably the least expensive, safe route.

SAR

Stuart A. Reynolds MD, FACS

570 Road 403 North

Havre, MT 59501

Home/ business: 406-265-9785

Mobile: 406-262-4934

406-399-3714

Email: stuinmt@mtintouch.net



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access

1 message

---

Halvorson, Corey M LtCol USAF ANG 120 CF/CC <corey.halvorson@ang.af.mil> Mon, Jan 12, 2015 at 11:58 AM  
To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Please let it be known that I am in support of building road access to the 50,000 acres currently being shut off to public access. It is a travesty that the closure was ever allowed. New access must be built to regain public access to the area (Missouri River Monument area). This area has been accessible my entire life until recently when big money was allowed to close it off for their own greed.

My preference would be to construct the east side bypass route as depicted on the EA map but the west access could work as well. Being a responsible custodian of taxpayer dollars, the east access appears to be more cost effective.

Even though the agency failed to defend the public's access during state court challenge, I am confident that the BLM now has the best interest of all and can easily correct the injustice that has taken place. This can and should be accomplished by constructing the east route and immediately upon completion close the original Bullwhacker access on BLM controlled land.

Again, please give favorable consideration to a new east access route into the Bullwhacker area.

Respectfully,

Corey Halvorson



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road

1 message

---

**Mike England** <mengland21@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Sun, Jan 11, 2015 at 11:13 AM

January 11, 2015

To Whom It May Concern:

This letter is to voice my support for building a new access road into the Bullwhacker area, around the Wilks property. I think the east-side route is the best, but the west side route will do – the important thing is to maintain public access to public land. The Missouri Breaks area is a national treasure, designated and protected so that people may experience and enjoy it as such. Please build a new road and leave something for all Americans to enjoy, not just a wealthy few.

Sincerely,

Mike England  
Bozeman, MT  
mengland21@gmail.com





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Comments

1 message

---

**Mike Nutter** <mikenutter34@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Fri, Jan 9, 2015 at 11:42 AM

I would like to see a road that would give access like it was 25 -30 years ago.

The East Side would be the better of the two.

Thank You

Mike Nutter



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Access

1 message

---

**Michael Shepard** <michaelshepard7@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Wed, Jan 7, 2015 at 10:21 AM

Mt input is simple so all will understand. Build the new PUBLIC ACCESS ROAD...period. I am tired of our public lands being held hostage for whatever reason. Build the new access road..thanks Mike Shepard, 351 7th Ave East N., Columbia Falls, Mt 59912



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Comment on Bullwhacker Road Bypass

1 message

---

Lee Gustafson <gus2040@outlook.com>

Tue, Jan 6, 2015 at 5:05 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

In regard to the subject EA, I would like to add my voice to the many voices strongly advocating for the bypass . I am an active member of the Laurel Rod and Gun Club and most of our members are hunters who have an active interest in all the habitat and game in that area of the breaks. They would be very disappointed if the promised road were not built.

Thanks

Lee Gustafson, 2040 Saddleback Drive , Laurel, MT 59044  
406-628-7278  
Sent from Windows Mail



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Access

1 message

---

Danny Moore <bigdanmt@yahoo.com>

Mon, Jan 5, 2015 at 8:36 PM

Reply-To: Danny Moore <bigdanmt@yahoo.com>

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

I think the best and cheapest way to access Bullwhacker would be from Spencer's Cow Camp and Cow creek. That's the way I access it now -it is much faster coming off Hays Road. I live in Landusky in the summer and fall months. It will be the shortest route, only taking 15 min on my four wheeler to get from the cow camp to the airport on Bullwhacker road. One hard right turn about 1/2 mile below Gilmore cabin gets you there. The original road has been there for years. It would not take very long to fix what is there.

There is another route, coming from the cattle pens on the Spencer's Cow Camp Road which comes out at Gilmore cabin. It is a much longer access and will cost much more to fix it. It is a road that has been there for years and it would not be adding any new roads.

Danny Moore  
75 Haywire Trail  
Kalispell, Mt. 59901  
406-756-7395  
406-261-2466  
bigdanmt@yahoo.com



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Access

1 message

---

**Danny Moore** <bigdanmt@yahoo.com>

Mon, Jan 5, 2015 at 8:36 PM

Reply-To: Danny Moore <bigdanmt@yahoo.com>

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

I think the best and cheapest way to access Bullwhacker would be from Spencer's Cow Camp and Cow creek. That's the way I access it now -it is much faster coming off Hays Road. I live in Landusky in the summer and fall months. It will be the shortest route, only taking 15 min on my four wheeler to get from the cow camp to the airport on Bullwhacker road. One hard right turn about 1/2 mile below Gilmore cabin gets you there. The original road has been there for years. It would not take very long to fix what is there.

There is another route, coming from the cattle pens on the Spencer's Cow Camp Road which comes out at Gilmore cabin. It is a much longer access and will cost much more to fix it. It is a road that has been there for years and it would not be adding any new roads.

Danny Moore  
75 Haywire Trail  
Kalispell, Mt. 59901  
406-756-7395  
406-261-2466  
bigdanmt@yahoo.com



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bulwacker Road

1 message

---

**russell vance** <russbow98@yahoo.com>

Mon, Jan 5, 2015 at 2:35 PM

Reply-To: russell vance <russbow98@yahoo.com>

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

EAST around the jerk.



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Comments

1 message

---

**Jim Borowski (CodyCo)** <codyco@cyberport.net>  
To: blm\_mt\_public\_access@blm.gov

Mon, Jan 5, 2015 at 2:25 PM

Gentlemen:

I support the building of a road around the Wilkes Anchor Ranch property in Blaine County to allow public access into the Bullwhacker watershed.

I encourage you to build the road according to the East Side Route as proposed by the BLM and would hope that construction could start this year, allowing public access as soon as possible thereafter.

Thank you.

Jim Borowski  
Kalispell, MT



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access now

1 message

---

David Brooks <missoulabrooks@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Mon, Jan 5, 2015 at 2:10 PM

Please count my support for the East Side access road into the Bullwhacker watershed. The public has the right to access public land.

Thank you,

David Brooks  
1216 Yellow Pine St.  
Missoula, MT 59802  
406.728.0346





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker bypass road BLM proposal

1 message

---

Joe Goss <Joe@strongholdrealty.net>  
To: blm\_mt\_public\_access@blm.gov

Mon, Jan 5, 2015 at 9:34 AM

To Whom it may concern,

I want to submit my comment supporting construction of this new by-pass road on the east side route. The East Side Route seems to have the most favorable possibilities and most physically adaptable route. Please consider building a new road around the east perimeter of the Wilks property.

Joe Goss





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bull wacker Access Road

1 message

---

**Mo Henman** <mo.henman@westernemulsions.com>

Sun, Jan 4, 2015 at 6:22 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

I am in SUPPORT of constructing an access road around the Wilks property to the Bullwacker area in the Missouri Breaks! Thank you, Del Henman, Member of the Laurel Rod and Gun Club, Montana.

Sent from my iPhone



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## East side road

1 message

---

Patrick Hover <swirl86309@gmail.com>

Sun, Jan 4, 2015 at 4:16 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

I submit we press with the East side road to grant access to this resource!

Thank you

Patrick Hover

Sent from Patricks iPad



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Issue

1 message

---

**waterboy@nemont.net** <waterboy@nemont.net>  
To: blm\_mt\_public\_access@blm.gov

Sun, Mar 8, 2015 at 1:54 PM

To whom it may concern,

Please build a new access road into the breaks around the private portion of the Bullwhacker road. Please choose the eastern proposed route.

Thank you for your consideration.

Dirk Monson  
Glasgow, MT



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Access

1 message

---

**Boon Ellison** <boonellison@bresnan.net>

Sun, Jan 4, 2015 at 2:33 PM

To: blm\_mt\_public\_access@blm.gov

I would like to register my support for building a new road into the Bullwhacker area. The current situation does not provide adequate public access into the area and building a new road would open up a significant region for many to enjoy. Please move ahead with a plan to once again provide road access to this area.

Thank you for your consideration.



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Re: Bullwhacker Road Bypass Route

1 message

---

John Sullivan <johnbsullivaniii@gmail.com>

Sun, Jan 4, 2015 at 11:11 AM

To: blm\_mt\_public\_access@blm.gov

*[My letter below is also attached]*

Dear Mr. Kina,

As you know approximately 50,000 acres of BLM land is without motor vehicle access because of the private closure of the Bullwhacker road by the Wilks's. I'm writing you this letter to show my strong support for building a bypass route around the Bullwhacker road as soon as possible - specifically construction of the proposed East Side Route described in the EA. Additionally, after construction of the new East Side bypass road is complete, the BLM should obliterate the short section of the original Bullwhacker Road located on BLM land that would connect the new route and the southern boundary of the Wilks's property.

Not only is it stated BLM policy to improve public access, but year round motor access into the Bullwhacker is specified in the Travel Management section of the BLM Resource Management Plan for the Upper Missouri Breaks National Monument.

The BLM indirectly contributed to the loss of this historic and regulatory motor vehicle access by its failure to defend the access when it was challenged in state court. And closure of the original right-of-way by state action does not mean BLM is relieved of its responsibility to provide the public the access that is cited in the Monument Resource Management Plan. This means BLM must take action.

I believe re-opening the original Bullwhacker Road would be the best option, however give the full set of facts and proposals that option does not appear achievable.

A bypass road into the Bullwhacker Watershed must be built - it is in the broad public interest and must be a top priority for achieving public access to BLM administered land in Montana.

Sincerely,

John B. Sullivan III  
648 E. Sussex Ave.  
Missoula, MT 59801  
johnbsullivaniii@gmail.com  
406-360-4086



**Bullwhacker Road Bypass Route.docx**

14K

Re: Bullwhacker Road Bypass Route

Dear Mr. Kina,

As you know approximately 50,000 acres of BLM land is without motor vehicle access because of the private closure of the Bullwhacker road by the Wilks's. I'm writing you this letter to show my strong support for building a bypass route around the Bullwhacker road as soon as possible - specifically construction of the proposed East Side Route described in the EA. Additionally, after construction of the new East Side bypass road is complete, the BLM should obliterate the short section of the original Bullwhacker Road located on BLM land that would connect the new route and the southern boundary of the Wilks's property.

Not only is it stated BLM policy to improve public access, but year round motor access into the Bullwhacker is specified in the Travel Management section of the BLM Resource Management Plan for the Upper Missouri Breaks National Monument.

The BLM indirectly contributed to the loss of this historic and regulatory motor vehicle access by its failure to defend the access when it was challenged in state court. And closure of the original right-of-way by state action does not mean BLM is relieved of its responsibility to provide the public the access that is cited in the Monument Resource Management Plan. This means BLM must take action.

I believe re-opening the original Bullwhacker Road would be the best option, however give the full set of facts and proposals that option does not appear achievable.

A bypass road into the Bullwhacker Watershed must be built - it is in the broad public interest and must be a top priority for achieving public access to BLM administered land in Montana.

Sincerely,

John B. Sullivan III  
648 E. Sussex Ave.  
Missoula, MT 59801  
johnbsullivaniii@gmail.com  
406-360-4086





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker bypass road BLM proposal

1 message

---

**Larry Shotland** <larry@shotlandtaxconsulting.com>

Sun, Jan 4, 2015 at 10:54 AM

To: blm\_mt\_public\_access@blm.gov

Dear Sir/Madam:

I strongly support Alternative #2- East Side Road bypass around the Wilkes ranch.

Thank you for your consideration.

—

**Larry Shotland, PhD**  
**Shotland Tax Consulting, LLC**  
**(406) 556-5858**  
**(877) 556-5858 toll free**  
**ShotlandTaxConsulting.Com**



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker bypass road

1 message

---

Jason.Brockel@emerson.com <Jason.Brockel@emerson.com>  
To: blm\_mt\_public\_access@blm.gov

Sun, Jan 4, 2015 at 9:30 AM

I fully support the BLM building the "East Alternative" road.

Thank you,

Jason Brockel  
3126 Morning Glory Circle  
Billings, MT 59102



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Comment on by-pass road around the Wilks Anchor Ranch property

1 message

---

Raymond Gross <raygross0144@gmail.com>

Sun, Jan 4, 2015 at 9:24 AM

To: blm\_mt\_public\_access@blm.gov, Raymond Gross <raygross0144@gmail.com>

### Mike Kania, BLM Missouri Breaks Monument Manager

**I support constructing a by-pass road around the Wilks Anchor Ranch property in Blaine county to gain public road access into the Bullwhacker watershed. The new bypass road into the Bullwhacker Watershed is in the broad public interest. It must be built so the public will once again have road access to a major portion of the Missouri Breaks Monument now essentially locked up.**

Ray Gross  
355 Antelope Dr  
Dillon, Mt 59725



Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

---

**Bullwhacker Road ByPass**

1 message

---

**Hunting & Fishing News** <huntingfishingnews@yahoo.com>

Sun, Jan 4, 2015 at 8:54 AM

Reply-To: Hunting &amp; Fishing News &lt;huntingfishingnews@yahoo.com&gt;

To: "blm\_mt\_public\_access@blm.gov" &lt;blm\_mt\_public\_access@blm.gov&gt;

We are writing in support of the east road bypass for Bullwhacker Road Bypass in Montana.

Richard & Amy Haggerty  
1395 Mustang Road  
Helena MT. 59602

"Follow your bliss and the universe will open doors for you where there were only walls."

Joseph Campbell [goodreads.com](http://goodreads.com)

**Amy Haggerty 406.992.3385**

HUNTING & FISHING NEWS magazine

Big Sky Outdoor News & Adventure, Inc.

***The Montana Outdoor Industry Pumps 6 Billion into the Economy Each Year. \* PLWA***

Read the January issue at <http://www.huntingfishingnews.net>

This email is for the sole use of the intended recipient(s) and contains information belonging to the sender. The information contained herein is confidential and/or legally privileged based on privacy privilege, work product doctrines and other and legal bases. Any photos or editorial submitted to Big Sky Outdoor News & Adventure Inc. become the property of Big Sky Outdoor News & Adventure, Inc. to use or not use at their discretion.



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker road access

1 message

---

Mike Lewis <mlewis@utrs.com>

Sun, Jan 4, 2015 at 6:07 AM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Dear sirs:

Please proceed as soon as possible in building a new access road on the East side of the private property under consideration.

Thank you.

Michael G. Lewis

210 Rabbit Dr.

Butte, MT 59701

406-494-1615



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker Road

1 message

---

**Bill Story** <story.bill@gmail.com>

Sun, Jan 4, 2015 at 5:49 AM

To: blm\_mt\_public\_access@blm.gov

I understand the BLM is seeking public comment on the possibility of constructing a road to get access to the Bullwacker area. Please build the road!! My access to public land in Montana is shrinking every year which is very alarming after living and hunting here for over 50 years. It seems the East Side Route may be the most logical, but in any case, please cast my vote to build the road!

Thanks, Bill Story  
Bozeman.



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker road comment

1 message

---

TAPTOM@aol.com <TAPTOM@aol.com>  
To: blm\_mt\_public\_access@blm.gov

Sat, Jan 3, 2015 at 11:29 PM

Dear BLM,

I am writing in support of the building of a by-pass road around the east side of the Wilks Anchor Ranch in Blaine County. Though I believe the number of years my family has lived in Montana is unimportant, I know some think it matters. So, I tell you I was born in Billings nearly 61 years ago, approximately three years after my parents moved here from Missouri. More important than my years here is the fact that my ability to access public lands has enriched my life immeasurably. I float, I fish, I walk, I camp, and I routinely get goosebumps thinking of the opportunities available to me and others on Montana's public lands. I am a better person as result of Montana's rich but fragile heritage of protecting ordinary citizens' right of access.

Thank you.

Addison Sessions  
Billings, MT



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access.

1 message

---

**Ed Bangs** <edward100@bresnan.net>

Sat, Jan 3, 2015 at 11:02 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

A lot of public land is being 'locked up' by private interests, that restrict the average public land outdoor recreationist. Please make sure the public has access to their public lands and provide some motorized access into this area so people can hike, hunt and enjoy their lands.

Ed Bangs, Helena Mt.  
Sent from my iPad





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road

1 message

---

**Pat Simmons** <psimmons100@gmail.com>  
To: blm\_mt\_public\_access@blm.gov

Sat, Jan 3, 2015 at 8:29 PM

I support the BLM building the east side route Bullwhacker Road. It is critical that the public have access to the 50,000 acres of public land in the area. Thank you.

Pat Simmons

357 Pine Creek Drive

Bozeman, MT 59718

psimmons100@gmail.com



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Comments - Bullwhacker bypass road BLM proposal

1 message

---

**Dave Pederson** <dave.pederson@gmail.com>

Sat, Jan 3, 2015 at 7:57 PM

To: blm\_mt\_public\_access@blm.gov

Hello,

I would like to convey my support for construction of a new bypass road along the East side route described in the EA, and urge proceeding with construction as soon as possible.

This road is important as it will free up 50,000 acres of public land so that current and future generations have year round road access into the Bullwhacker watershed.

Thank you,

Dave Pederson  
2248 Deerfield Lane Apt A  
Helena, MT 59601



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bull whacker road access

1 message

---

**Dan Wildin** <frnkstne@bresnan.net>  
To: blm\_mt\_public\_access@blm.gov

Sat, Jan 3, 2015 at 7:51 PM

It is my opinion to side with the PLWA accessment and construct the east side access, The PLWA has certainly done its due diligence, and raise the Wilks,s taxes to offset expenditures, god help us with the pompous arrogant transplants that are so greedy they cannot enjoy what they already have.

Shame on you Farris and Dan Wilks

Real Montanans don't act like this!

Respectfully

Dan Wildin

1048 independent Lane

Billings

Montana

59105

406-670-4294



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

**access road**

1 message

---

**William Pfau** <wcpfau@charter.net>  
To: blm\_mt\_public\_access@blm.gov

Sat, Jan 3, 2015 at 7:16 PM

Build a road on the east.

William H. Pfau



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## East Side Access

1 message

---

**Buhmann, Lennie** <lubuhmann@rangeweb.net>  
To: blm\_mt\_public\_access@blm.gov

Sat, Jan 3, 2015 at 6:34 PM

I support building an access road around the east side of the Wilks Property as proposed by BLM.

However, I lend more support to a BLM land trade in the Missouri River Breaks area with the Wilks Family. This would take care of the Bullwacker issue but could also resolve other access issues in the area, including the Milk River Bill's route to the north of the Bullwacker route that is currently a gas tax road, but likely will not be in the future.

Lennie Buhmann

Havre, MT



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access comment

1 message

---

**Steve Schindler** <sas@nemont.net>  
To: blm\_mt\_public\_access@blm.gov

Sat, Jan 3, 2015 at 5:56 PM

Please accept this as my comment concerning access into the Bullwhacker.

I prefer a new road construction east side access route/

Steve Schindler

Glasgow Montana



Public\_Access, BLM\_MT &lt;blm\_mt\_public\_access@blm.gov&gt;

---

## Bullwhacker Road Comments

1 message

---

**Jack Jones** <mtlandaccess@msn.com>

Fri, Jan 2, 2015 at 10:15 AM

To: blm\_mt\_public\_access@blm.gov

Cc: mtlandaccess@msn.com, Kathryn@emwh.org, fwpwld@mt.gov

...BLM: I am writing to comment on the E.A./EIS Bullwacker Road draft out for public comment.

I am very familiar with the Bullwhacker, Cow Creek, Das Coulee, Left Coulee, Right Coulee and the entire area for that matter. I was the wildlife biologist for BLM for 12 years in Malta and spent much time in south Blaine county and Bullwhacker Coulee. Robinson always allowed public access across that private land with no problems. Now of course out- of- state Wilke has a different plan to block public access for personal gain and probably outfitting. When BLM created the Monument the problems began. Then BLM allowed 3 airstrips to be constructed. The BLM today has little understanding of what public land access is. As far as this proposal is concerned I recommend the following: 1. Construct the west perimeter road around the Wilkes property as early as this spring, now with no delay. 2. Also construct the east perimeter road on the east side of Wilkes property. That will provide access from the Cow Creek /Das Coulee side. 3. Absolutely no land exchanges. Every single land exchange of BLM screws the public. The BLM land appraisals always gives more acreage to the person receiving the public land at ag dollar values. No dollar values for public assess and wildlife habitat. Inspector Generals Report I have a copy of. This was clear in the Inspector Generals Report on BLM land exchanges BLM never bothered to read or does. BLM land exchanges are a public rip off. Absolutely no land exchange with Wilke. 4. Forget about the "No action alternative". "No action" means BLM will continue to do nothing... business as usual.

BLM construct the new routes around the Wilkes property with no delay. When the equipment is out there construct both roads and don't cave in to the Wilke's.

BLM's biggest mistake was the Monument and BLM closed 42 miles of access roads for public hunting and many forms of recreation. Who walks miles into the Monument???? Now its public land no one can get on like wilderness a stupid idea spawned by the Clinton administration like the killing machine wolves from Alberta and B.C. Yes Clinton got the "Monument" in at the last minute under the disguise of the Antiquities Act with NO public comment. The Clinton Monument is responsible for the problems we face now in Bullwacker.

So BLM construct the West side and East side routes without delay and the West side first. Forget about any plan for any land exchange.

Sincerely,

Jack D. Jones 3014 Irene St. Butte,MT. 59701 406-723-6418

I request a reply from BLM that you received these comments and request a paper copy of the E.A. with maps ASAP. Thank You.



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Road Comments

1 message

---

**Glenn Elison** <glennelison@gmail.com>

Fri, Dec 26, 2014 at 12:26 PM

To: blm\_mt\_public\_access@blm.gov

The following comments are submitted in support of the alternative to build an east side route to access the Bullwhacker area. The road should be constructed as soon as possible to provide access to this area of approximately 50,000 acres.

A new bypass road into the Bullwhacker watershed is clearly in the broad public interest. The road will provide public access to a significant part of the Missouri Breaks Monument. Without the access the area will remain effectively locked up and inaccessible to the general public.

The public has had vehicle access to the Bullwhacker area historically for many decades. Access was lost as a result of a poorly handled lawsuit after a private landowner illegally closed the road. BLM originally contributed to the loss of motor vehicle access by its failure to defend public access when it was challenged in State Court.

The BLM Resource Management Plan for the Upper Missouri Breaks National Monument in the Travel Management section provides for access into the Bullwhacker area. The bungled defense of public access to the Bullwhacker area does not foreclose or relieve BLM of its responsibilities under the Plan to provide access.

A public road into the Bullwhacker area is consistent with BLM's policy of improving public access and its expressed high priority for providing access to the Bullwhacker area. The east side route is the most practical and least costly of the available routes into the Bullwhacker area.

The past proposal for a land exchange between the Wilks Brothers and BLM for land in the Durfee Hills is not in the public interest and should not be resurrected or pursued.

Thank you for your consideration of these comments.

Glenn Elison



**BILL CUNNINGHAM**  
**P.O. BOX 1404**  
**CHOTEAU, MT 59422**  
**(406) 466-5699**

December 14, 2014

Mike Kania, Monument Manager  
Bureau of Land Management  
920 NE Main Street  
Lewistown, MT 59457

**RE: Comments on Bullwhacker Access**

Dear Mike:

I attended the scoping session on December 14, 2014 in Lewistown concerning the proposed Bullwhacker access. For more than 40 years I've floated, hiked and hunted in the Missouri Breaks and am very familiar with the Monument in general and the Bullwhacker area in particular.

I'll state at the outset that I am adamantly opposed to the construction of a bypass road in Bullwhacker. I was heartened to hear Stan Benes state that BLM doesn't really want to build the road and that the agency recognizes that the impacts to the land and to wildlife values would be significant. The east side route would compromise sagebrush grouse habitat and leks at a time when the species faces listing under the ESA. The west side route poses unacceptable cut and fill impacts in extremely rugged terrain with numerous steep coulees. The bottom line is that new road construction in Bullwhacker would seriously detract from the objects of the Monument when BLM should be going in the opposite direction, and that I intend to PROTECT the objects of the Monument.

There is no way that a new road can be justified if stewardship of the Monument is to be more than just rhetoric. While perhaps not an "object" of the Monument according to the court decision Bullwhacker, nonetheless specifically mentioned in the Proclamation as some of the most primitive land in the Northern Great Plains. Five and one-half miles of new road in Bullwhacker would obviously violate the spirit if not the letter of the Proclamation and everything the UMRBNM stands for.

I would submit that the public already has sufficient access to this vast contiguous block of BLM public land from the river and from the upper reaches of the Cow Island Road. Additional motorized access on open roads is both unnecessary and inappropriate. Most of the pressure for open road motorized access almost down to the river is from hunters who mistakenly think that more roads mean better hunting. In reality they're their own worse enemy. If they can drive there everyone else can too and guess what. Elk, deer and bighorn sheep will be elsewhere, assuming there is an "elsewhere" for them to flee to.

Several people at the meeting suggested a bypass non-motorized trail rather than a road to get around the Wilkes Brothers inholding. This is an excellent idea. An expansion of this idea would be to construct a 11-mile long bypass **loop** trail for hikers and equestrians that could be used by hunters as well as hikers

during other seasons of the year. A trailhead/parking facility could be established near the west side turn from the Cow Island Road close to the northern edge of the private inholding.

Other suggestions include possible use of eminent domain and another hard look at possible land exchanges with the Wilkes Brothers. I've just heard recently that negotiations may be resuming with the Wilkes Brothers, which, in turn, may open up options other than the environmentally disastrous notion of new road construction.

With so many options and complications on the table BLM will soon discover that a quick and easy EA will not suffice and that a full NEPA EIS will be necessary. If the road option is dropped we can avoid the time and expense of an EIS not to mention the huge cost of the road which would probably eat up BLM's Monument budget for years to come.

Bullwhacker is essentially a vast, wild and mostly quiet place and if the Monument is to be properly managed it needs to stay that way. It is by far the deepest penetration of BLM land in the Monument which makes it all the more special. That means changing a lot of green roads to red, especially those that don't connect due to lack of public access through private land. The half-dozen open roads branching off from the Bullwhacker Road would, and should, be closed if only the private inholder has motorized access. And since the inholder has sole motorized access on the main Bullwhacker Road it too should be closed so that he has no preferential treatment above any other member of the public. If Wilkes wants to hike or ride horseback down to the river more power to him. This bold policy has long been avoided by BLM but in this particular case the agency should take another hard look at it and seriously consider closing the Bullwhacker road at the south end of the Wilkes Brothers inholding. Fairness to the public demands nothing less.

Dave Mari suggested an on-the-ground field trip this spring and I would like to second the motion. We'll hope for a window of dry weather. If you do set this up I would like to participate if at all possible.

Thank you for this opportunity to offer comments on an issue that is very important to the future of the Monument.

Sincerely,

Bill Cunningham



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker meeting

1 message

---

**your father** <sawedoff\_15\_1991@yahoo.com>

Wed, Dec 10, 2014 at 6:39 PM

Reply-To: your father <sawedoff\_15\_1991@yahoo.com>

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Hello,

I just wanted to take a moment and share what I thought about your newest plan to build a road around the Wilks place. From what I can tell, you guys already know its not advisable. The cost and possible ramification are too high, especially for an already underfunded and essential origination as yourself. What I understand the Wilks are still at the table about the land trade, they are looking for a solution as well. While I have heard many arguments both for and against, I would simply ask that you use your best common sense. negotiate, trade, do what is best for Montana taxpayers and for sportsmen. Thank you for your time.

Tim Gilge  
960 N 17th St apt #5  
Billings, MT 59101



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## bullwacker

1 message

---

**Mike Lang** <rep.mlang@legmt.gov>  
To: blm\_mt\_public\_access@blm.gov

Tue, Dec 9, 2014 at 9:50 AM

I feel that the road must be opened to access the acreage south to the Missouri River. The easiest way is to work with the owners of the private road and do a land trade with them.

Private property rights and public access are the issue.

Exchange on the acreage does not need to be public neutral.

The mission, to create access, needs to be accomplished.

Sincerely, Mike

Representative Mike L Lang  
Montana House District 33  
Serving North Hill, Blaine, Phillips & Valley Counties  
PO Box 109  
Malta, MT 59538-0109

406-654-7357



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Access

1 message

---

**RaiderBuck** <buckskinrn@hughes.net>  
To: blm\_mt\_public\_access@blm.gov

Tue, Dec 9, 2014 at 9:12 AM

Dear Sirs,

After attending the recent meeting in Chinook and looking and listening to the proposed new road construction options, I am convinced that the only real viable option is to go back to the negotiating table with the Wilkes Brothers and get a land swap done. All of the obstacles that will be faced with putting in any new road will be, in my humble opinion, insurmountable. If I can be of any assistance in this matter, please feel free to contact me at buckskinrn@hughes.net. Thank you for your time in this matter.

Sincerely,  
Bob Ingram  
7355 Hwy 87 W.  
Havre, Mt 59501  
406-945-2346





Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker

1 message

---

**Kent Gilge** <gilge@ttc-cmc.net>

Tue, Dec 9, 2014 at 6:53 AM

To: blm\_mt\_public\_access@blm.gov

I have followed the Bullwhacker road proposal scoping and I am of the opinion that neither road option is viable . The road is currently in the right place and negotiations with the Wilks should be restarted to find a solution agreeable to those north and south of the river.

Kent Gilge  
4145 70th Ave W  
Havre, MT 59501

—  
From Kent Gilge " If you see people as losers you will treat them with contempt. If you see people as lost you will treat them with compassion." unknown



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker Access

1 message

---

Evans, Brian W. <bwevans@terracon.com>

Thu, Dec 4, 2014 at 2:06 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

To Whom It may Concern,

I would like to express my opinion in favor of building an alternate route around the Wilks Brothers property access to the Bullwhacker area. Although I don't frequent the area regularly for my own recreational purposes, I am aware of many others that do. It is a beautiful area that has been used by the public for nearly a century. In my humble opinion, I believe that where the alternate road would take off from the existing route, the old route should be reclaimed up to where it enters the private ground, henceforth land locking the private property. The owners will still have access, but it will now be on horseback, foot or air travel only, the same as the demands they place on recreationalists. In addition, any grazing leases they have to the public ground should be revoked and granted to another party.

When the land was owned by Robinsons, the gripe was the roads were being torn up and not maintained by the BLM, but they did still allow access. The Wilk's using access as a means of leverage for their own behalf should not be tolerated and met with full forced resistance by the BLM and sportsman alike.

Thank You,

**Brian Evans**

**Senior Staff Geologist I Geotechnical Services**

**NTL, A Terracon Company**

1392 13<sup>th</sup> Ave. SW I Great Falls, MT 59404

P [406] 453-5400 I F [406] 761-6655 I M [406] 899-0118

**bwevans@terracon.com I terracon.com**

Terracon provides environmental, facilities, geotechnical, and materials consulting engineering services delivered with responsiveness, resourcefulness, and reliability.

---

*Private and confidential as detailed here ([www.terracon.com/disclaimer](http://www.terracon.com/disclaimer)). If you cannot access hyperlink, please e-mail sender.*







Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwacker access

1 message

---

alex <russella17@gmail.com>

Sat, Nov 22, 2014 at 10:22 PM

To: "blm\_mt\_public\_access@blm.gov" <blm\_mt\_public\_access@blm.gov>

Director Kania,

I strongly urged you to reestablish public access to the Bullwacker drainage with a minimal amount of roads. This is a priceless gem and sportsmen have been treated unfairly by the closure due to the actions of a few narrow special interests and indifferent county commissioners.

Sincerely,

Alex Russell  
Bozeman, MT

Sent from my iPad



Public\_Access, BLM\_MT <blm\_mt\_public\_access@blm.gov>

---

## Bullwhacker access

1 message

---

**Thomas Gregory** <tomgmt1@gmail.com>

Thu, Oct 23, 2014 at 9:34 AM

To: blm\_mt\_public\_access@blm.gov

Why don't we just construct another road around the private land?  
This seems to be the simplest and least expensive solution

Thanks

--  
Thomas Gregory  
406-581-2082