MISSOURI-MADISON RIVER FUND RECREATION PROJECT
FY2026 GRANT APPLICATION FORM

Project Name: Clute's Landing Boat Launch and Access Road Improvements

Reservoir or River Segment: Ennis Lake County(ies) Madison

Site Name (or project location): Clute's Landing Recreation Site

Applicant Name: Kristen Ulery

Position and Agency: Outdoor Recreation Planner/BLM Dillon Field Office

Telephone: 406-490-9044

Email: kulery@blm.gov

All projects are required to have a Project Sponsor to be considered for funding by the River Fund. Project sponsors serve as active members of Missouri-Madison Regional Working Groups and will consult with applicants on projects. Sponsorship denotes that the proposed project meets the basic criteria for consideration (below). A project that does not meet the basic criteria or does not have a project sponsor will not be scored by the Regional Working Group.

Project Sponsor Name: Kristen Ulery

Position and Agency: Outdoor Recreation Planner/BLM Dillon Field Office

Telephone: 406-490-9044

Email: kulery@blm.gov

The Basic Project Criteria below must be met for a project to be considered for funding:

1. The project is consistent with the FERC Project 2188 License.
2. The project occurs in the Missouri-Madison Project Area.
3. The project must be consistent with or support management plans in the Project Area
4. The project provides a public recreation benefit.

Refer to the Grant Application Instructions for further clarification on these criteria.

Awarded River Fund grant funds or NorthWestern Energy matching funds may be used for the purchase of materials, supplies, and equipment, or to pay contractor services or other non-agency project components. Project funds may not be used to pay agency or applicant overhead expenses, such as agency staffing costs for design and engineering, project management, or administrative expenses. Funds may be used to pay costs for contracted design and engineering, as appropriate. Accounting of project expenses must be included in status reports provided for the annual River Fund Board meeting.

Requests for review of draft applications must be submitted two weeks prior to the submission deadline.

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Project Cost Breakdown and Financial Request:
Complete the financial section below by providing total project cost (to the nearest dollar), contributions by applicant and cooperators, request for NorthWestern Energy match of agency funds (see detailed instructions), and River Fund Grant request. Document in-kind contributions by public agencies for determination of NorthWestern Energy match request. A description of funding sources and in-kind contributions should be included in the Project Description.

	Nearest Whole Dollar	
Total project cost:	$27,425	
Applicant Contributions – cash	$3,500	
Applicant Contributions – value of in-kind:	N/A	
Other Contributions – Please list by source:		
	$	
	$	
	$	
	$	Percentage of Total Project Cost:
Total Applicant and Other Contributions:	$3,500	13%
NorthWestern Energy Match Request:	$3,500	13%
River Fund Grant Request:	$20,425	74%
Proposed Project Implementation Period:	FY26 – Prior to Memorial Day Weekend	

1. Has this project been previously submitted for funding consideration by the River Fund Board, either as a separate project or part of another project? ___Yes X No

   If yes, please identify which years the application was submitted and, if the project was previously funded, list the amount funded by year.

2. **Project Description:** Provide a description of the proposed project. Be sure to include specific project elements that are planned, and any associated cost detail.

► The proposed project addresses erosion and safety concerns at Clute's Landing, one of only two boat launches on Ennis Lake. This launch primarily serves non-motorized and small motorized watercraft accessing the southern end of the lake, while Kobayashi Beach on the north shore accommodates larger vessels. Runoff from an adjacent spring has caused scouring along the access road and ramp, creating hazards for pedestrians, vehicles, and trailers. Temporary repairs have not prevented ongoing damage, resulting in repeated maintenance costs and limiting resources for other visitor services.

Project Elements

- **Road Improvements:** Widen and stabilize the access road, redirect runoff, and enhance safety with fencing.
- **Parking Improvements:** Protect riparian areas, improve drainage, and increase surface durability.
- **Boat Ramp Upgrades:** Level and reset ramp planking and extend the ramp to improve traction, reduce erosion, and enhance visitor safety.

These improvements will provide safer, more sustainable lake access, protect infrastructure, and support long-term resource and visitor benefits. The project has a modest budget of $27,425 and is designed for minimal annual maintenance, which can be incorporated into the regular operating plan.

3. **Project Phasing:** Briefly discuss whether the project could be phased over more than one year or construction season.

► The project needs to be implemented in a single phase. The Dillon Field Office engineering staff, whose technical expertise makes in-house completion feasible and cost-effective, has scheduled construction for approximately two weeks prior to Memorial Day weekend 2026, with timing subject to weather and site conditions. Activities will be planned to minimize disruption to recreation users and ensure visitor safety throughout implementation.

Equipment, including the skid steer, compactor, and trailers, will be cleaned before entering and after leaving the site to prevent the spread of noxious weeds. A Section 106 review will be completed prior to ground disturbance; initial discussions with the Field Office archaeologist to inform of the proposal, scope, and design have occurred. To protect water quality, the runoff diversion feature will be engineered to direct flows into adjacent lowlands, where natural infiltration and sediment filtration processes will occur prior to any potential discharge to Ennis Lake. Disturbance will remain largely confined to previously compacted or developed surfaces, with only minor vegetation removal where necessary for road widening and access.

Construction will occur during daylight hours to reduce noise impacts and user disruption. Temporary signage and barriers will restrict public access to the active work zone, protecting both visitors and personnel. Prior to project initiation, the Field Office will coordinate interagency communication and

conduct public outreach to notify stakeholders of temporary closures. During construction, Kobayashi Beach, located five miles northeast along the Ennis Lake shoreline, will remain open to provide alternate launch and day-use opportunities, ensuring continued access to water-based recreation.

Aggregate and concrete materials will be staged only in previously disturbed areas, and all debris will be removed from the site upon project completion.

4. **Cultural Resource Management:** Cultural Resource Management (CRM) requirements for any activity related to this Project must be completed and documented to NorthWestern Energy as a condition of awarded River Fund grant funds or NorthWestern Energy matching funds. Grant and matching funds may not be used for any land-disturbing activity, or the modification, renovation, or removal of any buildings or structures until the CRM consultation process has been completed. Agency applicants must submit a copy of the proposed project to a designated Cultural Resource Specialist for their agency. Private parties or non-governmental organizations are encouraged to submit a copy of their proposed project to a CRM consultant they may have employed. Private parties and non-governmental organizations may also contact the NorthWestern Energy representative for further information or assistance. Applications submitted without this section completed will be held without any action until the information has been submitted.

   Summarize how you will complete requirements for Cultural Resource Management.

▶ Internal scoping for a Categorical Exclusion has begun. The Proposed Action may be categorically excluded from further documentation under the National Environmental Policy Act (NEPA) in accordance with the following BLM Administrative Categorical Exclusion which states:

"Installation of routine signs, markers, culverts, ditches, waterbars, gates, or cattleguards on/or adjacent to roads and trails identified in any land use or transportation plan, or eligible for incorporation in such plan" (516 DM 1, Appendix 2, Section 11.9., G., (2)).

Additionally, a Section 106 Request Form has been submitted Field Office archaeologist to inform of the proposal, scope, and design. A plan is in place for them to review said request in the coming weeks. The Clute's Landing Recreation Area previously underwent a cultural survey in 2024.

5. **Scoring Criteria.** Respond to the following Scoring Criteria. Start answers after ▶.

   5.1 <u>*Does the project occur at a 2188 license site?*</u>

   ▶ Yes.

   5.2 <u>*Project is for operation and maintenance of an existing recreation site*</u>. Describe if the project will meet operation and maintenance needs. Higher points awarded to projects that are higher priority and are not a recurring expense. Lower points awarded to projects that are low priority and/or have been previously funded. It is unlikely that the timeframe of River Fund would address emergency operation and maintenance needs but could support non-emergency operation and maintenance needs.

   ▶ The proposed project would provide a long-term solution to recurring erosion and safety issues at the boat launch by addressing the root cause of the problem—runoff from an adjacent spring. Previous seasonal repairs, which consisted of filling and leveling the eroded area, have proven insufficient to withstand ongoing runoff and scouring, resulting in repeated maintenance needs and continued risk to public safety. By constructing a permanent runoff diversion feature and stabilizing the launch infrastructure with re-graded surfacing, compacted aggregate, and improved concrete planking, the project would resolve the underlying drainage and structural deficiencies. These improvements are designed to meet the operational and maintenance needs of the facility, eliminate the cycle of repeated short-term repairs, and ensure safe and reliable access for recreation users. In

doing so, the project would reduce long-term maintenance costs and allow funding and staff resources to be redirected to other priority projects that enhance visitor services and amenities across the Field Office.

5.3 *Project involves collaboration with other agencies or organizations.* Identify project partners other than NorthWestern Energy or River Fund, if any, and describe their participation. Document all funding sources and all in-kind support and services to a project, because all are sources of partnerships and in-kind contributions from public agencies qualify for calculation of NorthWestern Energy matching funds. If there are no project partners, explain why.

▶ No external project partners are identified for this proposal. Given the relatively limited scope of work, the capacity of the Dillon Field Office engineering staff to complete all tasks in-house, and current staffing bandwidth constraints, pursuing additional participation is not feasible within the available timeline for application submission and project implementation. As such, partnership development is not necessary for successful completion of the project.

5.4 *Project provides a benefit to public recreation in the Project Area and addresses specific issues and goals of the Missouri-Madison Comprehensive Recreation Plan (CRP).* Identify how the project provides a benefit to public recreation and describe how the project specifically addresses issues and goals in Chapter 2-1 of the CRP.

▶ The project improves public recreation by eliminating erosion and safety hazards at the Ennis Lake boat launch, ensuring safe access for pedestrians, vehicles, and trailers. By stabilizing the road and launch surface and constructing a runoff diversion feature, the project both protects water quality and extends the life of existing infrastructure. The work directly supports CRP Chapter 2-1 objectives by proactively increasing recreationist safety and addressing the interrelationship between recreation use and natural resource protection.

5.5 *Project responds to a clearly identified need.* Describe and document the need for this project and how the project would address that need. Cite specific sources, as possible, to establish need and support the project. Discuss consequences if the funding request is unsuccessful. For a new construction or acquisition project, identify how post-project, long-term costs (such as site maintenance and management) will be provided.

▶ The project addresses a documented recreation need by providing lake access specifically for float-tube and non-motorized boaters. The site currently welcomes approximately 4,500 visitor groups each summer (Missouri-Madison Visitor Use Study Report, 2024), and with demand at nearby Kobayashi Beach remaining high, this project will help distribute use more evenly, reduce crowding, and improve visitor safety and experience. By expanding and diversifying access, the project ensures that specialized boating opportunities are available while also protecting resource values.

Visitors have consistently reported a hazardous drop-off caused by spring runoff scouring alongside the ramp, posing safety risks to pedestrians, vehicles, and trailers. Concurrently, the Dillon Field Office has documented accelerated erosion and repeated infrastructure damage, resulting in multiple temporary repairs over the past two seasons. These interim measures have proven insufficient, leading to ongoing maintenance costs and decreased reliability of services. Implementing a durable, engineered solution will enhance user safety, protect recreation infrastructure, and enable resource reallocation toward other priority initiatives.

Upon successful funding and project completion, long-term maintenance costs are expected to be minimal. Routine site management tasks, such as surface monitoring and periodic upkeep of diversion features, are already within current Dillon Field Office operations and do not require additional staffing or funding.

If the funding request is not approved, the Dillon Field Office will need to continue with temporary patching and leveling efforts at the boat launch. Although the requested grant amount is modest, current fiscal uncertainties and existing operational commitments—such as vault toilet contracts, staffing, public safety, and other obligations—necessitate a cautious approach to expenditures.

5.6 *Project design options have been considered, estimated, and a preferred design selected.* Well-designed projects reduce occurrences of budgetary overages, design changes, and additional complications. Discuss the current design phase for this project, demonstrate that the project has been well vetted, and include cost estimates.

▶ BLM Engineering staff, with a proven record of high-quality construction, have designed the road, drainage, parking, and boat ramp improvements to ensure durability, safety, and minimal future maintenance *(Attachment 6)*, while adhering to strict budgetary constraints. This approach maximizes long-term benefits for visitors and protects natural resources efficiently and cost-effectively.

Road and Parking Improvements
Road improvements include widening 471 feet of the access road to construct an 18–24-inch drainage ditch along the inside edge, directing runoff into a vegetated area near the parking lot. The existing berm on the driver's edge would be cut and outsloped to divert remaining runoff away from the roadway. Slope exceeding a 2:1 ratio would receive a post-and-rail fence installed two feet from the driving edge for safety. Additional work includes grading and compacting the roadway to remove oversized rocks, stabilizing the base, applying a ¾-inch minus aggregate cap, and re-compacting for long-term durability.

The north end of the lower parking lot delineation would be enhanced with post-and-rail fencing to prevent expansion into the riparian area and a compacted lift of ¾-inch minus aggregate to improve runoff filtration prior to lake entry. The remaining existing parking area would also be graded and compacted to improve drainage and durability.

Boat Ramp Upgrades
Ramp improvements include leveling and resetting the existing concrete planking flush with the launch roadbed and extending the ramp approximately 10 feet into the parking area with additional planks to improve traction during vessel retrieval. These upgrades will reduce erosion, enhance visitor safety, and extend the functional life of the boat launch infrastructure.

Estimated Costs *(Attachment 7)*
Backhoe: $3,200
Linear Grading: $5,200
Skid Steer: $2,600
Dump Truck: $2,720
Aggregate: $8,125
Fencing: $3,000
Precast Concrete Planks: $2,580

TOTAL: $27,425

5.7 *Project supports or protects other resources and is consistent with or supports resource plans in the Project Area.* Describe how this project will protect resource values (such as public access, water quality, fisheries, wildlife, habitats, and cultural resources) and support other resource and agency plans, including Project 2188 License plans and land use and land management plans in place in the Corridor. Management plans should provide justification for the project.

The proposed project will stabilize erosion at Clute's Landing boat launch, protecting water quality, fisheries, and riparian habitat while improving safety and access for boaters, vehicles, and pedestrians. By providing a durable, long-term solution, the project meets Recreation Goal 1 of the **Dillon Field Office 2006 Resource Management Plan** to *"develop and maintain appropriate recreation facilities, balancing public demand, protection of Public Land resources, and fiscal responsibility"* (pg. 51). It also advances the national priority of **"Expanding Public Lands Outdoor Recreation Experiences"** (Public Law 118-234, 118th Congress) by ensuring safe, sustainable opportunities for boating and fishing, and fulfills the **Missouri-Madison Comprehensive Recreation Plan** goal to *"provide safe and well-managed recreation sites"* that enhance user experiences across seasons (pg. 2–3).

6. Insert map(s) showing the location of the proposed project, drawings and design work related to the project, and a reasonable number of photos (as available) here.

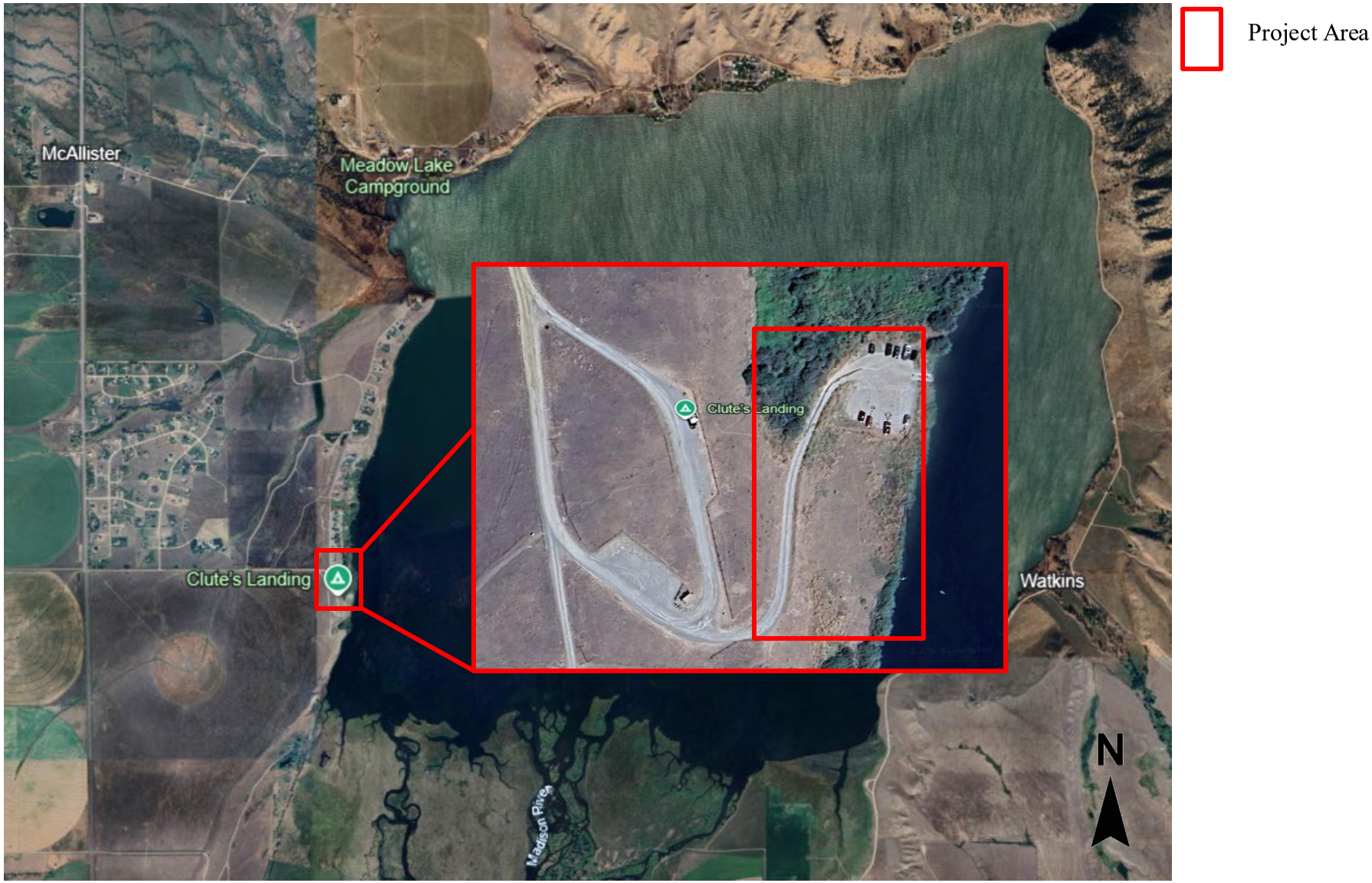
Attachment 1: Clute's Landing Boat Ramp Access Road Top - Runoff

Attachment 2: Clute's Landing Boat Ramp Access Road Bottom – Runoff

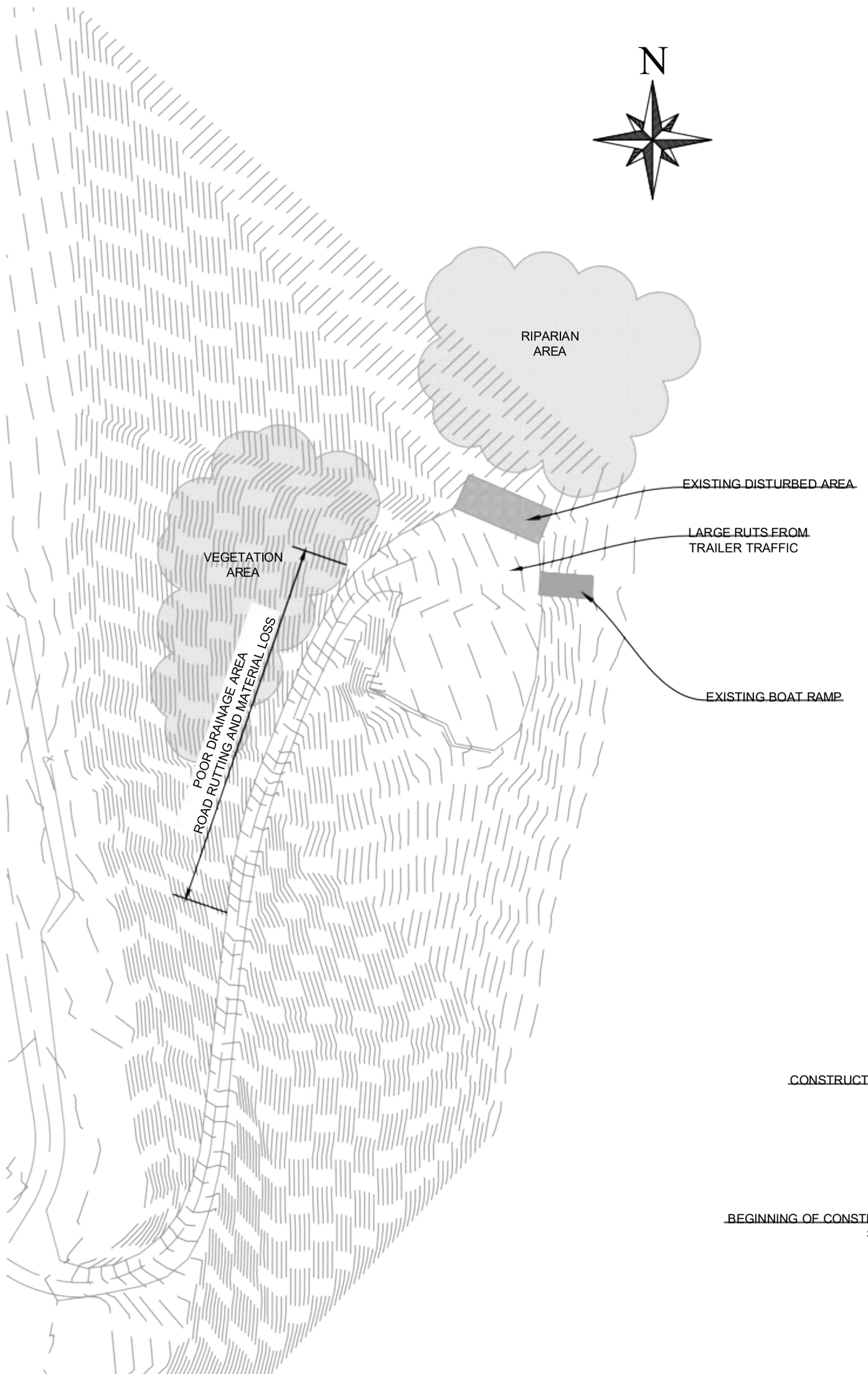
Attachment 3: Clute's Landing Boat Ramp – Erosion, Rutting

Attachment 4: Clute's Landing Boat Ramp Access Parking – Runoff, Vegetation Structure

Attachment 5: Project Site Map



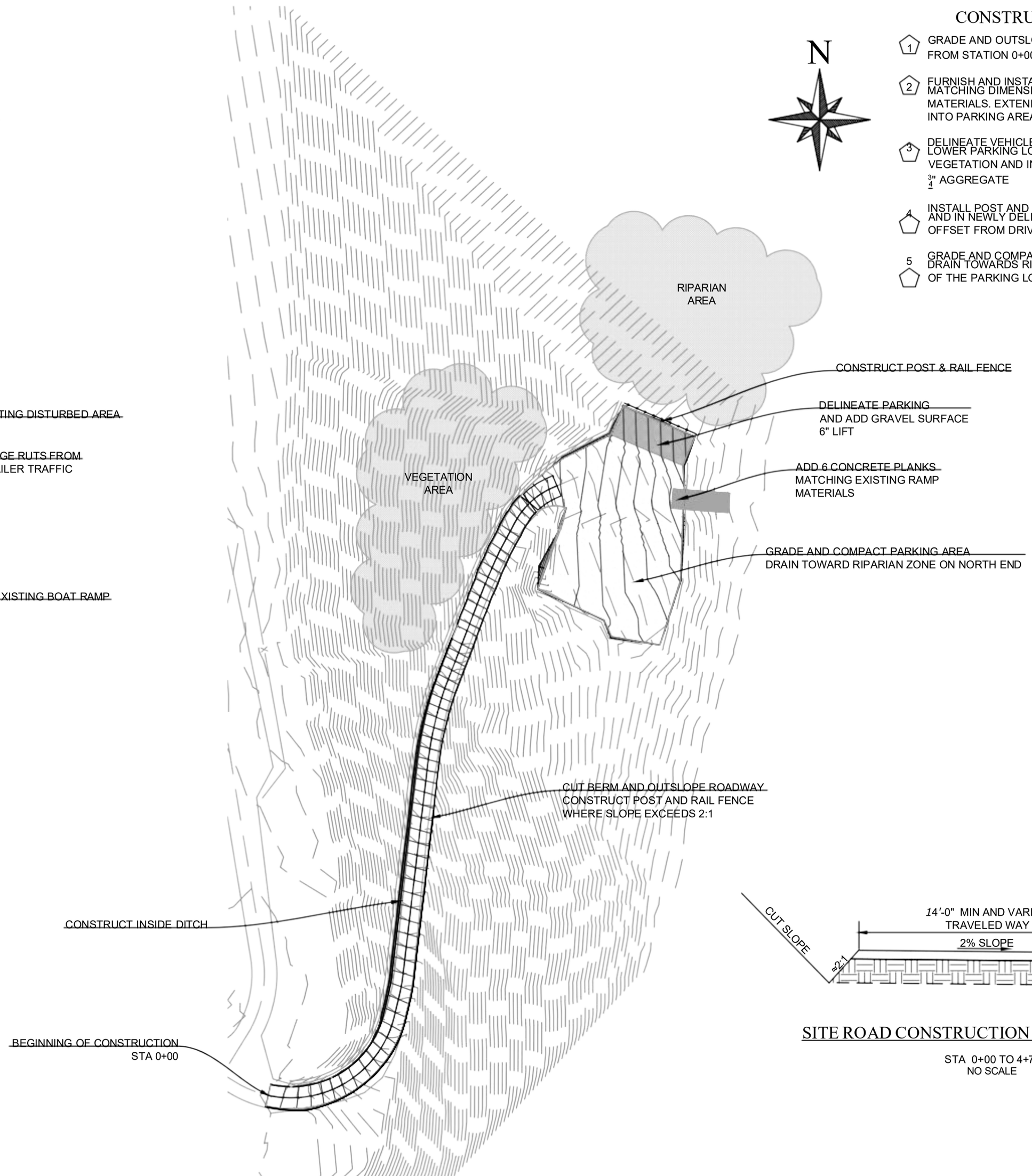
Attachment 6



CLUTE'S LANDING - EXISTING SITE PLAN

0 40 80

FULL SCALE (22" X 34") 1 IN . = 40 FT.
HALF SCALE (11" X 17") 1 IN . = 80 FT.



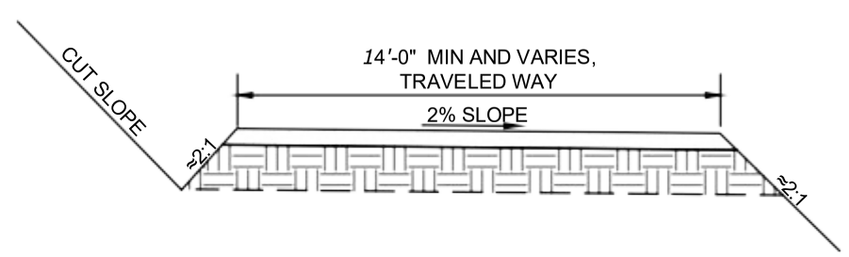
CLUTE'S LANDING - PROPOSED SITE PLAN

0 40 80

FULL SCALE (22" X 34") 1 IN . = 40 FT.
HALF SCALE (11" X 17") 1 IN . = 80 FT.

CONSTRUCTION NOTES

1. GRADE AND OUTSLOPE EXISTING SITE ROAD FROM STATION 0+00 TO STA 4+71
2. FURNISH AND INSTALL CONCRETE PLANKS MATCHING DIMENSIONS OF EXISTING RAMP MATERIALS. EXTEND RAMP APPROXIMATELY 10' INTO PARKING AREA TO REDUCE RUTTING
3. DELINEATE VEHICLE PARKING ON NORTH END OF LOWER PARKING LOT. REMOVE EXISTING VEGETATION AND INSTALL 6" COMPACTED LIFT OF ¾" AGGREGATE
4. INSTALL POST AND RAIL FENCE ALONG SITE ROAD AND IN NEWLY DELINEATED PARKING AREA. 2' OFFSET FROM DRIVING EDGE.
5. GRADE AND COMPACT EXISTING ROADWAY TO DRAIN TOWARDS RIPARIAN AREA ON NORTH END OF THE PARKING LOT



SITE ROAD CONSTRUCTION TYPICAL SECTION

STA 0+00 TO 4+71
NO SCALE

811 Know what's below. Call before you dig.

CLUTE'S LANDING

IMPROVEMENT PLAN
SITE PLAN

MARK	REVISION	DATE	APPROVED

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMNET
DISTRICT: WESTERN MONTANA DISTRICT
DESIGN OFFICE: DILLON FIELD OFFICE

ISSUED FOR: REVIEW — ISSUE DATE: 09/05/2025

SHEET 01 OF 02

C:\USERS\GANDERSON\DOI\WESTERN DISTRICT OFFICE - ENGINEERING_PROJECT_DILLON FO_REC, ADMIN & DAMS\CLUTES LANDING REC SITE L60950\2026 RIVER FUND PROPOSAL\DWG\06_IMPROVEMENT SHEETS\CLUTES SITE.DWG

(DESIGNED BY: XXX DRAWN BY: XXX CHECKED BY: XXX APPROVED BY: XXX)

Attachment 7

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CONTRACT ESTIMATE SUMMARY

Contract/Project Name	Estimator	Date
River Fund - Clute's Landing Improvements - 100%	G.Anderson	9/5/2025
Project Location	**Contract Number**	
Dillon Field Office	XXX	

Project Description

Project consists of improving drainage features of access road and parking area at Clute's Landing

Clute's Landing Boat Launch and Access Road Improvements

Line-Item No.	Pay Item Description	Unit	Quantity	Unit Cost	Total Cost
A0001	BACKHOE	HR	40	$ 80.00	$ 3,200.00
A0002	LINEAR GRADING (Scarify 6" depth, grade, and compact)	HR	40	$ 130.00	$ 5,200.00
A0003	SKIDSTEER RENTAL	HR	40	$ 65.00	$ 2,600.00
A0004	DUMP TRUCK	HR	40	$ 68.00	$ 2,720.00
A0005	1" SURFACE COURSE AGGREGATE - DELVERED	CUYD	125	$ 65.00	$ 8,125.00
A0006	FENCING MATERIALS	LNFT	300	$ 10.00	$ 3,000.00
A0007	PRECAST STRUCTURAL CONCRETE (Low Water Crossing Planks) INSTALLED	EACH	6	$ 430.00	$ 2,580.00
	Total Project Cost				***$ 27,425.00***