

## Comments Received After Publication of the Draft Corridor Study

Following the publication of the Draft Corridor Study, the following information will be added to this subsection:

- Comments Received from August 10, 2012 to August 24, 2012

## 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

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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](mailto:turnergl@cdmsmith.com).

A study website has been developed and can be accessed at

[www.mdt.mt.gov/pubinvolve/culbertson/](http://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.

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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.

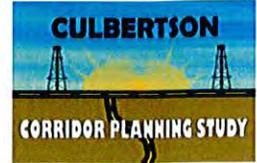
The meeting is open to the public and the public is encouraged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please 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.

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.

# 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 Aggenstein	Box 351 Culbertson	culbertsonmt@hotmail.com
Alton Aggenstein	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	domini@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.	
Ray Belders	653 Culb.	
Jenny Taberna	PO Box 937 Culb.	
Kelly Berk	Box 496 Culb.	



# Welcome!

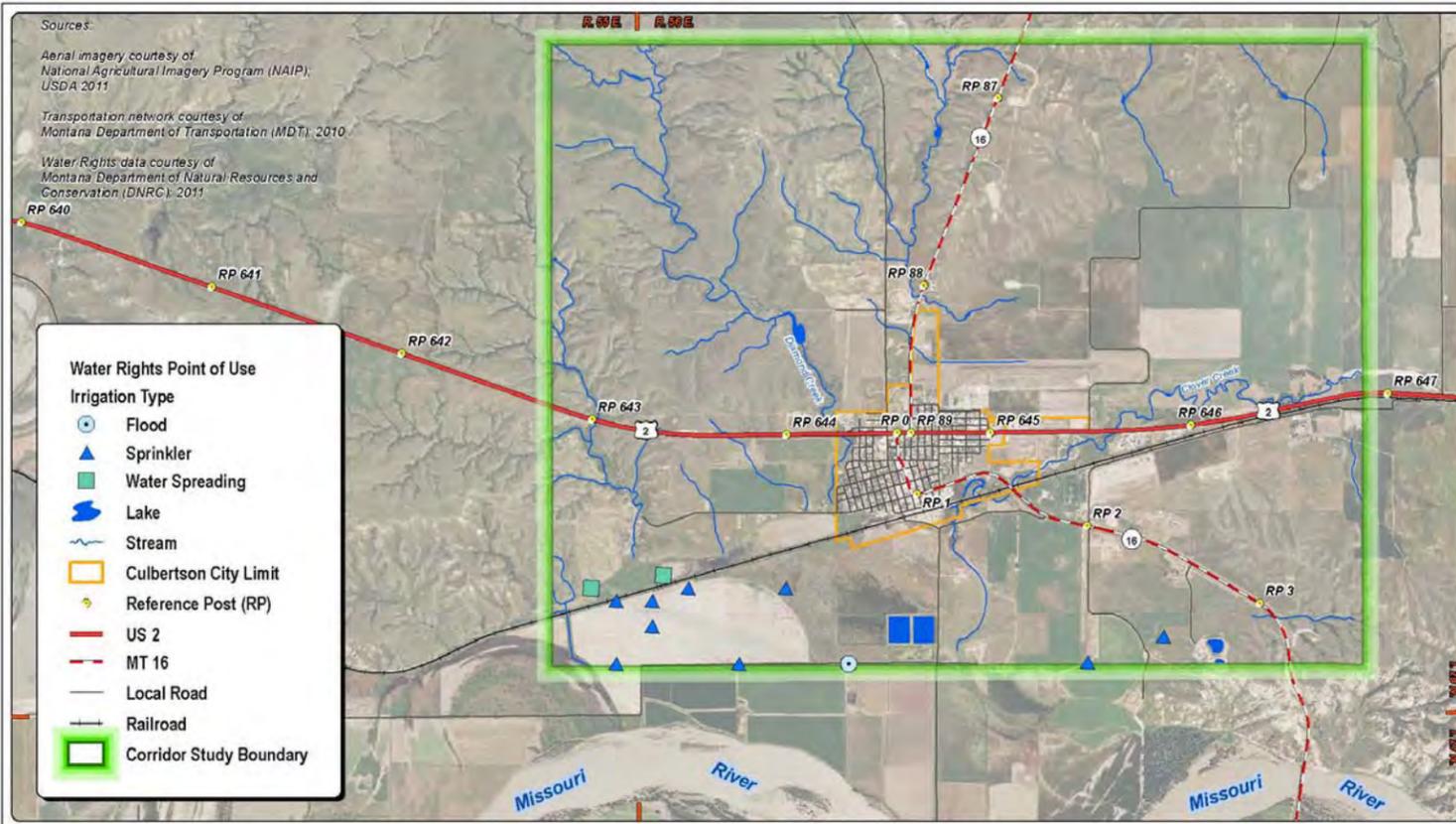
## CULBERTSON CORRIDOR PLANNING STUDY

*Informational Meeting*

Thank you for coming!

Your input is greatly appreciated.



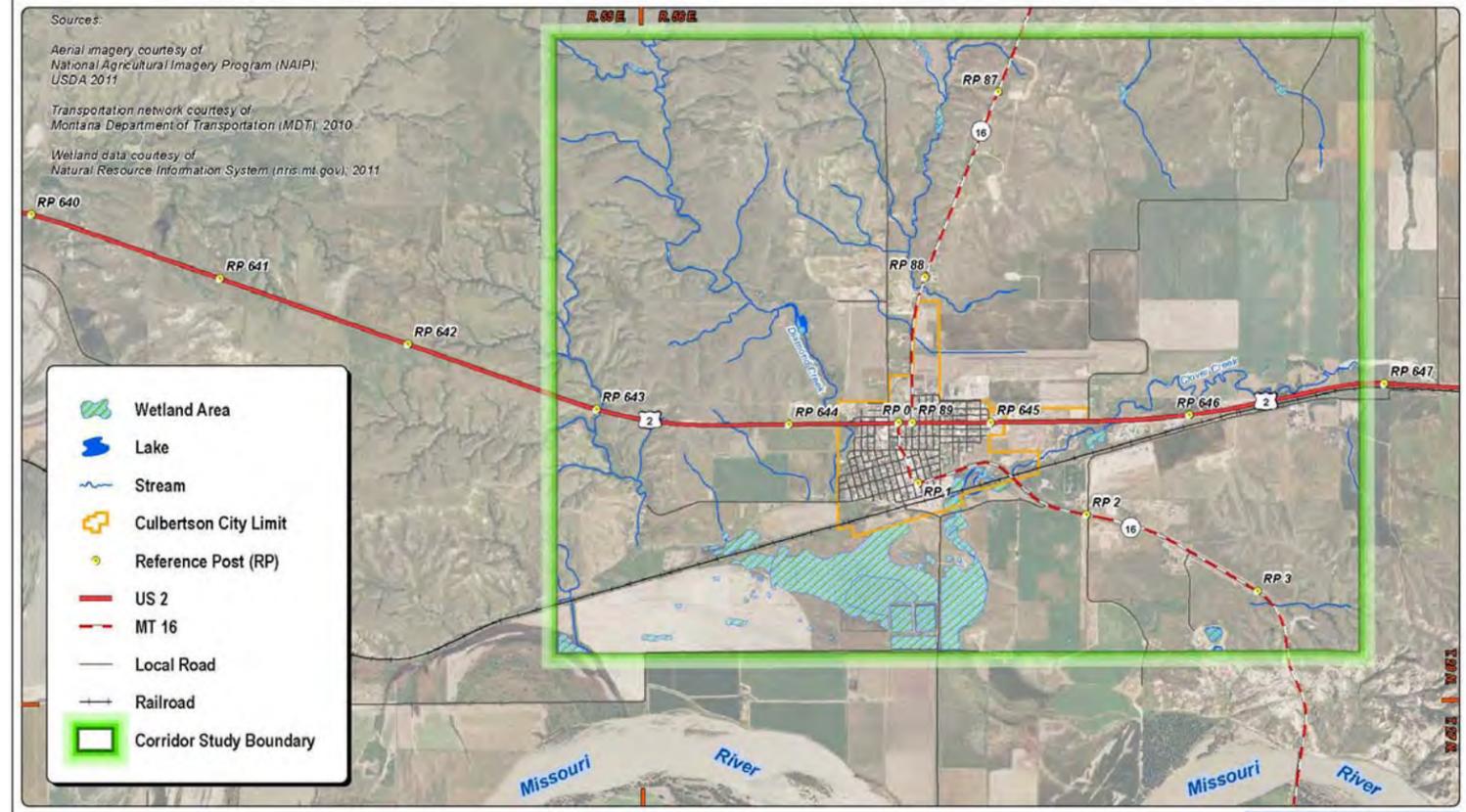


**Irrigation**  
**Culbertson Corridor Planning Study**

**DRAFT**

0 0.25 0.5 0.75 1 Miles

**CULBERTSON**  
**CORRIDOR PLANNING STUDY**

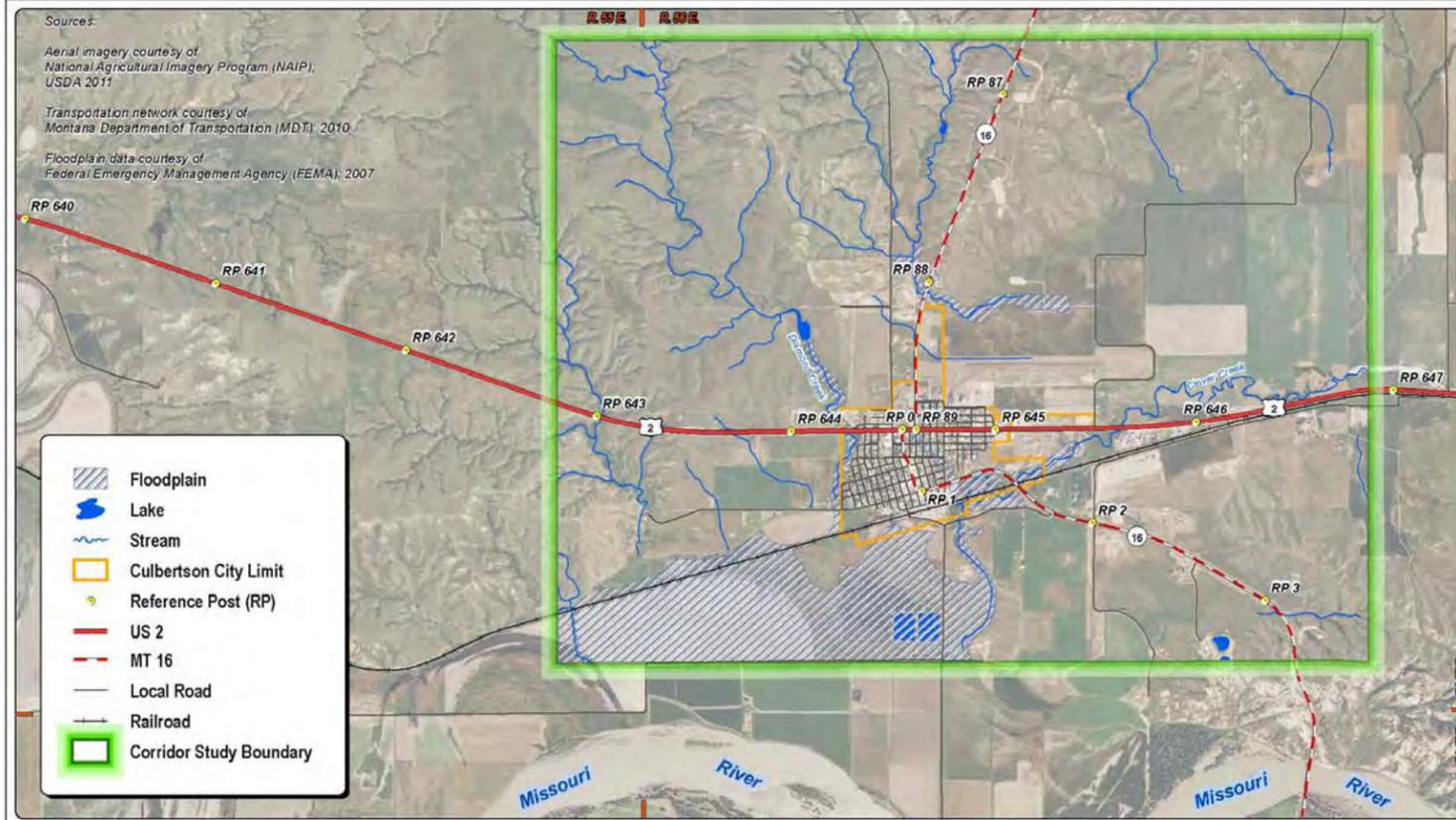


**Wetlands**  
**Culbertson Corridor Planning Study**

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**CULBERTSON**  
**CORRIDOR PLANNING STUDY**

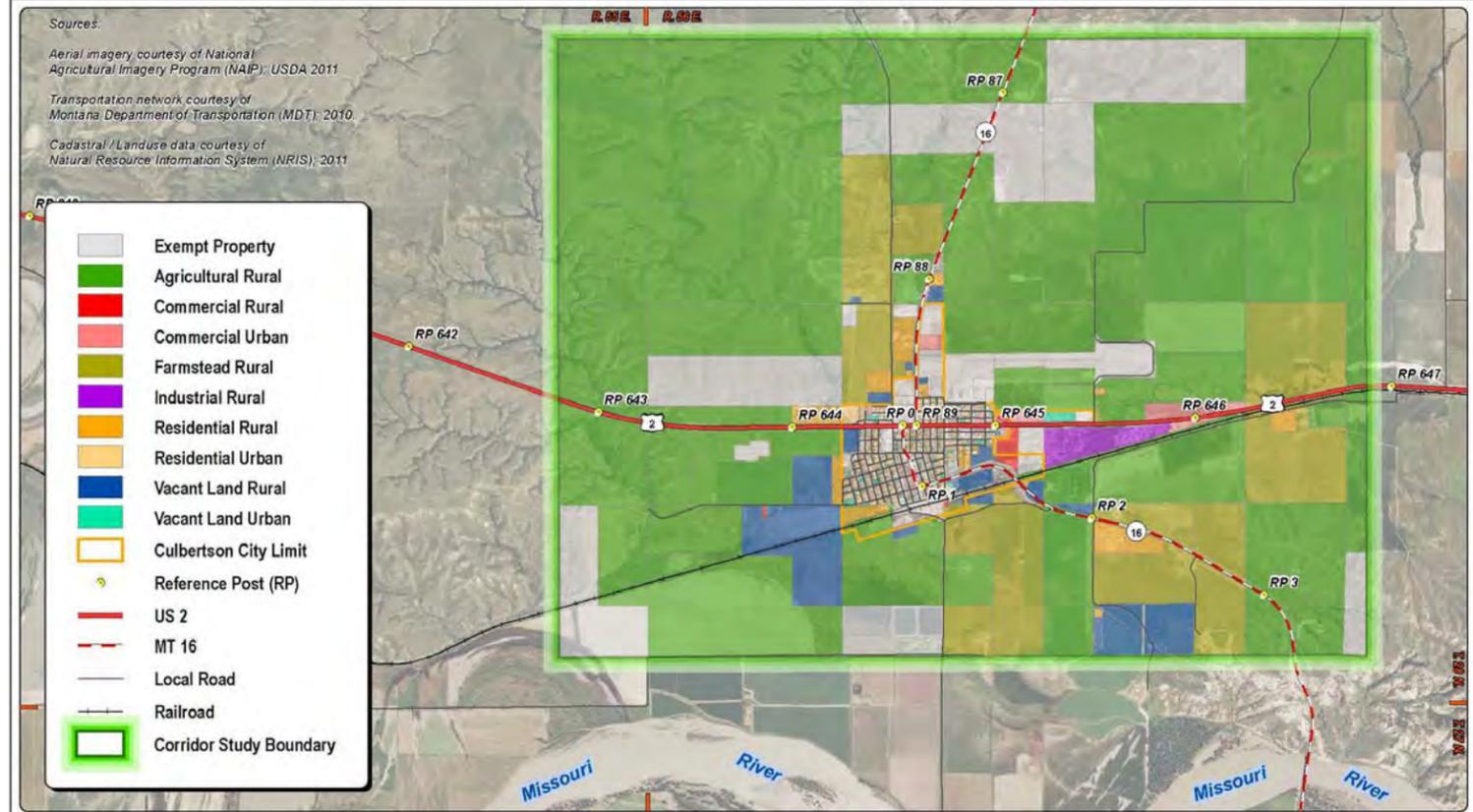


**Surface Waters / Floodplain**  
**Culbertson Corridor Planning Study**

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**CULBERTSON**  
**CORRIDOR PLANNING STUDY**

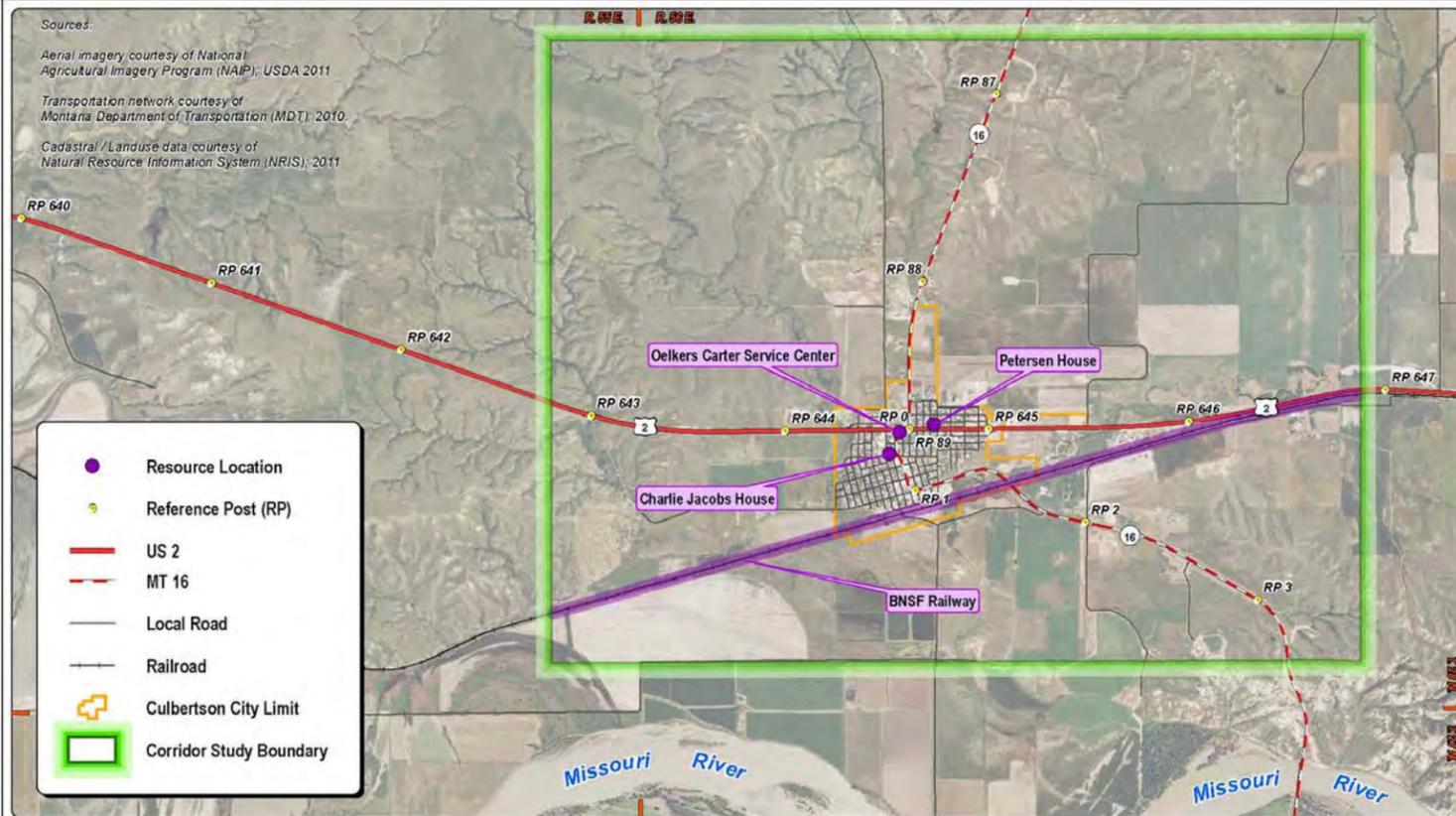


**Land Use**  
**Culbertson Corridor Planning Study**

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**CULBERTSON**  
**CORRIDOR PLANNING STUDY**

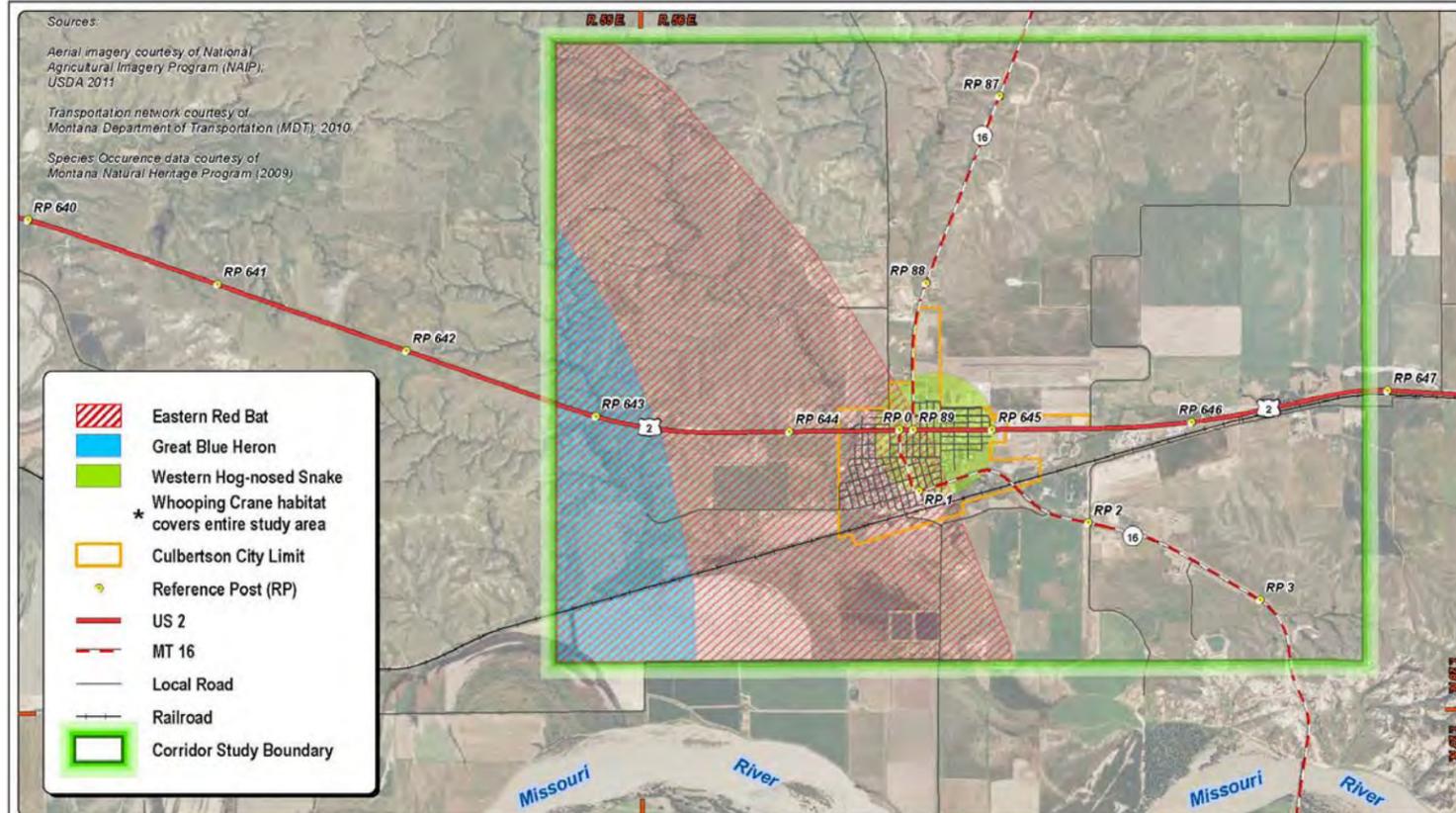


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Cultural Resources  
Culbertson Corridor Planning Study

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CULBERTSON  
CORRIDOR PLANNING STUDY

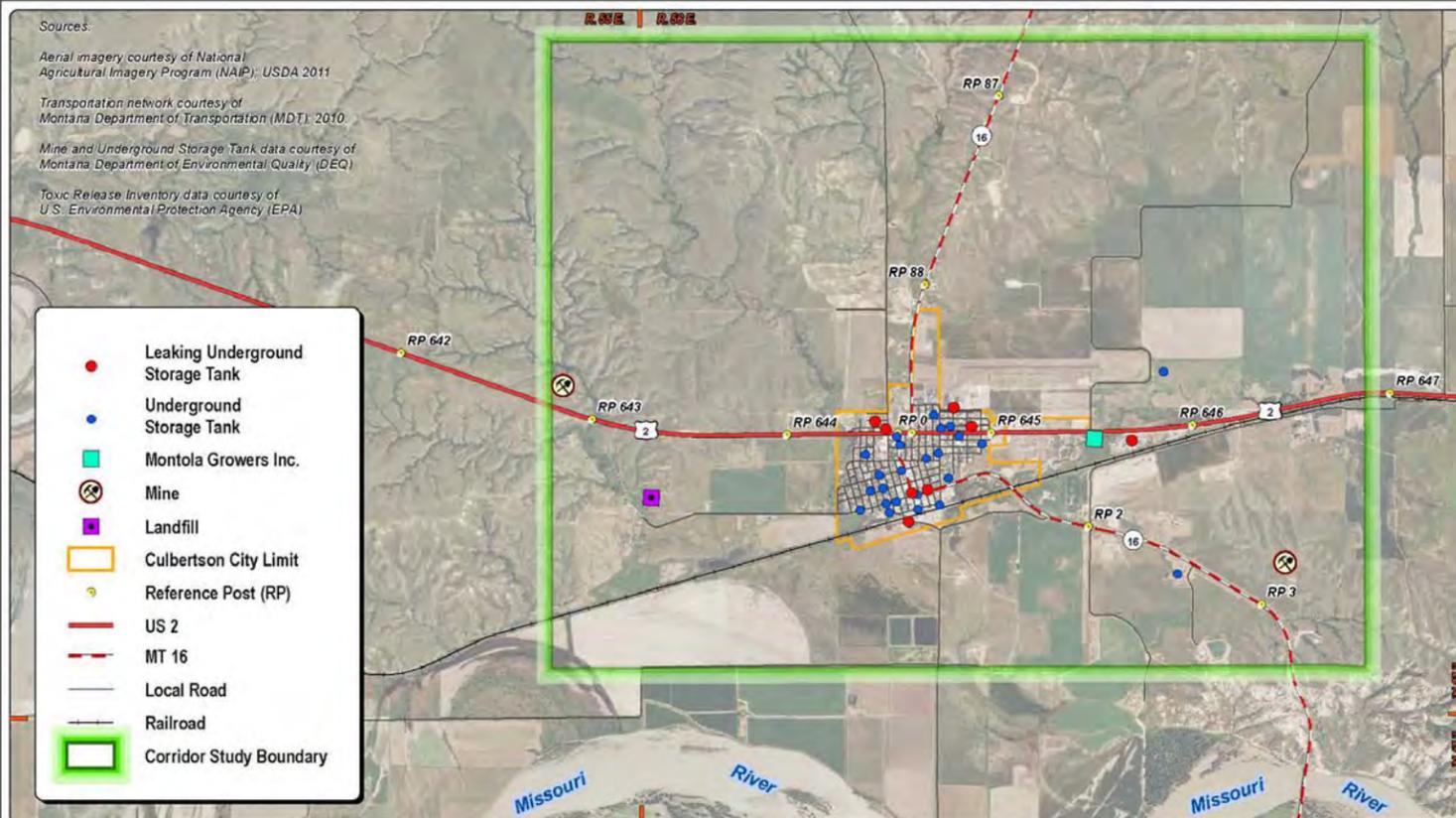


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Animal Species of Concern  
Culbertson Corridor Planning Study

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CULBERTSON  
CORRIDOR PLANNING STUDY

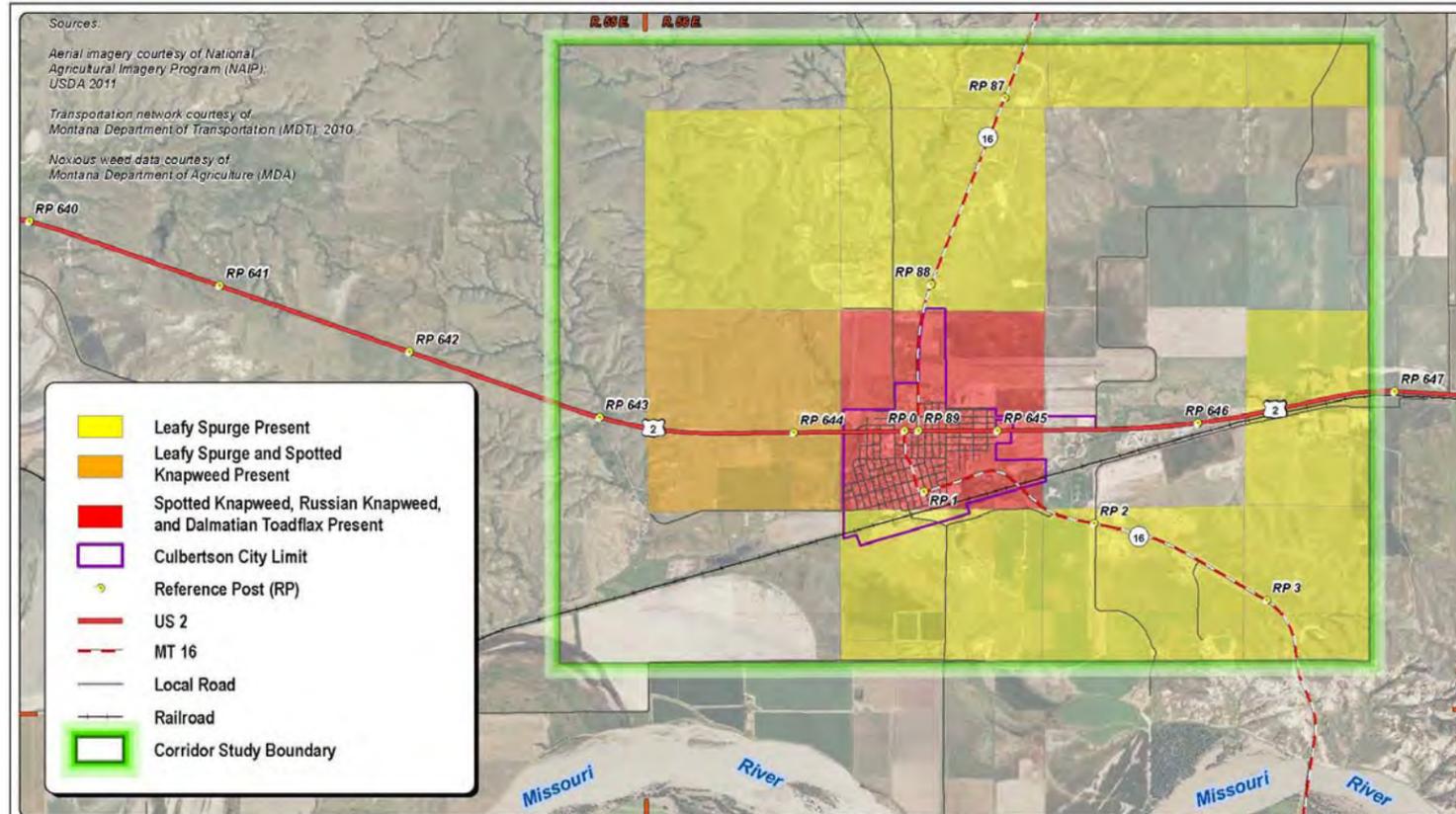


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Hazardous Material  
Culbertson Corridor Planning Study

0 0.25 0.5 0.75 1 Miles

CULBERTSON  
CORRIDOR PLANNING STUDY

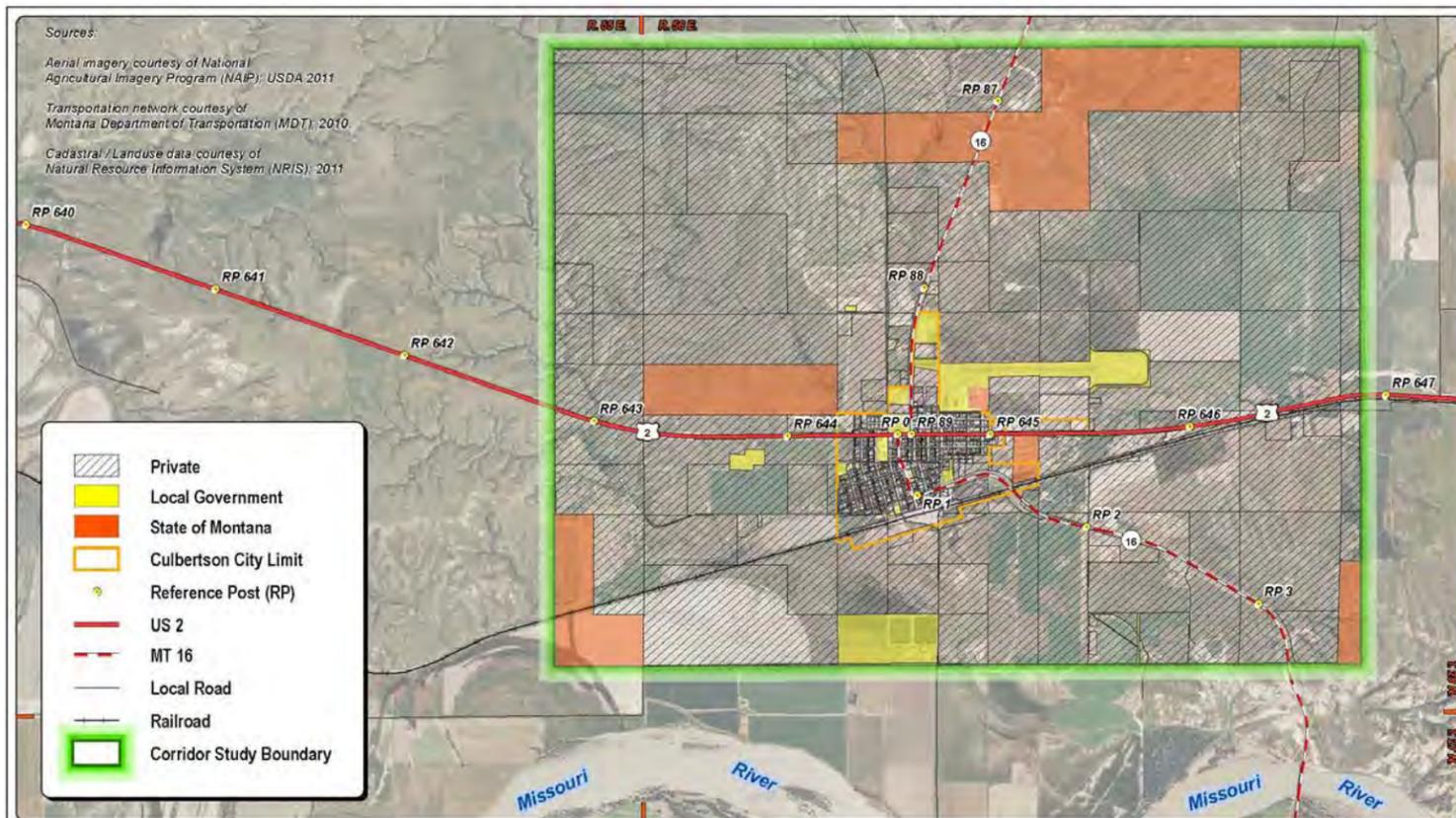


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Noxious Weeds  
Culbertson Corridor Planning Study

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CULBERTSON  
CORRIDOR PLANNING STUDY

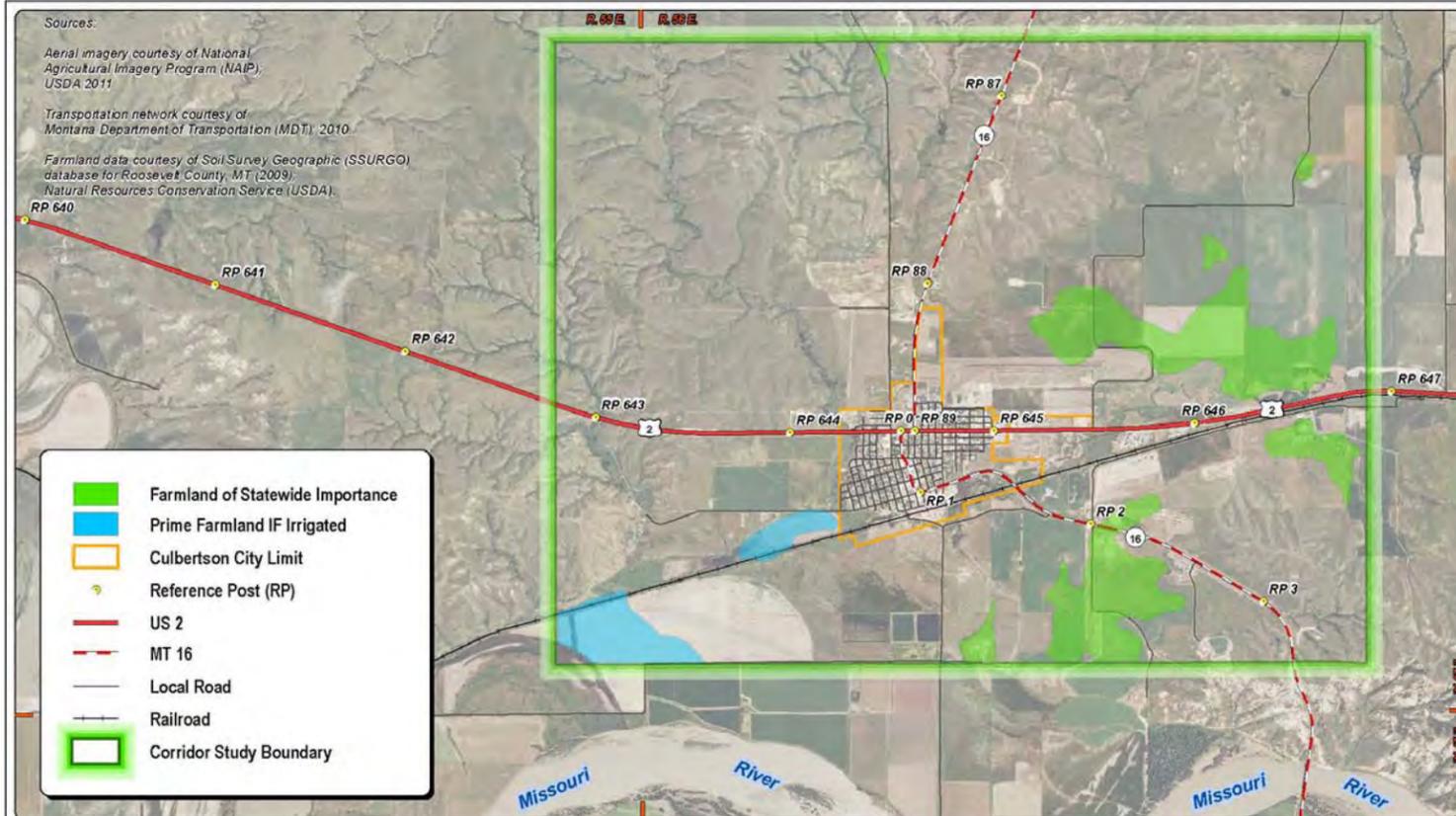


**Project Study Area**  
**Culbertson Corridor Planning Study**

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0 0.25 0.5 0.75 1 Miles

**CULBERTSON**  
CORRIDOR PLANNING STUDY

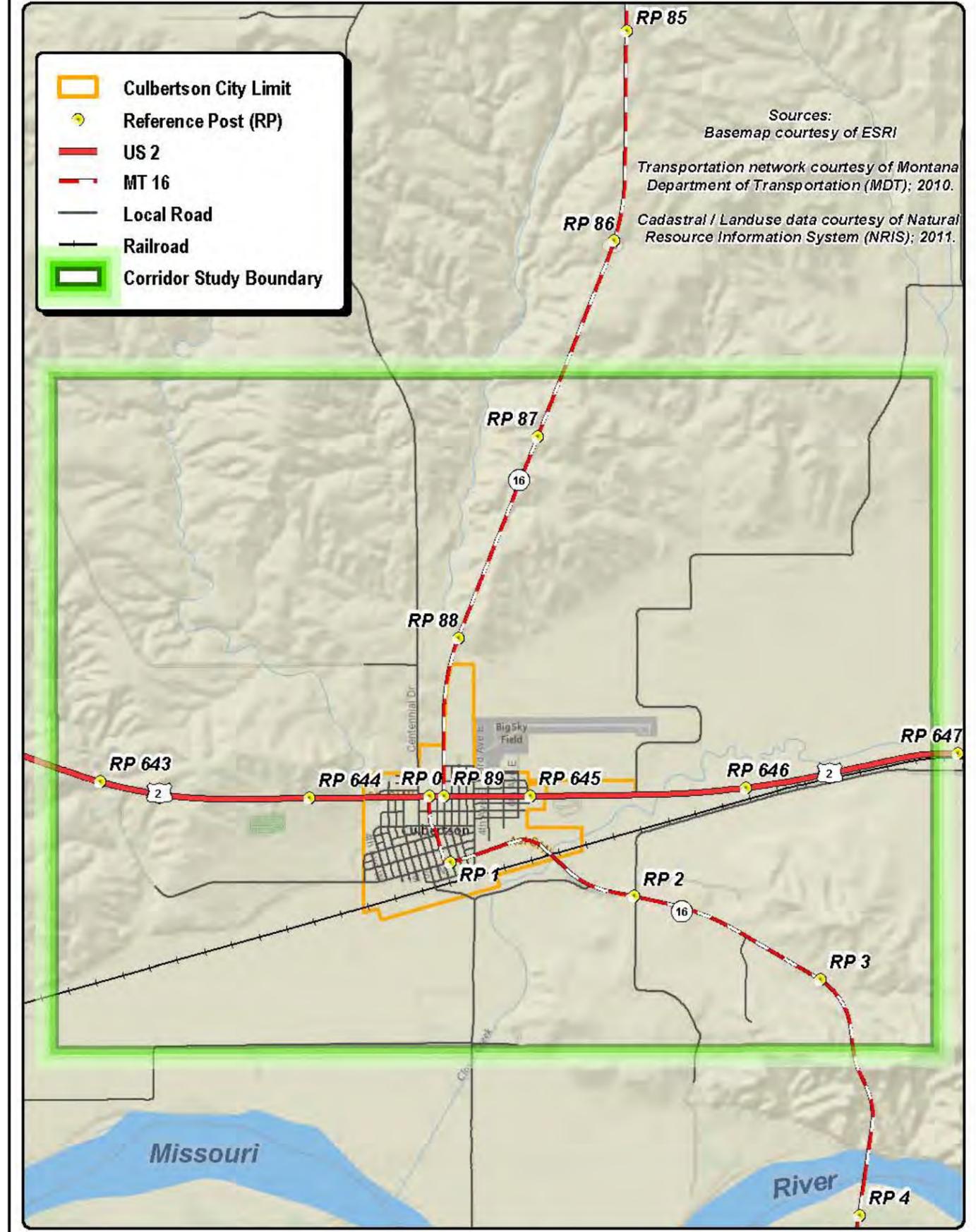


**Prime Farmland**  
**Culbertson Corridor Planning Study**

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**CULBERTSON**  
CORRIDOR PLANNING STUDY

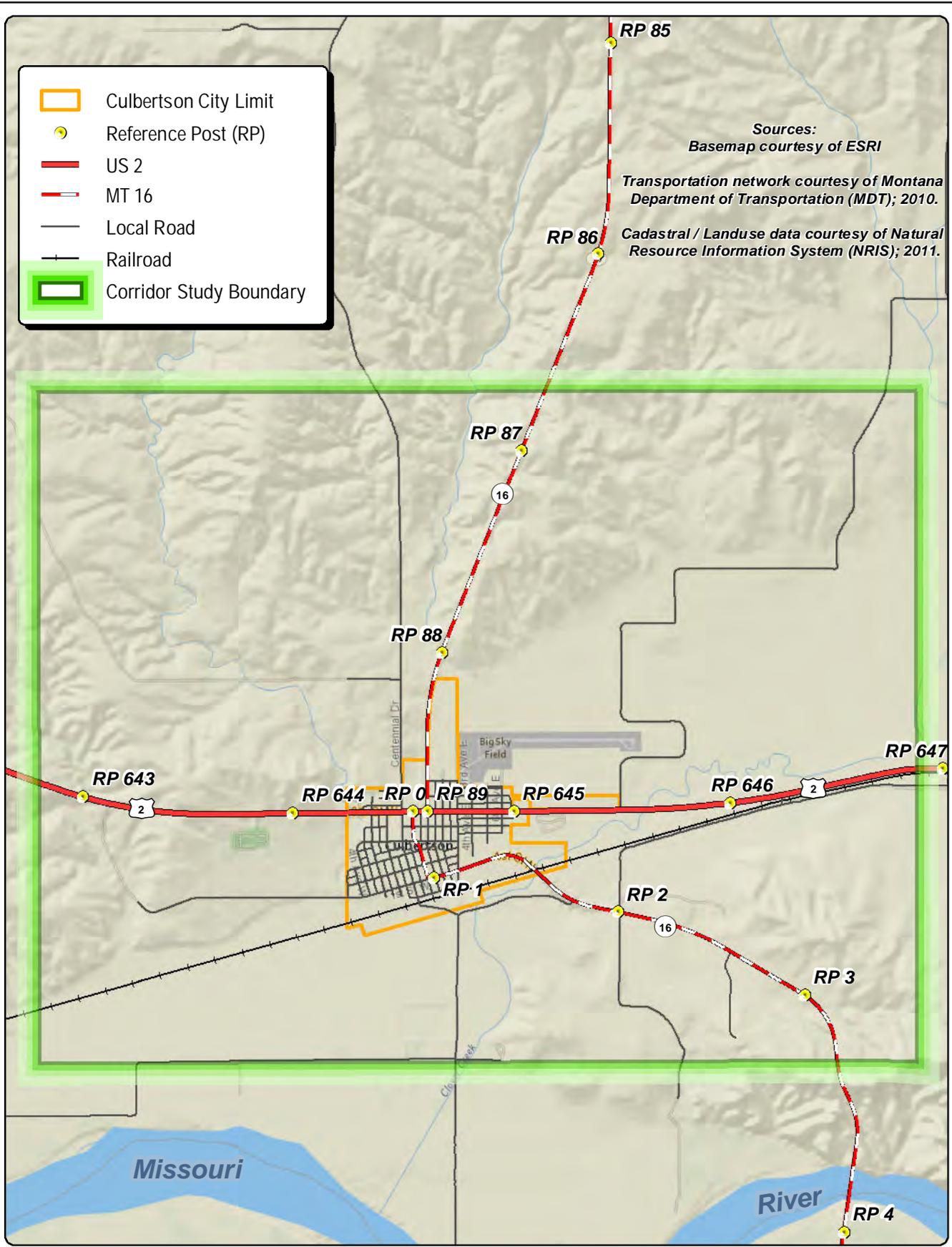


**Study Area Boundary**  
**Culbertson Corridor Planning Study**

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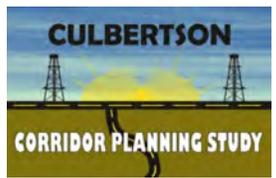
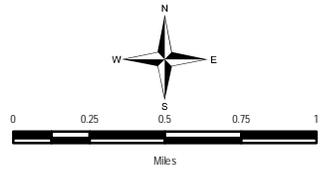
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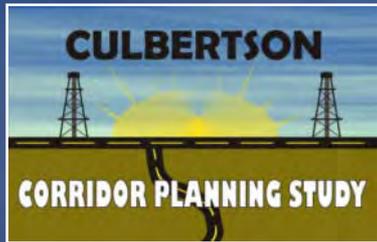
**CULBERTSON**  
CORRIDOR PLANNING STUDY



**Study Area Boundary  
 Culbertson Corridor  
 Planning Study**

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# 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

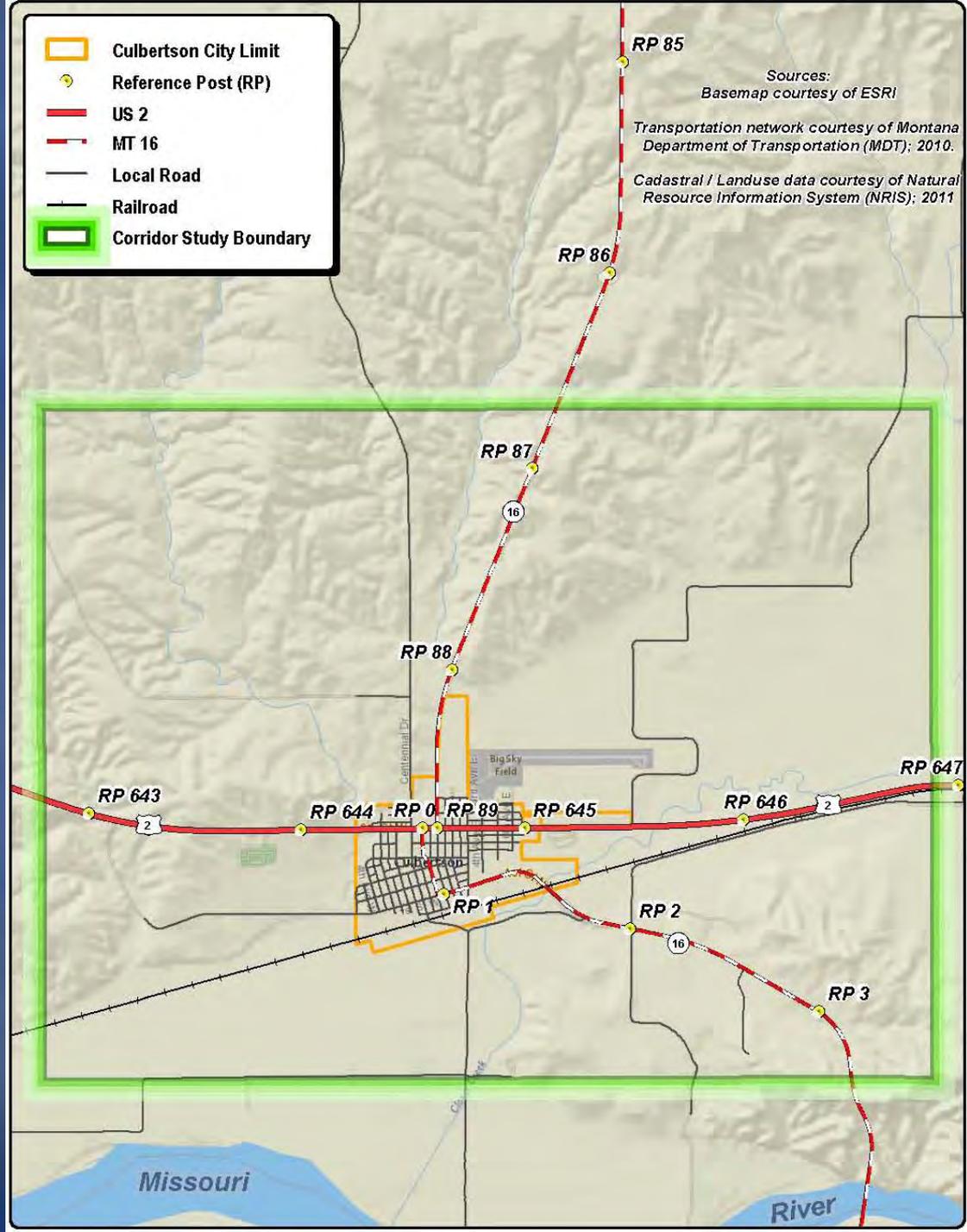
# Corridor Study Approach

- ◆ **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

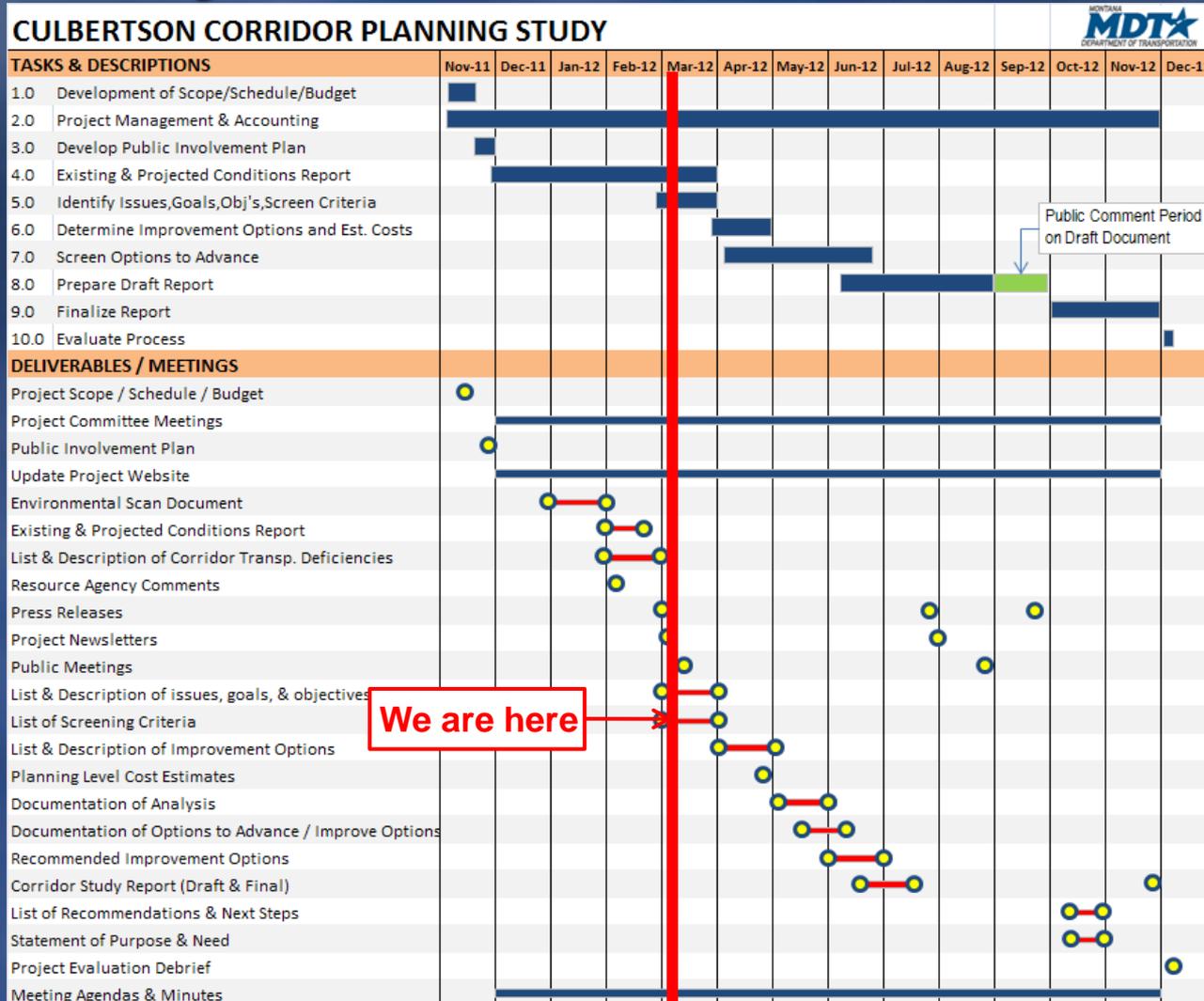
# Stakeholders

- ◆ 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

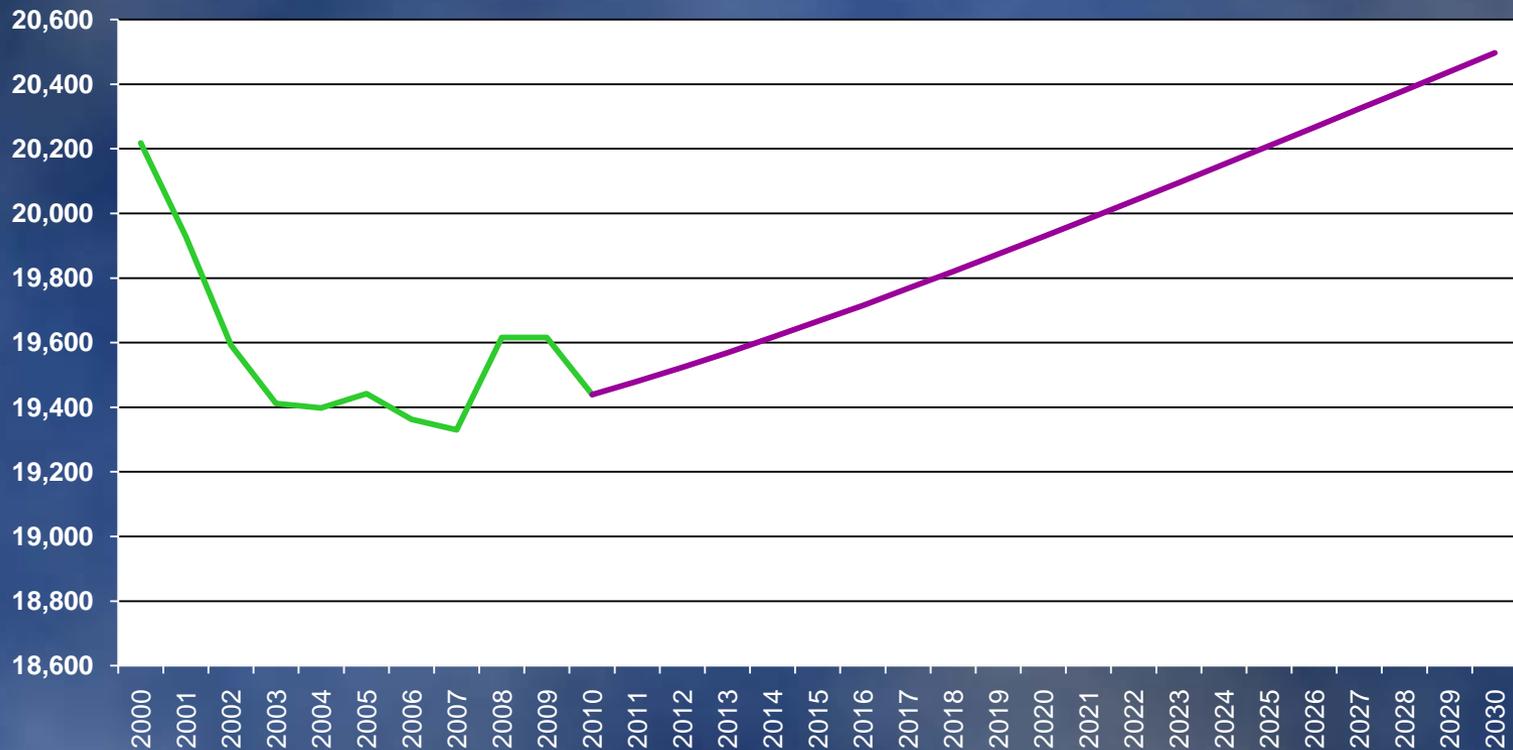
- ◆ Regional link between North Dakota and Idaho and part of the Theodore Roosevelt Expressway
- ◆ Serves multiple users
  - ◆ local traffic
  - ◆ commercial trucks
  - ◆ recreational vehicles
  - ◆ through traffic
- ◆ Functionally classified as a Principal Arterial (Non-Interstate) which determines 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

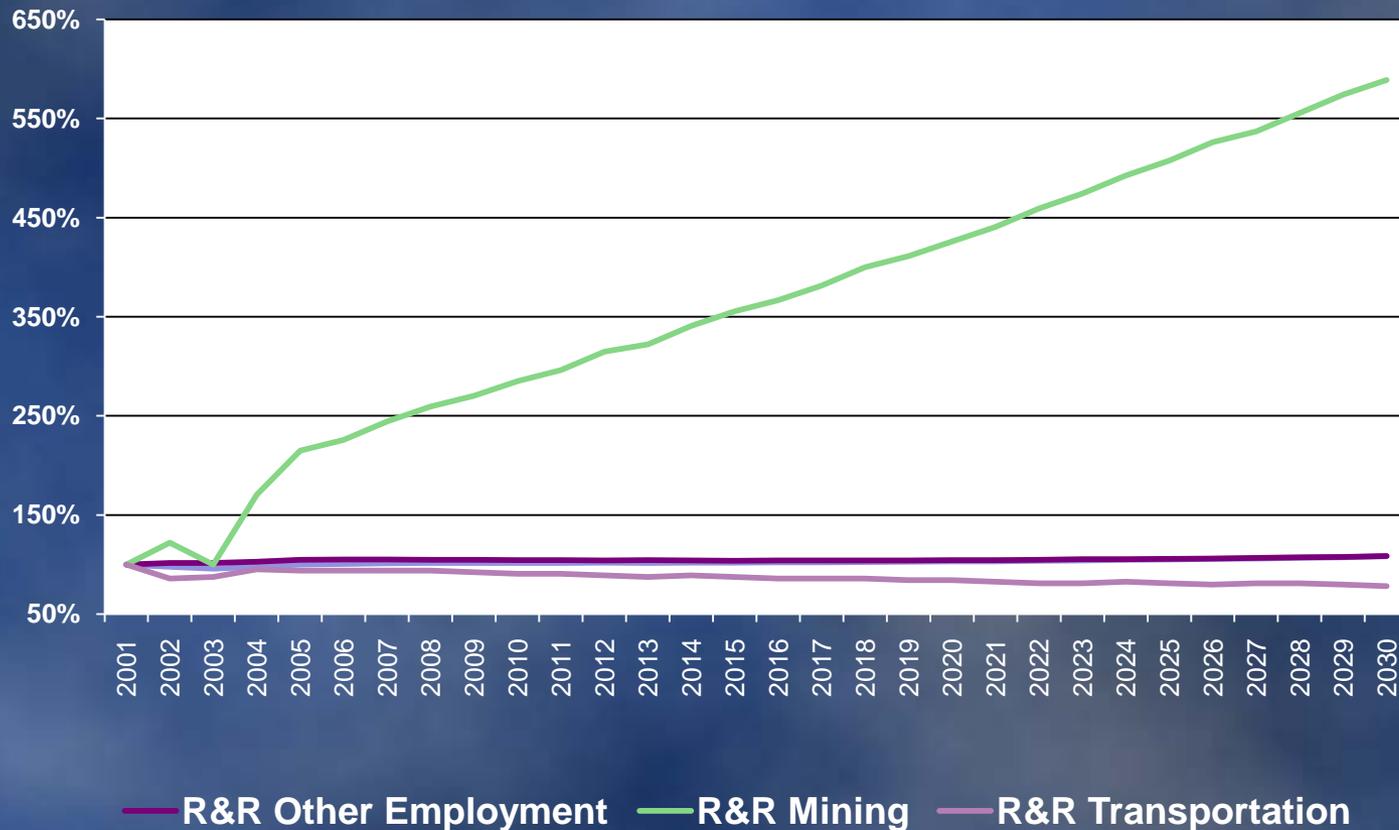
## ◆ Total Observed and Projected Populations for Roosevelt and Richland Counties



— Roosevelt and Richland Counties — Projected

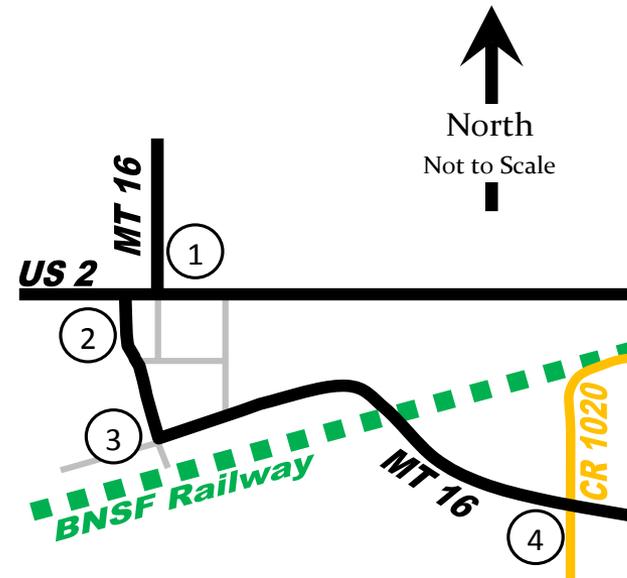
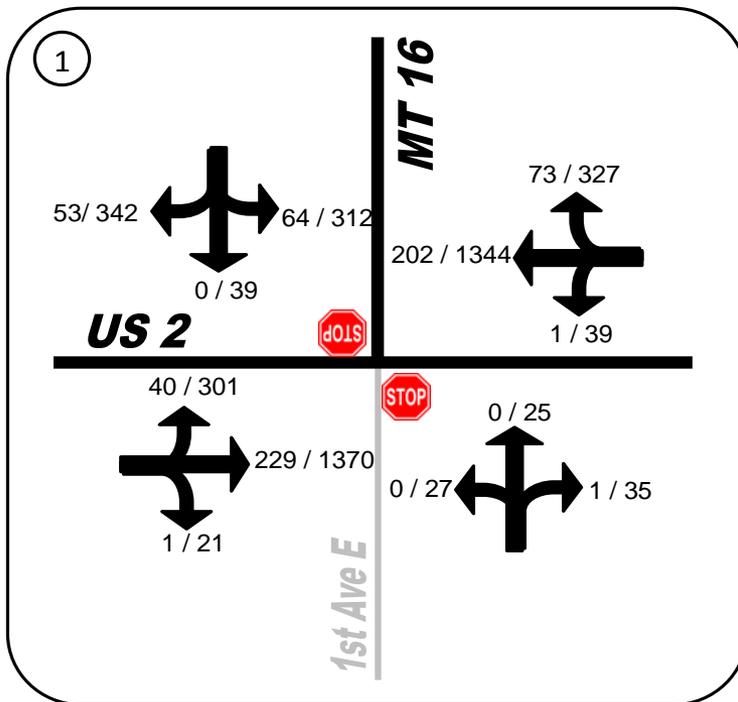
# Socio-Economic Conditions

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



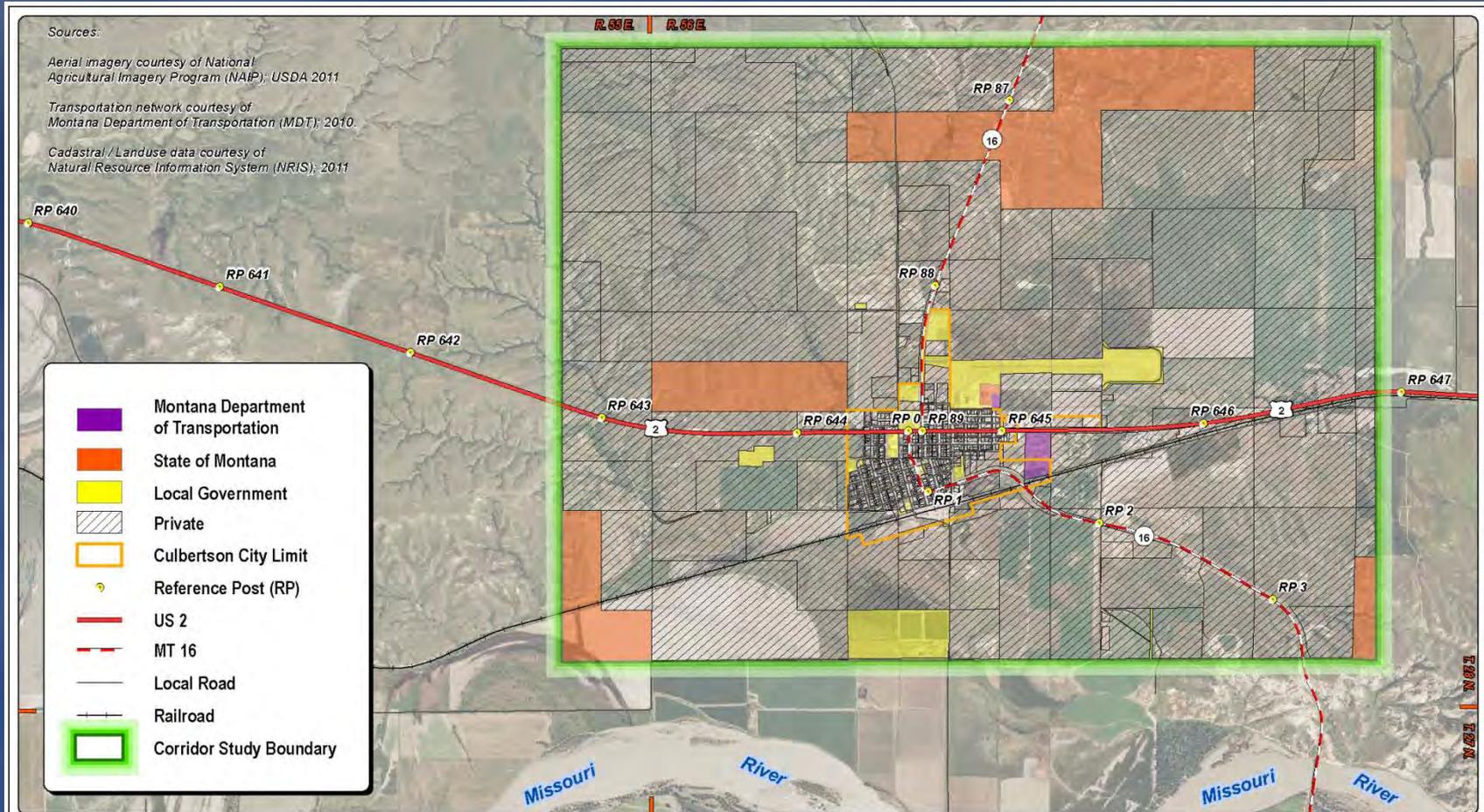
# Existing Traffic Volumes

- ◆ 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



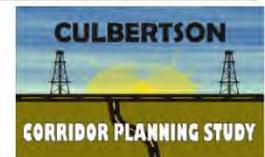
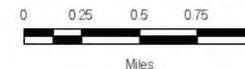
Legend  
 ### / ### Heavy Vehicle Count / All Vehicle Count

# Right-of-Way and Jurisdiction



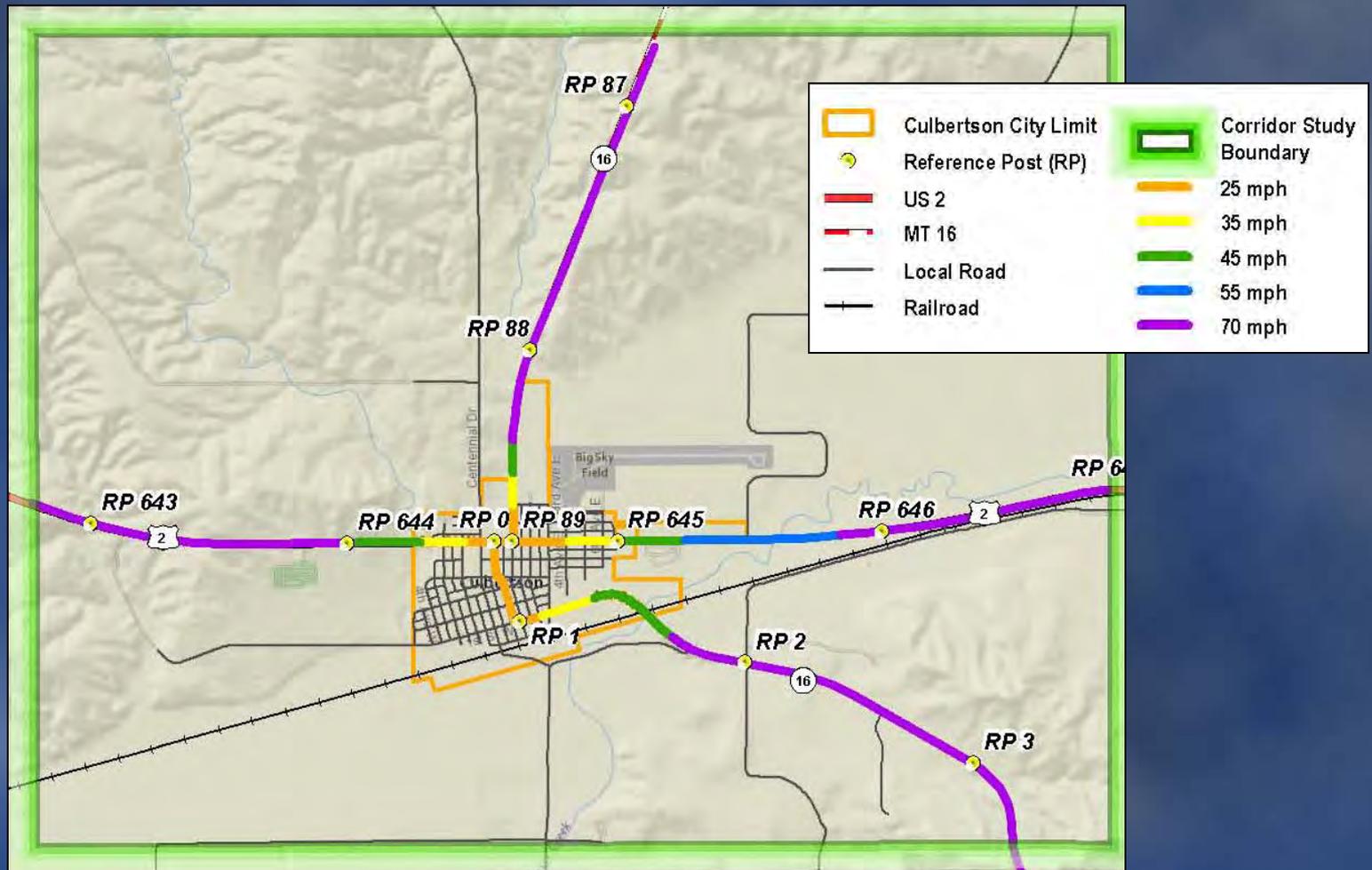
**Project Study Area**  
**Culbertson Corridor Planning Study**

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# Physical Characteristics

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



# Design Standards

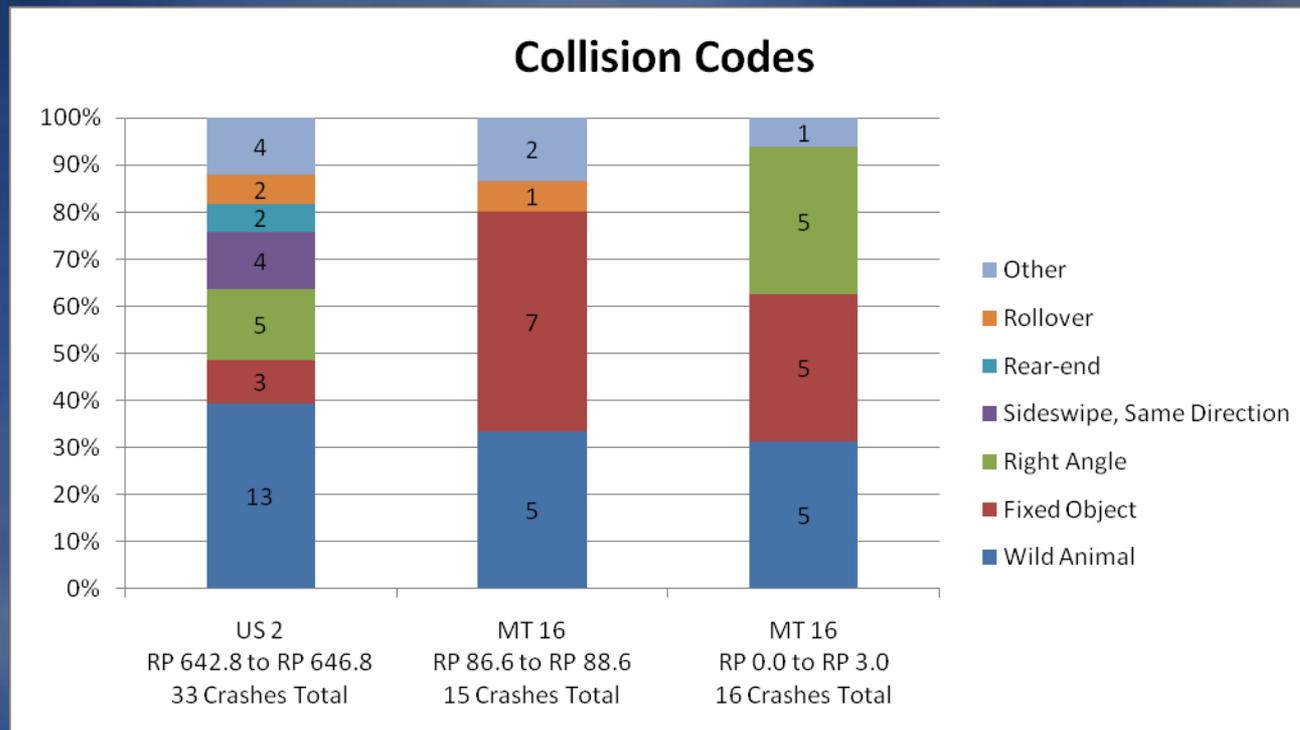
- ◆ Based on current MDT design criteria for a National Highway System (NHS) Non-Interstate Rural and Urban Principal Arterials
- ◆ Analyzed the following roadway geometrics against the design standards:
  - ◆ Horizontal alignments
  - ◆ Vertical alignments
  - ◆ Roadside safety (clear zones)
  - ◆ Sight 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 <sup>1</sup>	Statewide Average for NINHS Rural Routes <sup>2</sup>
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?



# Conclusion / Questions

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

**[turnergl@cdmsmith.com](mailto:turnergl@cdmsmith.com)**

**50 West 14<sup>th</sup> Street, 2<sup>nd</sup> 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, 1<sup>st</sup> 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 1<sup>st</sup> 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 2<sup>nd</sup> 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 1<sup>st</sup> 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 wdy

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  
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

Following the second informational meeting, the following information will be added to this subsection:

- 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/](http://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/](http://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.

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-----end-----

Project name: Culbertson Corridor Planning Study  
Roosevelt County

# 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?

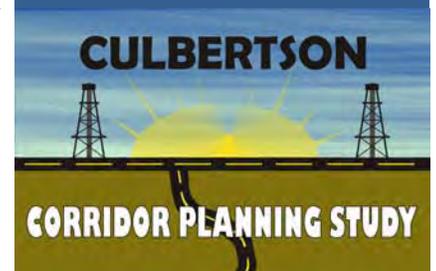
MDT developed the Corridor Planning Process in an effort to better coordinate and link the planning process with the National Environmental Policy Act (NEPA)/Montana Environmental Policy Act (MEPA) processes. It is important to note that the corridor planning study is developed strictly as a planning 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:

- o Analyze existing and projected conditions
- o Identify needs, issues, impacts, and goals
- o Determine and evaluate improvement options
- o Recommend improvement options
- o Community outreach
- o 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](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)

*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.

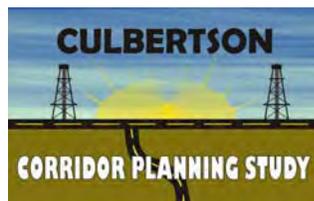
A study website has been developed to provide on-line opportunities to comment on the Culbertson corridor planning study effort. Dates, times, and locations for all community outreach events will be announced prior to the events through the local media and the study mailing list.

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](mailto: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!

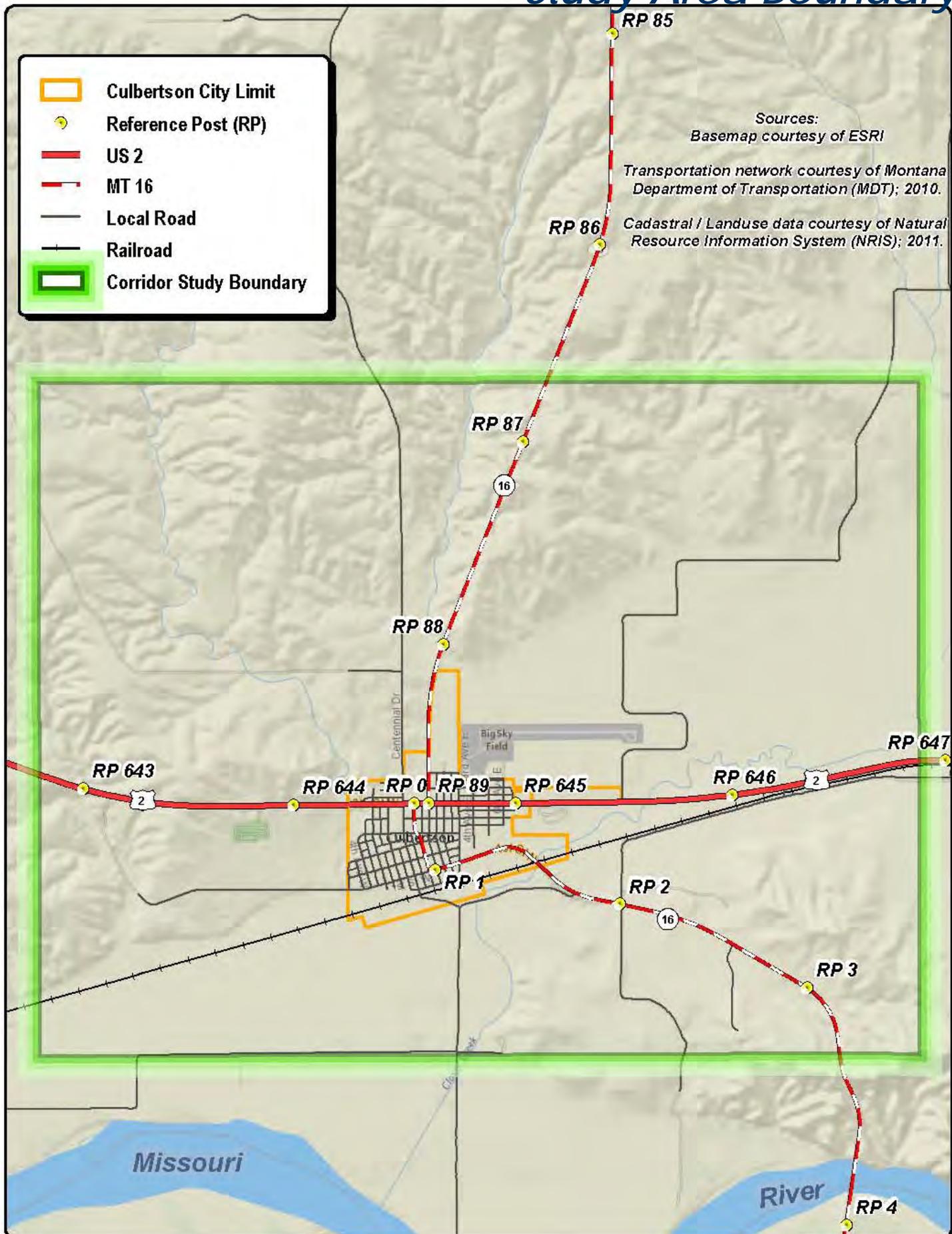
Check out the study website at:

[www.mdt.mt.gov/pubinvolve/culbertso](http://www.mdt.mt.gov/pubinvolve/culbertso)



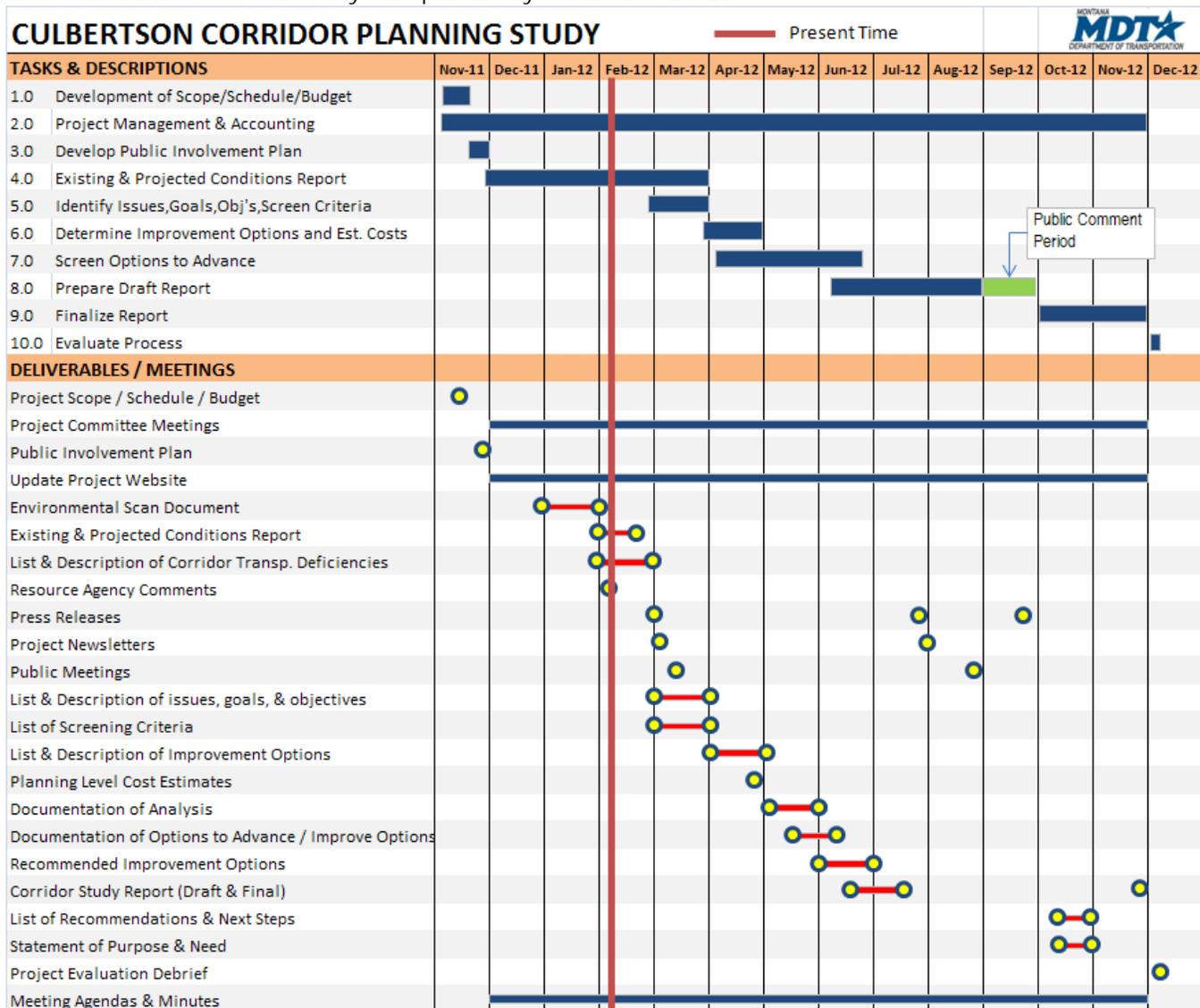
The Culbertson Corridor Planning Study area encompasses a rectangular area around the town of Culbertson, which includes a 4-mile segment of US 2 (between Reference Post (RP) 642.8 and RP 646.8) and a 5-mile segment of MT 16 (between RP 86.6 and RP 88.6 north of US 2 and between RP 0 and RP 3 south of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

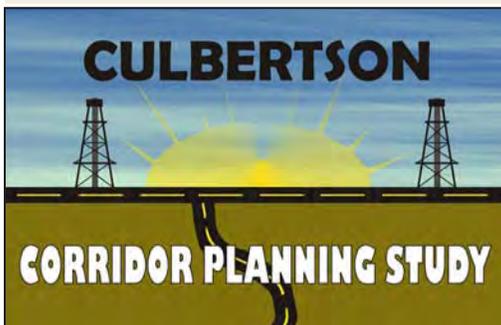
### Final Informational Meeting

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/](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.

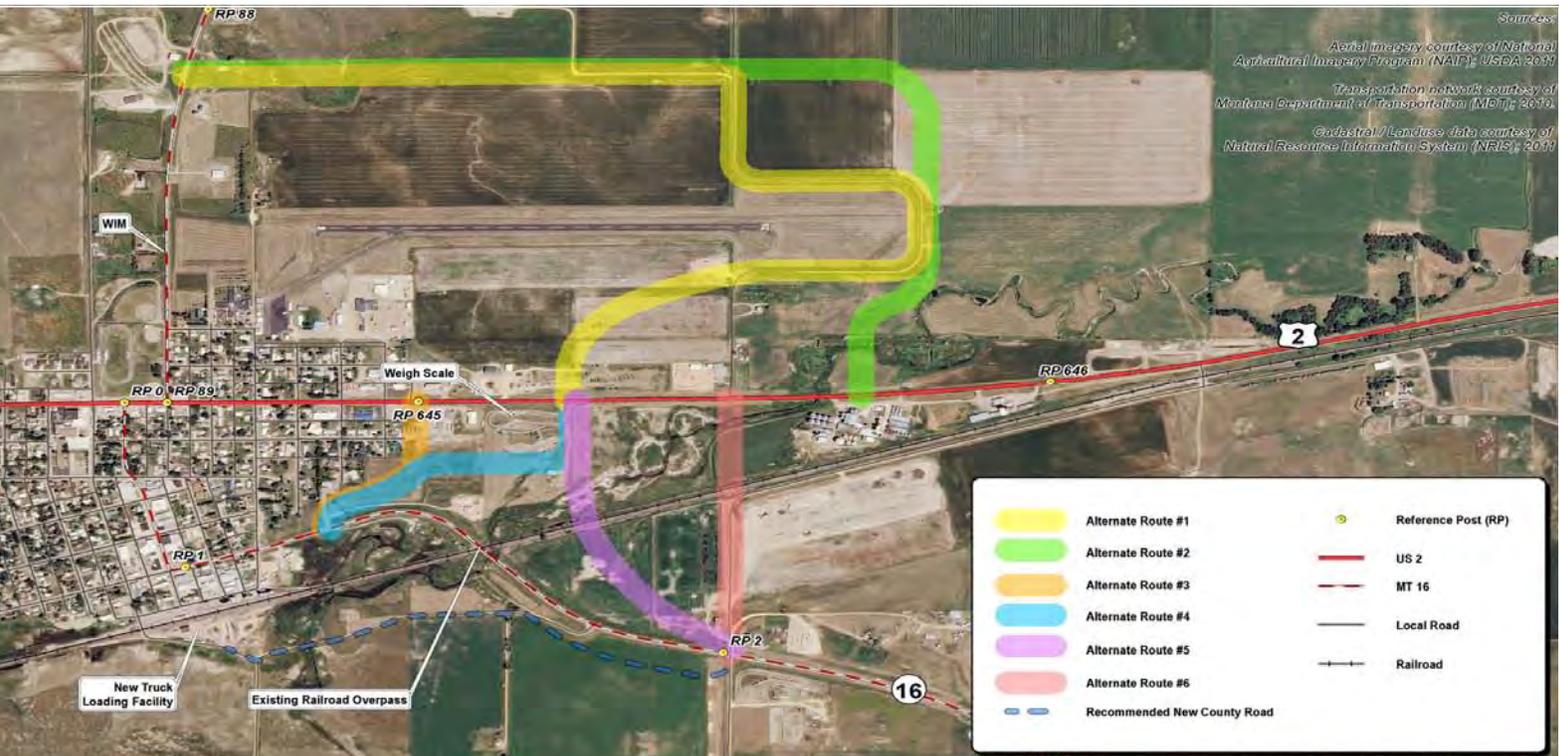
### Improvement Options on the Existing Network

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); USDA 2017  
 Transportation network courtesy of  
 Montana Department of Transportation (MDOT); 2019  
 Geospatial/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

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*MDT Glendive District Administrator*

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*[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

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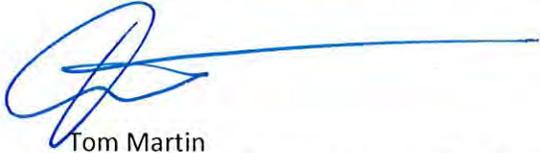
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On behalf of the planning team, we look forward to working with you on this important study to identify reasonable improvement options for the Culbertson corridor study area. Please contact me at (406) 444-0879 if you have any questions prior to the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

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Tom Martin  
Environmental Services Bureau Chief

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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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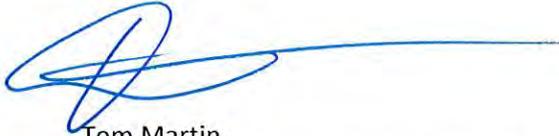
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January 25, 2012

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

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10 West 15th Street, Suite 3200  
Helena, MT 59626

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Thank you in advance for your agency's participation.



Tom Martin  
Environmental Services Bureau Chief

Enclosure

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Jim Frank  
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Lynn Zanto, MDT  
Jim Skinner, MDT  
Zia Kazimi, MDT  
Carol Strizich, MDT  
Jean Riley, MDT  
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Scott Aspenlieder, WWC Engineering  
Grey Turner, CDM Smith  
File

Distribution List:

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Robert Ray, MT Department of Environmental Quality  
Mark Wilson, US Fish & Wildlife Service  
Mark Baumler, MT Historical Society  
Pete Stevenson, US Bureau of Reclamation, Great Plains Region



January 25, 2012

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

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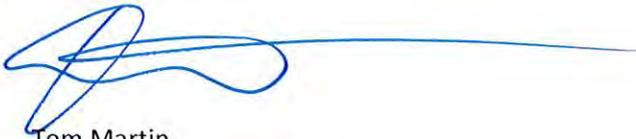
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Mark Baumler, MT Historical Society  
Pete Stevenson, US Bureau of Reclamation, Great Plains Region



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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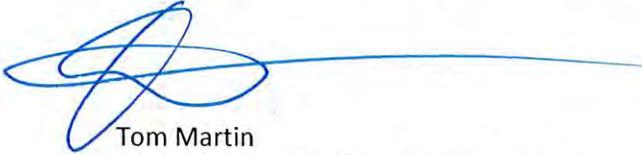
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January 25, 2012

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

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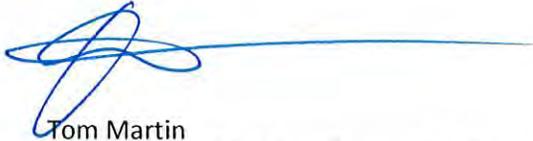
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# Culbertson Corridor Planning Study

## Resource Agency Meeting

February 8, 2012

### Sign-In Sheet

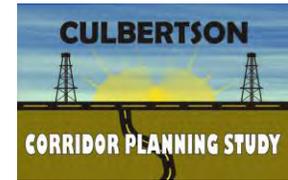
Name	Agency	Email
Naomi Fossen	CDM Smith	
Jamie Jespersen	CDM Smith	Jespersenj@cdmsmith.com
Carol Strizich	MDT- Planning	estrizich@mt.gov
Kathy Juhas	ARMY CORP of ENG	conf. call
Tom Atkins	MDT - ENV	TATKINS@MT.GOV
JEFF RYAN	DER	jeffryane@mt.gov
Jeff Patten	FHWA	jeff.patten@dot.gov
BRIAN HASSELBACH	FHWA	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



# 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.