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Issue  
**TWO**

Newsletter • Issue 2 • July 2012

# Culbertson Corridor Planning Study

## Coming soon >>>

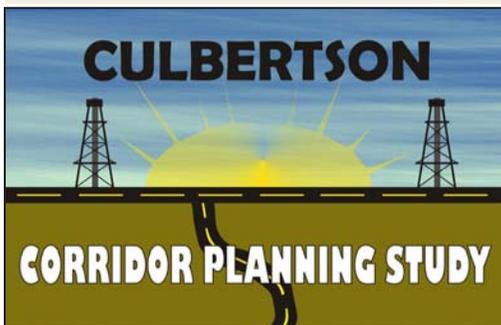
### Final Informational Meeting

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/](http://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
<b>Need Number 1:</b> 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.
<b>Need Number 2:</b> 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.
<b>Need Number 3:</b> 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.

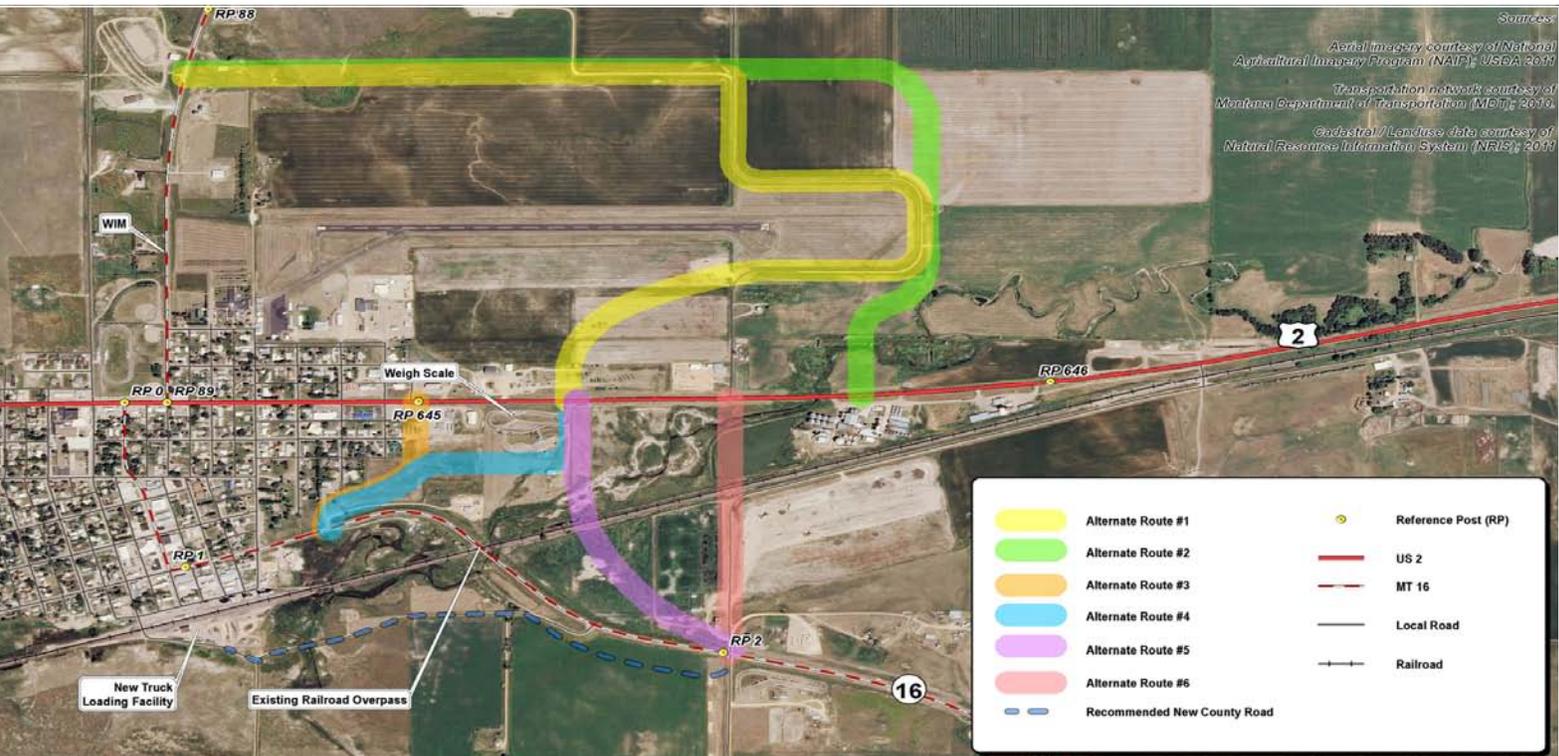
### Improvement Options on the Existing Network

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 <sup>nd</sup> 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 <sup>th</sup> Street Couplet*
	12. 8 <sup>th</sup> 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/](http://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*

*[SMintz@mt.gov](mailto:SMintz@mt.gov)*

*Carol Strizich*

*MDT Project Manager*

*406.444.9240*

*[CStrizich@mt.gov](mailto:CStrizich@mt.gov)*

*Grey Turner, P.E.*

*CDM Smith Project Manager*

*801.363.3955*

*[TurnerGL@cdmsmith.com](mailto: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