

Comments Received After Publication of the Draft Corridor Study

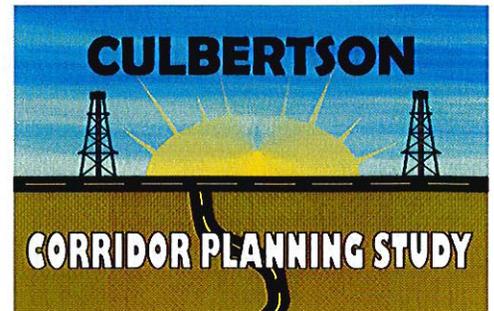
Culbertson Corridor Planning Study

Public Comment Form

Please mail or email your comments to:

Grey Turner, P.E.
CDM Smith
50 West 14th Street, Suite 200
Helena, MT 59601

TurnerGL@cdmsmith.com
(801) 363-3955



Highway 2 Please provide your comments below:

Reduce Speed into Culbertson from the West sooper Also put Rumble Strips across incoming lane to get the attention of drivers to slow down - Speed limit signs are not working. Parking on Highway 2 South of Football Field needs to be NO Parking from approximately Schools reader board sign to the corner (West) as trucks park there and you can NOT see to pull out from the stop sign on the old Highway by VAC Am. Reduce speed heading south out of Culbertson towards Sidney such as 25mph till the guard rail then 35mph till after approach past the railroad bridge then to 45mph till just after the end of the guard rail - Stay 55mph until you have crossed the River bridge then a full speed zone of 60mph for trucks and 70mph for cars. Reverse the speeds for coming into Culbertson from Sidney on Highway 16

Name: Julie Johnston

Address: PO Box 793

Culbertson MT 59218

Email: judie.johnston59@yahoo.com

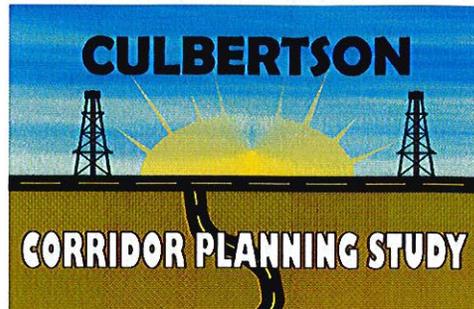
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Please provide your comments below:

Against 7th + or 8th Street Couplet!!

Name: David Nickolo A

Address: Culbertson

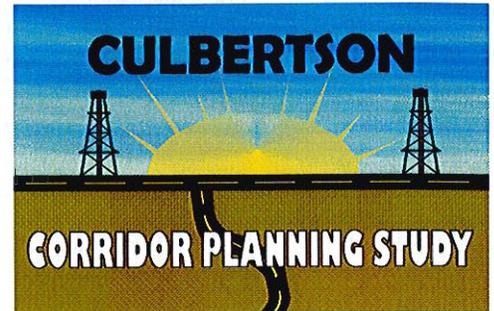
Email: _____

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Please provide your comments below:

The 7th and 8th Street completions are not viable options. This would divert fast and dangerous traffic thru residential areas as well as requiring the school to move the football and track complex at additional cost to the taxpayers.

Making US Hwy 2 a four lane is not the only viable option. Why not a 2 way with a turning lane. This would also slow down traffic coming into town. a four lane doesnot slow down traffic. if anything it will cause traffic to move faster through town.

Name: Tara Nickolo AF

Address: Culbertson

Email: tarabull66@yahoo

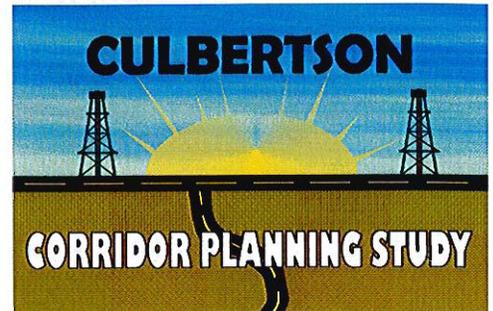
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Please provide your comments below:

We don't feel that the 7th & 8th Street Complex
would not be a feasible option due to it
being a residential area with Hospital/Clinic/
ER/Ambulance routes.

The immediate removal of trucks off from
main street for safety is very important.

Street lights near school and inter sections
are also needed.

Moving speed signs further out from all
directions.

Name: Don & Myrna Oelkers

Address: P.O. Box 521
623 2nd Ave. E.
Culbertson, MT 59218

Email: _____

Culbertson Corridor Planning Study

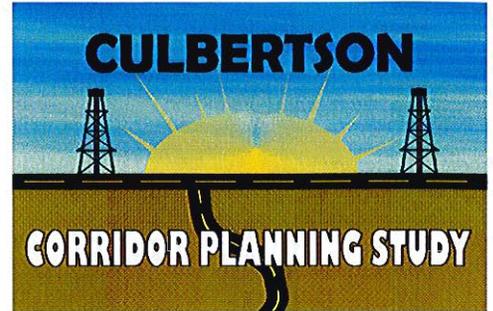
Public Comment Form

J.W.

Please mail or email your comments to:

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Please provide your comments below:

No - 7th St Complete
No - 8th St Complete
1-2 No Alternates
3-4 No
6 - No

o Alternate #5 Very Good

o Need A New Speed Study
Move 25 out -

o Need help with funding!

Name: Gordon O'Neil

Address: Box 272

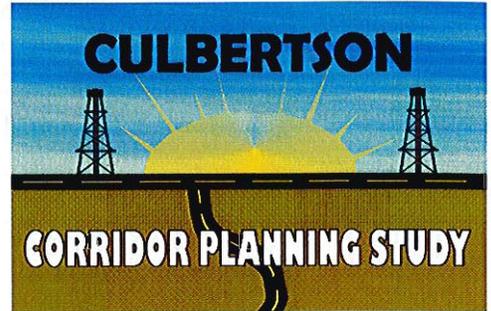
Email: gordon@nemad.net

Culbertson Corridor Planning Study Public Comment Form

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Helena, MT 59601

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(801) 363-3955



Please provide your comments below:

I am absolutely opposed to routes 1, 2 and 3.
I am adamantly opposed to a 7th street
couplet and an 8th street couplet.
I strongly support alternate route No. 5
and would like to see it built with
a route south of the railroad tracks
to the west

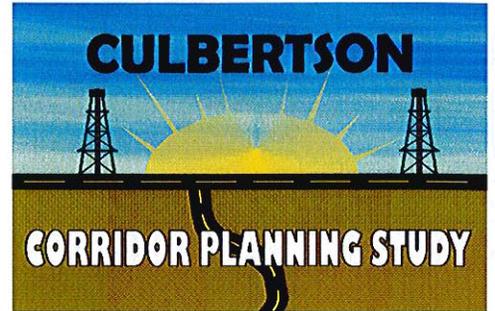
Name: Robert L. Peterson
Address: 712 3rd Ave East
Culbertson
Email: rcp.machinery@juno.com

Culbertson Corridor Planning Study Public Comment Form

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Helena, MT 59601

TurnerGL@cdmsmith.com
(801) 363-3955



Please provide your comments below:

Definitely against the 7th Ave & 8th Ave Couplet options!
Recommend option 5 as most sensible.

Name: Clay Petersen

Address: 5957 RD 1018

Culbertson, MT 59218

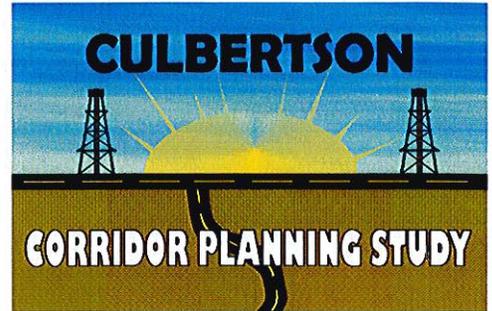
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Please provide your comments below:

When The New Truck Route is built
I do NOT agree with abandoning
Hwy 16 Through Culbertson & The
Over pass. The State Dept of
Transportation should take care of both
roads (new & old) for snow &
improvements

Name: TERRIE RAY

Address: _____

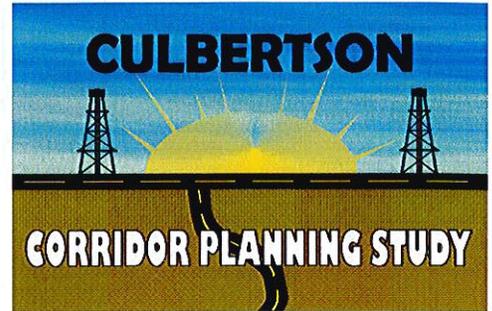
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Please provide your comments below:

Alternate Route #5 looks good. Need sooner
the best.

Need to slow east bound traffic as it
comes into town, especially by school.

Name: James Gas

Address: Culbertson

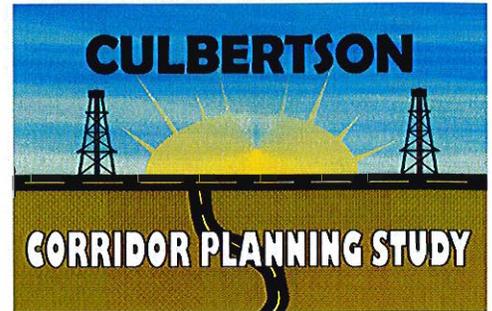
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Please provide your comments below:

1) More considerations on #2 been looked at as future runway extension at airport which will happen in future !!!

2) Couplet options need to go

3) #5 option is a good one

Name: _____

Address: _____

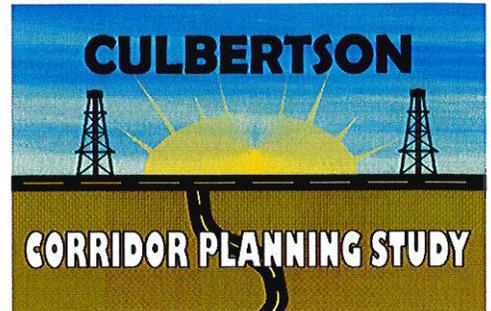
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Please provide your comments below:

safety of school students = us 2 Speed Study

No complet, please!
Bulb out sounds good.

Thank you for mediating so well the vocal residents
of our town.

Name: _____

Address: _____

Email: _____

From: [Turner, Grey L.](#)
To: [Jespersen, Jamie](#)
Subject: FW: Culbertson Corridor Planning Study Comment Period
Date: Tuesday, August 21, 2012 9:32:57 AM

I got this from Bruce.

Grey Turner, PE

CDM Smith

w: 801.363.3955 m: 801.309.3377 f: 801.363.3972

cdmsmith.com

From: W Bruce Houle [mailto:wbhoule@hotmail.com]
Sent: Friday, August 17, 2012 8:26 AM
To: Turner, Grey L.; W Bruce Houle
Subject: Culbertson Corridor Planning Study Comment Period

Grey,

Thanks for taking time all these months to develop and complete this study for Culbertson. At this time I would like to offer my comments on the options made available to Culbertson on both Improvement Options and Potential Alternate Truck Route Options.

Potential Truck Route Options:

I do favor the study's final choice on possible truck routes between Hwy #2 and Hwy # 16 being - Alternate Route # 5.

Improvement Options # 1-15

I favor work to continue on Improvement Options #1,2,3,4,9,10,13,14,15

I do not favor Improvement Option #5 (bulb-out - to me bulb- outs can be a road hazard)

I do not favor Improvement Option # 8 - MT 16 (North) Realignment - I believe this project should be left until TR Expressway is allowed to be fully studied. As TRE has already choose Hwy #16 for a 4 lane roadway to Canada, I feel a study should be allowed to determine if the existing roadway is what is needed or if this roadway needs to be aligned with Hwy 16 (South).

I also favor holding off on Improvement Options # 6 & 7 , until Improvement # 8 has been fully studied.

I do favor Improvement Option # 10 - Four Lane Hwy # 2 - and as soon as possible, with the understanding this roadway would be completed west of Culbertson, past school vs stopping at Hwy # 16 North.

Thanks

W Bruce Houle
Culbertson Chamber of Commerce
Culbertson Town Council

From: [Turner, Grey L.](#)
To: [Fossen, Naomi](#); [Jespersen, Jamie](#)
Subject: FW: Culbertson Corridor Study
Date: Tuesday, August 28, 2012 12:17:48 PM

Another public comment to log. Thanks.

Grey Turner, PE

CDM Smith

w: 801.363.3955 m: 801.309.3377 f: 801.363.3972

cdmsmith.com

From: laura bergum [mailto:bergum2010@gmail.com]
Sent: Friday, August 24, 2012 11:54 AM
To: cstrizich@mt.gov; Turner, Grey L.
Subject: Culbertson Corridor Study

As a resident of Culbertson, I would like to give my opinion on the truck bypass.

I am fully in support of the bypass route which would run south of the present overpass and go north to Highway #2. You are aware that the present route through town poses a hazard due to three 90 degree corners and school crossings. This truck bypass should not have an adverse effect on the survival of Culbertson. Occasionally, a truck may stop to get a tire repaired or to get fuel and food; but they can always detour into Culbertson when necessary.

With the help of our Congressional Delegation, is it possible to put a bypass on the fast track? This would eliminate the difficulty and dangers of truck traffic going through town. We should follow North Dakota's example of fast tracking a bypass around Williston, ND.

Thank you,

Larry Bergum
101 8th St. E.
Culbertson, MT.
59218
Ph. # 406-787-5535

Informational Meeting No. 1 (March 7, 2012)

- Press Release Announcing Informational Meeting
- Newspaper Advertisement
- Sign-In Sheet
- Welcome and Display Boards
- Presentation
- Summary of Meeting Notes

From: [Grant, Paul](#)
To: [ASHTO](#); [KXGN](#); [The Searchlight](#); [KATQ-AM&FM](#); [Sheridan County News](#); [Sheridan County OnLine](#); [KVCK-AM/FM](#); [KGCX-FM](#); [KTHC-FM](#); [Sidney Herald](#); [The Roundup](#)
Cc: [Strizich, Carol](#); [Zanto, Lynn \(MDT\)](#); [Kazimi, Zia](#); [Jespersen, Jamie](#); [Turner, Grey L.](#); [Erb, Michelle](#); [Collins, Corrina](#); [Ryan, Lori](#); [Grant, Paul](#); [Culbertson City Commission \(culbertsonmt@hotmail.com\)](#); [Macdonald, Gary](#)
Subject: MDT schedules an informational meeting to discuss the Culbertson Corridor Planning Study
Date: Thursday, February 16, 2012 8:33:38 AM

February 16, 2012

FOR IMMEDIATE RELEASE

For more information:

Carol Strizich, MDT Statewide and Urban Planning, Project Manager, (406) 444-9240
Lori Ryan, Public Information, MDT, (406) 444-6821

Informational meeting scheduled to discuss the Culbertson Corridor Planning Study

Culbertson - The Montana Department of Transportation (MDT) is holding the first informational meeting on the Culbertson Corridor Planning Study on Wednesday, March 7, 2012, beginning at 6:00 p.m. The meeting will be held at the Town Hall, 210 Broadway, Culbertson, MT. The purpose of the meeting is to inform the community on the corridor study scope and purpose, take questions, and solicit input from the community on the existing conditions and concerns within the corridor.

Community participation is a very important part in identifying issues and shaping future transportation planning, and public attendance is welcomed and encouraged. Comments may be submitted at the toll free comment line (1-800-714-7296), in writing at the meeting, or by mail to Carol Strizich, Project Manager, MDT Statewide and Urban Planning, 2960 Prospect Avenue, Helena, MT. 59620. Please indicate comments are for the Culbertson Corridor Planning Study.

MDT has initiated the process to develop the Culbertson Corridor Planning Study. The project study area encompasses a rectangular area around the town of Culbertson, which includes a 4-mile segment of U.S. 2 (between reference post 642.8 and reference post 646.8) and a 5-mile segment of MT 16 (between reference post 86.6 and reference post 88.6 north and between reference post 0 and reference post 3 south of Culbertson). The corridor planning study will identify cost-effective ways to address transportation needs within the Study area. The Culbertson Corridor Planning Study is a pre-NEPA/MEPA study that allows for earlier planning-level coordination with the public, environmental resource and other agencies, and will inform any subsequent environmental review processes if any transportation projects are moved forward from the study. The corridor study is designed to determine what if anything can be done to improve the corridor and to facilitate a smooth and efficient transition from transportation planning to project development/environmental review. It is important to note that the Corridor Planning Study is developed strictly as a planning project and not a design project.

Future announcements will be made prior to all public events through the local media and the study mailing list. Interested parties are encouraged to join the project mailing list by submitting their name and contact information to Grey Turner at turnergl@cdmsmith.com.

A study website has been developed and can be accessed at

www.mdt.mt.gov/pubinvolve/culbertson/

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Grey Turner, at (801) 363-3955 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the meeting. Alternative accessible formats of this information will be provided upon request.

-----end-----

Project name: Culbertson Corridor Planning Study
Roosevelt County



Informational Meeting

**Culbertson Corridor Planning Study
Wednesday, March 7, 2012 6:00 p.m.
Town Hall, 210 Broadway
Culbertson, MT**

The Montana Department of Transportation (MDT) will discuss the study area that encompasses a rectangular area around the town of Culbertson, which includes a 4-mile segment of U.S. 2 (between reference post 642.8 and reference post 646.8) and a 5-mile segment of MT 16 (between reference post 86.6 and reference post 88.6 north and between reference post 0 and reference post 3 south of Culbertson). The purpose of the meeting is to inform the community on the corridor study scope and purpose, take questions, and solicit input from the community on the existing conditions and concerns within the corridor.

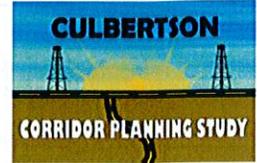
The meeting is open to the public and the public is encouraged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Grey Turner at (801) 363-3955 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

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Culbertson Corridor Planning Study

Informational Meeting No. 1

March 7, 2012



Sign-In Sheet

| Name | Address | Email |
|--------------------|------------------------------------|---------------------------|
| W. Bruce Houle | Culbertson | WBHoule@hotmail.com |
| Carol Strizich | MDT - Helena | cstrizich@mt.gov |
| Shane Mintz | MDT - Glendive | smintz@mt.gov |
| Jim Frank | MDT - Glendive | jfrank@mt.gov |
| Stan Brelin | MDT - Helena | sbrelin@mt.gov |
| Ed Bowers | Culbertson | |
| Roseanne Agantheis | Box 351 Culbertson | culbertsonmt@hotmail.com |
| Alton Agantheis | Box 261 Culbertson | |
| Kevin Gower | MDT - Wolf Point | kgower@mt.gov |
| Gary Macdonald | 400 2ND AVE S W.P. ROOSEVELT CO | comm@rooseveltcountry.org |
| Brenda Redfield | | |
| Danell Synan | Box 269 CULBERTSON MT. | |
| Bev Rowan | | |
| Jim Shanks | Box 247 Brockton 59213 | DOMM@rooseveltcountry.org |
| Mark Nelson | P.O. Box 749 Culb. | mjnelson@nemontel.net |
| FRANK J. SMITH | Box 729 POPLAR MT | ccaltona@nemontel.net |
| Don & Myra Collier | Box 531 Culb | |
| Loy Bellon | 653 Culb. | |
| Jenny Taberna | PO Box 937 Culb | |
| Kelly Berk | Box 496 Culb | |

Welcome!

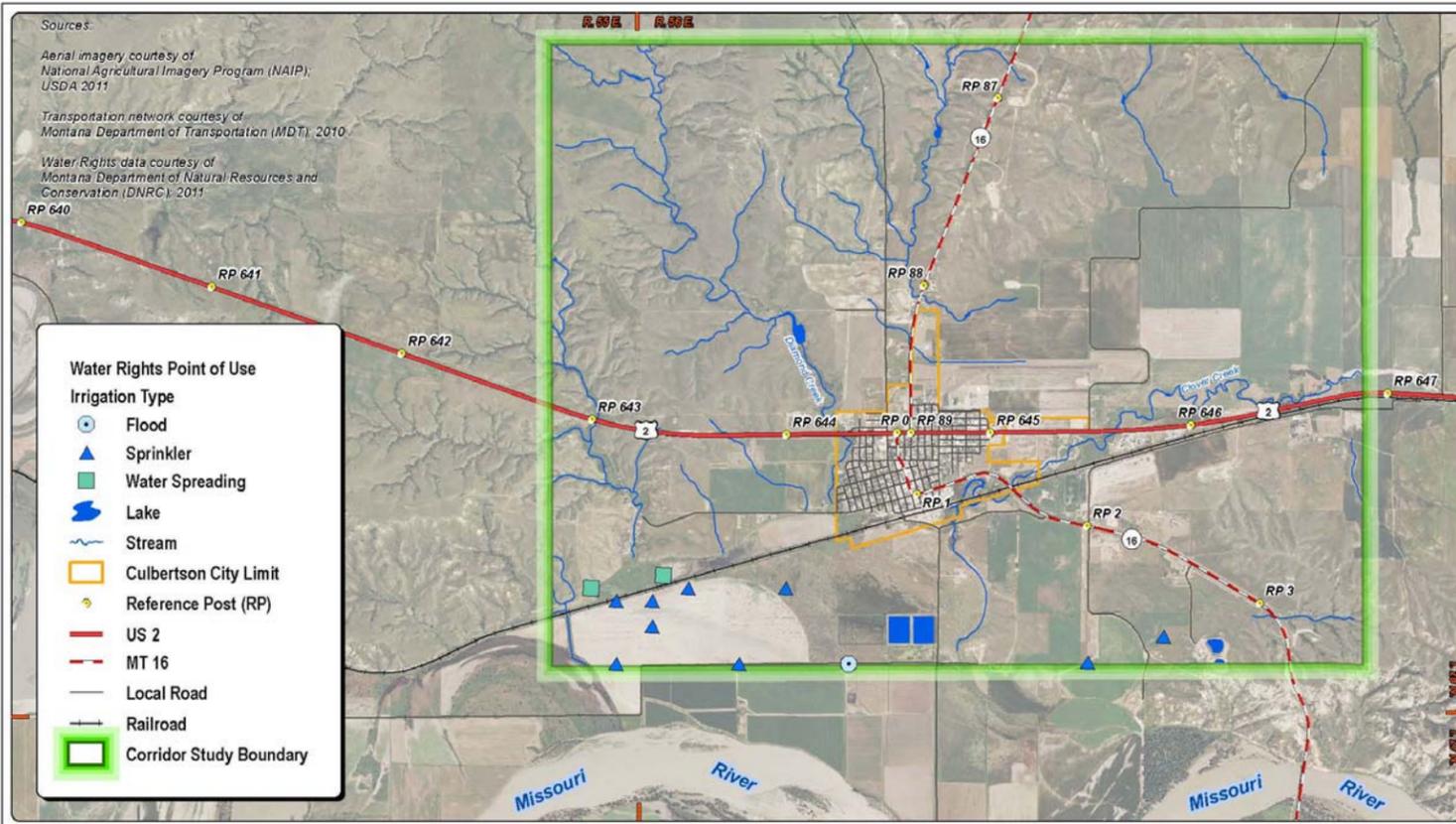
CULBERTSON CORRIDOR PLANNING STUDY

Informational Meeting

Thank you for coming!

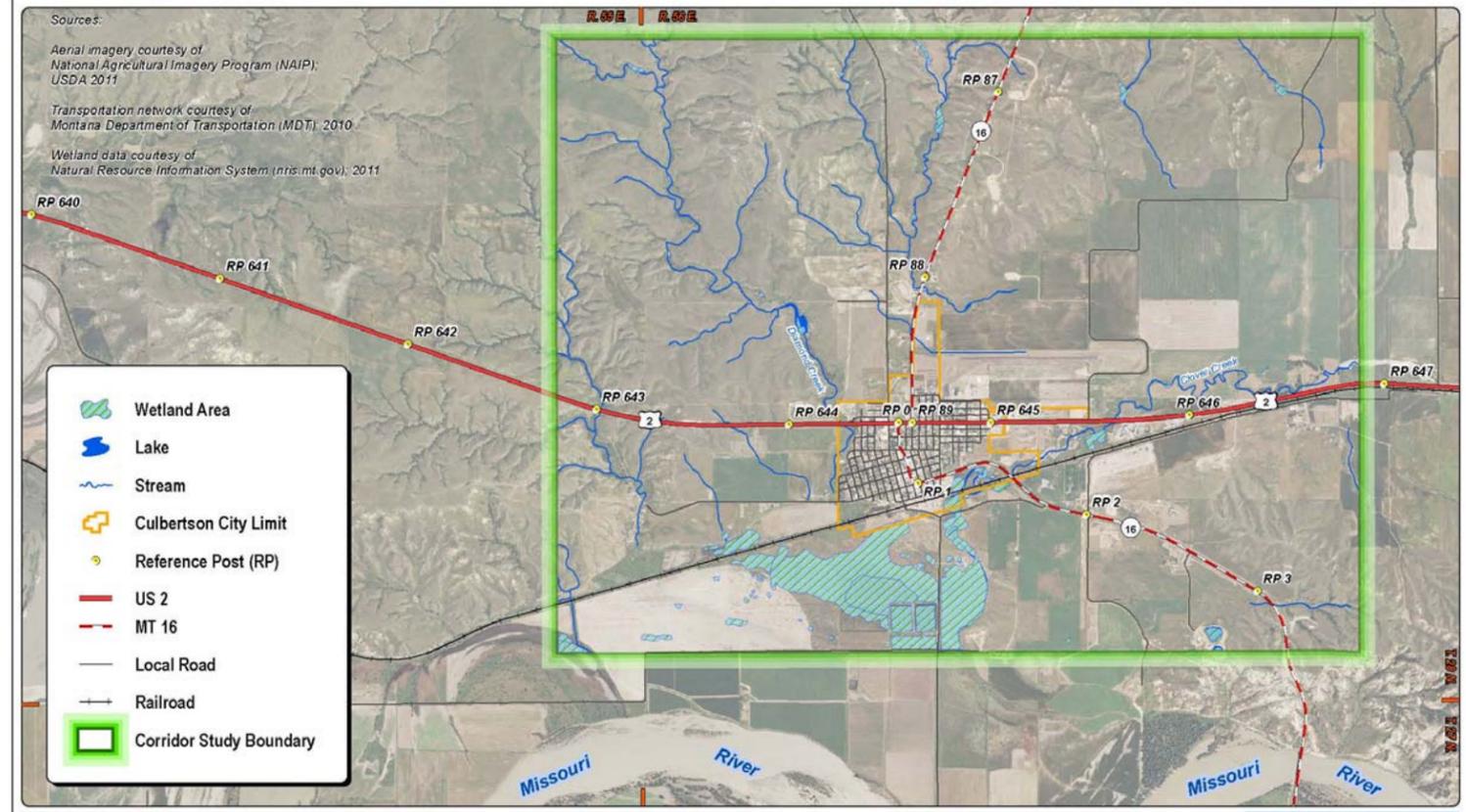
Your input is greatly appreciated.





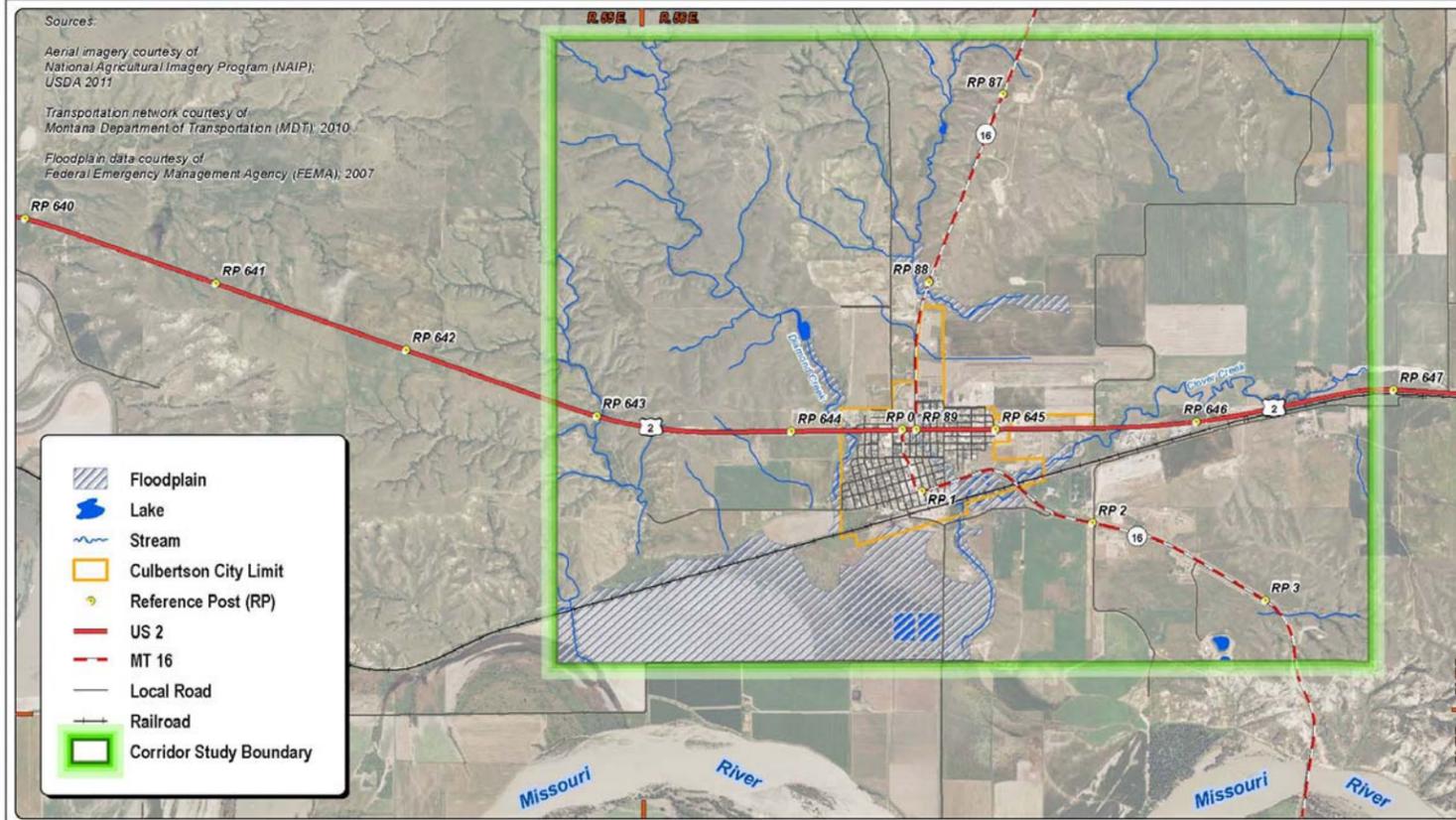
Irrigation
Culbertson Corridor Planning Study

DRAFT



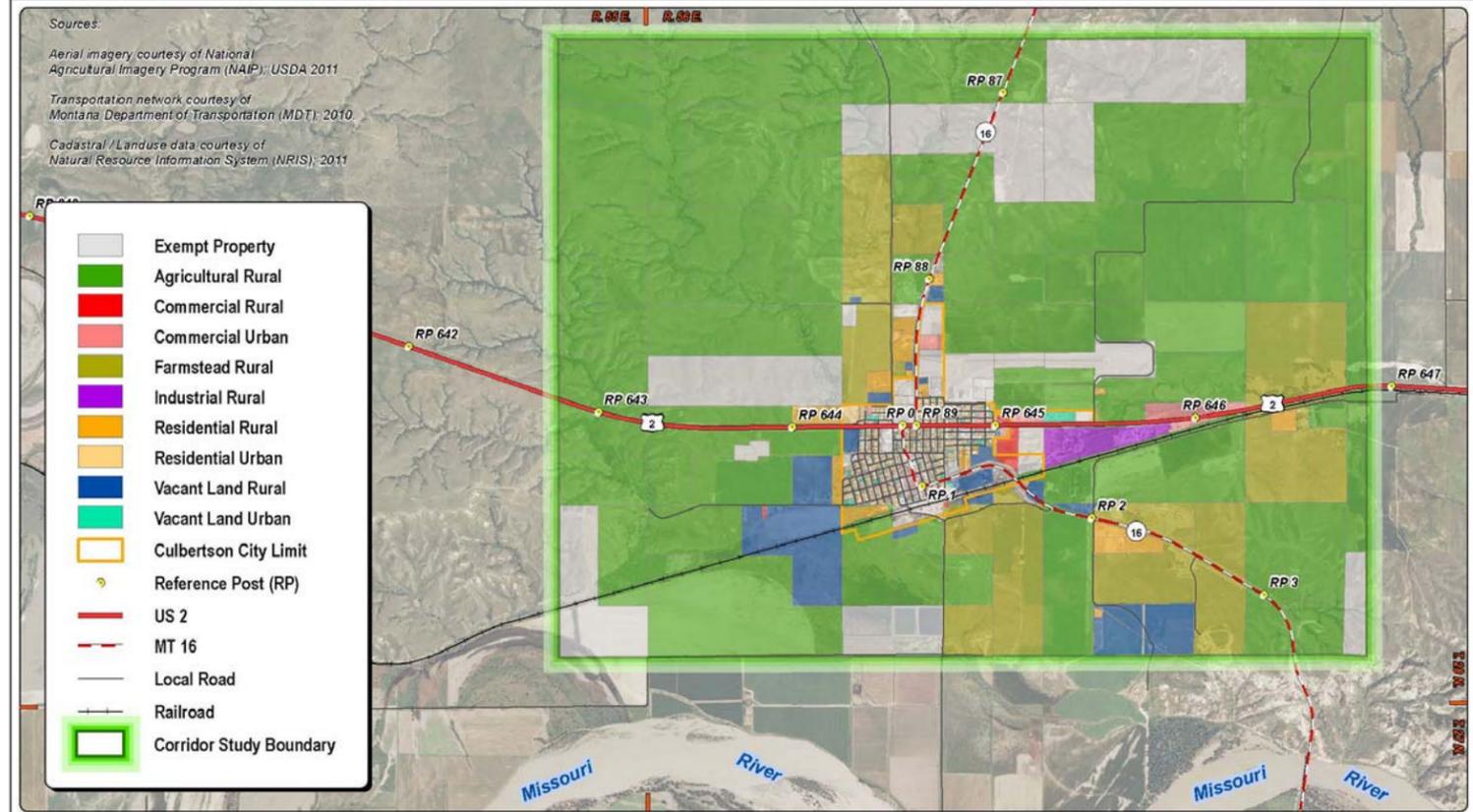
Wetlands
Culbertson Corridor Planning Study

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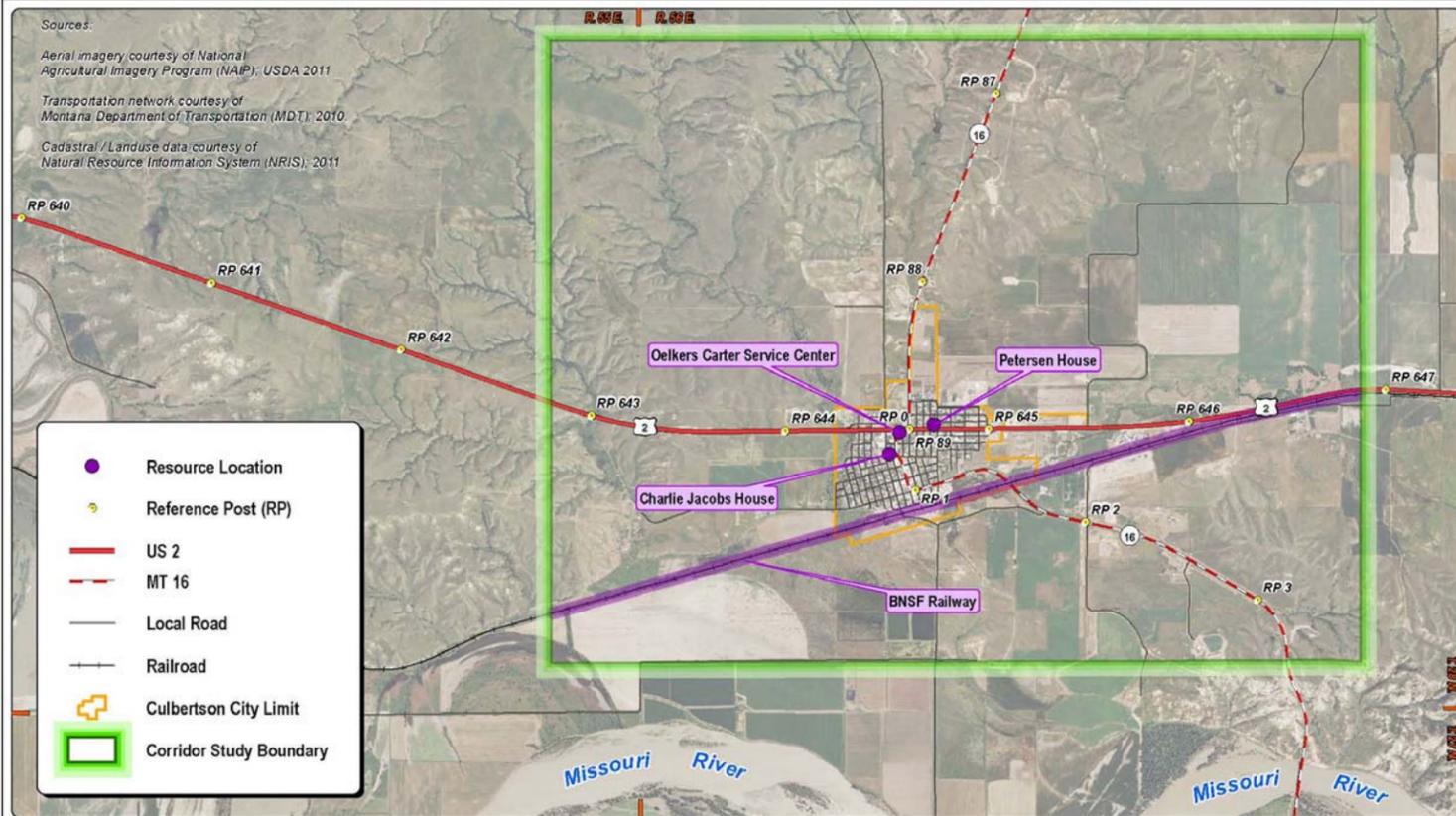
Surface Waters / Floodplain
Culbertson Corridor Planning Study

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Land Use
Culbertson Corridor Planning Study

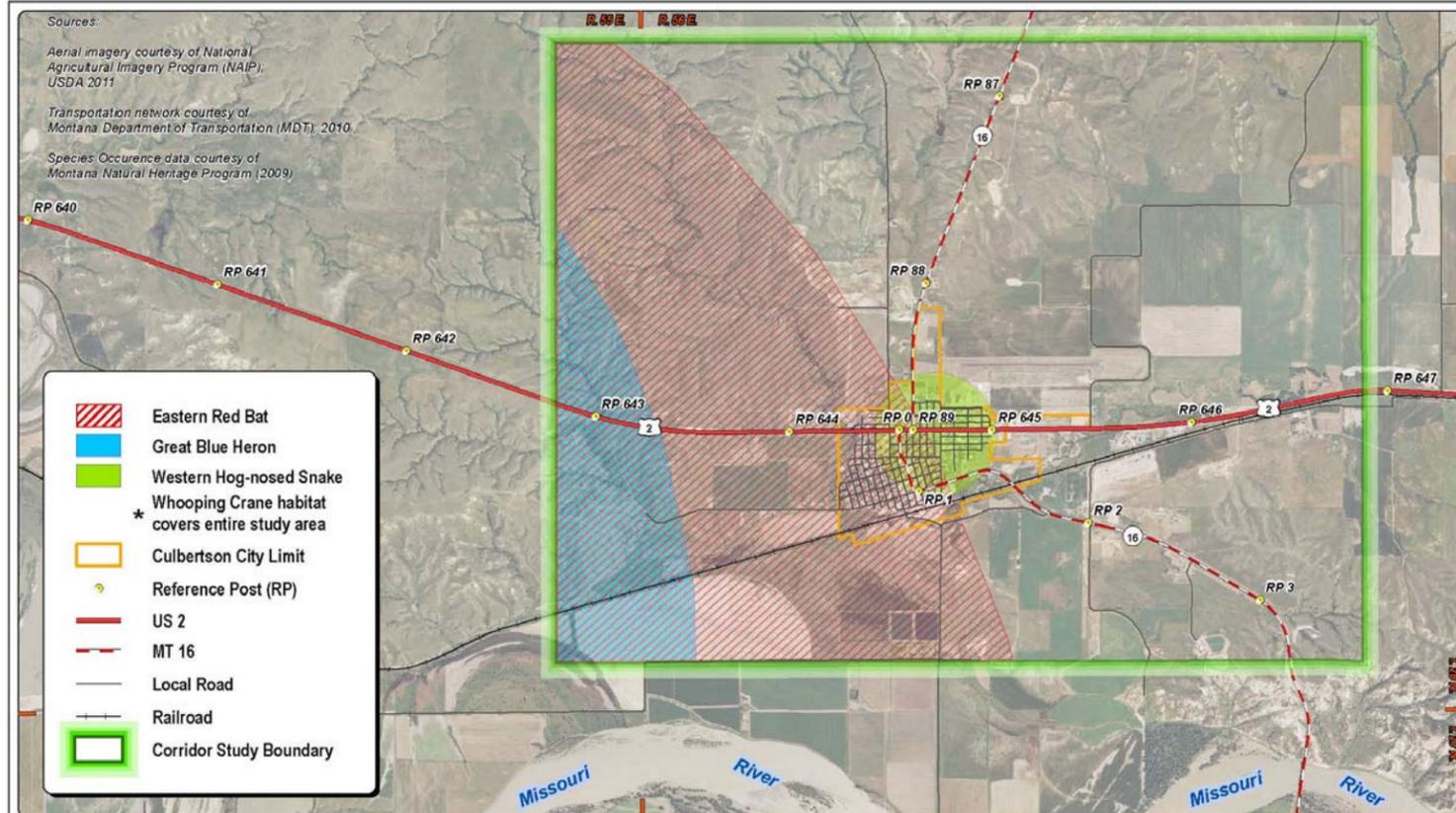
DRAFT



DRAFT

Cultural Resources Culbertson Corridor Planning Study

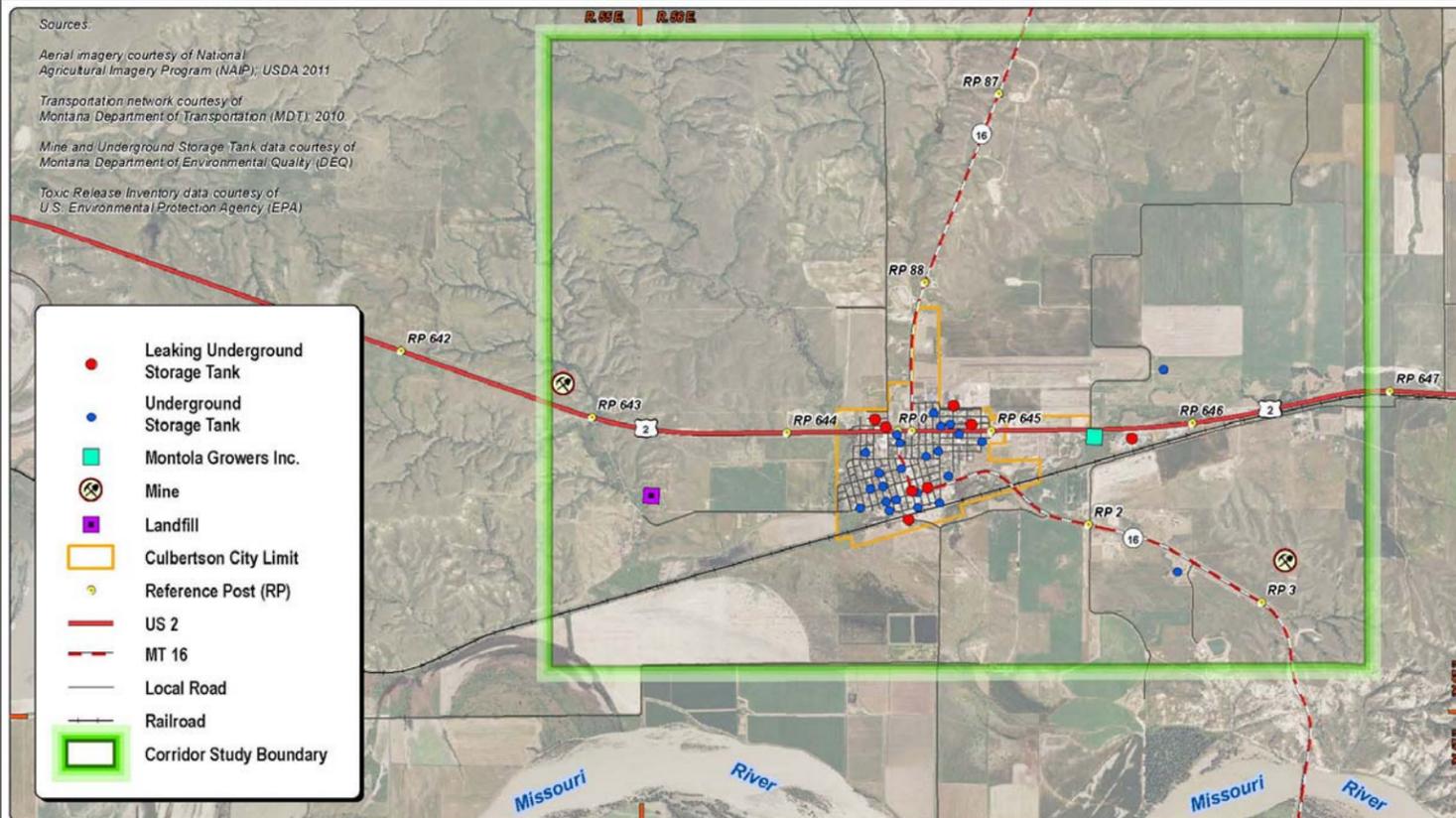
CULBERTSON
CORRIDOR PLANNING STUDY



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Animal Species of Concern Culbertson Corridor Planning Study

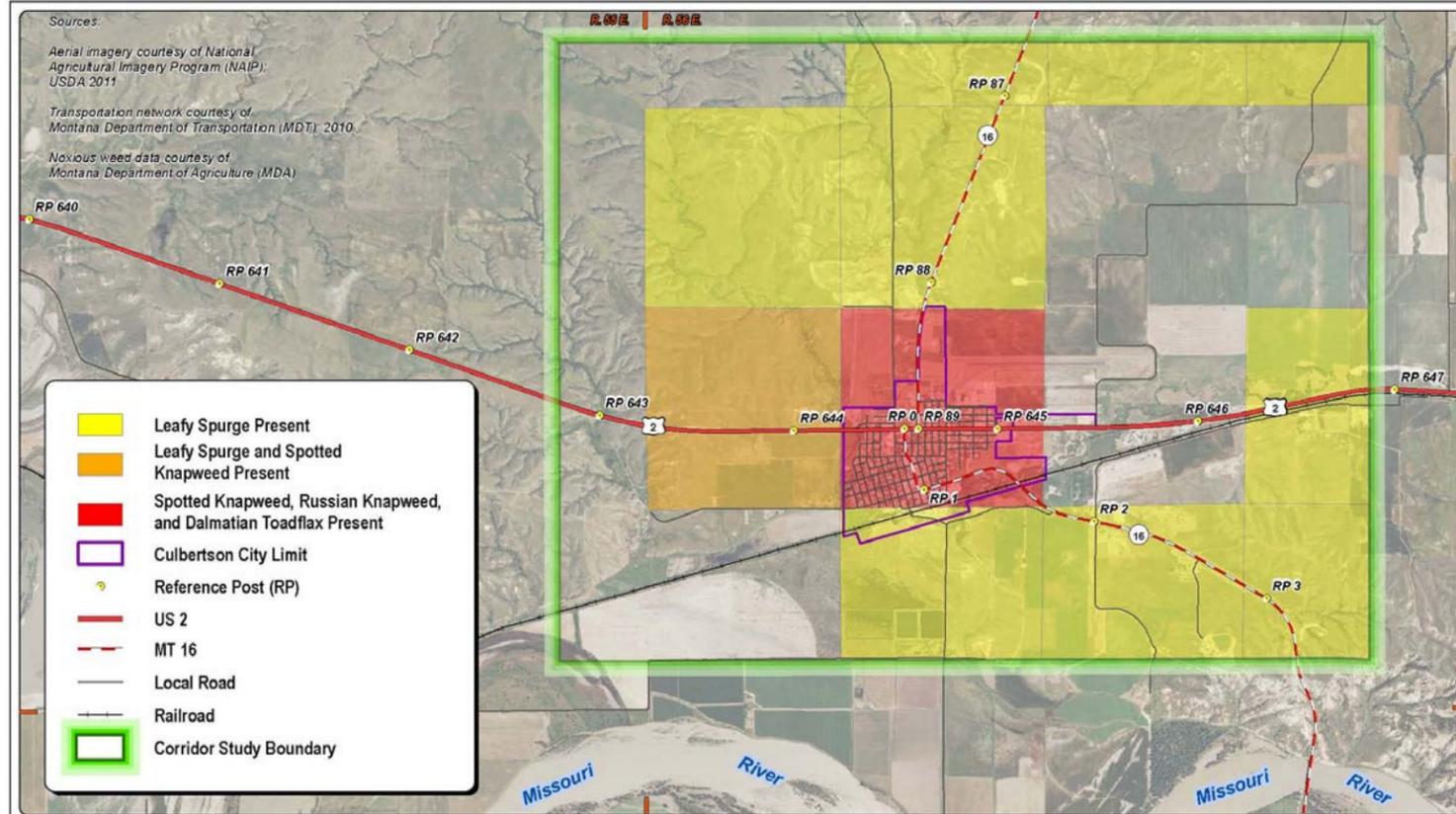
CULBERTSON
CORRIDOR PLANNING STUDY



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Hazardous Material Culbertson Corridor Planning Study

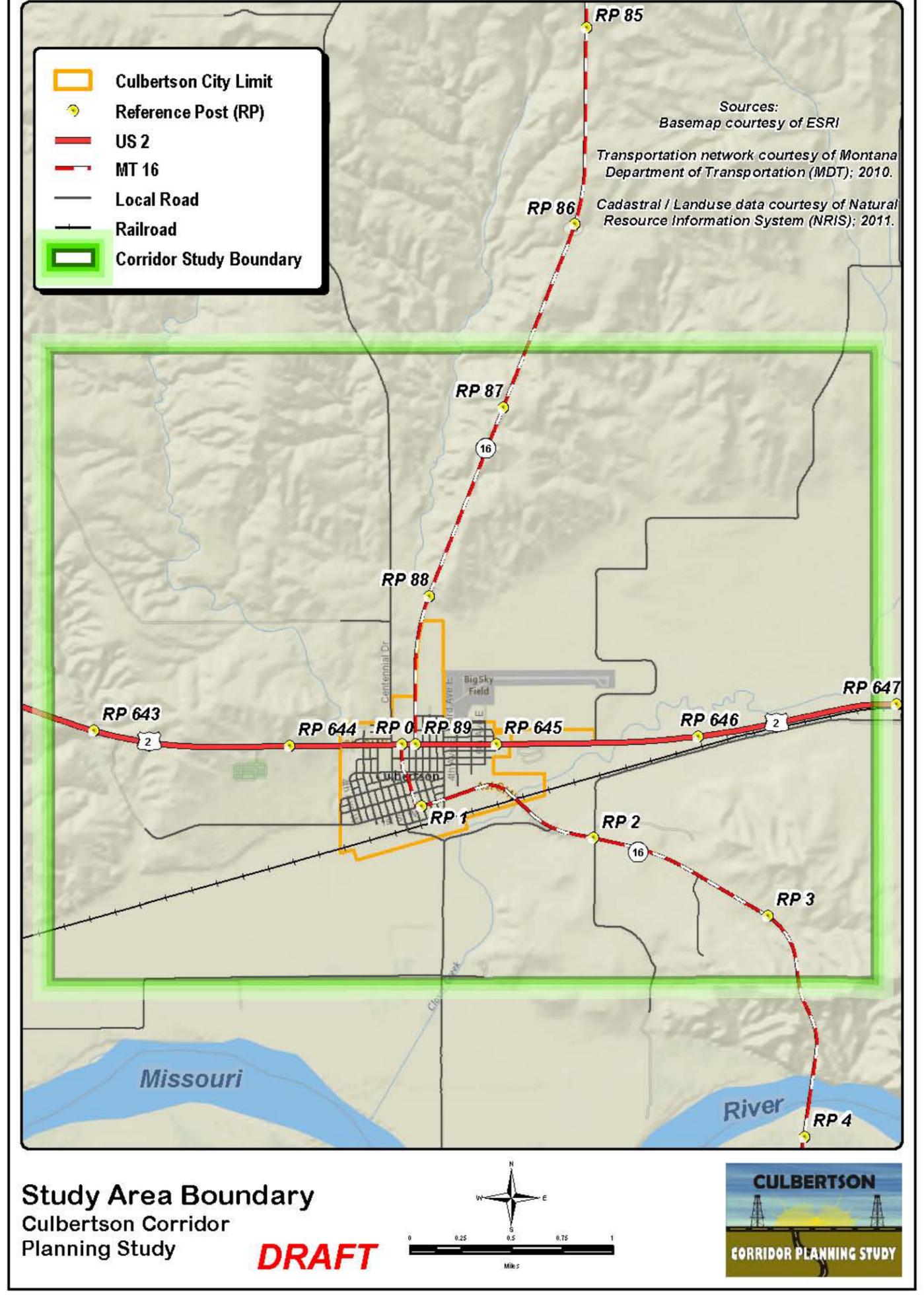
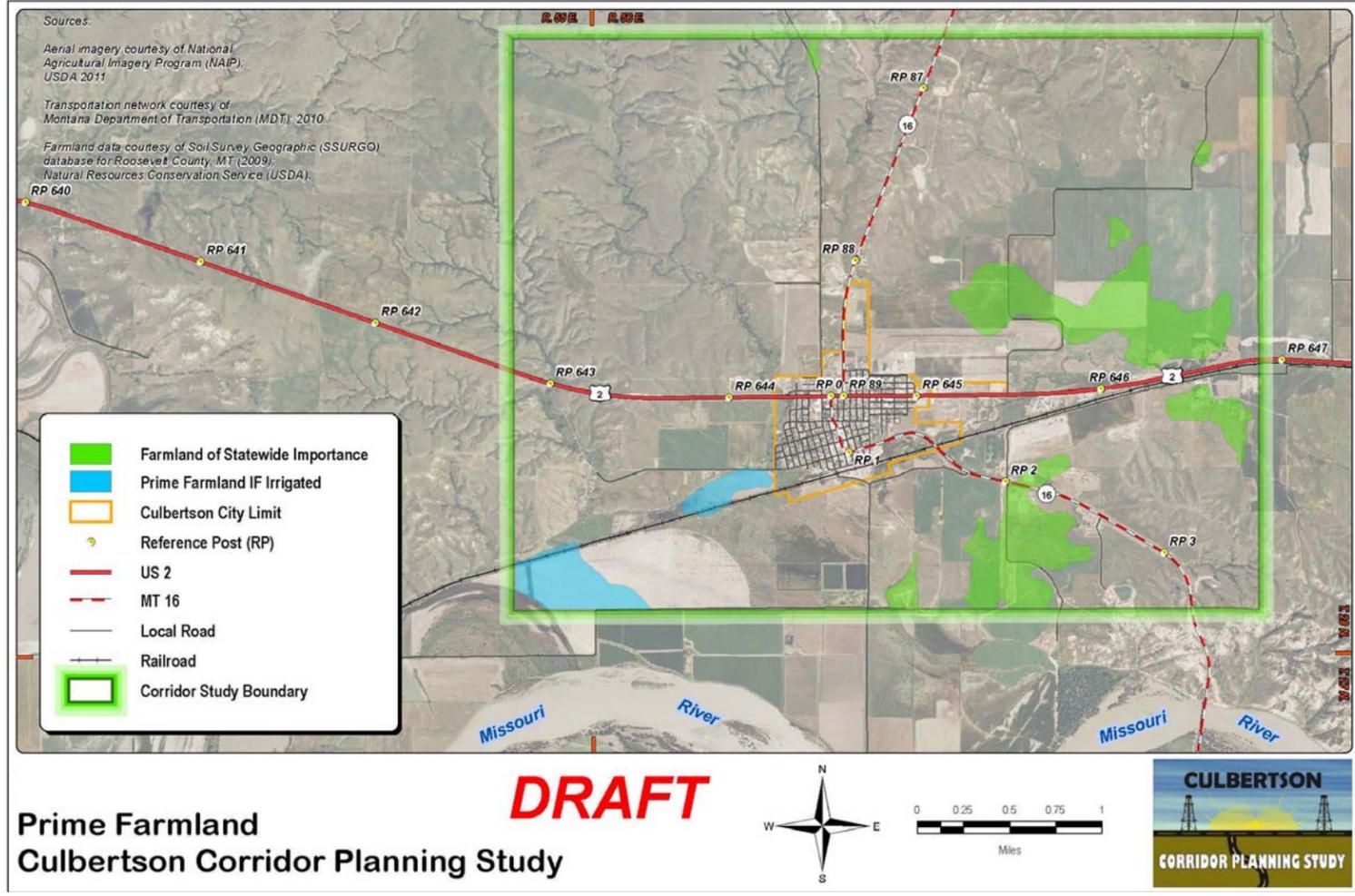
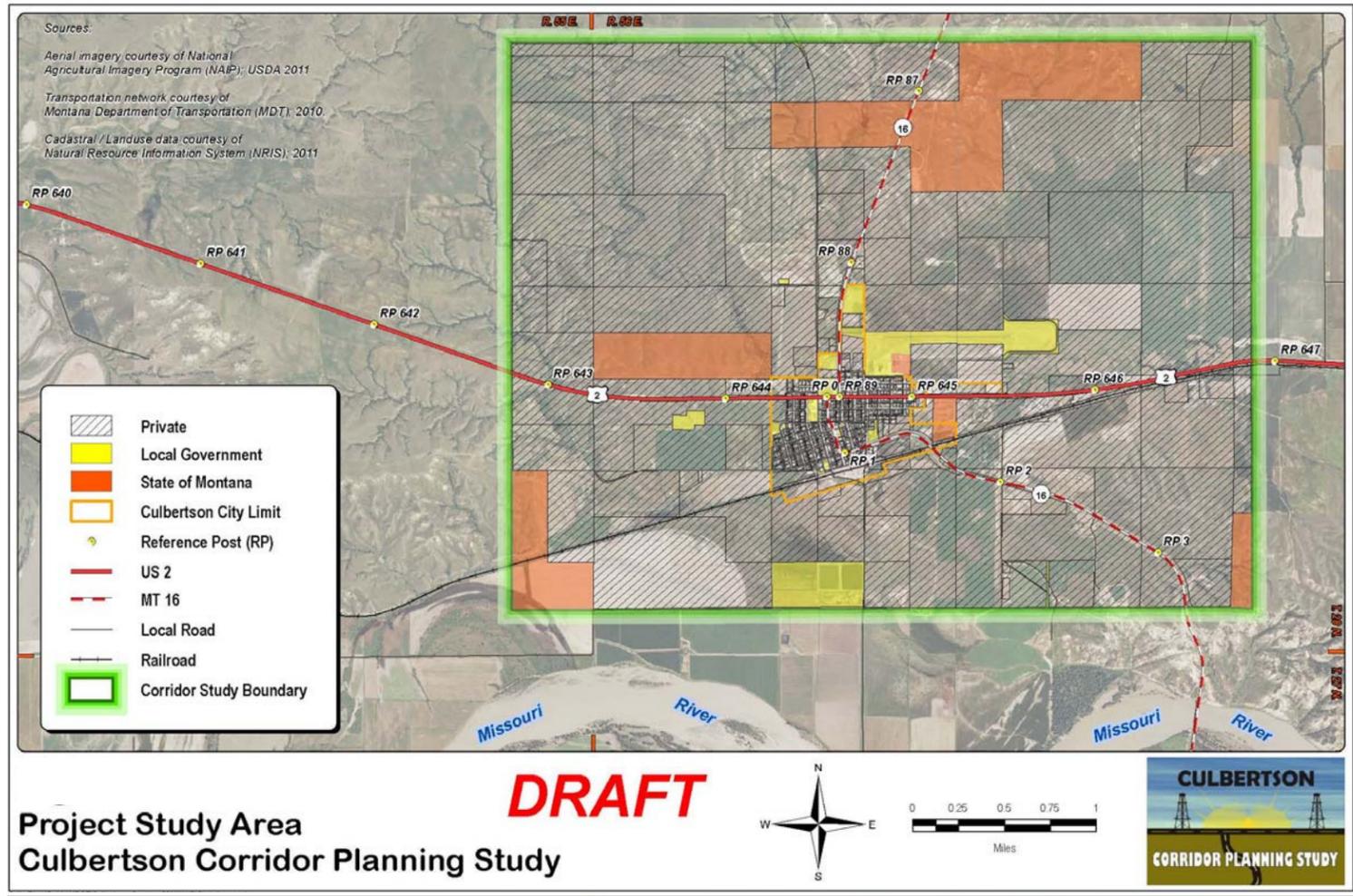
CULBERTSON
CORRIDOR PLANNING STUDY

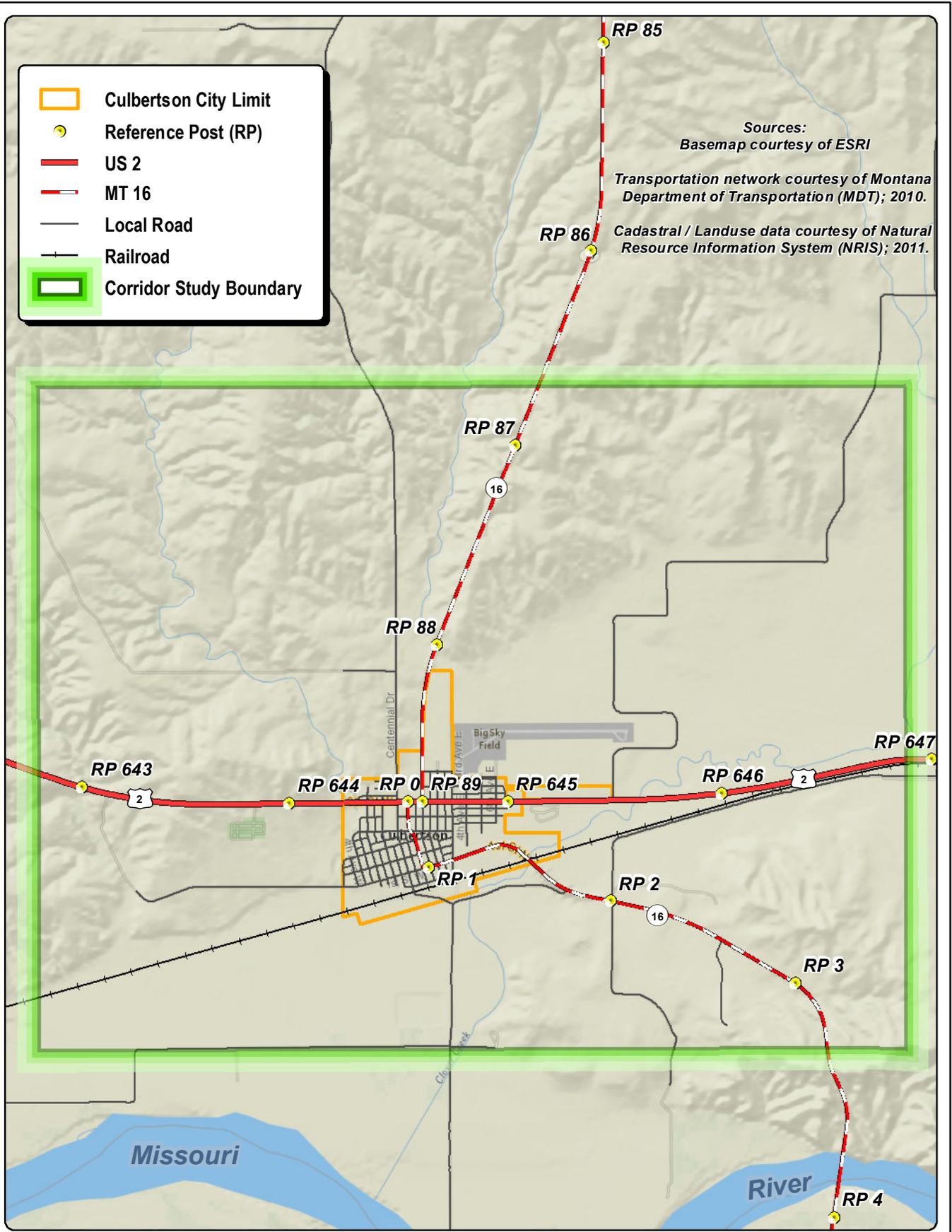


DRAFT

Noxious Weeds Culbertson Corridor Planning Study

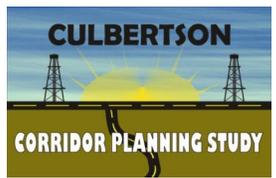
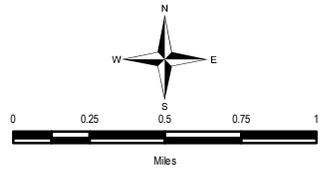
CULBERTSON
CORRIDOR PLANNING STUDY

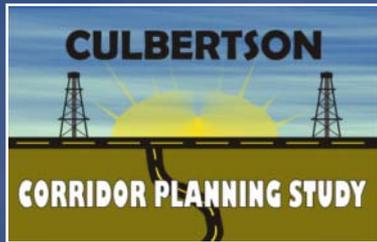




**Study Area Boundary
Culbertson Corridor
Planning Study**

DRAFT





Culbertson Corridor Planning Study

Public Informational Meeting No. 1

March 7, 2012



Purpose of this Meeting

- ◆ Introduce the *Culbertson Corridor Planning Study*
- ◆ Identify partners & stakeholders
- ◆ Explain public involvement process
- ◆ Describe initial work completed on study and scope of remaining tasks
- ◆ Solicit comments and concerns from the public in attendance
- ◆ Informal discussion after the presentation

Outline of Presentation

- ◆ **Goals and Purpose of the Study**
- ◆ **Corridor Planning vs. NEPA/MEPA**
- ◆ **US 2 and MT 16 Corridor Overview**
- ◆ **Stakeholders / Public Involvement / Schedule**
- ◆ **Existing Conditions in the Corridor**
- ◆ **Conclusions, Questions and Comments**

Goals and Purpose of Study

- ◆ Engage constituents early!
- ◆ Identify concerns and constraints
- ◆ Identify short-range and long-range improvements
- ◆ Develop planning level cost estimates
- ◆ Identify funding mechanisms
- ◆ Provide local officials and MDT with a list of improvement options to address identified needs

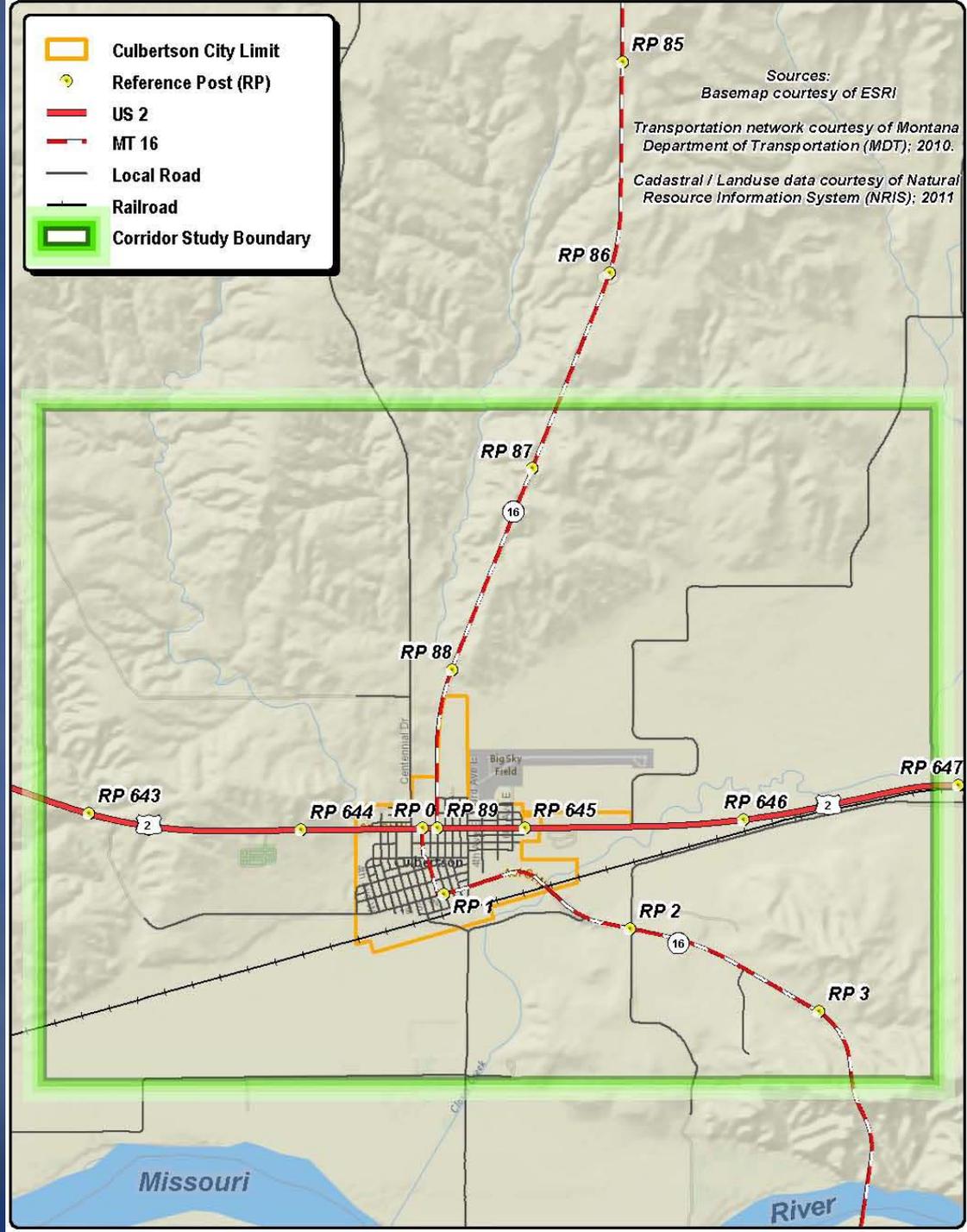
Corridor Study Approach

- ◆ **Corridor studies:**
 - ◆ **Are a “high level scan”**
 - ◆ **Define transportation issues/problems**
 - ◆ **Can streamline the overall development process**

Corridor Study Approach

- ◆ **Corridor studies:**
 - ◆ **Are a pre-NEPA/MEPA process**
 - **Issues Identification**
 - **Corridor Needs and Objectives**
 - **Improvement Options Development**
 - **Technical Analyses**
 - **Information on Impacts**
 - ◆ **Consider community concerns and values**
 - ◆ **Identify cost-effective and feasible strategies**
 - ◆ **Provide early and continuous involvement**

Study Area Boundary



Study Planning Team

- ◆ MDT
- ◆ FHWA
- ◆ Roosevelt County
- ◆ Town of Culbertson
- ◆ Town of Culbertson Contract Planner (WWC Engineering)
- ◆ Consultant

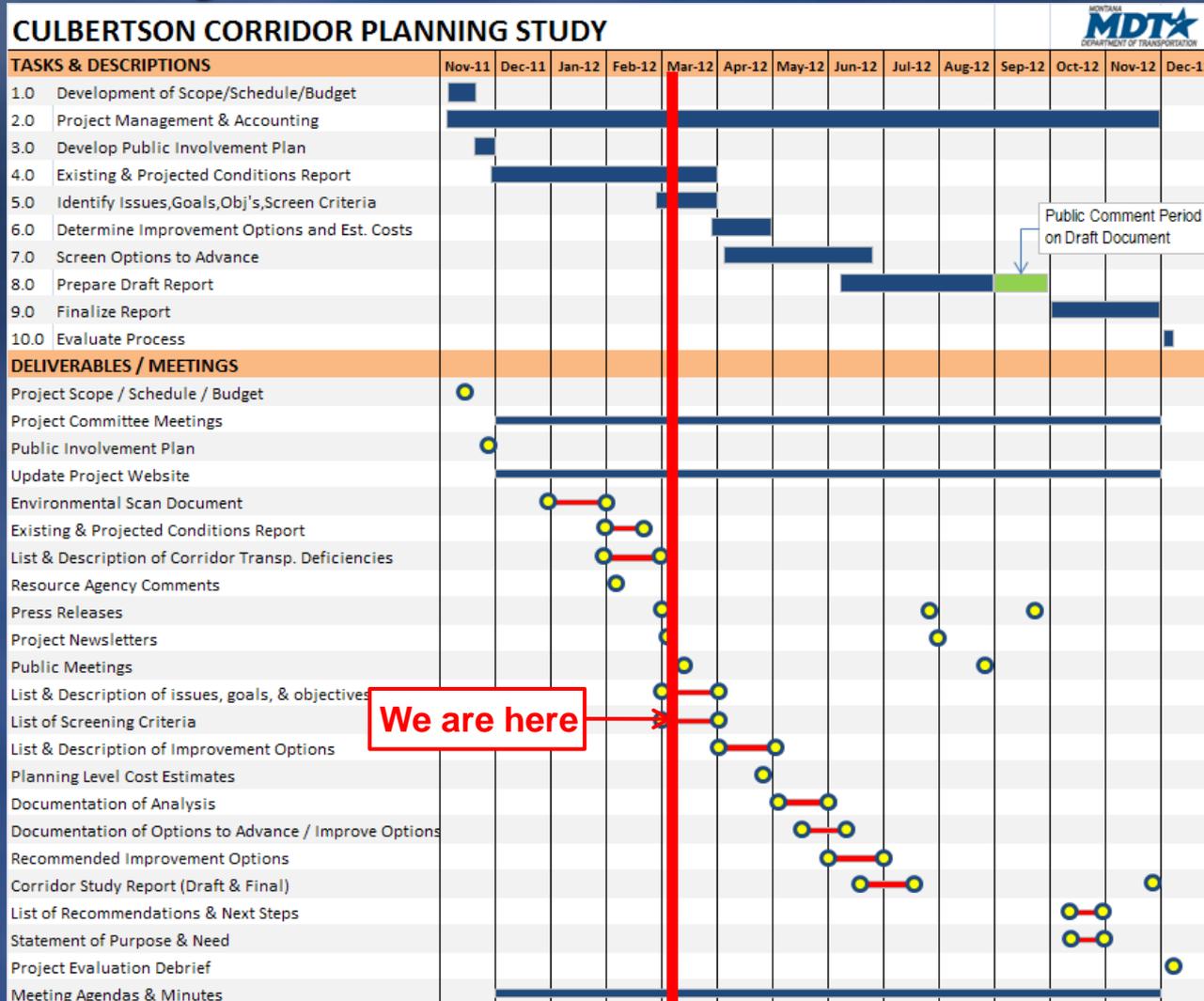
Stakeholders

- ◆ Culbertson Chamber of Commerce
- ◆ Trucking Industry
- ◆ Oil and Gas Commission
- ◆ Holly Sugar
- ◆ Culbertson School District
- ◆ BNSF Railway
- ◆ National Guard Shop
- ◆ Big Sky Field Airport
- ◆ County Fire Departments and Emergency Medical Personnel
- ◆ County Sheriff and Montana State Highway Patrol
- ◆ County Extension Office
- ◆ Dry Prairie Rural Water
- ◆ Roosevelt County Conservation District
- ◆ United Grain

Public Involvement Activities

- ◆ Two public informational meetings
- ◆ One-on-one outreach to study stakeholders
- ◆ Other Outreach Efforts
 - ◆ Study newsletters
 - ◆ Website/Toll Free Line
 - ◆ Informal meetings

Study Schedule



Public comment accepted throughout study process.

Existing and Projected Conditions

- ◆ Socio-Economic
- ◆ Traffic Volumes
- ◆ Right-of-Way
- ◆ Physical Characteristics
- ◆ Design Standards
- ◆ Roadway Geometrics
- ◆ Surface Width and Pavement Conditions
- ◆ Geotechnical
- ◆ Drainage
- ◆ Hydraulic Structures
- ◆ Bridge Crossings
- ◆ Crash Analysis
- ◆ Railroad
- ◆ Non-Motorized Infrastructure
- ◆ Airport
- ◆ Utilities
- ◆ Access Points
- ◆ Other Planning Documents

US 2 Corridor - Context

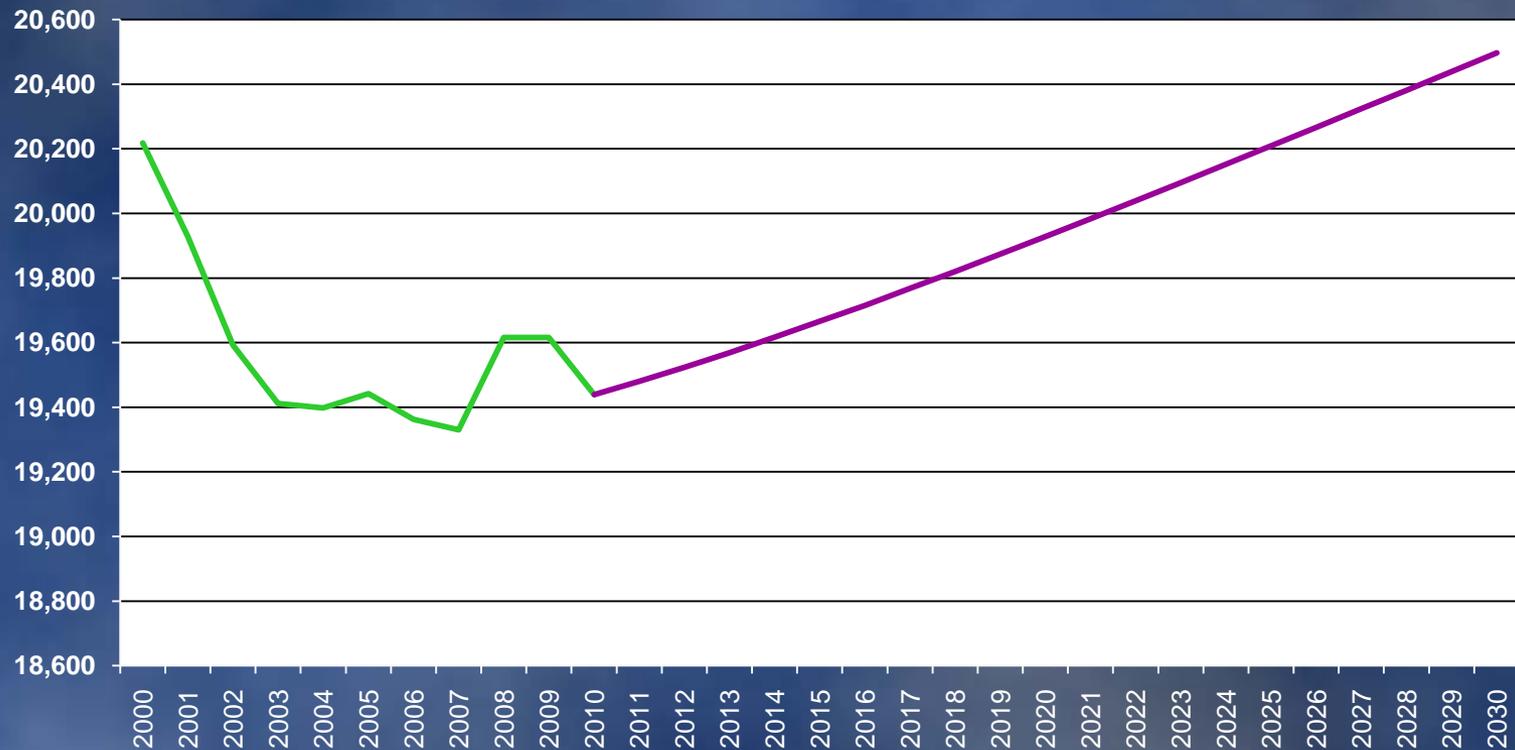
- ◆ Regional link between North Dakota and Idaho and part of the Theodore Roosevelt Expressway
- ◆ Serves multiple users
 - ◆ local traffic
 - ◆ commercial trucks
 - ◆ recreational vehicles
 - ◆ through traffic
- ◆ Functionally classified as a Principal Arterial (Non-Interstate) which determines design speed and associated highway geometrics
- ◆ Two-lane roadway with turning lanes to weigh scale / rest area within study area
- ◆ Posted speeds vary between 25 mph and 70 mph within study area

MT 16 Corridor - Context

- ◆ Regional link between I-94 and Canada and part of the Theodore Roosevelt Expressway
- ◆ Serves multiple users
 - ◆ local traffic
 - ◆ commercial trucks
 - ◆ recreational vehicles
 - ◆ through traffic
- ◆ Functionally classified as a Principal Arterial (Non-Interstate) which determines design speed and associated highway geometrics
- ◆ Two-lane roadway with no turning lanes within study area
- ◆ Posted speeds vary between 25 mph and 70 mph within study area

Socio-Economic Conditions

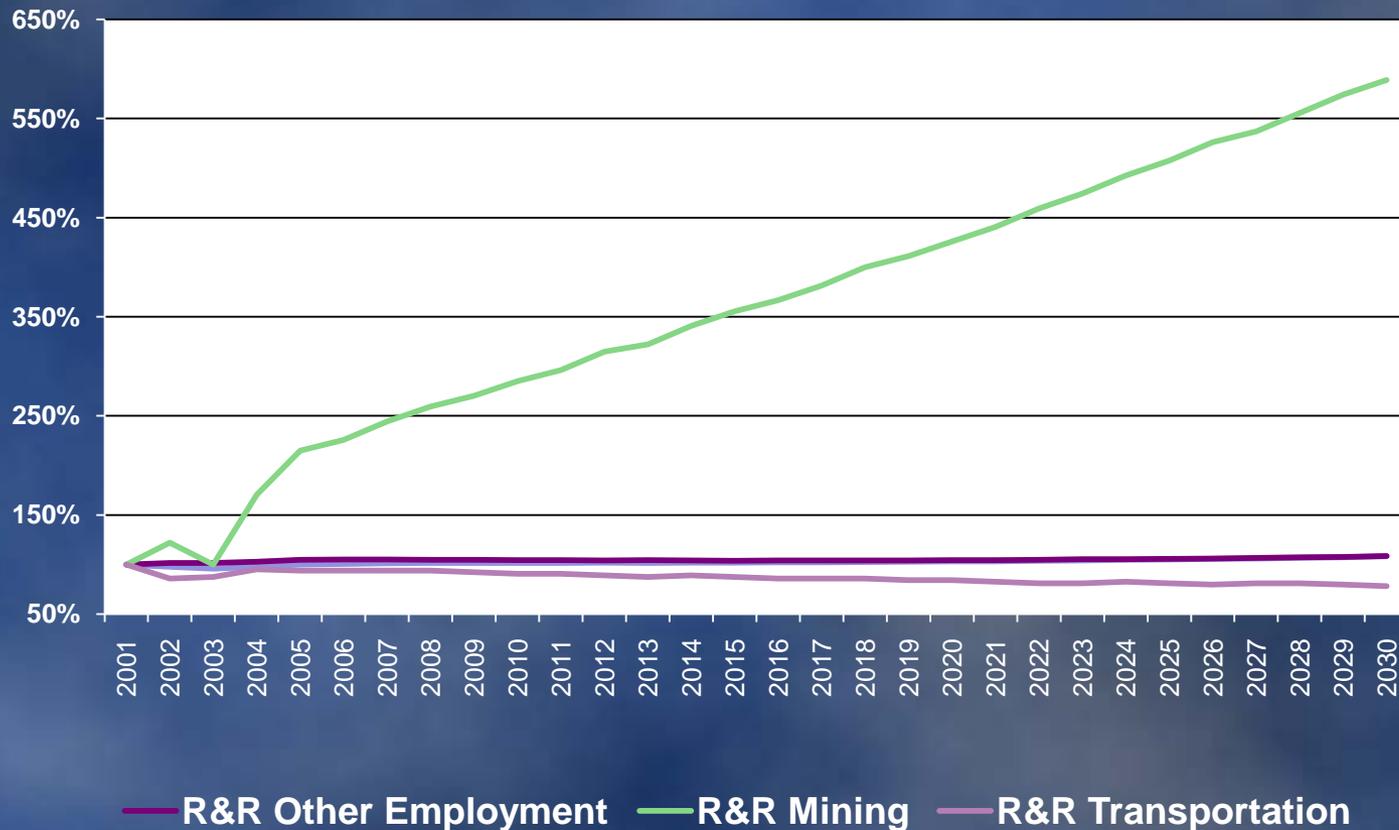
◆ Total Observed and Projected Populations for Roosevelt and Richland Counties



— Roosevelt and Richland Counties — Projected

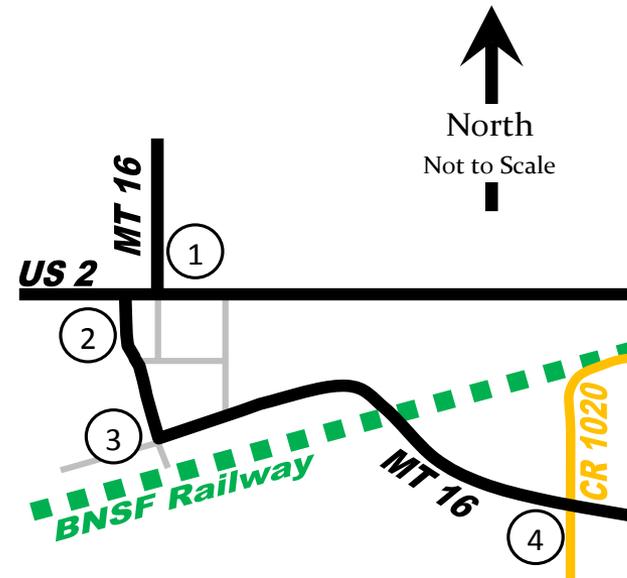
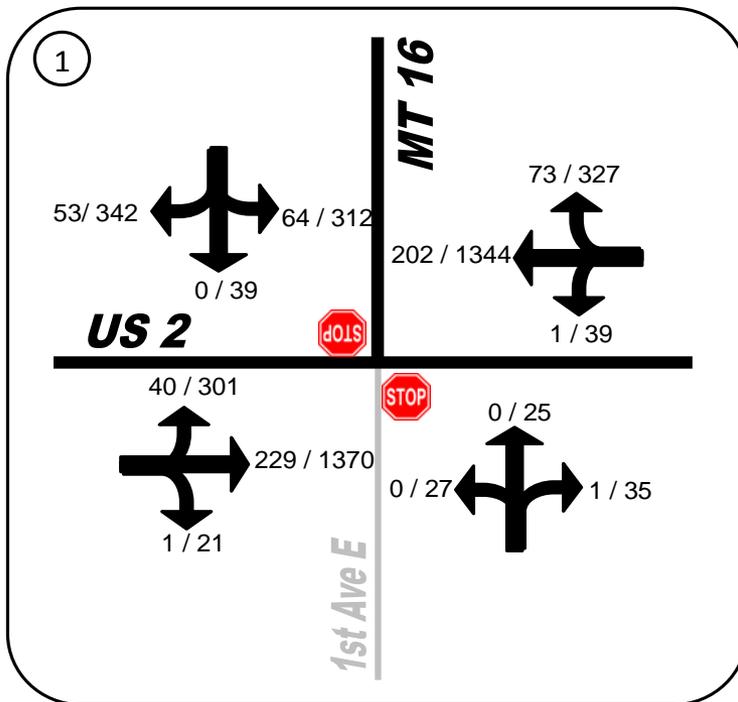
Socio-Economic Conditions

◆ Total Observed and Projected Change in Jobs for Roosevelt and Richland Counties (R&R)



Existing Traffic Volumes

- ◆ High percentage of heavy vehicles
- ◆ Intersection of US 2 and MT 16 north operates at a LOS A (EB/WB) and LOS B (NB/SB)
- ◆ Counts for intersections 2, 3, & 4 are in progress

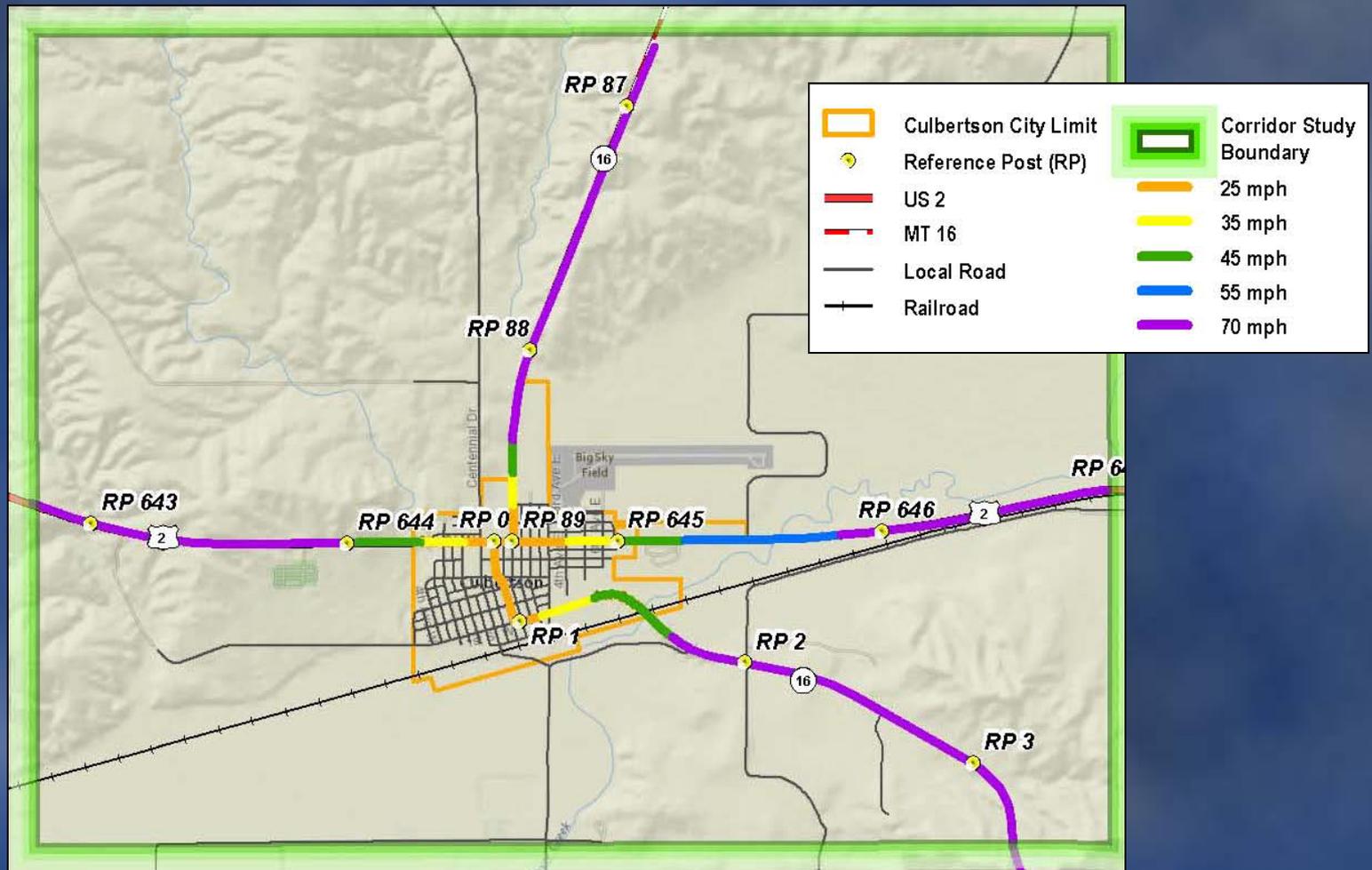


Legend

/ ### Heavy Vehicle Count / All Vehicle Count

Physical Characteristics

- ◆ Posted Speed Limits vary from 25 mph to 70 mph



Design Standards

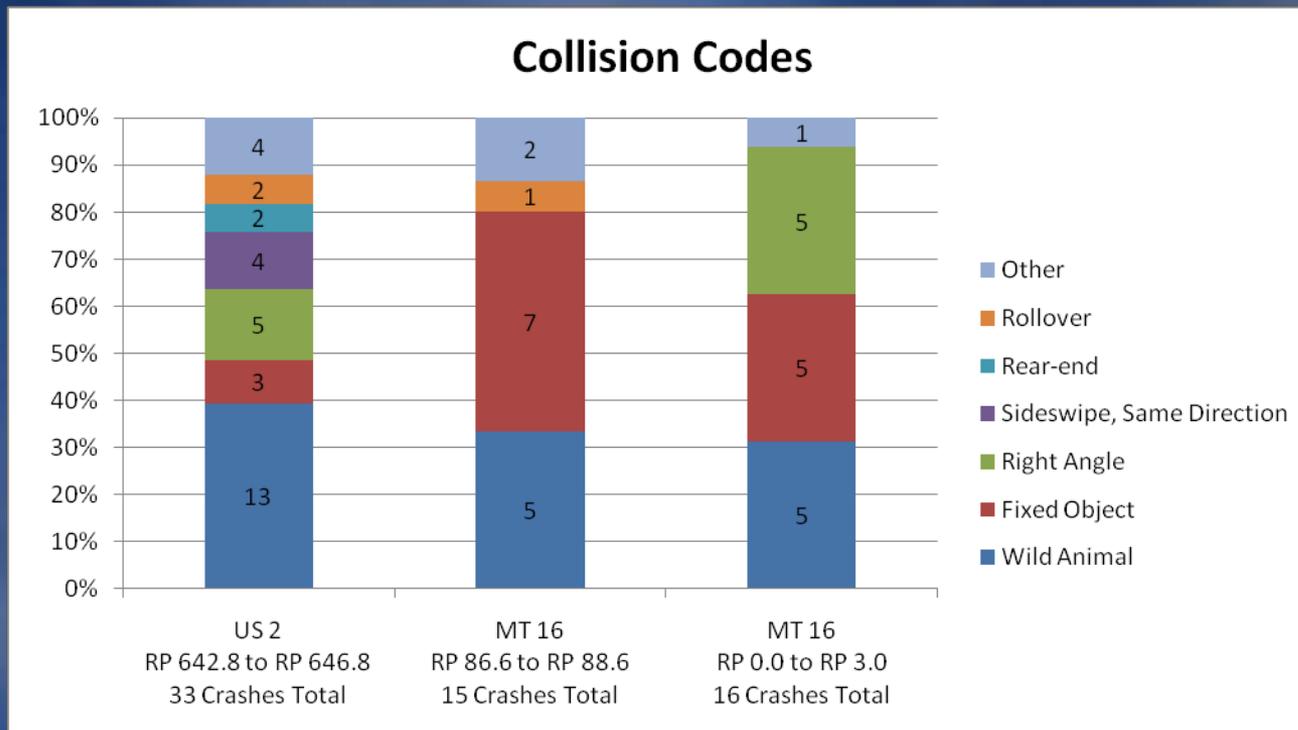
- ◆ Based on current MDT design criteria for a National Highway System (NHS) Non-Interstate Rural and Urban Principal Arterials
- ◆ Analyzed the following roadway geometrics against the design standards:
 - ◆ Horizontal alignments
 - ◆ Vertical alignments
 - ◆ Roadside safety (clear zones)
 - ◆ Sight distances
 - ◆ Surface widths

Geotechnical, Drainages, and Hydraulic Structures

- ◆ Big Muddy Creek – East geotechnical report noted weak foundation soils in the area.
- ◆ At RP 87 on MT 16, small shallow slope failure occurred in 2011
- ◆ Two named streams in the Study area: Diamond Creek and Clover Creek
- ◆ Majority of local streets have curb and gutter which allow gravity flow to drain water away from town
- ◆ All hydraulic structures along US 2 and MT 16 within the Study area were listed in the report

Crash Analysis

- ◆ Analyzed 10 years of Crash Data (1/1/2001 to 12/31/2010)
- ◆ 64 Crashes throughout the Corridor



Crash Analysis (continued)

◆ Compared to Statewide Average

| | US 2 RP 642.0 to RP 647.0 | MT 16 RP 86.0 to RP 88.74 | MT 16 RP 0.0 to RP 5.0 ¹ | Statewide Average for NINHS Rural Routes ² |
|-----------------------------|---------------------------------|---------------------------------|---|--|
| All Vehicles Crash Rate | 1.53 | 1.94 | 1.81 | 1.07 |
| All Vehicles Severity Index | 1.84 | 1.76 | 2.26 | 2.14 |
| All Vehicles Severity Rate | 2.82 | 3.41 | 4.09 | 2.29 |
| All Vehicles Crashes | 37 | 17 | 31 | |

Denotes above Statewide Average

1. Source: MDT Traffic and Data Collection Analysis (Includes crash statistics outside the Study area boundary)
2. NINHS Route 5-year averages from 2005 through 2009 for the State of Montana

Other Modes of Transportation

◆ Railroad

- ◆ BNSF Railway runs through the middle of the Study area
- ◆ Freight and passenger trains speeds are 60 mph within and 70 mph outside of the Study area

◆ Non-Motorized Transportation

- ◆ Two signed and striped crosswalks
- ◆ Limited pedestrian travel interconnectivity

◆ Airport

- ◆ Primary aircraft at the Big Sky Field include single engine, general aviation aircraft and air ambulance

Utilities

- ◆ Utilities include:
 - ◆ Water treatment plant
 - ◆ Drinking water lines
 - ◆ Rural Water Pipeline
 - ◆ Fiber optic lines
 - ◆ Overhead power lines
 - ◆ Sewer lines
 - ◆ Gas lines
 - ◆ Telephone lines

Access Points

- ◆ Access points were counted on available mapping but will be field verified. Preliminary counts are as follows:
 - ◆ 71 access points along US 2 (35 north and 36 south) from RP 642.8 to RP 646.8
 - ◆ 21 access points along MT 16 (8 west and 13 east) from RP 86.6 to RP 88.6
 - ◆ 47 access points along MT 16 (25 south/west and 22 north/east) from RP 0.0 to RP 3.0
 - ◆ Note: All access points will be field verified.

Existing Planning Documents

- ◆ **US 2 / MT 16 Transportation Regional Economic Development (TRED) Study – 2007**
- ◆ **Culbertson-East to North Dakota Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) – 2008**
- ◆ **Town of Culbertson Growth Policy Update– 2011**
- ◆ **Capital Improvements Plan– 2011**

Environmental Scan

- ◆ Draft environmental scan has been completed
- ◆ Helps provide sufficient information to compare conceptual improvement options
 - ◆ Areas of concern
 - ◆ Greater or lesser impacts
 - ◆ Can impacts be avoided, minimized or mitigated – and at what cost?
 - ◆ Procedural hurdles

Environmental Resources

- ◆ Air Quality
- ◆ Soil & Farmland
- ◆ Land Use
- ◆ Geology
- ◆ Surface Waters
- ◆ Public Water Supply
- ◆ Irrigation
- ◆ Wetlands
- ◆ Floodplain
- ◆ Hazardous Substances
- ◆ Threatened and Endangered Species
- ◆ Species of Concern
- ◆ Noxious Weeds
- ◆ Archaeological and Historic Resources
- ◆ 6(f) and 4(f) Properties
- ◆ Noise

Potential Areas of Concern

- ◆ Geometrics
- ◆ Sight Distance
- ◆ Intersections
- ◆ Access Points
- ◆ Non-Motorized Infrastructure
- ◆ Pavement Conditions
- ◆ Truck Traffic

Next Steps

- ◆ Continue study coordination and outreach
- ◆ Complete existing conditions and data gathering efforts
- ◆ Develop corridor needs and objectives
- ◆ Identify potential improvement options and develop recommendations for the corridor
- ◆ Continue to solicit comments from the public

Summary of this Meeting

- ◆ Is the data complete?
- ◆ Are we missing data?
- ◆ Are there areas of concern?
- ◆ General comments about the corridor?

Website / Newsletter

◆ Website in place for Corridor Planning Study

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

◆ Newsletter developed and distributed

CULBERTSON
CORRIDOR PLANNING STUDY
Newsletter | Issue No. 1 | February 2012

MDTX
MONTANA DEPARTMENT OF TRANSPORTATION

Study Description
The Montana Department of Transportation (MDT) is conducting the Culbertson Corridor Planning Study of the request of the Town of Culbertson. Due to considerable growth in the oil and gas industry in northeastern Montana, the Culbertson area has experienced an overwhelming increase in truck traffic and congestion through town. The corridor planning study will determine cost-effective ways to address transportation needs and safety concerns primarily on US Highway 2 (US 2) and Montana Highway 14 (MT 14).

What is a Corridor Planning Study?
MDT developed the Corridor Planning Process in an effort to better coordinate and link the planning process with the National Environmental Policy Act (NEPA)/Montana Environmental Policy Act (MPEA) processes. It is important to note that the corridor planning study is developed strictly as a planning project and not a preliminary engineering design project. In addition to identifying potential improvement options, results of the study may be used to determine the level of environmental documentation necessary, should any project be considered.

Steps to be taken during the Corridor Planning Study:

- Analyze existing and projected conditions
- Identify needs, issues, impacts, and goals
- Determine and evaluate improvement options
- Recommend improvement options
- Community outreach
- Prepare draft Corridor Study report

Informational Meeting #1
Wednesday
March 7, 2012
6:00 - 8:00 pm
Town Hall
210 Broadway,
Culbertson, MT

The public is encouraged and welcome to attend.

STUDY CONTACTS
MDTX
MONTANA DEPARTMENT OF TRANSPORTATION

Shane Mintz
MDT Glenaville District Administrator
406.446.8200
Smintz@mdt.gov

Carol Stinch
MDT Project Manager
406.444.9240
Cstinch@mdt.gov

Grey Turner, P.E.
CDM Smith Project Manager
801.343.3955
TurnerG@cdmsmith.com

MDT and CDM Smith offer staff to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request. For further information, call (406) 441-1460 or TTY (800) 335-7992 or by calling Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and/or meeting.

Community Involvement Opportunities
Community involvement is important to any successful corridor planning study process. The purpose of community involvement is to ensure an open process that provides opportunities for the community to be involved in all phases of the corridor planning study. The community is invited to participate in the process through informational meetings and ongoing study information review and input.

A study website has been developed to provide on-line opportunities to comment on the Culbertson corridor planning study effort. Dates, times, and locations for all community outreach events will be announced prior to the events through the local media and the study mailing list.

The study team will collect and consider all community comments received to better understand the community's view of potential issues. Those with a specific interest in the study are encouraged to join the study mailing list. Individuals can join the study mailing list by submitting their name and contact information to Grey Turner at TurnerG@cdmsmith.com.

Two informational meetings will be held over the course of the study. The first informational meeting is scheduled for Wednesday, March 7, 2012 from 6-8 PM at the Town Hall (210 Broadway, Culbertson). The community is welcome and encouraged to attend. We hope to see you there!

Check out the study website at:
www.mdt.mt.gov/pubinvolve/culbertson

CULBERTSON
CORRIDOR PLANNING STUDY

Study Area Boundary

Legend:
 Culbertson City Limit
 Reference City Limit
 US 2
 MT 14
 Local Road
 Railroad
 Corridor Study Boundary

Study Schedule
The study schedule will follow a twelve-month timeframe. The study began on November 22, 2011 with a goal for a final document and study completion by the end of 2012.

CULBERTSON CORRIDOR PLANNING STUDY

WORKSCHEDULE

- 1.0 Development of Study Schedule/Budget
- 2.0 Project Management & Reporting
- 3.0 Study Public Involvement Plan
- 4.0 Drafting & Projected Conditions Report
- 5.0 Identify Issues/Needs/Impacts and Goals
- 6.0 Develop Recommended Corridor and/or Other Plans
- 7.0 Develop Corridor Study Report
- 8.0 Project Report
- 9.0 Project Report
- 10.0 Project Report

DEVELOPMENT/DELIVERABLES

Project Name: Culbertson Corridor Planning Study
 Project Location: Montana
 Public Involvement Plan
 Public Involvement Report
 Letter Project Findings
 Environmental Data/Information
 Drafting & Projected Conditions Report
 U.S. Department of Transportation Technical Assistance Agreement Comments
 Project Report
 Public Meeting
 U.S. Department of Transportation Comments & Responses
 U.S. Department of Transportation Technical Assistance Agreement Comments
 Environmental Data/Information
 Drafting & Projected Conditions Report
 U.S. Department of Transportation Technical Assistance Agreement Comments
 Project Report

Work Completed to Date:

- Public Involvement Plan
- Study Website
- Newsletter Issue No. 1
- Draft Existing & Projected Conditions
- Draft List of Corridor Deficiencies

Next Steps:
The study team, with input from resource agencies, the public and community stakeholders, will be identifying needs, issues, and goals to determine and evaluate potential improvement options.

Conclusion / Questions

CDM Smith, ATTN: Grey Turner, P.E.

turnergl@cdmsmith.com

50 West 14th Street, 2nd Floor

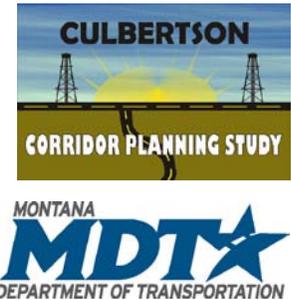
Helena, Montana 59601

Tel: 801-363-3955 Fax: 406-449-7725

Culbertson Corridor Planning Study Public Meeting No. 1 (Notes)

Wednesday, March 7, 2012 6:00 p.m. - 8:00 p.m.

Culbertson Town Hall



INTRODUCTION

The Montana Department of Transportation (MDT) held the first informational meeting on the Culbertson Corridor Planning Study on Wednesday, March 7, 2012, beginning at 6:00 p.m. The meeting was held at the Town Hall, 210 Broadway, Culbertson, MT. The purpose of the meeting was to inform the community on the corridor study scope and purpose, take questions, and solicit input from the community on the existing conditions and concerns within the corridor.

The following Oversight Committee members were present at the meeting:

- Carol Strizich (MDT Statewide and Urban Planning Section)
- Danielle Bolan (MDT Traffic)
- Stan Brelin (MDT Traffic)
- Shane Mintz (MDT Glendive District)
- Jim Frank (MDT Glendive District)
- Jeff Patten (FHWA)
- Grey Turner (CDM Smith Project Manager)
- Jamie Jespersen (CDM Smith)

A total of 20 members of the public attended this first public meeting. This number does not include those individuals on the Oversight Committee noted above.

Welcome and opening remarks were made by Grey Turner.

FORMAL PRESENTATION

Grey Turner kicked off the meeting with a PowerPoint presentation. The presentation began with an overview of the corridor study, its process, and approach. The presentation continued with an overview of the US 2 and MT 16 corridors, the overall study schedule, and existing conditions identified within the Corridor.

OPEN DISCUSSION

Following the presentation, a question and answer session ensued. The following list summarizes the nine main topics discussed after the formal presentation, with more in depth discussion of each topic to follow.

- Traffic Counts
- Local Weigh Scale
- Intersections
- Truck Route / Truck Bypass
- Potential Spot Improvements
- Speed Limits
- Parking
- Railroad
- Overpass

Attendees asked when traffic counts would be taken on the three remaining intersections. Attendees noted that during the summer months, Broadway has been known to reach truck volumes of one truck per minute.

It was asked if information has been gathered from the local truck scale. Because trucks must check in at the scale, all trucks coming from the north have to turn left onto US 2, go to the weigh scale, and then if their destination is south or west, they would have to double back through town. Some trucks miss the turn to MT 16 south on their way back through town.

CDM Smith asked if there were any intersections that were worse than others. Attendees noted that the four main intersections (MT 16 north/US 2, MT 16 south/US 2, 1st Street/Broadway, and MT 16 south / County Road 1020) were equally bad but for different reasons. Attendees agreed that both the MT 16 north and MT 16 south intersections with US 2 were the worst intersections in town. The intersection of 1st Street and Broadway is bad for sight distance and with heavy loads that must take up multiple lanes. Sight distance is also an observed issue at 2nd Street because the parallel parking along the businesses does not allow drivers to see oncoming traffic. It was noted that the Montana truck issues are lagging behind those of North Dakota.

Attendees asked if their traffic problems would be eliminated if the downtown truck traffic was eliminated. Attendees would like to see investigation into a truck route that would take traffic

out of downtown and off of Broadway. Attendees observed that it will be difficult to fit a truck route in with the combination of hills, the railroad, and the airport.

Attendees would also like to see spot improvements. Asphalt conditions were discussed. MDT has an upcoming project along Broadway to overlay asphalt and since this project is in the design phases, they may be able to incorporate additional spot improvements, such as drainage improvements and asphalt design at intersections.

Attendees remarked that truck speeds coming into Culbertson are too high, especially with the trucks coming down the hills into town. Attendees would like to see speeds reduced sooner, especially along US 2 near the school. Although a speed study performed by MDT two years ago concluded that the speeds provide an even flow, the truck traffic was not the same then as it is now. In fact, the attendees thought the increase in truck traffic started within the last two years.

A safety concern was mentioned regarding the parking along major roadways. Residents feel it is unsafe for vehicles backing onto major roadways with the oncoming traffic. This occurs both at businesses and along the north side of US 2 across from the school. At the school, it is worse because high schoolers angle park. It was noted that it is up to Culbertson to pass parking ordinances. After these ordinances are passed, then MDT will assist with the appropriate signing.

Truck traffic with respect to trains and railroad crossings was discussed. When trucks cross the railroad at the at-grade crossings, there is the potential for crossing arms to come down between the truck and their pup trailer. When this happens, Roosevelt County is financially responsible. There is also the potential for a truck to get stuck on the tracks because the trucks in front of them stopped. In northeast Montana there have been a few recent train versus truck accidents. Fully loaded trucks on railroad tracks are hazardous. It was noted that with the upcoming grain facility scheduled for construction south of the railroad tracks, getting to this facility could be ugly. Additionally, there will be more truck traffic generated from this facility than there is right now. A possible new alternate route for trucks to use was noted. This alternate route could begin at the intersection of MT 16 south / County Road 1020 and head south and west until it ties into County Road 2059. There may need to be turning lanes at this location. Attendees were unsure if frac sands would also be hauled to and from this site.

The bridge over the railroad tracks and Clover Creek was discussed. In a draft report, it states that this bridge is functionally obsolete. Attendees asked the meaning of this description and what work is scheduled for this bridge. MDT noted that functional obsolescence refers to the functionality of the bridge versus the adjacent roadway. This bridge is classified as functionally

obsolete because it does not have shoulders to match the adjacent roadway. It is structurally sufficient and an overlay project is scheduled for this bridge.

Pedestrian crossings were also a safety concern to attendees. There is currently no striped crosswalk to connect the section of Culbertson located north of US 2 and east of MT 16 north. Many children from this section of town currently cross MT 16 at the MT 16 north/US 2 intersection with no crosswalk in order to get to the Culbertson Public Schools.

INFORMAL DISCUSSIONS

In addition to the comments given at the formal public meeting, informal discussions were conducted both before the public meeting with project stakeholders and after the public meeting with meeting attendees. This section summarizes these informal discussions.

Larry Crowder (Culbertson School Superintendent)

- There are 260 Students (K-12), of which 80 are high school kids.
- There is concern regarding the speed limit on the west end of town. He believes the 25 mph speed zone starts too late (1 block before the school). With the trucks and other vehicles coming down the hill, they are often going much faster than the posted 25 mph speed limit. He would like to see the 25 mph zone start farther west.
- Crosswalk at the north end of the school that crosses highway 2 is a concern. A lot of kids cross between 12:00-1:00 to get to the convenience store on the north side of the road.
- Has observed that turning movements onto and off of highway 2 are a problem. A lot of trucks swing out into the other lanes to make the turns.
- The school owns the property across the street (north) where the football field and baseball diamonds are located.
- School also owns the strip of property between highway 2 and the sports fields that used to be the weigh scale.
- Would like to be involved and is more than willing to assist with developing viable solutions.

Culbertson Chamber of Commerce Lunch Meeting (held at the Stagecoach Restaurant)

- Introductions were made and CDM Smith summarized the project scope and mentioned public meeting later that night.

- A developer was there from North Carolina. They are looking at building some apartments and were in town assessing the prospects.
- Mayor Oelkers stated there had been 4 developers come to Culbertson already this week to look at places to develop/build.

Rick Teeters (United Grain Corp)

- Just broke ground on the south side of tracks just west of existing facility for a new unloading facility. Plan is to have a loop track where train cars can circle around and get loaded from the incoming grain trucks.
- Estimated 40 trucks/day, Monday-Friday, 7 am – 5 pm, 11 months of the year.
- Except in harvest season which lasts for 6 weeks (did not ask the exact dates). 100-120 trucks/day, 7 am-9 pm.
- Trucks come from all directions.
 - Question that came up in the public meeting – Are frac sand trucks going to use the new facility to load?

Bruce Houle (City Councilman & business owner)

- Between Culbertson and Williston, there have been 5 at-grade railroad accidents in the past 6 months. Need to minimize at-grade crossings.
- United Grain facility is scheduled to be completed in 12 months.
- New sewer lagoons going in the next 12-18 months.
- Feels speed limits (25 mph) need to be pushed out – especially on the west end of town.
- Access control and parking are a problem.

Mark Nelson and Bruce Houle (City Councilmen)

- After the public meeting, these Councilmen provided three potential alignment options for a bypass. These alignments would allow trucks to more easily access the weigh scale and subsequently avoid downtown.
- These three locations are located on the east side of Broadway and are situated in a north/south direction connecting MT 16 south with US 2.
 - The first alignment would use the intersection of MT 16 south and County Road 1020 and head directly north until it intersected US 2. It was noted that the pond that used to be associated with Montola Growers is now drained.

- The second alignment would use the entrance to the current weigh scale and head directly south until it intersects MT 16 south.
- The last alignment noted in this informal conversation would be to peel off MT 16 south right after the railroad crossing and head north.

One additional phone call has been fielded since the public meeting. On March 13, 2012 Ed Bowers contacted CDM Smith with a comment regarding the old highway that runs south of the cemetery. This road is now maintained by the County, but used to be the old state highway and connected into 1st Street in Culbertson. He thinks this might be a good location for a truck bypass along US 2 to avoid the downtown area of Culbertson.

① Traffic Counts (When)
 Broadway during
 Summer 1/min (trucks)
 Data from scale
 Loaded trucks vs. RR
 1 & 2 equally bad
 Heavy loads @ 3

② Trucks take up 2 lanes
 Sight Distance @ 3
 Elim trucks thru town
 -elim problems?
 ND problems lagging
 Miss MT 16 south
 Truck Speeds coming down
 hill(s)

③ Business parking
 ~ Back onto roadway
 Reduce speed sooner
 Trucks don't slow down
 Speeds - "even flow"
 -not same trucks as b4
 Started 2 yrs ago
 Getting to elevator going
 to be ugly

④ County has to replace
 RR arms
 More trains coming
 S. of RR access to elevator
 Bypass around Town
 Overpass → preservation work
 "functionally obsolete" -
 → if going to redo

⑤ Trucks doubling to hit scale
have to go east to go west
intersection improvements?
~bad asphalt
Drainage on Broadway
Prelim. project on Broadway
~drainage & asphalt
Sight distance around businesses
~2nd.

⑥ Pedestrian Crossings
- now cross MT 16 N by MeToo
Angle parking (backing onto US 2)
Who controls parking on-street
- locals control parking ordinances
Look into truck routes
out of town/off
Broadway
Modify road by feed lot
into ER 2059
- turning lanes onto

⑦ Frac Sands too?
Fit bypass w/ hills, RR, airport
MT 16 South from scale
- possible route

Informational Meeting No. 2 (August 16, 2012)

- Newspaper Advertisement
- Press Release Announcing Informational Meeting
- Sign-In Sheet
- Welcome and Display Boards
- Presentation
- Summary of Meeting Notes



Informational Meeting

**Culbertson Corridor Planning Study
Thursday, August 16, 2012 6:00 p.m.
Town Hall, 210 Broadway
Culbertson, MT**

The Montana Department of Transportation (MDT) is holding the final informational meeting on the Culbertson Corridor Planning Study that encompasses a rectangular area around the town of Culbertson, which includes a 4-mile segment of U.S. 2 (between reference post 642.8 and reference post 646.8) and a 5-mile segment of MT 16 (between reference post 86.6 and reference post 88.6 north and between reference post 0 and reference post 3 south of Culbertson). The purpose of the meeting is to present the Draft Study, answer questions, and solicit input from the public. The corridor study is a planning study and not a design or construction project.

The Public Draft of the Corridor Study will be made available on August 10, 2012 for review and comment. Copies of the Draft can be accessed via the study website at: www.mdt.mt.gov/pubinvolve/culbertson/. Hard copies will also be made available at MDT offices, Culbertson Public Library, and the Roosevelt County Extension Office.

The meeting is open to the public and the public is encouraged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Grey Turner at (801) 363-3955 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted at the toll free comment line (1-800-714-7296), in writing at the meeting, or by mail to Carol Strizich, Project Manager, MDT Statewide and Urban Planning, 2960 Prospect Avenue, Helena, MT. 59620. Please indicate comments are for the Culbertson Corridor Planning Study.

August 6, 2012

FOR IMMEDIATE RELEASE

For more information:

Carol Strizich, MDT Statewide and Urban Planning, Project Manager, (406) 444-9240
Lori Ryan, Public Information, MDT, (406) 444-6821

MDT will hold final public meeting to discuss the Culbertson Corridor Planning Study

Culbertson - The Montana Department of Transportation (MDT) is holding the final informational meeting on the Culbertson Corridor Planning Study on Thursday, August 16, 2012, beginning at 6:00 p.m. The meeting will be held at the Town Hall, 210 Broadway, Culbertson, MT. The purpose of the meeting is to present the Draft Study, answer questions, and solicit input from the public.

Community participation is a very important part of the process, attendance is welcomed and encouraged. Comments may be submitted at the toll free comment line (1-800-714-7296), in writing at the meeting, or by mail to Carol Strizich, Project Manager, MDT Statewide and Urban Planning, 2960 Prospect Avenue, Helena, MT. 59620. Please indicate comments are for the Culbertson Corridor Planning Study.

MDT initiated the corridor study to identify and assess improvement options for the rectangular area around the town of Culbertson, which includes a 4-mile segment of U.S. 2 (between reference post 642.8 and reference post 646.8) and a 5-mile segment of MT 16 (between reference post 86.6 and reference post 88.6 north and between reference post 0 and reference post 3 south of Culbertson). The corridor study is a planning study and not a design or construction project. Improvement options, including an alternate route around Culbertson, were evaluated based on engineering and environmental data as well as input from the oversight committee and local officials. Through analysis and screening, fifteen improvement options and one alternate route were identified as having the potential to address transportation concerns within Culbertson.

The Public Draft of the Corridor Study will be made available on August 10, 2012 for review and comment. Copies of the Draft can be accessed via the study website at: www.mdt.mt.gov/pubinvolve/culbertson/. Hard copies will also be made available at MDT offices, Culbertson Public Library, and the Roosevelt County Extension Office.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Grey Turner, at (801) 363-3955 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the meeting. Alternative accessible formats of this information will be provided upon request.

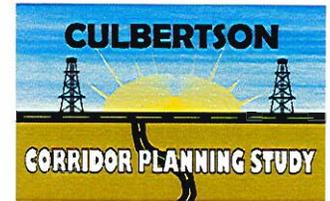
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Project name: Culbertson Corridor Planning Study
Roosevelt County

Culbertson Corridor Planning Study

Informational Meeting No. 2

August 16, 2012



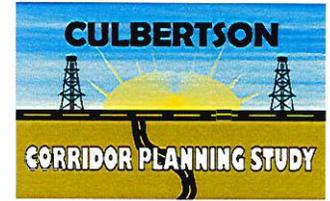
Sign-In Sheet

| Name | Address | Email |
|---------------------|---|-----------------------|
| Letty Sobler | PO Box 514 Culbertson MT 59218 | |
| TOD FOSSETTA | 620 RAILROAD AVE HOMESTEAD, MT 59242 | DIGGER@NVENTURE.COM |
| Camara Foss | 1538 US 2 Culbertson MT 59218 | |
| Linda Beyr | P.O. Box 562 Culbertson | |
| TERRIL Raam | Box 454 Culbertson | |
| Bev Raam | Box 454 Culbertson | |
| MaryLou Weeks | " 126 " | |
| MARK COLVIN | P.O. Box 503 Culbertson, MT 59218 | mcolvin@nemont.net |
| Bruce E. Waldhousen | Box 93 Culbertson, MT 59218 | MTWald@nemont.net |
| Gordon | Box 702 Culbertson, MT 59210 | GORDON@nemont.net |
| Mark Nelson | PO Box 749 Culb. MT. | mjnelson@nemontel.net |
| | | |

Culbertson Corridor Planning Study

Informational Meeting No. 2

August 16, 2012



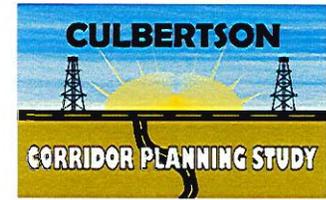
Sign-In Sheet

| Name | Address | Email |
|----------------|----------------------------|-----------------------|
| Kim Helmer | 520 2 nd Ave E | |
| Ross Helmer | Same | ross.helmer@yahoo.com |
| Ben Kretz | P.O. Box 293 59218 | |
| David Nikoloff | 706 5 th Ave E. | |
| Neal Struberg | 417 East 7th St | |
| Betty Fordyce | 408 3 rd Ave E | |
| Geri Insperger | 104 2 nd Ave W | |
| Rich Knick | 420 7 th St E | |
| | | |
| | | |
| | | |
| | | |

Culbertson Corridor Planning Study

Informational Meeting No. 2

August 16, 2012



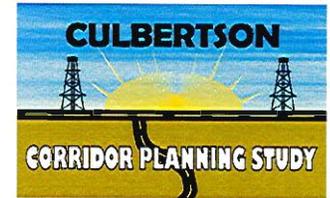
Sign-In Sheet

| Name | Address | Email |
|---------------------------|-----------------------------|------------------------------------|
| <i>Robert Johnson</i> | <i>Culbertson</i> | <i>rcp.machina@sympatico.com</i> |
| <i>Jim Frank</i> | <i>MDT Glendive</i> | |
| <i>Jim Baldwin</i> | <i>Culbertson</i> | |
| <i>KEITH BITHELL</i> | <i>MDT GLENDIVE</i> | |
| <i>Carol Strizich</i> | <i>MDT - Planning</i> | <i>cstrizich@mt.gov</i> |
| <i>John Hofman</i> | <i>CULBERTSON</i> | <i>HOFMANJA@NEMONT.NET</i> |
| <i>Rep Matt Rosendale</i> | <i>1954 Hwy 16 Glendive</i> | <i>mattrosendale@midrivers.com</i> |
| <i>Dee Peterson</i> | <i>Culbertson, MT</i> | |
| <i>Julie Johanson</i> | <i>Culbertson MT</i> | |
| <i>W Bruce Havel</i> | <i>Culbertson MT</i> | |
| <i>Butch Kinnersum</i> | <i>" "</i> | |
| <i>Herman Jensen</i> | <i>" "</i> | |

Culbertson Corridor Planning Study

Informational Meeting No. 2

August 16, 2012



Sign-In Sheet

| Name | Address | Email |
|------------------|--------------|-------|
| Elaine Jensen | Culbertson | |
| Heey Beck | Culbertson | |
| Wendy Asperhede | Culbertson | |
| Leo Waldgreen | Culbertson | |
| Dudley Stromberg | Culbertson | |
| Taranickoff | Culbertson | |
| Shane Shrace | Culbertson | |
| [Signature] | | |
| Jim Shanks | Roosevelt Co | |
| Bo Newmiller | Shovel mt | |
| | | |
| | | |

Welcome!

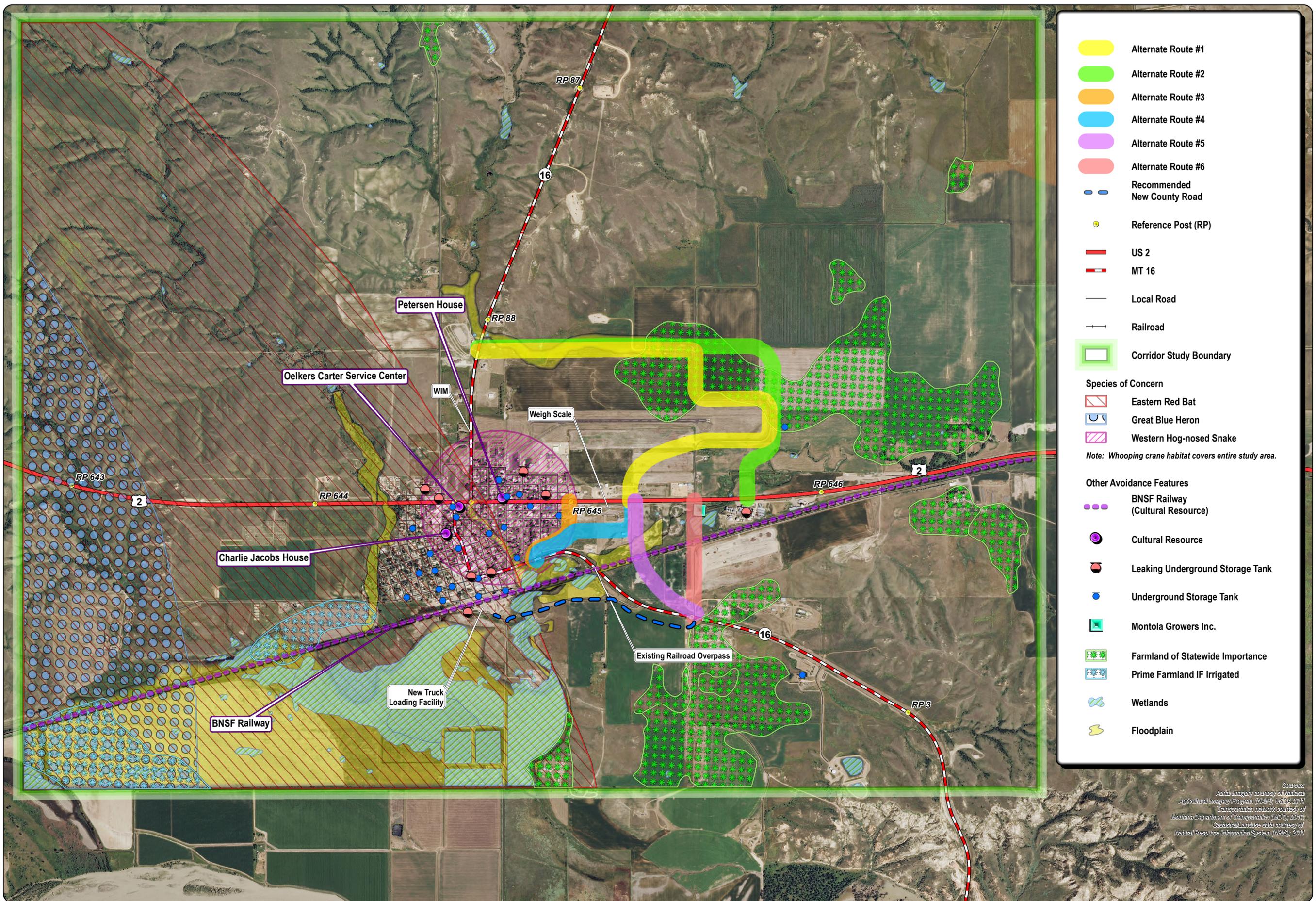
CULBERTSON CORRIDOR PLANNING STUDY

Informational Meeting

Thank you for coming!

Your input is greatly appreciated.





Legend

- Alternate Route #1
- Alternate Route #2
- Alternate Route #3
- Alternate Route #4
- Alternate Route #5
- Alternate Route #6
- Recommended New County Road
- Reference Post (RP)
- US 2
- MT 16
- Local Road
- Railroad
- Corridor Study Boundary

Species of Concern

- Eastern Red Bat
- Great Blue Heron
- Western Hog-nosed Snake

Note: Whooping crane habitat covers entire study area.

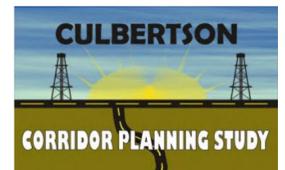
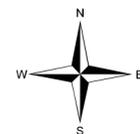
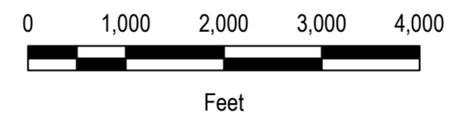
Other Avoidance Features

- BNSF Railway (Cultural Resource)
- Cultural Resource
- Leaking Underground Storage Tank
- Underground Storage Tank
- Montola Growers Inc.
- Farmland of Statewide Importance
- Prime Farmland IF Irrigated
- Wetlands
- Floodplain

Sources:
Aerial imagery courtesy of National
Agricultural Imagery Program (NAIP) USDA 2010
Transportation network courtesy of
Montana Department of Transportation (MDT) 2010
Geospatial data courtesy of
Natural Resource Information System (NRIS), 2011

Alternate Truck Routes

Culbertson Corridor Planning Study



Sources:
 Aerial Imagery courtesy of National
 Agricultural Imagery Program (NAIP), USDA, 2011
 Transportation network courtesy of
 Montana Department of Transportation (MDT), 2010
 Geospatial Land Use data courtesy of
 National Resource Information System (NRIS), 2011



7: MT 16 (North) Realignment
 Phase: Long-term
 Cost (construction only): \$500,000 to \$600,000

10: 7th Street Couplet
 Phase: Long-term
 Cost (construction only): \$3,200,000 to \$3,800,000

5: Geometric Upgrade of MT 16 (north) / US 2 Intersection
 Phase: Mid-term
 Cost (construction only): \$300,000 to \$400,000

11: 8th Street Couplet
 Phase: Long-term
 Cost (construction only): \$3,200,000 to \$3,800,000

9: Four-Lane US 2
 Phase: Long-term
 Cost (prorated from EA): \$16,500,000 to \$20,000,000

14: US 2 Speed Study
 Phase: Short-term
 Cost (construction only): \$40,000 to \$50,000

1: Urban Amenities on MT 16 and US 2
 Phase: Mid-Term
 Cost (construction only): \$1,000,000 to \$1,200,000

3: Non-Motorized Transportation Plan
 Phase: Short-term
 Cost (construction only): \$50,000 to \$60,000

13: Access Management Plan
 Phase: Mid-Term
 Cost (construction only): \$130,000 to \$160,000

2: Rectangular Rapid Flashing Beacon (RRFB)
 Phase: Short-term
 Cost (construction only): \$5,000 to \$10,000

6: Upgrade MT 16 (south) / US 2 Intersection
 Phase: Mid-term
 Cost (construction only): \$200,000 to \$300,000

4: Bulb-Out
 Phase: Short-term
 Cost (construction only): \$10,000 to \$12,000

8: Sight Distance Improvements at Project Intersections
 Phase: Short-term
 Cost (construction only): \$20,000 to \$25,000

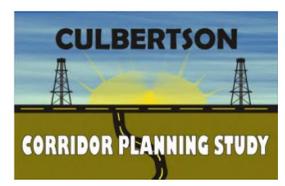
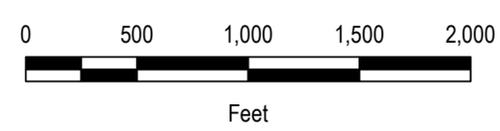
12: Weigh-In-Motion Systems
 Phase: Mid-Term
 Cost (construction only): \$300,000 to \$400,000

Legend

- Options 1, 3, 13
- Option 2
- Option 4
- Option 5
- Option 6
- Option 7
- Option 8
- Options 9, 14
- Option 10
- Option 11
- Option 12
- US 2
- MT 16
- Local Road
- Railroad

Recommended Improvement Options

Culbertson Corridor Planning Study



Culbertson Corridor Planning Study

Informational Meeting No. 2
August 16, 2012



Discussion Topics

- ◎ **Introductions**
- ◎ **Meeting Purpose**
- ◎ **Areas of Concern**
- ◎ **Needs & Objectives**
- ◎ **Recommended Improvement Options**
- ◎ **Next Steps**

Purpose of Meeting

Purpose of today's meeting is to present the Culbertson Corridor Study report, answer questions, and get your input.

1st Informational Meeting Recap

(March 7, 2012)

◎ Presented ...

- Corridor Study Approach
- Corridor Study Boundary
- Existing and Projected Conditions
- Environmental Resources Information

◎ Heard from you...

- Consider spot improvements
- Investigate safety hazards such as parking on major roadways, pedestrian crossings, and high speeds near the school
- Investigate routes to take trucks off Broadway

Areas of Concern

◎ Based on existing conditions information and input from the community

◎ Areas of Concern Include:

- non-motorized infrastructure,
- geometrics,
- sight distance,
- pavement conditions,
- truck traffic,
- access points, and
- locally driven areas of concern

Needs and Objectives

- Based on *Existing and Projected Conditions* and *Environmental Scan* reports, public and agency input.

| Needs | Objectives |
|--|---|
| Need Number 1: Improve Safety of US 2 and MT 16 | Improve pedestrian crossing safety near the school. |
| | Enhance pedestrian movements along US 2 and MT 16, to the extent practicable. |
| | Improve intersection sight distance, to the extent practicable. |
| Need Number 2: Improve Operations of US 2 and MT 16 | Improve geometric elements to provide for semi-trucks and recreational vehicles, to the extent practicable. |
| | Accommodate current and future capacity demands for US 2 and MT 16, to the extent practicable. |
| | Accommodate unique turning movements for wide and over length loads, to the extent practicable. |
| Need Number 3: Minimize Environmental and Transportation Impacts | Minimize impacts to the social, economic, and natural environment, to the extent practicable. |
| | Minimize impacts associated with access points and roadside parking, to the extent practicable. |
| | Minimize the impacts of increased truck traffic through Study area. |
| Other Objectives | Construction feasibility |
| | Availability and feasibility of funding |

Improvement Options

- Improvement Options on the Existing Network



- Alternate Route Improvement Options

Improvement Options on the Existing Network



Improvement Options on the Existing Network

| Improvement Option Category | Improvement Options on Existing Network | Implementation Timeframe |
|---|---|--------------------------|
| Non-Motorized Infrastructure | 1. Urban Amenities on MT 16 and US 2 | Mid-Term |
| | 2. Rectangular Rapid Flashing Beacon | Short-Term |
| | 3. Non-Motorized Transportation Plan | Short-Term |
| | 4. Bulb-Out at MT 16 (south) & 2 nd Street | Short-Term |
| Geometrics, Sight Distance, and Pavement Conditions | 5. Geometric Upgrade of MT 16 (north) / US 2 Intersection | Mid-Term |
| | 6. Upgrade MT 16 (south) / US 2 Intersection | Mid-Term |
| | 7. MT 16 (north) Realignment | Long-Term |
| | 8. Sight Distance Improvements at Project Intersections | Short-Term |
| Truck Traffic | 9. Four Lane US 2* | Long-Term |
| | 10. 7 th Street Couplet* | Long-Term |
| | 11. 8 th Street Couplet* | Long-Term |
| | 12. Weigh-in-Motion Systems | Mid-Term |
| Access Points | 13. Access Management Plan | Mid-Term |
| Community Area of Concern | 14. US 2 Speed Study | Short-Term |

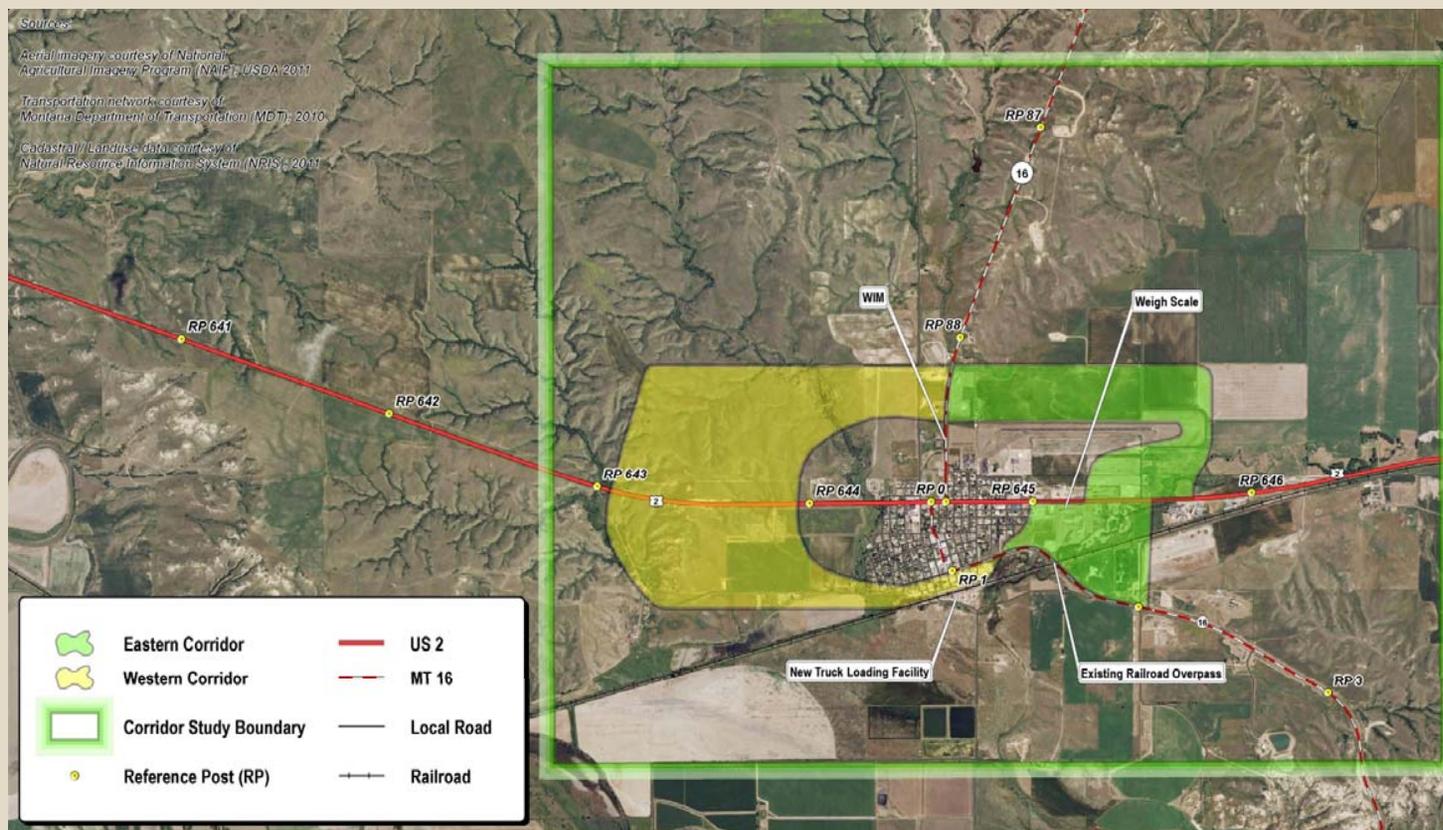
*Note: Only one of these 4-lane options would potentially be implemented, not all three.

Improvement Options Considered but Not Advanced

- **Traffic Signal or Roundabout at MT 16 (north) / US 2 Intersection**
- **Left Turn Lane on MT 16 (north)**
- **Turn Lanes on US 2 at MT 16(north) Intersection**
- **Convert Old Weigh Scale Area to Parking Lot**
- **3rd Avenue East Truck Route Designation**

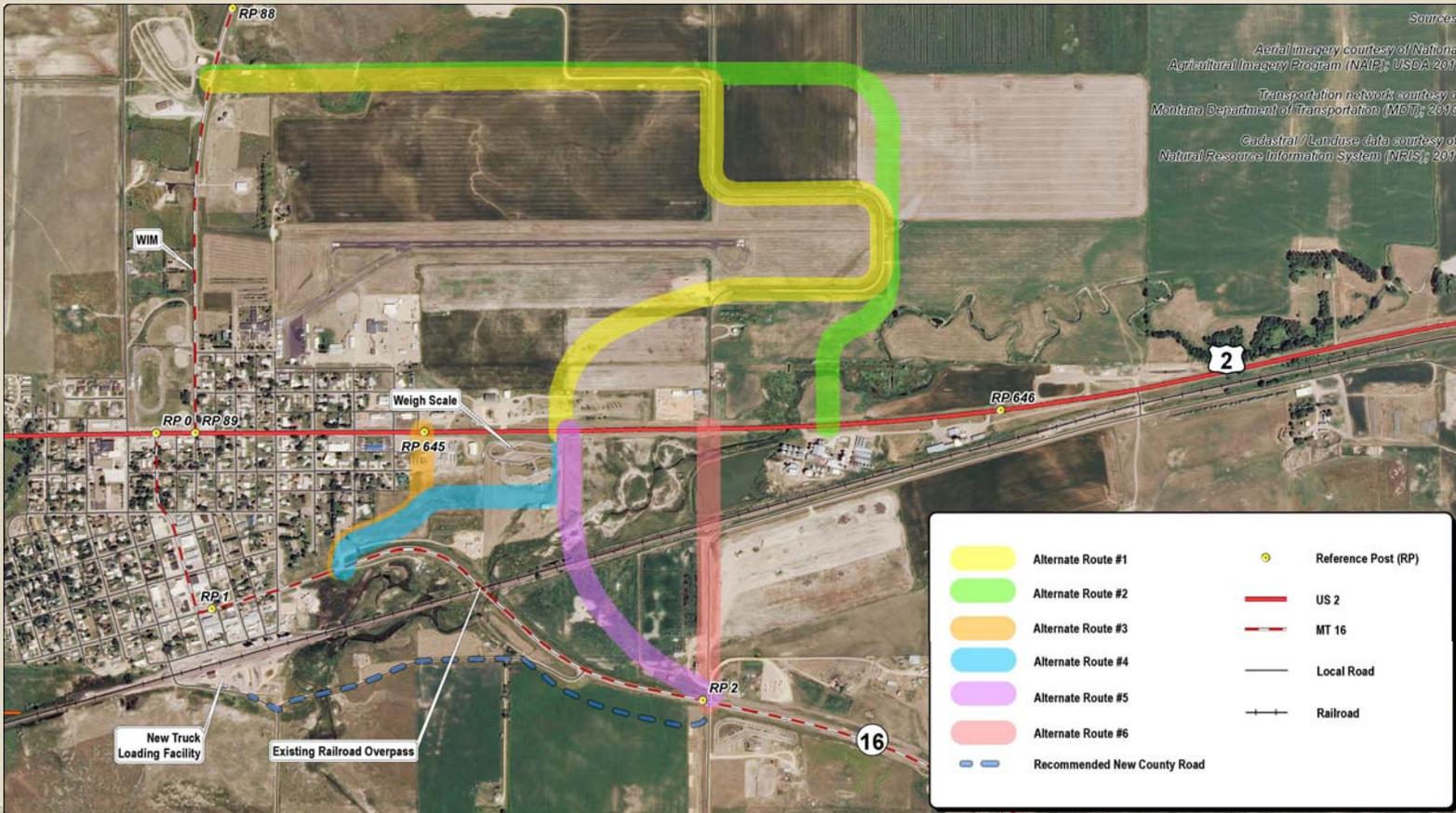
Improvement Options for an Alternate Truck Route

- ◎ Address truck traffic issues in Culbertson
- ◎ Broken Into East and West Regions



Improvement Options for an Alternate Truck Route

- East Region retained due to accessibility to weigh scale and current truck traffic patterns



Alternate Truck Route Screening

| Alternate Route | Travel Time Rating* | Impacts Rating* | Construction Cost Rating* | Total Rating |
|--------------------|---------------------|-----------------|---------------------------|--------------|
| Alternate Route #1 | 5 | 5 | 5 | 15 |
| Alternate Route #2 | 6 | 5 | 3 | 14 |
| Alternate Route #3 | 3 | 1 | 1 | 5 |
| Alternate Route #4 | 3 | 1 | 2 | 6 |
| Alternate Route #5 | 1 | 3 | 4 | 8 |
| Alternate Route #6 | 2 | 4 | 6 | 12 |

*Note: This analysis was based on a numerical rating value of one to six, with one denoting the best option.

◎ **Alternate Routes #3, #4, and #5 rank the best.**

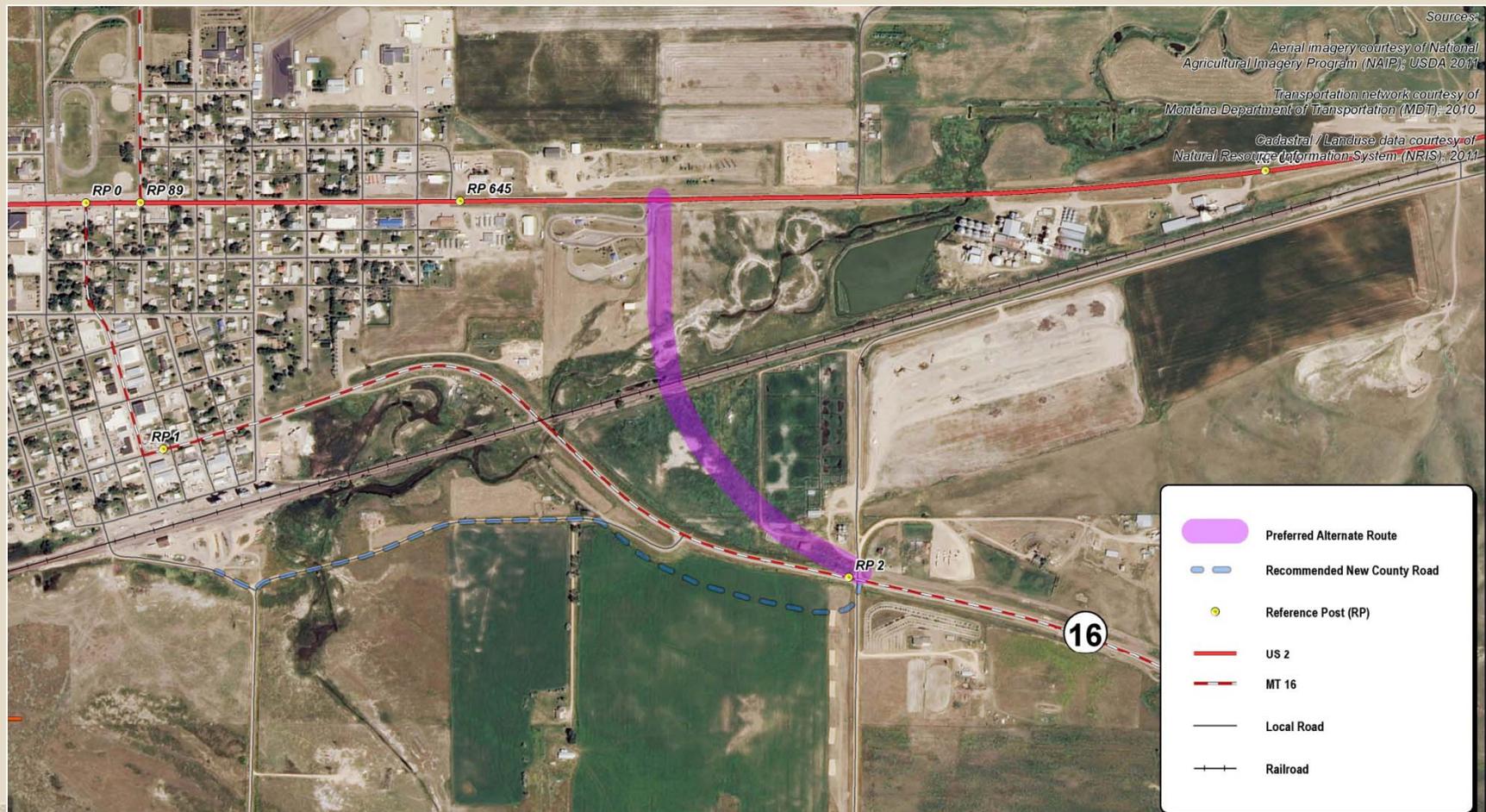
Recommended Alternate Truck Route

◎ Alternate Route #5

- Direct access to weigh scale
- Consistent with Culbertson's long-range planning
- Alternate Routes #3 and #4 are less consistent with Culbertson's long-range planning

Recommended Alternate Truck Route

○ Alternate Route #5



Study Results

- ◎ Recommended 14 Existing Network Improvement Options
- ◎ Recommended 1 Alternate Truck Route for Further Consideration

Next Steps

As funding becomes available, MDT and/or the study partners can consider recommended improvement options.

Document Viewing

◎ View the Public Draft Document at the following locations:

- The study website: www.mdt.mt.gov/pubinvolve/culbertson/,
- Culbertson Town Office
 - (210 Broadway Avenue, Culbertson, MT),
- Culbertson Public Library
 - (212 Broadway Avenue, Culbertson, MT),
- Roosevelt County Extension Office
 - (212 Broadway Avenue, Culbertson, MT),
- Montana Department of Transportation
 - (2960 Prospect Avenue, Helena, MT), or
- Montana Department of Transportation,
 - (503 N. River Avenue, Glendive, MT).

Project Schedule

The comment period closes August 31, 2012, and the project team will finalize the Culbertson Corridor Planning Study.

How to Comment

◎ We want your comments on the study and the recommended improvement options

- Comment forms (at the meeting)
- By email (cstrizich@mt.gov or turnergl@cdmsmith.com)
- Regular mail:

Grey Turner (CDM Smith)
50 West 14th Street, 2nd Floor
Helena, MT 59601

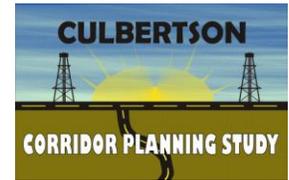
- Online at:

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

Culbertson Corridor Planning Study Public Meeting No. 2 (Notes)

Thursday, August 16, 2012 6:00 p.m. - 8:00 p.m.

Culbertson Town Hall



INTRODUCTION

The Montana Department of Transportation (MDT) held the second and final informational meeting on the Culbertson Corridor Planning Study on Thursday, August 16, 2012, beginning at 6:00 p.m. The meeting was held at the Town Hall, 210 Broadway, Culbertson, MT. The purpose of the meeting was to present the Draft Study, answer questions, and solicit input from the public. The following Oversight Committee members were present at the meeting:

- Carol Strizich (MDT Statewide and Urban Planning Section)
- Danielle Bolan (MDT Traffic)
- Jim Frank (MDT Glendive District)
- Keith Bithell (MDT Glendive District)
- Grey Turner (CDM Smith Project Manager)
- Jamie Jespersen (CDM Smith)

A total of 42 members of the public attended this final public meeting. This number does not include those individuals on the Oversight Committee noted above.

Welcome and opening remarks were made by Grey Turner.

FORMAL PRESENTATION

Grey Turner kicked off the meeting with a PowerPoint presentation. The presentation began with an overview of the items discussed at the previous public meeting. The presentation continued with an overview of the Corridor's areas of concern, needs and objectives, and potential improvement options.

OPEN DISCUSSION

Throughout the presentation, questions were presented and answered by oversight committee members. The following list summarizes the four main topics discussed throughout the formal presentation, with more in depth discussion of each topic to follow.

- Speed Limits
- 7th Street and 8th Street Couplets
- Road to new Grain Facility
- Alternate Route #5 (and what happens to old route)

Attendees remarked that truck speeds coming into Culbertson are too high, and after four previous speed studies, nothing has changed. MDT recalled that the past speed study noted an enforcement issue instead of a speed sign location issue. Residents disagreed and asked what measures would need to be taken to get another speed study completed. Mayor Oelkers remarked that he has been part of the previous studies and knows the steps required to formally request a speed study. Attendees asked if there could be a special note of the proximity of the school crossing to the speed limit sign during the next speed study.

Attendees verbalized their concern and dislike for both the 7th and 8th Street couplets. CDM Smith asked them to write and submit their concerns in writing in order to have written record of their disapproval.

The recommended county road to the new grain loading facility was discussed. Attendees liked the route and thought it made sense, but there was disagreement on who should fund it. Although some attendees thought it should be a MDT project, this new road is simply a realignment of the existing county road owned and maintained by the county. Therefore, either Roosevelt County or the new grain loading facility would need to cover the cost to construct the road. If an alternate truck route was constructed, members asked what would happen to the old bridge and previous MT 16 (south) route. The agreement between Culbertson and MDT would be addressed during any future project development stage if a project is forwarded from this study.

Alternate Route #5 was discussed. Attendees agreed that it was the best route of the six listed. Other potential routes were discussed both north of US 2 and west of MT 16. However, with the airport expansion north of US 2, future northern routes would not be viable with the current location of the airport. Additionally, with the need to check in to the weigh scale, alternate routes west of MT 16 would not provide a reduction in truck traffic through town.

WRITTEN COMMENTS RECEIVED AT THE PUBLIC MEETING

In addition to the comments given at the formal public meeting, 11 written comments were also collected during the public meeting. These 11 written comments and any others received by August 31, 2012 will be included and responded to within the Final Culbertson Corridor Planning Study report.

Newsletter Issue 1 (April 2012)

CULBERTSON



CORRIDOR PLANNING STUDY

Newsletter | Issue No. 1 | February 2012

Study Description

The Montana Department of Transportation (MDT) is conducting the Culbertson Corridor Planning Study at the request of the Town of Culbertson. Due to considerable growth in the oil and gas industry in northeastern Montana, the Culbertson area has experienced an overwhelming increase in truck traffic and congestion through town. The corridor planning study will determine cost-effective ways to address transportation needs and safety concerns primarily on US Highway 2 (US 2) and Montana Highway 16 (MT 16).

The purpose of this corridor planning study is to assess safety and congestion issues through Culbertson by analyzing existing data to determine current deficiencies and future needs within the corridor study area. This corridor planning study will include a list of short- and long-term solutions that will provide state and local officials with necessary information to address traffic, safety and congestion issues within the Culbertson area.

What is a Corridor Planning Study?

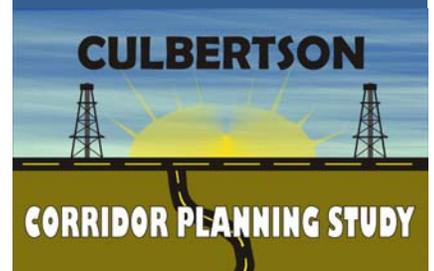
MDT developed the Corridor Planning Process in an effort to better coordinate and link the planning process with the National Environmental Policy Act (NEPA)/Montana Environmental Policy Act (MEPA) processes. It is important to note that the corridor planning study is developed strictly as a planning project and **not** a preliminary engineering design project. In addition to identifying potential improvement options, results of the study may be used to determine the level of environmental documentation necessary, should any project be considered.

Steps to be taken during the Corridor Planning Study:

- Analyze existing and projected conditions
- Identify needs, issues, impacts, and goals
- Determine and evaluate improvement options
- Recommend improvement options
- Community outreach
- Prepare draft Corridor Study report

IN THIS ISSUE:

- *Study Description*
- *Study Contacts*
- *Community Involvement Opportunities*
- *Study Area Boundary*
- *Study Schedule*



Informational Meeting #1

Wednesday
March 7, 2012
6:00 – 8:00 pm
Town Hall
210 Broadway,
Culbertson, MT

The public is encouraged
and welcome to
attend.

STUDY CONTACTS:



Shane Mintz

MDT Glendive District
Administrator

406.345.8200

SMintz@mt.gov

Carol Strizich

MDT Project Manager

406.444.9240

CStrizich@mt.gov

Grey Turner, P.E.

CDM Smith Project
Manager

801.363.3955

TurnerGL@cdmsmith.com

MDT and CDM Smith attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study.

Alternative accessible formats of this information will be provided upon request. For further information, call (406) 441-1400 or TTY (800) 335-7592 or by calling Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and/or meeting.

Community Involvement Opportunities

Community involvement is important to any successful corridor planning study process. The purpose of community involvement is to ensure an open process that provides opportunities for the community to be involved in all phases of the corridor planning study. The community is invited to participate in the process through informational meetings and ongoing study information review and input.

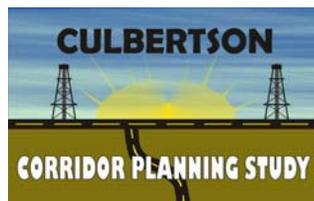
A study website has been developed to provide on-line opportunities to comment on the Culbertson corridor planning study effort. Dates, times, and locations for all community outreach events will be announced prior to the events through the local media and the study mailing list.

The study team will collect and consider all community comments received to better understand the community's view of potential issues. Those with a specific interest in the study are encouraged to join the study mailing list. Individuals can join the study mailing list by submitting their name and contact information to Grey Turner at TurnerGL@cdmsmith.com.

Two informational meetings will be held over the course of the study. **The first informational meeting is scheduled for Wednesday, March 7, 2012 from 6-8 PM at the Town Hall (210 Broadway, Culbertson).** The community is welcome and encouraged to attend. We hope to see you there!

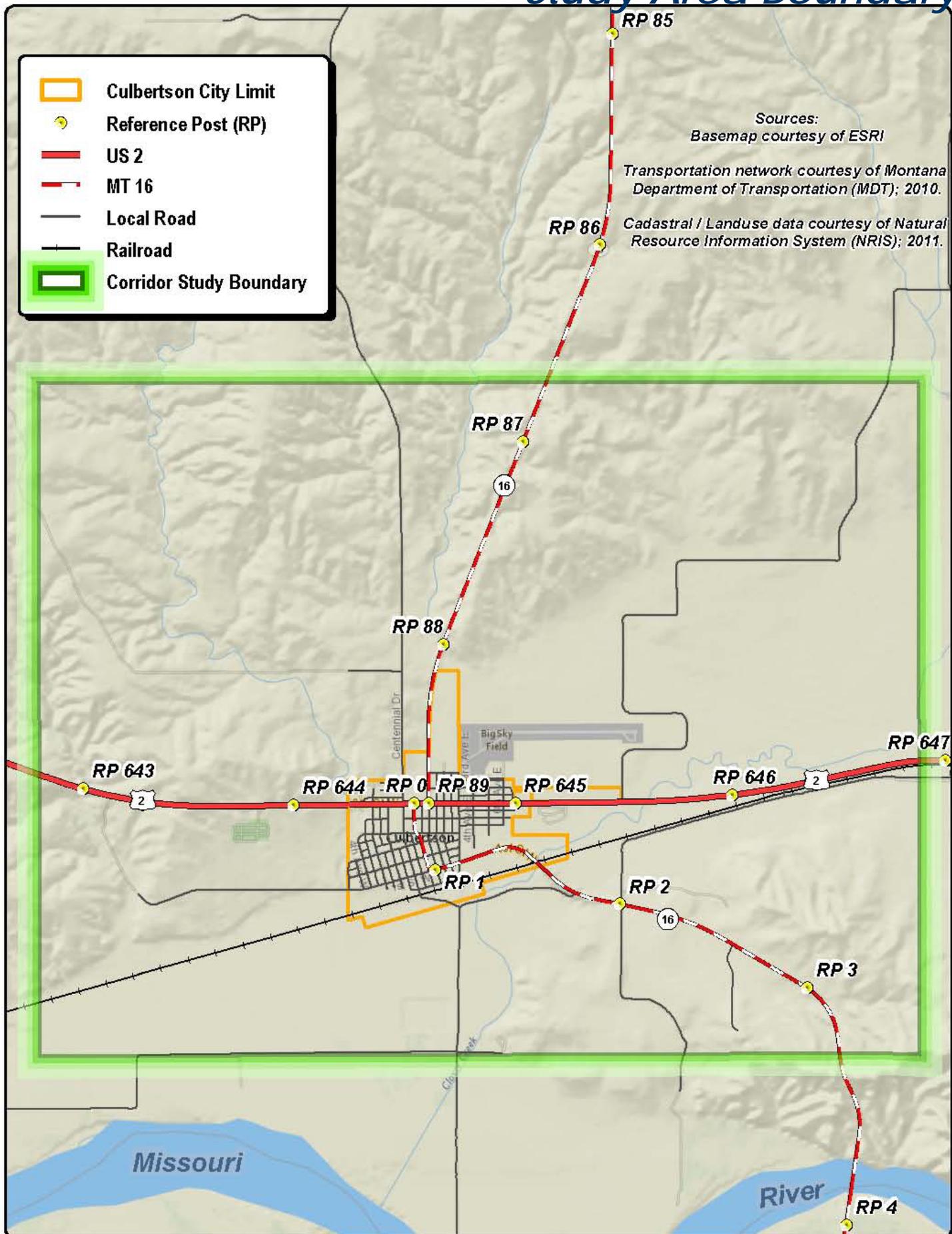
Check out the study website at:

www.mdt.mt.gov/pubinvolve/culbertso



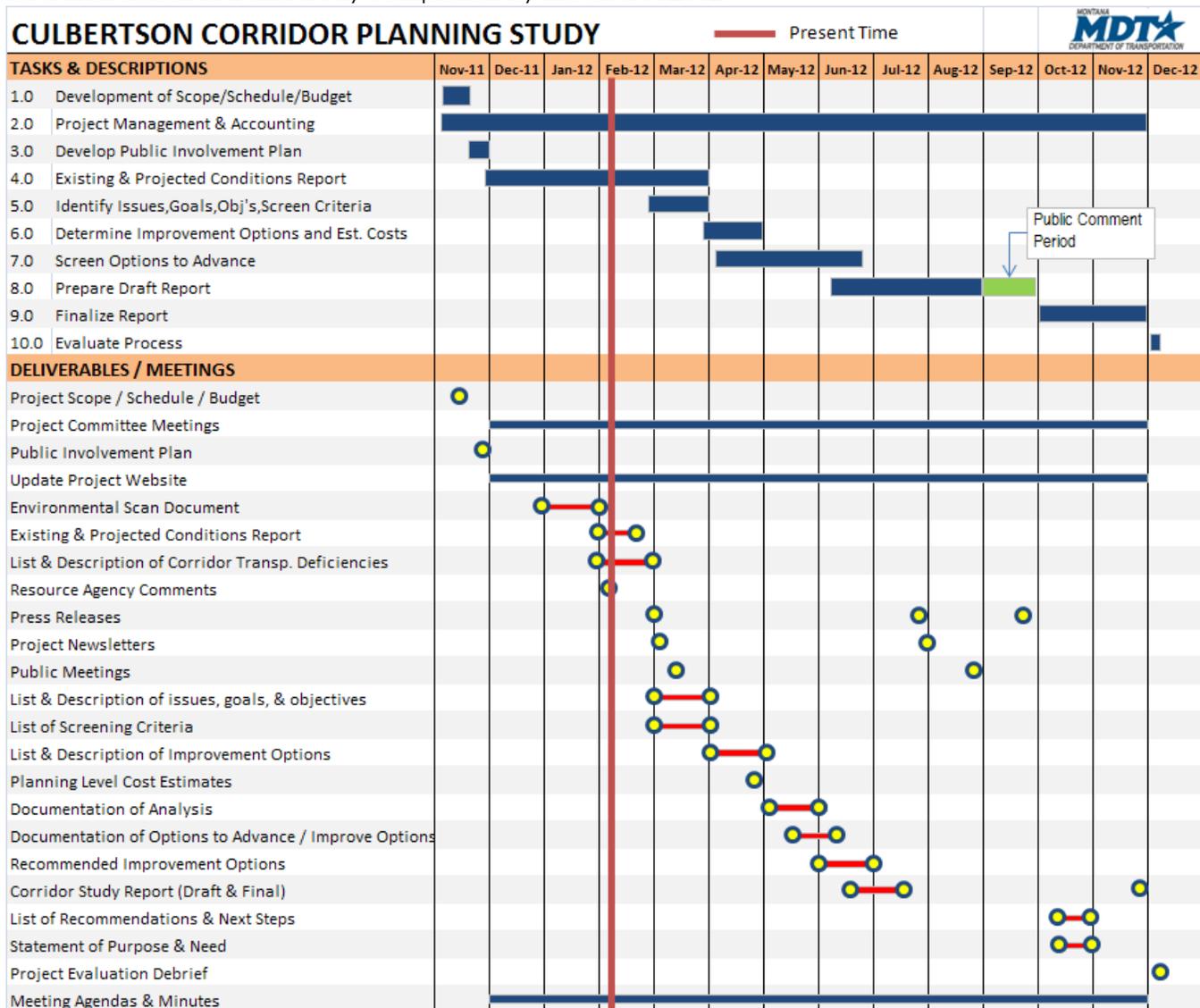
The Culbertson Corridor Planning Study area encompasses a rectangular area around the town of Culbertson, which includes a 4-mile segment of US 2 (between Reference Post (RP) 642.8 and RP 646.8) and a 5-mile segment of MT 16 (between RP 86.6 and RP 88.6 north of US 2 and between RP 0 and RP 3 south of US 2), as shown on page 3.

Study Area Boundary



Study Schedule

The study schedule will follow a twelve-month timeframe. The study began on November 22, 2011 with a goal for a final document and study completion by the end of 2012.



Work Completed to Date:

- ✓ *Public Involvement Plan*
- ✓ *Study Website*
- ✓ *Newsletter Issue No. 1*
- ✓ *Draft Environmental Scan*
- ✓ *Draft Existing & Projected Conditions*
- ✓ *Draft List of Corridor Deficiencies*

Next Steps:

The study team, with input from resource agencies, the public and community stakeholders, will be identifying needs, issues, and goals to determine and evaluate potential improvement options.

Newsletter Issue 2 (July 2012)

In this issue >>>

- Corridor Study Update
- Corridor Needs & Objectives
- Improvement Options
- Screening Results
- Study Contacts



Issue
TWO

Newsletter • Issue 2 • July 2012

Culbertson Corridor Planning Study

Coming soon >>>

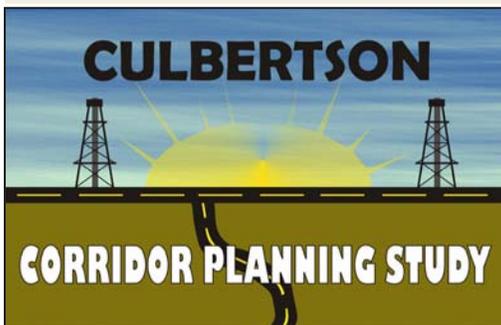
Final Informational Meeting

Thursday, August 16, 2012

6:00 P.M.

Culbertson Town Hall
210 Broadway Avenue
Culbertson, MT

The community is encouraged to attend. We hope to see you there.



Corridor Study Update

The Study Document is Ready for Your Review

Since the last informational meeting held on March 7, 2012, corridor needs and objectives have been identified and a variety of improvement options have been developed to address them. The needs and objectives are based on input from the community, local government, resource agencies and information contained in the study's *Existing and Projected Conditions* and *Environmental Scan* reports. A total of 26 improvement options were identified ranging from alternate truck routes and major reconstruction projects along US 2 and MT 16 to small spot improvements to address safety and operational concerns. In order to identify an alternate truck route, improvement options were developed and screened separately from those improvements on the existing roadway networks. A high level screening evaluation was used to identify improvement options that satisfied needs and objectives identified for this corridor, and which could be carried forward for further consideration if a project were to move forward. A more detailed description of the screening process and improvement options can be found in the draft corridor study report which will be available for review and comment on August 10, 2012 at the following locations:

- The study website: www.mdt.mt.gov/pubinvolve/culbertson/,
- Culbertson Town Office, 210 Broadway Avenue, Culbertson, MT,
- Culbertson Public Library, 212 Broadway Avenue, Culbertson, MT,
- Roosevelt County Extension Office, 212 Broadway Avenue, Culbertson, MT,
- Montana Department of Transportation, 2960 Prospect Avenue, Helena, MT, or
- Montana Department of Transportation, 503 N. River Avenue, Glendive, MT.

Comments must be postmarked no later than
August 24, 2012, to be considered in the
Final Culbertson Corridor Planning Study report.

Corridor Needs and Objectives >>>

| Needs | Objectives |
|--|---|
| Need Number 1: Improve Safety of US 2 and MT 16 | Improve pedestrian crossing safety near the school.* |
| | Enhance pedestrian movements along US 2 and MT 16, to the extent practicable. |
| | Improve intersection sight distance, to the extent practicable. |
| Need Number 2: Improve Operations of US 2 and MT 16 | Improve geometric elements to provide for semi-trucks and recreational vehicles, to the extent practicable. |
| | Accommodate current and future capacity demands for US 2 and MT 16, to the extent practicable. |
| | Accommodate unique turning movements for wide and over length loads, to the extent practicable. |
| Need Number 3: Minimize Environmental and Transportation Impacts | Minimize impacts to the social, economic, and natural environment, to the extent practicable.* |
| | Minimize impacts associated with access points and roadside parking, to the extent practicable. |
| | Minimize the impacts of increased truck traffic through Study area. |
| Other Objectives | Construction feasibility |
| | Availability and feasibility of funding |

* Note: the objectives followed by an asterisk support the goals and objectives contained in the *Town of Culbertson Growth Policy Update (2011)*.

Improvement Options >>>

Two categories of improvement options were developed through this study process. The first level focused on the existing roadway network and the second addressed the considerable growth in truck traffic by identifying potential alternate truck routes. Improvement options on the existing network are described below while potential alternate truck route improvement options are described on page 3.

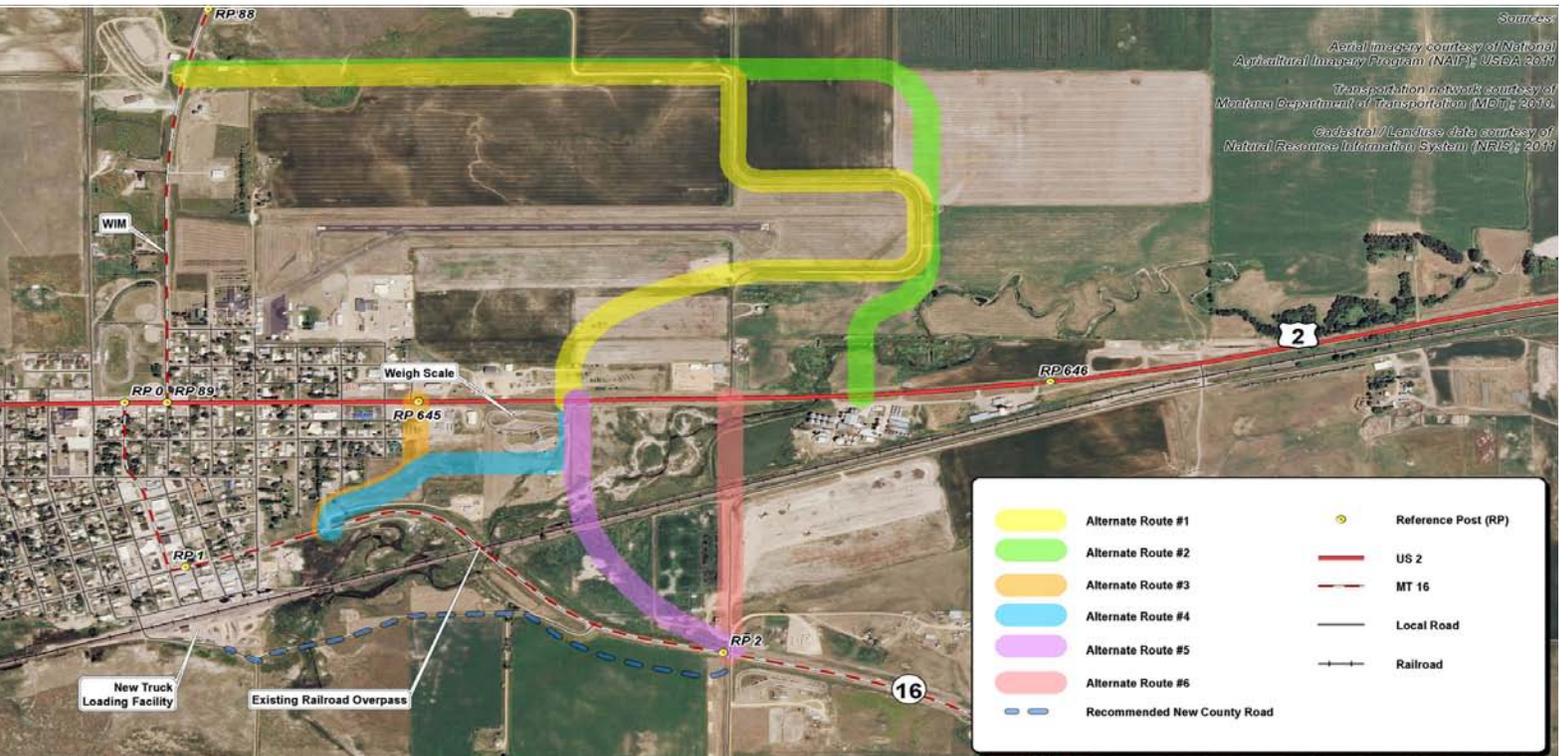
Improvement Options on the Existing Network

The variety of improvement options developed to address corridor needs and objectives on the existing roadway network ranged from major reconstruction projects along US 2 and MT 16 to small spot improvement projects to address safety and operational issues. Improvement options were categorized into implementation timeframes. Implementation of short-term options could likely fall within 2 years. Implementation of mid-term options could occur between 2 and 5 years while implementation of long-term options would likely take more than five years. Implementation of any improvement option is dependent on the identification of a funding mechanism.

| Improvement Option Category | Improvement Options on Existing Network |
|---|---|
| Non-Motorized Infrastructure | 1. Urban Amenities on MT 16 and US 2 |
| | 2. Flashing Pedestrian Beacon |
| | 3. Non-Motorized Transportation Plan |
| | 4. "Share the Road" Signs |
| | 5. Bulb-Out at MT 16 (south) & 2 nd Street |
| Geometrics, Sight Distance, and Pavement Conditions | 6. Geometric Upgrade of MT 16 (north) / US 2 Intersection |
| | 7. Upgrade MT 16 (south) / US 2 Intersection |
| | 8. MT 16 (north) Realignment |
| | 9. Sight Distance Improvements at Project Intersections |
| Truck Traffic | 10. Four Lane US 2* |
| | 11. 7 th Street Couplet* |
| | 12. 8 th Street Couplet* |
| | 13. Weigh-in-Motion Systems |
| Access Points | 14. Access Management Plan |
| Locally Driven Area of Concern | 15. US 2 Speed Study |

*Note: Only one of these 4-lane options would be implemented, not all three.

Source:
 Aerial imagery courtesy of National
 Agricultural Imagery Program (NAIP); USGS 2011
 Transportation network courtesy of
 Montana Department of Transportation (MDT); 2010
 Geodetic/Landuse data courtesy of
 Natural Resource Information System (NRIS); 2011



Potential Alternate Truck Route Improvement Options

A screening process helped determine which alternate route improvement option would best meet the needs of the community in effectively reducing truck traffic through Culbertson. Screening criteria provide a means of reducing the number of potential alignments for consideration by comparing them both quantitatively and qualitatively with a set of specific measures. The screening process was a high level evaluation utilized to identify alternate route options that satisfied the needs and objectives identified for this corridor.

Due to the accessibility to the weigh scale and current truck traffic patterns, only alternate route improvement options on the east side of MT 16 were analyzed. Six improvement options on the east side of MT 16, both north and south of US 2, were developed due to their potential to divert truck traffic around Culbertson's downtown area. These six potential alternate routes are shown above. It should be noted that all alternate routes shown on the above map are high level, preliminary concepts and not exact road centerlines.



Screening Results >>>

The screening process resulted in alternate routes 3,4 & 5 as ranking the best. Although Alternate Route #5 has a higher construction cost, this improvement option would provide trucks with a more direct connection to the weigh scale by eliminating curves and reducing travel time. Intersecting MT 16 (south) near RP 2, Alternate Route #5 could potentially provide trucks with convenient access to the new grain loading facility, if the County should choose to build a proposed County Road south of the rail line. For these reasons, Alternate Route #5 was the preferred alternate route of local officials. In terms of long-range planning, Alternate Route #5 provides for a route in line with the 50-year growth plan. Alternate routes #3 and #4 may not be viable options in the near future due to their location relative to the community and projected development in the area.

final thoughts...

For comments to be considered in the Final Culbertson Corridor Planning Study report, comments must be postmarked no later than August 24, 2012. After the comment submittal date the project team will finalize the Culbertson Corridor Planning Study.

Check out the study website at:

www.mdt.mt.gov/pubinvolve/culbertson/

MDT and CDM Smith attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request. For further information, call (406) 441-1400 or TTY (800) 335-7592 or by calling Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and/or meeting.

Study Contacts

Shane Mintz

MDT Glendive District Administrator

406.345.8200

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Carol Strizich

MDT Project Manager

406.444.9240

CStrizich@mt.gov

Grey Turner, P.E.

CDM Smith Project Manager

801.363.3955

TurnerGL@cdmsmith.com

Don't forget about the Final Informational Meeting on August 16, 2012 at the Culbertson Town Hall at 6:00 P.M.



50 West 14th Street, 2nd Floor
Helena, MT 59601

Resource Agency Meeting (February 8, 2012)

- Agency Meeting Invitation
- Agency Meeting Sign-In Sheet
- Meeting Notes



January 25, 2012

Steve Dalbey
MT Fish, Wildlife & Parks
54078 Hwy 2 West
Glasgow, MT 59230

Subject: Invitation to Participate in the Culbertson Corridor Planning Study

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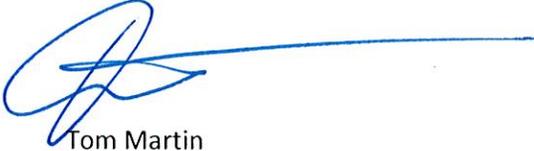
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On behalf of the planning team, we look forward to working with you on this important study to identify reasonable improvement options for the Culbertson corridor study area. Please contact me at (406) 444-0879 if you have any questions prior to the meeting.

Thank you in advance for your agency's participation.



Tom Martin
Environmental Services Bureau Chief

Enclosure

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Jim Shanks, Roosevelt County Commissioner
Scott Aspenlieder, WWC Engineering
Grey Turner, CDM Smith
File

Distribution List:

Steve Potts, US Environmental Protection Agency
Steve Dalbey, Fisheries, MT Fish, Wildlife & Parks – Region 6
Mark Sullivan, Wildlife, MT Fish, Wildlife & Parks – Region 6
Mark Aberg, MT Department of Natural Resources & Conservation Eastern Land Office
Catherine Juhas, US Army Corps of Engineers
Bonnie Lovelace, MT Department of Environmental Quality
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January 25, 2012

Mark Aberg
MT Department of Natural Resources & Conservation
PO BOX 1794
Miles City, MT 59301

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January 25, 2012

Catherine Juhas
US Army Corps of Engineers
PO BOX 2256
Billings, MT 59103

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Bonnie Lovelace
MT Department of Environmental Quality
1520 East 6th Ave
PO BOX 200901
Helena, MT 59620-0901

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Environmental Services Bureau Chief

Enclosure

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Pete Stevenson, US Bureau of Reclamation, Great Plains Region



January 25, 2012

Robert Ray
MT Department of Environmental Quality
1520 East 6th Ave
PO BOX 200901
Helena, MT 59620-0901

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January 25, 2012

Steve Potts
US Environmental Protection Agency
10 West 15th Street, Suite 3200
Helena, MT 59626

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January 25, 2012

Mark Wilson
US Fish & Wildlife Service
585 Shepard Way
Helena, MT 59601

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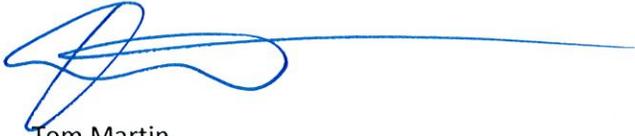
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January 25, 2012

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Mark Baumler
MT Historical Society
1410 Eighth Ave
PO BOX 201202
Helena, MT 59620-1202

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Pete Stevenson
US Bureau of Reclamation
PO BOX 30137
Billings, MT 59101

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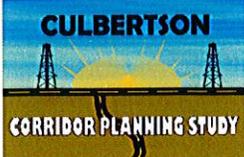
Culbertson Corridor Planning Study

Resource Agency Meeting

February 8, 2012

Sign-In Sheet

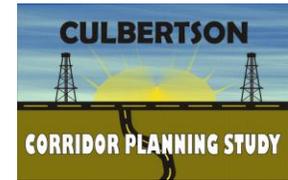
| Name | Agency | Email |
|------------------|------------------|--------------------------|
| Naomi Fossen | CDM Smith | |
| Jamie Jespersen | CDM Smith | Jespersenj@cdmsmith.com |
| Carol Strizich | MDT- Planning | cstrizich@mt.gov |
| Kathy Juhas | ARMY CORP of ENG | conf. call |
| Tom Atkins | MDT - ENV | TATKINS@MT.GOV |
| JEFF RYAN | DER | jeryan@mt.gov |
| Jeff Patten | FHWA | jeff.patten@dot.gov |
| BRIAN HASSELBACH | FHWA | Brian.Hasselbach@dot.gov |
| Jean Riley | MDT- Planning | jriley@mt.gov |
| Mike McGrath | USFWS | mike-mcgrath@fws.gov |
| Matt Poole | DNRC | conf. call |
| Steve Potts | EPA | conf. call |
| Grey Turner | CDM Smith | conf. call |
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Culbertson Corridor Planning Study Resource Agency Meeting Minutes

Wednesday, February 8, 2012 1:00 p.m. - 2:00 p.m.

MDT Planning (Conference Room A)



ATTENDEES

- Carol Strizich (MDT Statewide and Urban Planning Section)
- Jean Riley (MDT Program & Policy Analysis)
- Tom Atkins (MDT Environmental)
- Brian Hasselbach (FHWA)
- Jeff Patten (FHWA)
- Catherine Juhas (USACE) – *via conference call*
- Steve Potts (EPA) – *via webinar and conference call*
- Mike McGrath (USFWS)
- Jeff Ryan (DEQ)
- Matt Poole (DNRC) – *via webinar and conference call*
- Grey Turner (CDM Smith Project Manager) – *via webinar and conference call*
- Jamie Jespersen (CDM Smith)
- Naomi Fossen (CDM Smith)

PRESENTATION

Welcome and opening introductions were initiated by Carol Strizich. Introductions were made by those in attendance and those conferencing in via webinar and conference call-in number. After introductions, Grey Turner provided a PowerPoint presentation which introduced the corridor planning study process, discussed the purpose of the meeting, and reviewed the environmental areas discussed within the Draft *Environmental Scan* for this project. After the presentation was complete, a question and answer session commenced.

AGENCY COMMENTS

Jeff Ryan started the discussion with a request for consideration of spill containment in future projects. His basis for this request was the increase in the number of trucks and that a portion of those could contain hazardous materials. This would be a danger due to vicinity of the floodplains within the Study area that would drain to the Missouri River. Jeff Ryan also commented that the local conservation district should be kept informed throughout the corridor study process.

Mike McGrath noted that the Study area could have the potential for foraging habitat for the endangered Least Tern, and the *Environmental Scan* should note this. He noted that Jeff Ryan's comment about spill containment is also important because of this potential foraging habitat. Mike also asked if there were wildlife collision hotspots within the Study area. CDM Smith noted that although the initial research shows that there are more wildlife collisions on US 2 both east and west of the Culbertson City Limits than anywhere else in the Study area, the *Existing and Projected Conditions* report is still in draft form and this analysis has not been finalized yet.

Catherine Juhas noted the importance of knowing where the wetlands are and that wetland delineation is preferred for the USACE. She also noted that the USACE has jurisdiction over ditches not just streams. A ditch is classified as jurisdictional when it carries return flow to a Water of the US. It also has to have a bed, bank, and defined channel. Jean Riley noted that if a project moves forward from this study, wetland delineation would be performed at that time. Jeff Ryan noted that irrigation ditches that flow into state waters would also be considered state waters. Steve Potts asked that stream names be noted on graphics in the *Environmental Scan*.

Steve Potts made an observation that a bypass north of town would impact fewer areas of concern to the Agencies. Carol Strizich noted that in a regional sense, there is a higher percentage of truck traffic when compared to the statewide average. Jean Riley also noted that due to the oil field efforts and the lack of housing, crew camps are becoming a common occurrence and there is a proposal right now for Culbertson to build a 300-man crew camp.

Matt Poole noted that DNRC has land in the northern portion of the Study area which MT 16 bisects. If this roadway were to be widened or additional right-of-way acquired, DNRC has a 90-day right-of-way process. Matt also noted that there is a Dry Prairie Rural Water line which carries drinking water which generally follows existing roadways.

CONCLUSION

CDM Smith will add some additional information to the *Environmental Scan* and post the Final document to the MDT-hosted website.