<table>
<thead>
<tr>
<th>Date of Comment (sender)</th>
<th>Comment Identifier</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 16, 2012 (Julie Johnston)</td>
<td>Highway 2 Please provide your comments below: Reduce speed into Culbertson. From the west source also put rumble strips across incoming lane to get the attention of drivers to slow down. Speed limit signs are not working. Portion on Highway 2 South of football field needs to be no parking from approximately schools feeder 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 Unit Am. Reduce speed heading south out of Culbertson towards Sidney such as 25 mph till the grade rai3d them 35 mph till after approach past the railroad bridge then to 45 mph till just after the end of the grade rai3d - stay 35 mph until you have crossed the bridge then a full speed. Name: Julie Johnston Address: PO Box 293 Culbertson MT 59221-03 Zone 60 mph for trucks 70 mph for cars Reserve the speeds for coming into Culbertson from Sidney on Highway 16.</td>
<td>Thank you for your comment. Montana Transportation Commission has the authority to change speed limits. MDT will conduct a speed study and make recommendations to the Transportation Commission as appropriate, once a formal request has been submitted by the local governing body. Rumble strips were not considered as part of this project, as this location does not meet MDT guidelines for the installation of transverse rumble strips. The Town of Culbertson has jurisdiction over parking. If parking ordinances are adopted, MDT will assist with signing on state maintained routes.</td>
</tr>
</tbody>
</table>
August 16, 2012
(David Nickoloff)

Thank you for your comment.

The 7th Street Couplet and the 8th Street Couplet options will not be advanced as recommended improvement options due to impacts to residential streets, school property and public opposition. The options have been moved from
Section 5.1 – Recommended Improvement Options on Existing Network
to
Section 5.2 – Improvement Options Considered But Not Advanced.
Thank you for your comment.

The 7th Street Couplet and the 8th Street Couplet options will not be advanced as recommended improvement options due to impacts to residential streets, school property and public opposition. The options have been moved from Section 5.1 – Recommended Improvement Options on Existing Network to Section 5.2 – Improvement Options Considered But Not Advanced.

To be consistent with the regional TRED Study and the Culbertson – East to North Dakota Environmental Assessment and Finding of No Significant Impact, an improved two-lane was not considered as part of this project.
Thank you for your comment.

The 7th Street Couplet and the 8th Street Couplet options will not be advanced as recommended improvement options due to impacts to residential streets, school property and public opposition. The options have been moved from Section 5.1 – Recommended Improvement Options on Existing Network to Section 5.2 – Improvement Options Considered But Not Advanced.

Although improvement options have the potential to improve safety throughout the corridor, alternate truck routes were investigated to reduce truck traffic through Culbertson. Presently, there is no funding identified for the recommended alternate route improvement option. If funding has been identified, project development could move forward.

Street lighting at the current crosswalk along US 2 has been added to Improvement Option Number 2: Rectangular Rapid Flashing Beacon. Any additional street lighting would be addressed during design level, if a project is forwarded from this study.

Montana Transportation Commission has the authority to change speed limits. MDT will conduct a speed study and make recommendations to the Transportation Commission as appropriate, once a formal request has been submitted by the local governing body.
Thank you for your comment.

The 7th Street Couplet and the 8th Street Couplet options will not be advanced as recommended improvement options due to impacts to residential streets, school property and public opposition. The options have been moved from Section 5.1 – Recommended Improvement Options on Existing Network to Section 5.2 – Improvement Options Considered But Not Advanced.

Alternate Route #5 is the recommended alternate route improvement option for this Study.

Montana Transportation Commission has the authority to change speed limits. MDT will conduct a speed study and make recommendations to the Transportation Commission as appropriate, once a formal request has been submitted by the local governing body.

Potential funding sources have been included in Chapter 7 of this document.
Thank you for your comment.

Alternate Route #5 is the recommended alternate route improvement option for this Study.

The 7th Street Couplet and the 8th Street Couplet options will not be advanced as recommended improvement options due to impacts to residential streets, school property and public opposition. The options have been moved from

Section 5.1 – Recommended Improvement Options on Existing Network

to

Section 5.2 – Improvement Options Considered But Not Advanced.

The County Road 2059 Realignment improvement options calls for a realignment of the existing county road to address truck traffic demands. This improvement option is on a route owned and maintained by the county, and thus the County has implementation responsibility.

Please provide your comments below:

I am absolutely opposed to items 1, 2 and 3.
I am adamantly opposed to 7th Street Couplet and 8th Street Couplet.
I strongly support Alternate Route 57 and would like to see it built with a route south of the railroad tracks to the west.

Name: Robert Petersen
Address: 714 360th Ave East
Email: robert.petersen@ec.sabstract
Thank you for your comment.

The 7th Street Couplet and the 8th Street Couplet options will not be advanced as recommended improvement options due to impacts to residential streets, school property and public opposition. The options have been moved from

Section 5.1 – Recommended Improvement Options on Existing Network

to

Section 5.2 – Improvement Options Considered But Not Advanced.

Alternate Route #5 is the recommended alternate route improvement option for this Study.
August 16, 2012
(Terril Raaum)

Thank you for your comment.

If funding becomes available and the alternate truck route is forwarded to a design project, the County and MDT will discuss and determine the outcome of the current segment of Highway 16.

Please provide your comments below:

When the new truck route is built, I do not agree with abandoning Highway 16 through Culberson and overpass. The State Department of Transportation should take care of both roads (new and old) for snow and storm improvements.

Name: Terril Raaum
Address:
Email:
Alternate Route #5 is the recommended alternate route improvement option for this Study. Presently, there is no funding identified for the recommended alternate route improvement option. If funding has been identified, project development could move forward.

Montana Transportation Commission has the authority to change speed limits. MDT will conduct a speed study and make recommendations to the Transportation Commission as appropriate, once a formal request has been submitted by the local governing body.
Thank you for your comment.

Alternate Route #5 is the recommended alternate route improvement option for this Study.

The 7th Street Couplet and the 8th Street Couplet options will not be advanced as recommended improvement options due to impacts to residential streets, school property and public opposition. The options have been moved from Section 5.1 – Recommended Improvement Options on Existing Network to Section 5.2 – Improvement Options Considered But Not Advanced.
August 16, 2012 (Anonymous)

Thank you for your comment.

Montana Transportation Commission has the authority to change speed limits. MDT will conduct a speed study and make recommendations to the Transportation Commission as appropriate, once a formal request has been submitted by the local governing body.

The 7th Street Couplet and the 8th Street Couplet options will not be advanced as recommended improvement options due to impacts to residential streets, school property and public opposition. The options have been moved from Section 5.1 – Recommended Improvement Options on Existing Network to Section 5.2 – Improvement Options Considered But Not Advanced.

Please provide your comments below:

- Safety of school students = use a speed study
- No couplet, please!
- Bulb out sounds good.

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

Name: __________________________

Address: _________________________

Email: ___________________________
Thank you for your comment.

Alternate Route #5 is the recommended alternate route improvement option for this Study.

Presently, there is no funding identified for the recommended alternate route improvement option. As funding becomes available, project development would follow MDT guidelines, including a public involvement process and environmental documentation.
Thank you for your comment.

Alternate Route #5 is the recommended alternate route improvement option for this Study.

There is no funding currently identified for the recommended alternate route improvement option. If funding has been identified, project development could move forward.

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