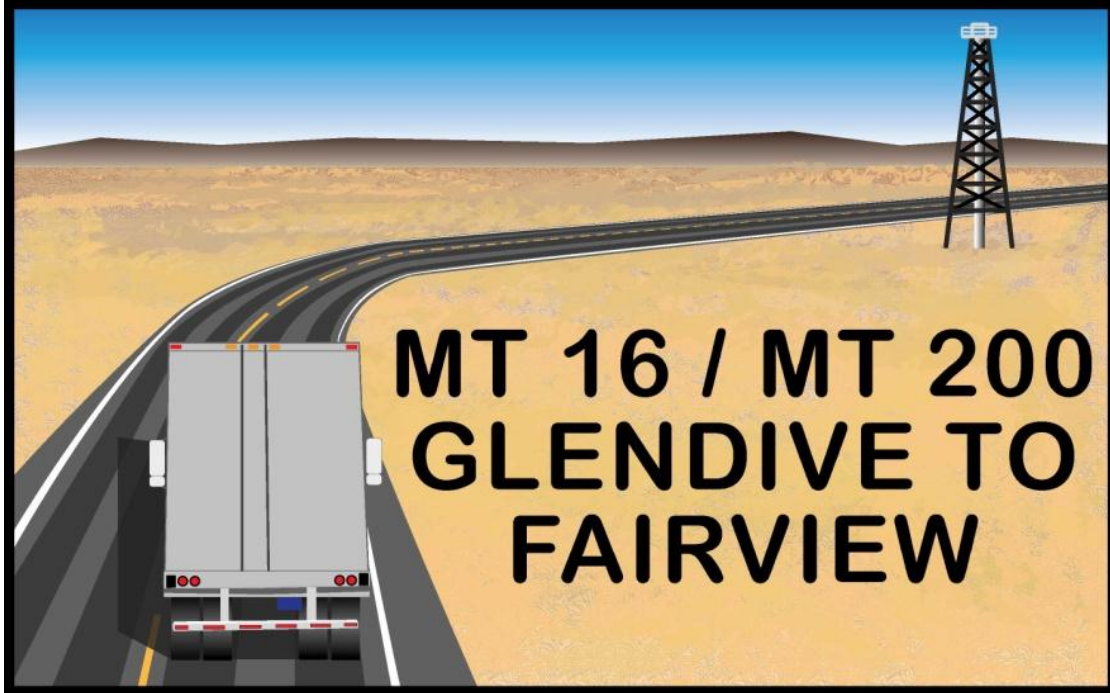




Appendix A

Public and Agency Participation Materials



**MT 16 / MT 200 Glendive to Fairview
Corridor Planning Study**

PUBLIC AND AGENCY PARTICIPATION PLAN

PREPARED FOR:



PREPARED BY:



104 East Broadway, Suite G-1
P.O. Box 1009
Helena, Montana 59624
(406) 442-0370

March 2012



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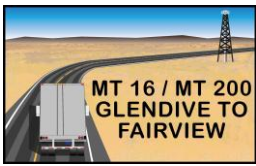
1.0 INTRODUCTION

The Montana Department of Transportation (MDT) has initiated a corridor planning study between Glendive and Fairview on MT Highway 16 (MT 16) and MT Highway 200 (MT 200) in Dawson and Richland Counties. The study will address traffic and safety concerns caused by increasing truck volumes associated with growth in the oil industry in the Bakken region in northeastern Montana and northwestern North Dakota.

This corridor planning study will examine the geometric characteristics, crash history, and existing and projected operational characteristics of MT 16 / MT 200, as well as physical conditions, land uses, and environmental resources within the planning corridor. The planning effort will recommend short-, mid- and long-term improvement options to address corridor issues and concerns. These recommendations will assist MDT in targeting the most critical highway needs and allocating resources appropriately.

1.1 Study Area

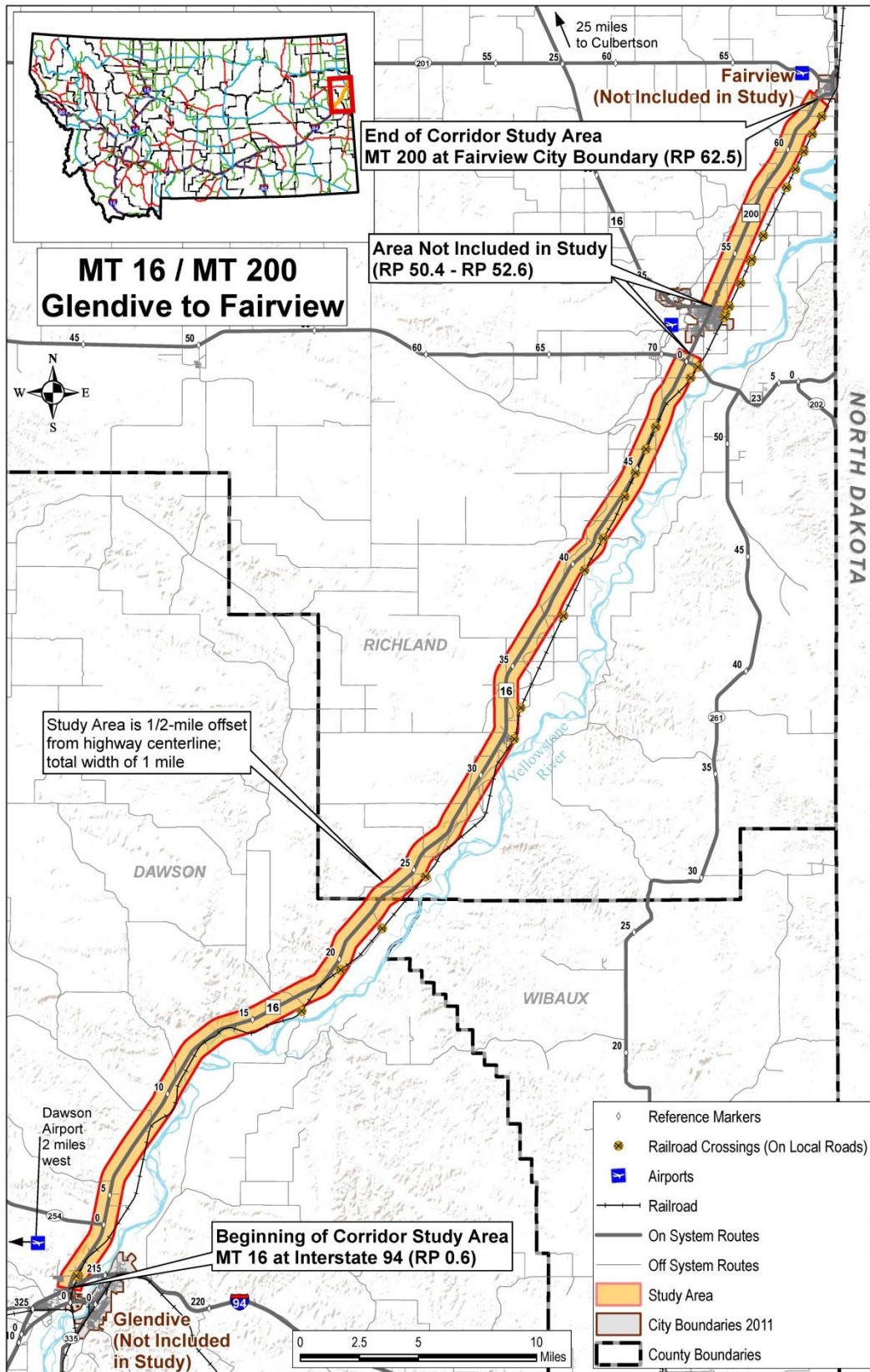
This study will focus on the portion of MT 16 beginning at approximate Reference Post (RP) 0.6 just north of the I-94 Interchange in Glendive and extend northeasterly to the intersection of County Road 123 (RP 50.4) south of Sidney. The study will resume at Sidney's northern city limit boundary (RP 52.6) north of the MT 200 intersection with Holly Street, and extend northeast on MT 200 to the Fairview city limits (RP 62.5). The study excludes areas within the city limits of Glendive, Sidney, and Fairview. The study area is illustrated in Figure 1-1.

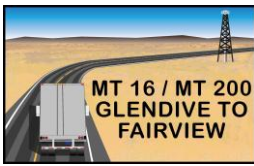


MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Public and Agency Participation Plan

Figure 1-1 Study Area





1.2 Goals of Participation Plan

Public participation and consultation with federal, state, and local agencies are key elements in the corridor planning study process. Throughout the corridor study process, MDT provides opportunities for resource agencies, stakeholders, and members of the public to participate and provide input on needs, issues, and concerns.

2.0 PUBLIC AND AGENCY PARTICIPATION

2.1 Study Contacts

Contact information for MDT and the Consultant will be provided in all published materials and is also listed below.

Shane Mintz, MDT Glendive District Administrator

Montana Department of Transportation (MDT)
Glendive District Office
PO Box 890
Glendive, MT 59624
406.442.0370
smintz@mt.gov

Carol Strizich, MDT Project Manager

Montana Department of Transportation (MDT)
Statewide and Urban Planning
2960 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406.444.9240
cstrizich@mt.gov

Sarah Nicolai, Consultant Project Manager

DOWL HKM
P.O. Box 1009
Helena, MT 59624
406.442.0370
snicolai@dowlhkm.com



2.2 Print Media

Meeting announcements will be developed by DOWL HKM and advertised by MDT at least two weeks prior to informational meetings. Advertisements will announce the meeting location, time, and date; the format and purpose of the meetings; and the locations where documents may be reviewed (if applicable). The following print newspapers will carry display advertisements:

- The Glendive Ranger Review
- Sidney Herald

2.3 Radio and Television

MDT may announce informational meetings on local radio and television stations. Specific media outlets will be identified during the study, as appropriate.

2.4 Document Availability

2.4.1 Newsletters and Meeting Materials

DOWL HKM will develop two newsletters during the course of the study. The first newsletter will be issued before the first informational meeting and will introduce the study and describe its purpose, illustrate the study area and study components; and describe key findings from the Existing and Projected Conditions Report. The second newsletter will be distributed before the second informational meeting and will present recommendations from the Draft Corridor Study Report, including recommended improvement options within the highway corridor. DOWL HKM will also develop meeting materials for each set of informational meetings, including agendas, static exhibits, and other presentation materials. Print copies of newsletters and meeting materials will be available at the informational meetings for this study. MDT will publish electronic versions of newsletters and meeting materials on the study website. Print copies of newsletters will also be mailed to a limited distribution.

2.4.2 Reports

MDT will publish electronic versions of reports on the study website. Print copies of the Draft Corridor Planning Study Report will be available at the MDT Statewide and Urban Planning Section Office (2960 Prospect Avenue; Helena, MT). It is anticipated that print copies of this report will also be made available at the following locations.



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Public and Agency Participation Plan

- MDT Glendive District Office (503 North River Avenue; Glendive, MT)
- Glendive Public Library (200 South Kendrick; Glendive, MT)
- Sidney Public Library (121 3rd Avenue Northwest; Sidney, MT)
- City of Glendive Public Works (300 South Merrill Avenue; Glendive, MT)

2.5 Meetings

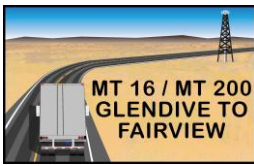
2.5.1 Team Meetings

Team meetings will be scheduled every two weeks for the duration of the six-month study period. Meeting participants will discuss study progress, analysis methodologies, and any issues or concerns that arise during the study. The team will serve in an advisory role and will review study documentation prior to publication. Team members are listed in Table 2.1

Table 2.1 Team Members

Name	Affiliation	Phone Number	Email
Don Steppler	Richland County Commissioners, Chairman	406.433.1706	dsteppler@richland.org
Marcy Hamburg	Richland County Planner	406.433.6886	mhamburg@richland.org
Jim Skillestad	Dawson County Commissioner	406.345.4101	skillestadj@dawsoncountymail.com
Wade Humphries	Dawson County Planner	406.345.4139	humphriesw@dawsoncountymail.com
Jeff Patten	FHWA Operations Engineer	406.441.3917	jeff.patten@dot.gov
Shane Mintz	MDT Glendive District Administrator	406.345.8212	smintz@mt.gov
Keith Bithell	MDT Glendive District	406.345.8215	kbithell@mt.gov
James Frank	MDT Glendive District	406.345.8214	jfrank@mt.gov
Carol Strizich	MDT Statewide and Urban Planning	406.444.9240	cstrizich@mt.gov
Tom Atkins	MDT Environmental Services Bureau	406.444.7202	tatkings@mt.gov
Danielle Bolan	MDT Traffic and Safety Bureau	406.444.7295	dbolan@mt.gov
Stan Brelin	MDT Traffic and Safety Bureau	406.444.6135	sbrelin@mt.gov
Jean Riley	MDT Statewide and Urban Planning	406.444.9456	jriley@mt.gov
Zia Kazimi	MDT Statewide and Urban Planning	406.444.7252	zkazimi@mt.gov

County public works officials will also be invited to participate in team meetings.



2.5.2 Stakeholders

DOWL HKM will develop a list of stakeholder contacts, including representatives from local businesses and agencies. Potential stakeholders were contacted via telephone in February and March 2012 to encourage attendance at informational meetings and seek input on issues and concerns within the study corridor. The following businesses and agencies will be included in the initial stakeholders list. Additional stakeholders may be added as the study progresses.

- MT Legislature - HD 38 Representative
- Colorado Tube and Pipe (CTAP)
- Sidney Sugars, Inc
- CHS, Inc. - BNSF Grain Elevator #2358
- Richland County Sheriff
- Dawson County Sheriff
- Dawson Rural Fire Department
- Richland County Ambulance Service
- Glendive Chamber of Commerce and Agriculture
- Sidney Chamber of Commerce and Agriculture
- Fairview Chamber of Commerce and Agriculture
- Glendive School District
- Sidney Public Schools
- Fairview Schools
- Dawson Community College
- Cross Petroleum Services, Inc.
- Fisher Sand & Gravel
- Iba Drilling Company, Inc.
- Nabors Well Services
- Williston Basin Interstate Pipe Co.
- Old Dominion Freight Line, Inc.
- Mitchell's Oil Field Service, Inc
- Hi-Line Trucking
- Eagle Oil Field Service
- PB Oil, LLP
- St Mary Land & Exploration Company
- XTO Energy
- Lower Yellowstone Irrigation Project
- CHS Farmers Elevator
- Yellowstone Livestock
- Mondak Trucking, Inc.
- Rick Partin Trucking
- Old Dominion Freight Line, Inc.
- Wildcat Trucking LLC
- Macgrady Cody Trucking
- Golden Eagle Trucking, Inc.
- Tvedt Trucking, Inc.
- Bacon Trucking
- C W Molloy Trucking
- Westmoreland Coal Company



2.5.3 Informational Meetings

Two sets of informational meetings will be held during the course of the study. Meetings will be held in Glendive and Sidney, MT.

During the first set of informational meetings, the Consultant will introduce the study, present findings from the Existing and Projected Conditions Report, and solicit feedback about issues and concerns in the corridor.

The second set of informational meetings will occur toward the end of the study process. Members of the public will be asked to provide feedback on recommended improvement options presented in the Draft Corridor Study Report.

Comments will be considered throughout the course of the planning process. Individuals who attend informational meeting will be added to the study mailing list.

2.5.4 Resource Agency Meeting

At the time of the first informational meeting, the Consultant will facilitate a separate resource agency meeting to discuss natural resources occurring within the highway corridor, anticipated impacts that could result from improvement options, and potential mitigation strategies. This meeting will be conducted using web conferencing software Go-To-Meeting and MDT's polycom teleconferencing system.

2.6 Consideration of Traditionally Underserved Populations

MDT will attempt to involve traditionally underserved segments of the population in the corridor planning study process through the following measures:

Plan Meeting Locations Carefully

- MDT will host informational meetings in locations that are accessible and compliant with the Americans with Disabilities Act (ADA).

Seek Help from Community Leaders and Organizations

- MDT and the Consultant will confer with community leaders and representative organizations about how best to involve traditionally underserved populations.



Be Sensitive to Diverse Audiences

- MDT and the Consultant will attempt to communicate as effectively as possible during informational meetings by avoiding technical jargon and exercising appropriate conduct and judgment. Alternative accessible formats of study materials will be provided upon request.

2.7 Study Schedule

The MT 16 / MT 200 Glendive to Fairview Corridor Planning Study began on January 23, 2012 and is expected to be completed by the end of July 2012. Figure 2-1 illustrates the anticipated study schedule.

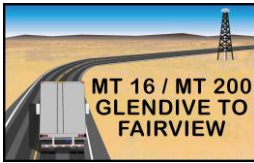
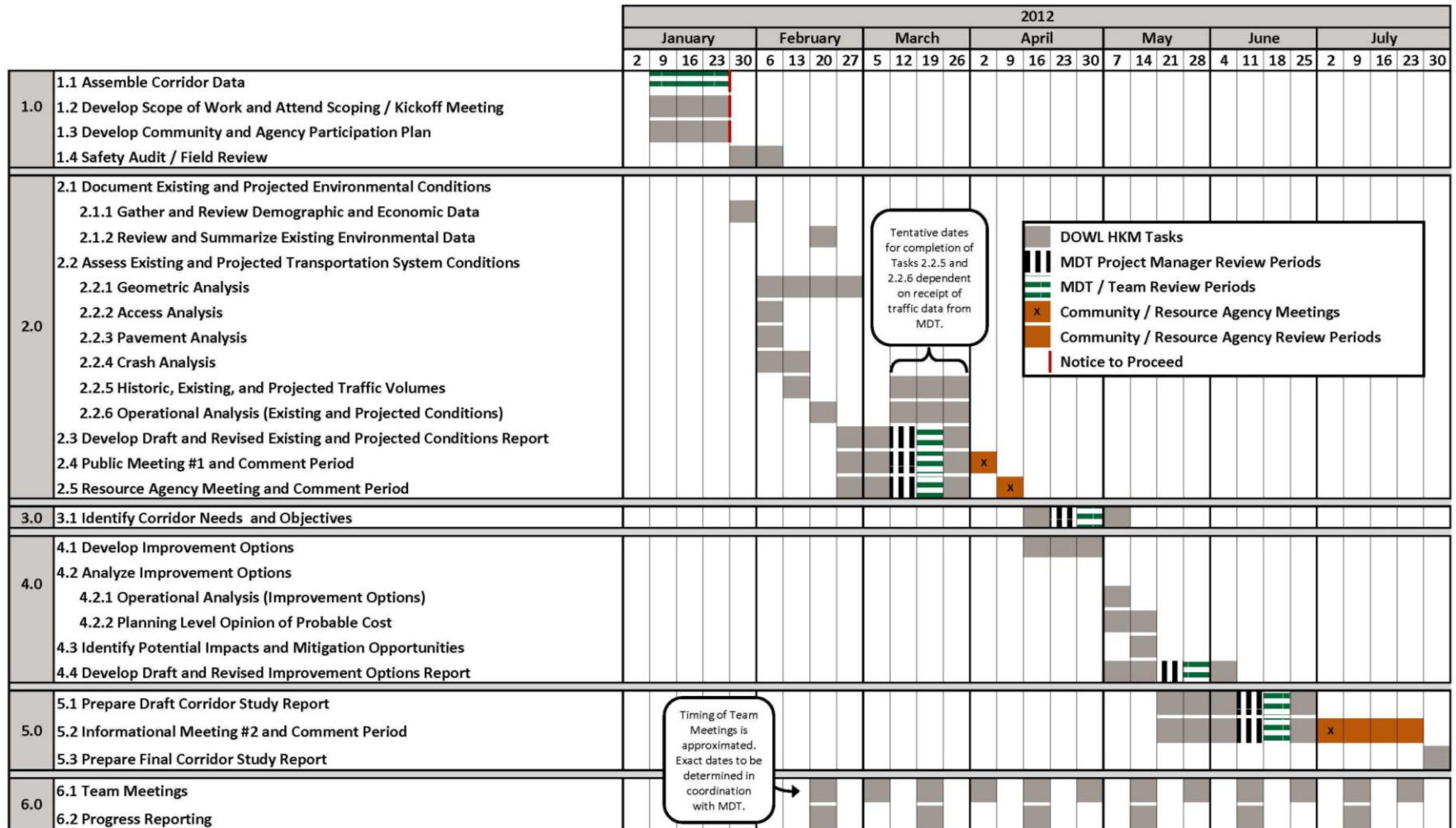


Figure 2-1 Anticipated Study Schedule





Informational Meetings

MT16/MT200 Glendive to Fairview Corridor Study

Wednesday, April 4, 2012 6:00 p.m.

**Dawson Community College, 300 College Dr.,
Lecture Hall (UC 102), Glendive**

Thursday, April 5, 2012 6:00 p. m.

**Sidney High School cafeteria
1012 4th Ave. SE, Sidney**

Agenda format will be the same for both meetings

MDT will discuss the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. The study area begins on MT 16 at approximate Reference Post (RP) 0.6 at the I-94 Interchange in Glendive and extends northeasterly to the intersection of County Road 123 (RP 50.4) south of Sidney. The study resumes at Sidney's northern city limit boundary (RP 52.6) north of the MT 200 intersection with Holly Street, and extends northeast on MT 200 to the Fairview city limits (RP 62.5). The study excludes areas within the city limits of Glendive, Sidney, and Fairview. The purpose of the meetings is to inform the community about the scope and purpose of the corridor study, present information about existing and projected conditions, and request community feedback about opportunities and constraints that may influence development of improvement options.

The meetings are open to the public and the public is urged to attend either meeting. 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 Sarah Nicolai at (406) 442-0370 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. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting; by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at

<http://www.mdt.mt.gov/pubinvolve/mt16/comments.shtml>

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study.

From: [Grant, Paul](#)
To: [ASHTO](#); [KGLE-AM \(E-mail\)](#); [KXGN Radio & TV - Emile Boyles - Anchor](#); [KXGN-Emilie Boyles](#); [KXGN-TV/KDZN-FM/KXGN-AM](#); [Ranger Review \(E-mail\)](#); [KGCX-FM](#); [KTHC-FM](#); [Sidney Herald](#); [The Roundup](#); [The Searchlight](#)
Cc: [Nicolai, Sarah](#); [Strizich, Carol](#); [Kazimi, Zia](#); [Zanto, Lynn \(MDT\)](#); [Erb, Michelle](#); [Collins, Corrina](#); [Ryan, Lori](#); [Grant, Paul](#); [Adam Gartner](#); [Douglas Buxbaum](#); [Jim Skillestad](#); [Road Supervisor](#); [Richland County Commissioners](#); [Road Supervisor](#)
Subject: MDT schedules two informational meetings to discuss the MT 16/MT 200 Glendive to Fairview Corridor Planning Study No CN #
Date: Monday, March 26, 2012 8:22:04 AM

March 26, 2012

FOR IMMEDIATE RELEASE

For more information:
Lori Ryan, Public Information, MDT, (406) 444-6821

Informational meetings to discuss the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Glendive - The Montana Department of Transportation (MDT) is conducting two informational meetings to discuss the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. The study area begins on MT 16 at approximate Reference Post (RP) 0.6 at the I-94 Interchange in Glendive and extends northeasterly to the intersection of County Road 123 (RP 50.4) south of Sidney. The study resumes at Sidney's northern city limit boundary (RP 52.6) north of the MT 200 intersection with Holly Street, and extends northeast on MT 200 to the Fairview city limits (RP 62.5). The study excludes areas within the city limits of Glendive, Sidney, and Fairview. The informational meetings will be held as follows:

- * Wednesday, April 4, 2012, starting at 6 p.m. at the Dawson Community College, 300 College Drive, Lecture Hall (UC 102) in Glendive, MT
- * Thursday, April 5, 2012, starting at 6 p.m. at the Sidney High School cafeteria, 1012 4th Avenue SE, Sidney, MT

Both meetings will have the same agenda and will follow the same format.

The purpose of the meetings is to inform the community about the scope and purpose of the corridor study, present information about existing and projected conditions, and request community feedback about opportunities and constraints that may influence development of improvement options.

Community participation is a very important part of the process, and the public is encouraged to attend. Comments may be submitted in writing at the meeting; by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at

<http://www.mdt.mt.gov/pubinvolve/mt16/comments.shtml>

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study.

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 Sarah Nicolai at (406) 442-0370 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. Alternative accessible formats of this information will be provided upon request.

-----END-----

Project name: MT 16 / MT 200 Glendive to Fairview Corridor Planning Study
Dawson and Richland Counties



Informational Meeting

Wednesday, April 4, 2012

Glendive, MT

Name:	Address:	City, State, ZIP Code	E-mail:
Carol Strzich	2960 Prospect Ave	Helena	cstrzich@mt.gov
Alan Doane	268 Rd 521	Bloomfield 59315	alanddoane@midrivers.com
Linn Berg	11 FAJ 254	Glendive 59330	LinnBerg@midrivers.com
Danielle Bolan	2701 Prospect Ave	Helena	dbolan@mt.gov
KEITH BITHELL	503 N RIVER HVE	GLENDIVE 59330	KBITHELL@MT.GOV
JIM FRANK	MDT Glendive	Glendive 59330	jfrank@mt.gov
Stan Brelin	2701 Prospect Ave	Helena 59620	sbrelin@mt.gov
Steve Heidner	320 Juniper Ave. E	Glendive 59330	sheidner@mt.gov
Adam Gartner	539 Hwy # 16	Glendive 59330	gartner@daurycounty.net
Mike	419 N Main	Glendive 59330	
Rick Rowe	440 Colorado Blvd	Glendive 59330	ricrowe@midrivers.com
Paul Eiker	557 Rd 261	Glendive 59330	Paul.eiker@gmail.com
Mary Jo Gehmert	207 W Bell	Glendive 59330	gehmertmj@daurycounty.net
Linda R. Jones	1120 N River Rd	Glendive 59330	
Rep. Matt Rosendale	1954 Hwy. 16	Glendive 59330	matt.rosendale@midrivers.com
Shawn Conradson	34187 County Rd 107	Javage 59262	
Marlene Eiker	557 Rd 261	Glendive 59330	mmeiker@yahoo.com
JACK RICE	622 N. SARGENT	Glendive 59330	ricej@midrivers.com
Mayor - Terry Jimison	603 Regal St.	Glendive 59330	mayor@midrivers.com
Jerry Traugott	215 1st St HP	Glendive 59330	Newsdesk@KXQV.com



Informational Meeting

Wednesday, April 4, 2012
Glendive, MT

Name:	Address:	City, State, ZIP Code	E-mail:
-------	----------	-----------------------	---------

David Helvorson	704 3rd St SE	Sidney, MT 59270	dphalvorson4hd37@gmail.com
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Patty Patterson	PO Box 826	Glendive MT 59330	
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Informational Meeting

Thursday, April 5, 2012

Sidney, MT

Name:	Address:	City, State, ZIP Code	E-mail:
-------	----------	-----------------------	---------

Danielle Bolan	2701 Prospect Ave.	Helena	dbolan@mt.gov
Sten Berlin	2701 Prospect Ave	Helena	sberlin@mt.gov
Terry Meldahl	1333 11th St SW	Sidney	meldahl@midrivers
Duane Mitchell	1221 So. Lincoln Ave	Sidney	duane.mitchell@mitchellsoilfix.com
Carol Strizich	2960 Prospect Ave	Helena	cstrizich@mt.gov
Bill NANKIVEL	1325 Highway 200	Fairview 59221	wnankive@hotmail.com
Jody Wells	PO Box 1207 Sidney	Sidney	publisher@sidney.com
Jerry NAURATIL	12026 Hwy 16	"	jim2ma@midrivers.com
Butch RENDERS	401 2nd AVENUE	"	butcher@richland.org





Informational Meeting

Thursday, April 5, 2012

Sidney, MT

Name:	Address:	City, State, ZIP Code	E-mail:
-------	----------	-----------------------	---------

Marcy Hamburg	123 W Main ST	Sidney MT	mhamburg@richland.org
Roger Meyer	Box 176 Lambert	MT 59243	surveyor@midrivers.com
David P. Halvorson	704 3rd St SE	Sidney, MT 59270	dphalvorson4hd37@gmail.com
Scot Buerkle	105 Seven Mile Dr.	Glendive, MT	scot.buerkle@midrivers.coop
Dan Franz	Box 1046 Sidney	MT 59270	franz@midrivers.com
Christopher Eckhoff	11463 Hwy 16 Savage	MT 59262	aplund@midrivers.com
Bill Van Work	202 72 ave. SE S.A.	MT	bill.vanwork@midrivers.com
Wade VanEvery	909 S. Central Ave	Sidney MT 59270	schamber@midrivers.com
Roy Tromper	217 W 9	Law MT	rtromper@midrivers.com



Informational Meeting

Wednesday, April 4, 2012
Glendive, MT

AGENDA

- 1) Welcome and Introductions
- 2) Overview of Corridor Planning Process
- 3) Study Area
- 4) Key Findings from Existing and Projected Conditions Report
 - a) Transportation System
 - b) Demographic and Economic Conditions
 - c) Environmental Resources
- 5) Next Steps

Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/mt16/>



Informational Meeting

Wednesday, April 5, 2012
Sidney, MT

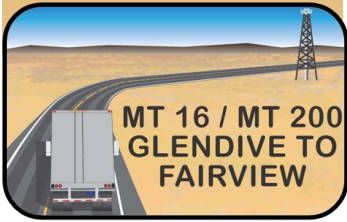
AGENDA

- 1) Welcome and Introductions
- 2) Overview of Corridor Planning Process
- 3) Study Area
- 4) Key Findings from Existing and Projected Conditions Report
 - a) Transportation System
 - b) Demographic and Economic Conditions
 - c) Environmental Resources
- 5) Next Steps

Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/mt16/>

MT 16 / MT 200 Glendive to Fairview Corridor Planning Study



What is a Corridor Planning Study?

The Montana Department of Transportation (MDT), in cooperation with Dawson and Richland Counties, is conducting a corridor planning study between Glendive and Fairview on Montana Highway 16 (MT 16) and Montana Highway 200 (MT 200).

A Corridor Planning Study is a **planning-level assessment** of a study area occurring before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). MDT developed a corridor planning study process to provide a better link between early transportation planning and environmental compliance efforts. The corridor study process 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 environmental review and potential project development. The process involves conducting a planning level review of safety, operational, and geometric conditions and environmental resources within a corridor to identify needs and constraints. The process also allows for early coordination with members of the community, resource agencies, and other interested stakeholders. This planning process is distinct from a NEPA/MEPA environmental compliance document or any design, right-of-way acquisition, or construction phases that occur during project development.

Inside this issue:

What is a Corridor Planning Study?	1
Please Join Us for an Informational Meeting!	1
Study Area	2
Key Findings from the Existing and Projected Conditions	3
Study Schedule	4
How can I stay involved in this study?	4
Contact Us	4

Please Join Us for an Informational Meeting!

Wednesday, April 4, 2012
 Dawson Community College
 Lecture Hall (US 102)
 300 College Drive
 Glendive, MT
 6:00 p.m.

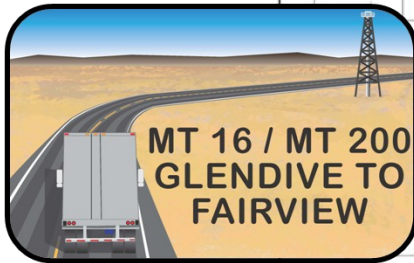
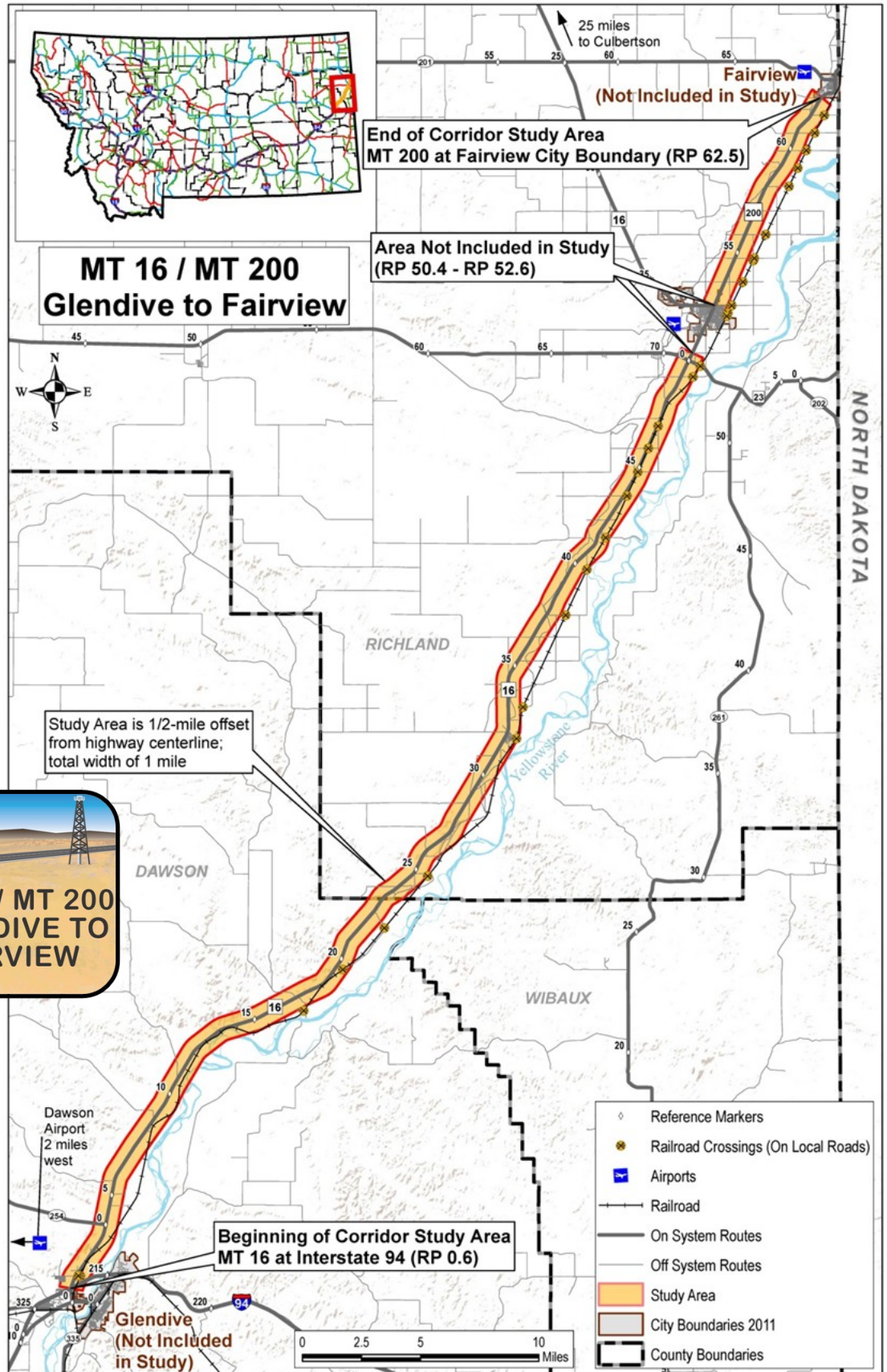
OR

Thursday, April 5, 2012
 Sidney High School
 Cafeteria
 1012 4th Avenue SE
 Sidney, MT
 6:00 p.m.

The purpose of the meetings is to present existing and projected conditions information and request feedback. Both meetings will follow the same format. We hope to see you there!

Study Area

The study area begins on MT 16 at Reference Post (RP) 0.6 just north of the I-94 Interchange in Glendive and ends on MT 200 at the Fairview city limits (RP 62.5). The study excludes areas within the city limits of Glendive, Sidney, and Fairview. The study area is illustrated in the figure to the right.



Key Findings

from the Existing and Projected Conditions Report

Physical Features

- High pressure natural gas pipelines cross the corridor in seven (7) locations.
- Pavement condition is deteriorated in some locations, with evidence of rutting, transverse cracking, longitudinal cracking, and shoulder failure.

Geometric Conditions

- Seven (7) horizontal and thirteen (13) vertical curves do not meet current MDT design standards.
- Guardrail concerns occur in twelve (12) locations.

Crash History

- The corridor crash rate, severity index, and severity rate were similar to or lower than statewide averages for similar facilities from 2006 to 2010.
- Approximately 37% of reported rural crashes involved wild animals, and 12% of reported rural crashes involved large vehicles. Large vehicles include vans, buses, school buses, truck/truck-tractors, motor homes, ambulances, fire trucks, wreckers in transit, and working construction vehicles.

Economic Conditions

- Unemployment in Dawson and Richland Counties is approximately 3% compared to a statewide percentage of 6.6% and a 8.6% national average.
- Analysts expect oil exploration and development in the Bakken to continue for ten to twenty years.
- Due to changes in the size and location of grain loading facilities, haul trucks are often larger, heavier, and travel longer distances from farms to grain elevators, potentially impacting roadway pavement conditions.

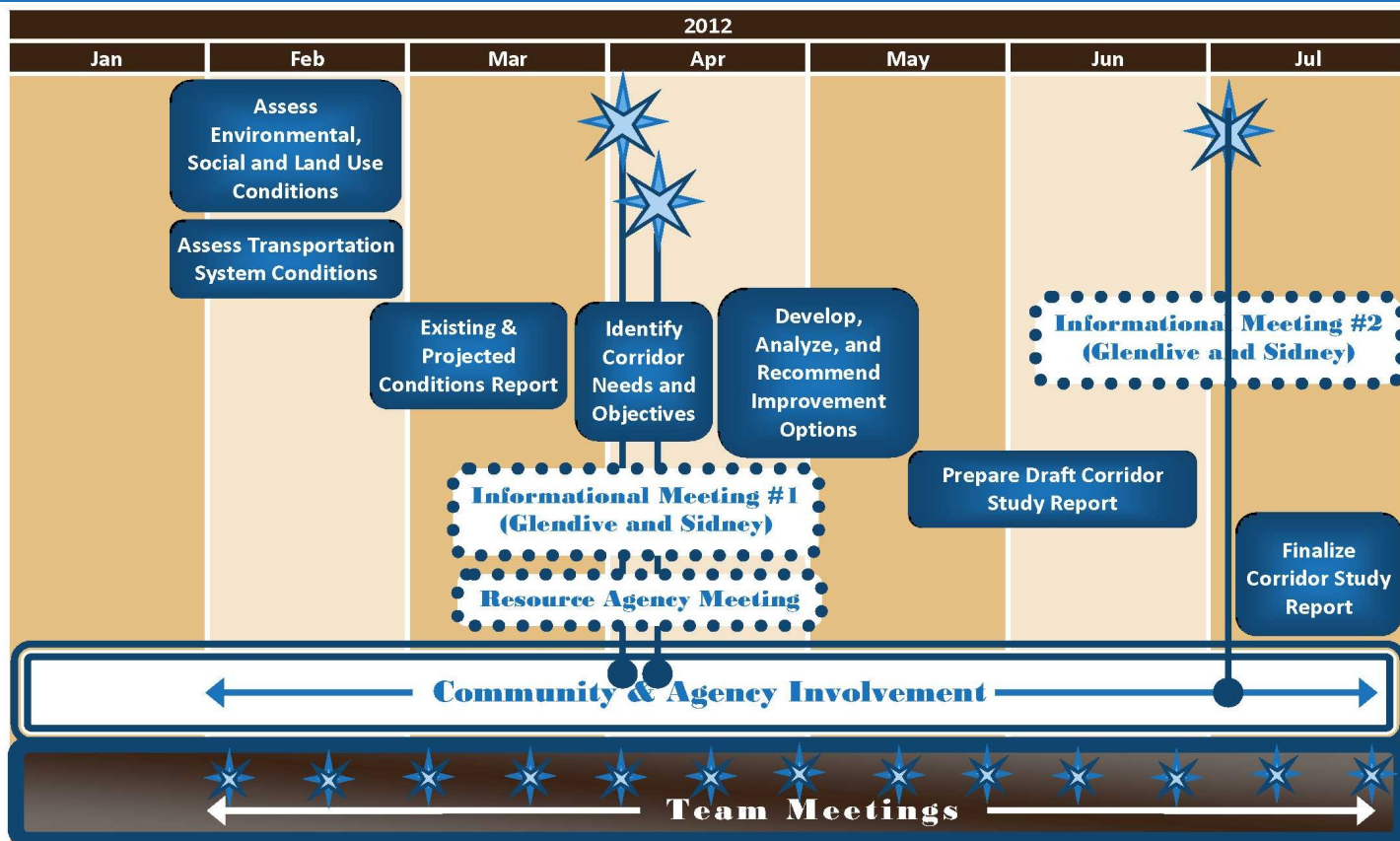
Environmental Conditions

- Prime and important farmlands are located within the study area.
- The study area includes portions of the Yellowstone River, its tributaries, and associated wetlands.
- Hazardous materials sites are located within the study area.
- Six (6) endangered, threatened, proposed or candidate animal species and 45 animal species of concern are expected to occur in Dawson and Richland Counties.
- One plant species of concern is expected to occur in Dawson and Richland Counties.
- Resources within the study corridor include historic irrigation canals, bridges, residences, mining operations and trash deposits, and archaeological sites.



For more information, review the study website at <http://www.mdt.mt.gov/pubinvolve/mt16>

Study Schedule



How can I stay involved in this study?

Please join us for Informational Meetings on [Wednesday, April 4, 2012 at 6:00 p.m.](#) at the Dawson Community College, 300 College Drive, Lecture Hall (UC 102) in Glendive or [Thursday, April 5, 2012 at 6:00 p.m.](#) at the Sidney High School Cafeteria, 1012 4th Avenue South East in Sidney. To review additional information about the study and to submit comments electronically, visit the study website at <http://www.mdt.mt.gov/pubinvolve/mt16>

Contact Us

Shane Mintz

Glendive District Administrator
406.345.8212
smintz@mt.gov

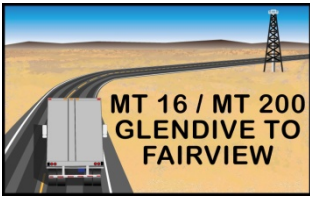
Carol Strizich

MDT Project Manager
406.444.9240
cstrizich@mt.gov

Sarah Nicolai

DOWL HKM Project Manager
406.442.0370
snicolai@dowlhkm.com

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 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.



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

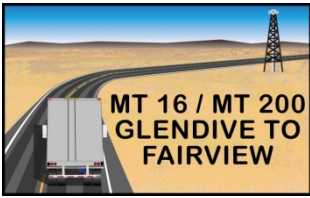
Informational Meeting

Wednesday, April 4, 2012

Lecture Hall (UC 102)
Dawson Community College
300 College Drive

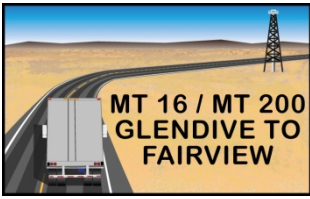
Thursday, April 5, 2012

Sidney High School Cafeteria
1012 4th Avenue South East



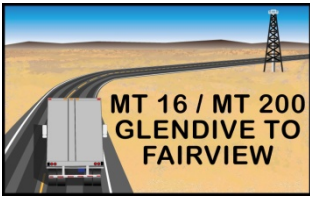
MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Welcome & Introductions



Purpose of Meeting

- Provide Overview of Corridor Planning Study Process
- Present Key Findings from Existing and Projected Conditions Report
 - ◎ Transportation System
 - ◎ Demographic and Economic Conditions
 - ◎ Environmental Resources
- Solicit Input



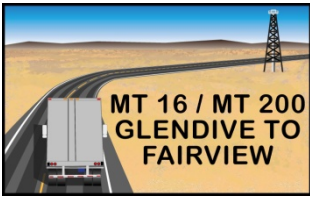
MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

A Corridor Planning Study Is:

- A planning-level assessment of a study area

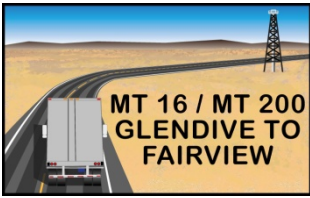
A Corridor Planning Study Is Not:

- A design, right-of-way acquisition, or construction project
- Environmental compliance document



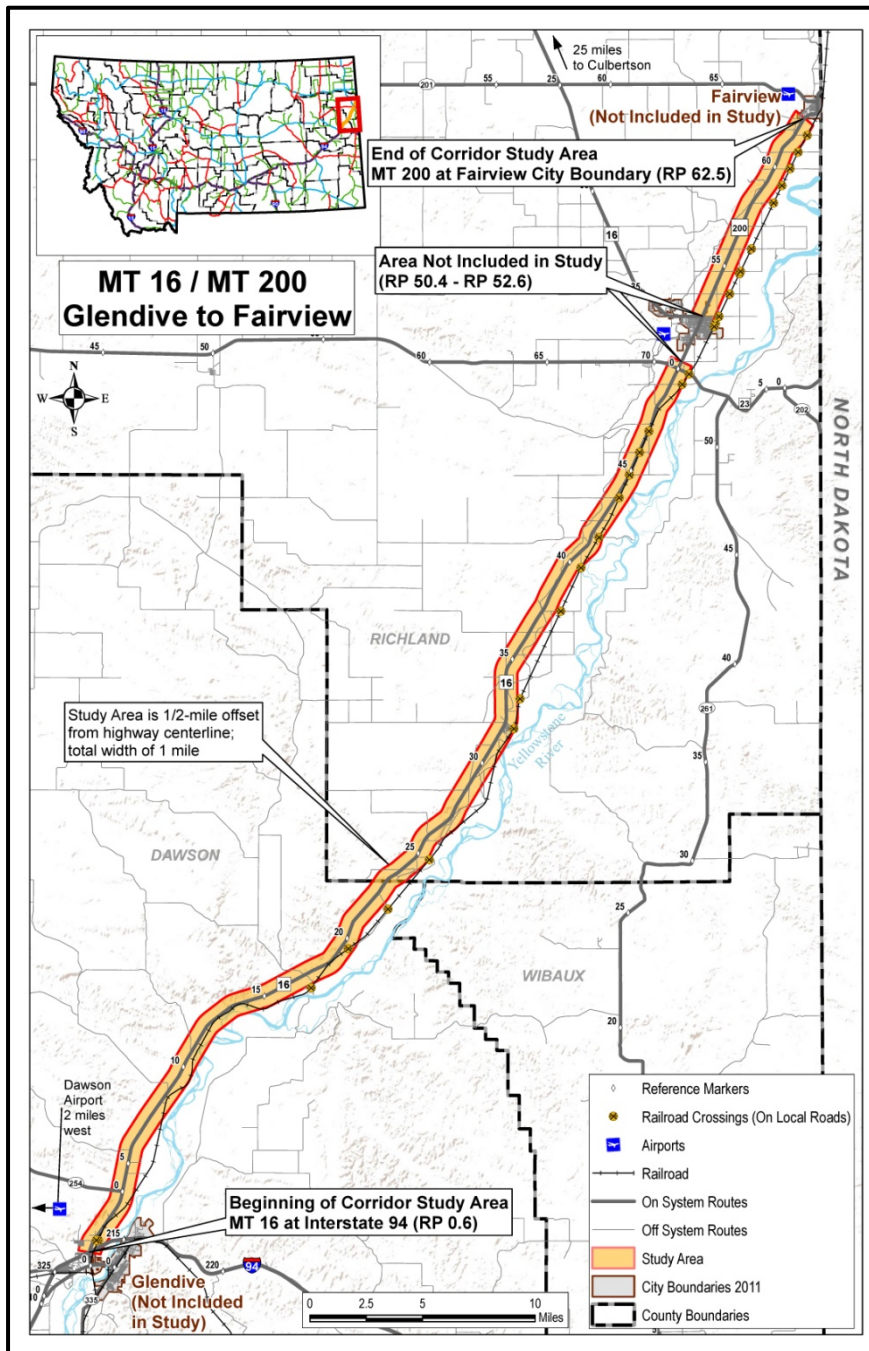
Montana's Corridor Planning Process

- Involves conducting a review of **safety, operational, and geometric conditions and environmental resources** to identify needs and constraints.
- This process allows MDT to:
 - Identify realistic strategies given funding or other constraints
 - Identify fatal flaws before initiation of formal environmental process for any future project forwarded from study



What are the Steps?

- Assess Existing and Projected Conditions
- Informational Meeting #1 / Resource Agency Meeting
- Identify Corridor Needs and Objectives
- Develop, Analyze, and Identify Improvement Options
- Prepare Draft Corridor Study Report
- Informational Meeting #2
- Finalize Corridor Study Report

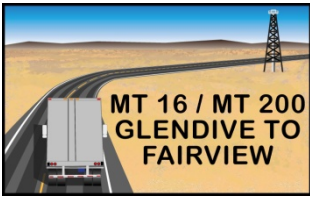


- **Start Point:** MT 16 at approximate Reference Post (RP) 0.6 just north of the I-94 Interchange at Glendive
- **End Point:** MT 200 at the Fairview city limits (RP 62.5)
- Excludes areas within the city limits of Glendive, Sidney, and Fairview



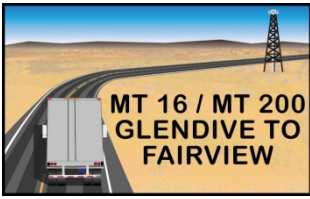
MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Transportation System



Functional Classification

- **MT 16 from Glendive to Sidney (RP 0.6 to RP 50.4)**
 - ◎ Rural Principal Arterial
- **MT 200 north of Sidney (RP 52.6 to RP 53.7)**
 - ◎ Rural Principal Arterial
- **MT 200 north of Sidney to Fairview (RP 53.7 to 62.5)**
 - ◎ Rural Minor Arterial



Physical Characteristics

● Roadway Width

- ⊙ MT 16 / MT 200 is a two-lane undivided highway with 12-foot travel lanes and varying shoulder widths. The majority of the corridor has 7 to 8 foot shoulder widths, and the remainder is currently being reconstructed to meet current MDT design standards.

● Bridges

- ⊙ 12 bridges and 4 major culverts occur within the study area.

● Utilities

- ⊙ High pressure natural gas pipelines cross the corridor in seven (7) locations.
- ⊙ Other pipelines and irrigation canals occur within the study area.

● Pavement Condition

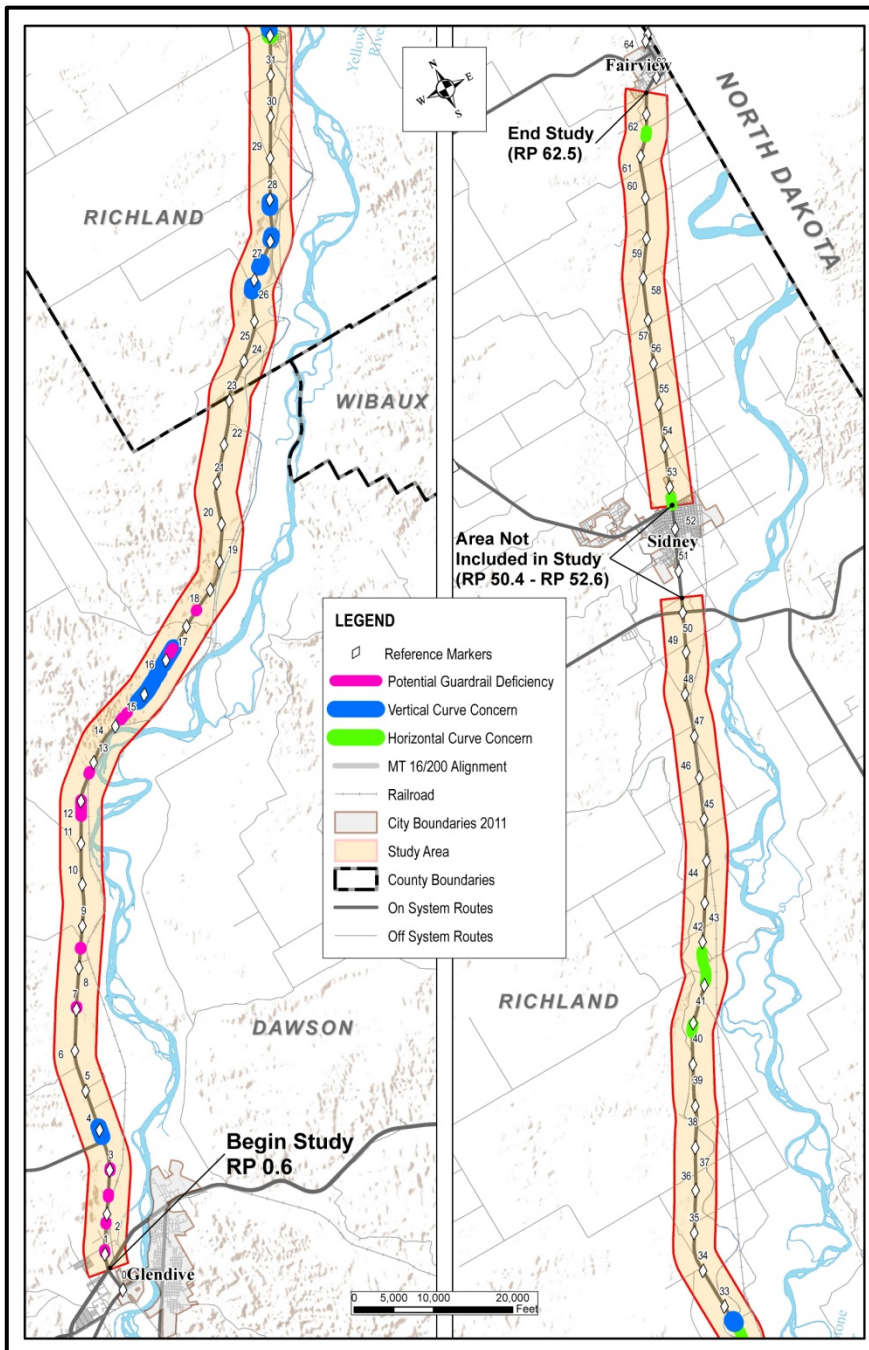
- ⊙ There is evidence of minor rutting, transverse cracking, longitudinal cracking, and shoulder failure within the study area.

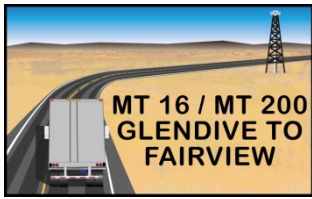


Geometric Characteristics

- **Pink Shading:** Clear Zone Issue / Guardrail Concern (12 Locations)
- **Blue Shading:** Vertical Curve Concern (13 Locations)
- **Green Shading:** Horizontal Curve Concern (7 locations)

Note: Facility will meet current MDT design standards within limits of ongoing construction project (30 km NE of Glendive – NE, RP 18.6 – RP 28.9)



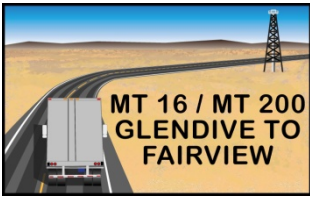


MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Crash Statistics

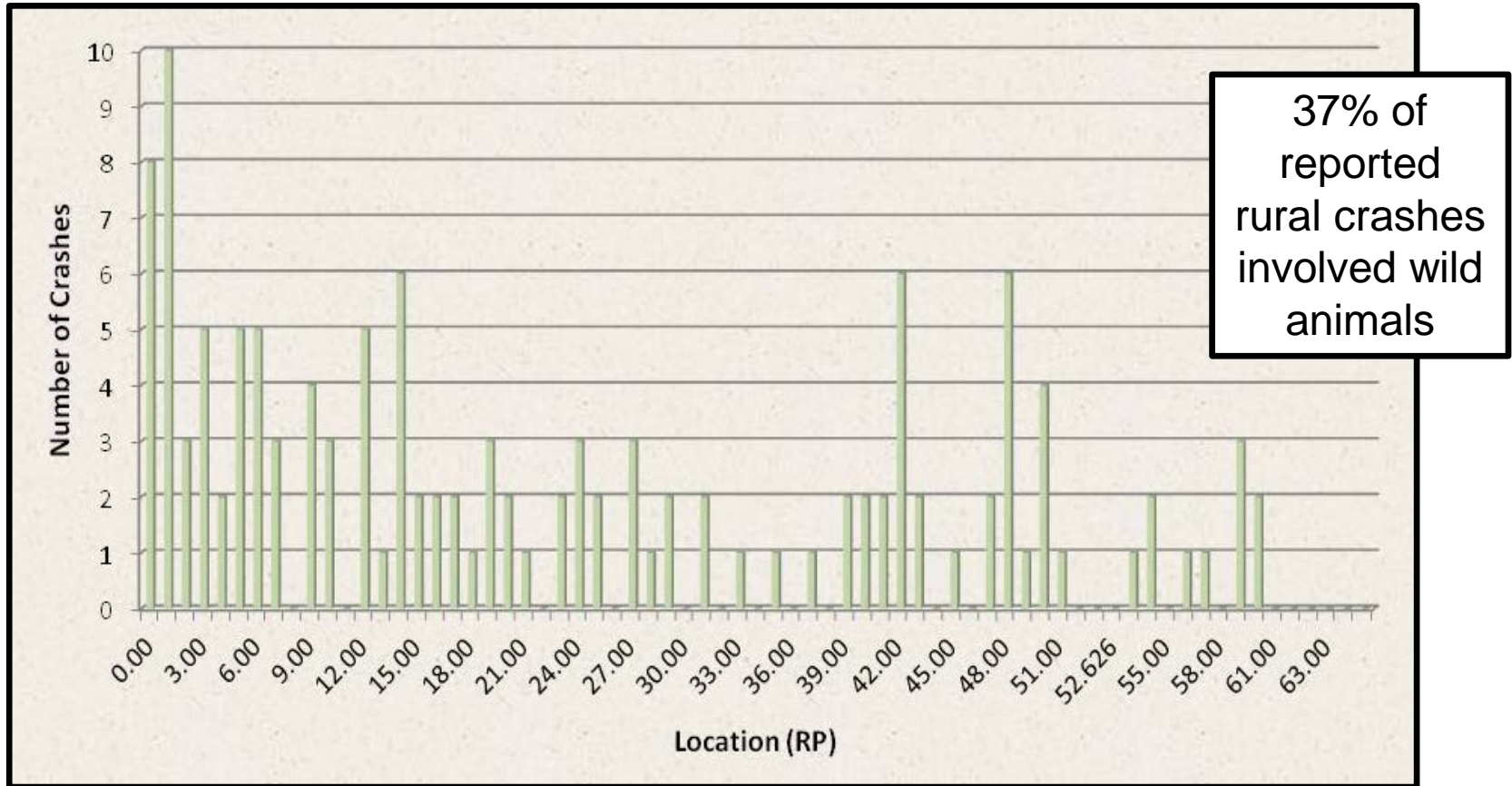
Criteria	Rural NINHS		Primary	
	Statewide Average for Rural NINHS (2006 – 2010)	MT 16 RP 0.6 – RP 50.4 MT 200 RP 52.6 – 53.7 (2006 – 2010)	Statewide Average for Rural Primary Highway (2006 – 2010)	MT 200 RP 53.7 – RP 62.5 (2006 – 2010)
Crash Rate (All Vehicles)	1.04	1.27	1.18	1.16
Severity Index (All Vehicles)	2.09	1.57	2.29	2.03
Severity Rate (All Vehicles)	2.18	1.99	2.71	2.35

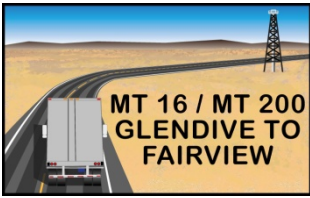
- **Crash Rate for MT 16 / MT 200 (Rural NINHS) is the only statistic higher than statewide average. All three metrics are reviewed to identify a concern.**



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

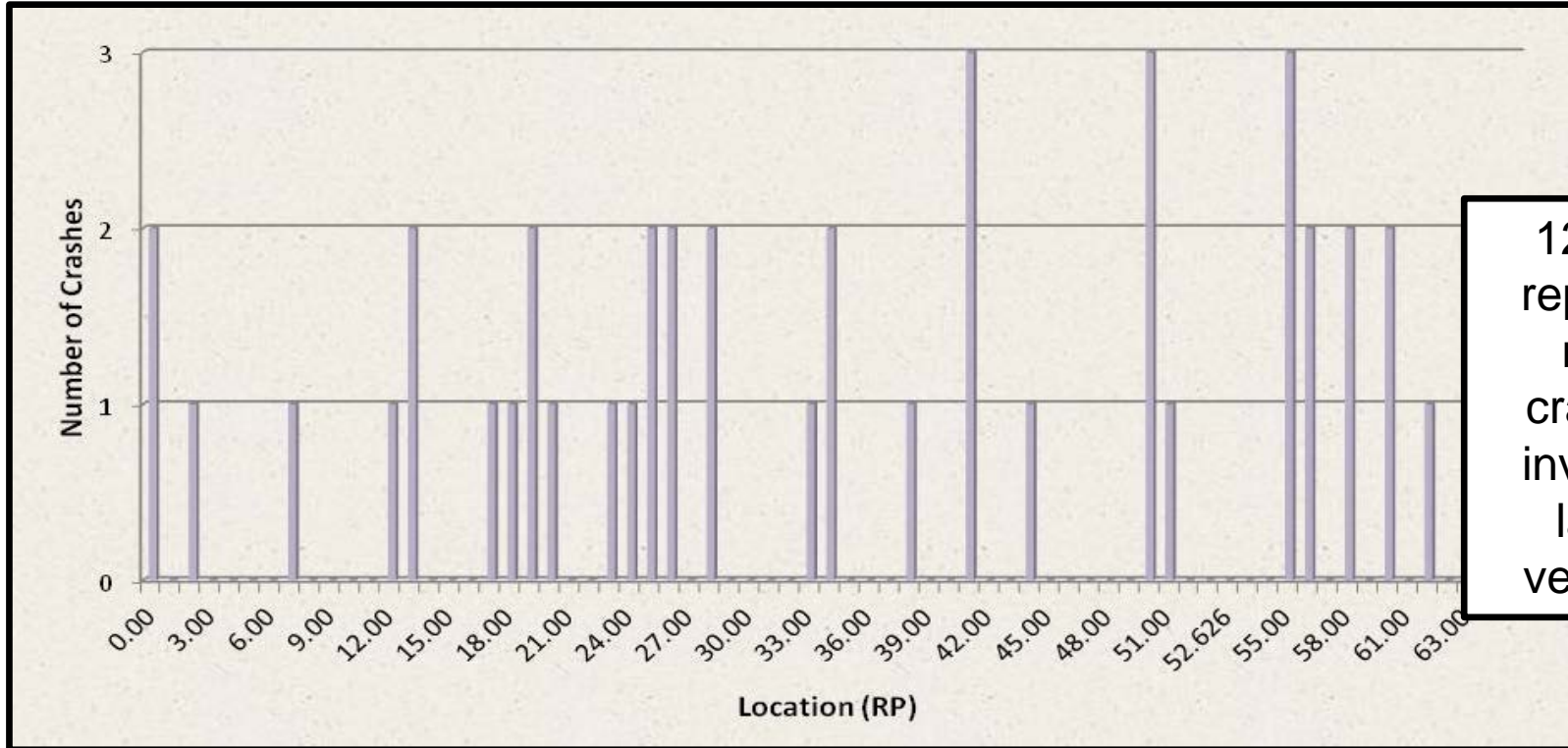
Crash Statistics: Wild Animals (2006- 2011)





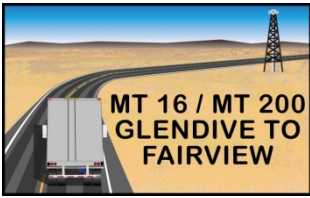
MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Crash Statistics: Large Vehicles (2006- 2011)



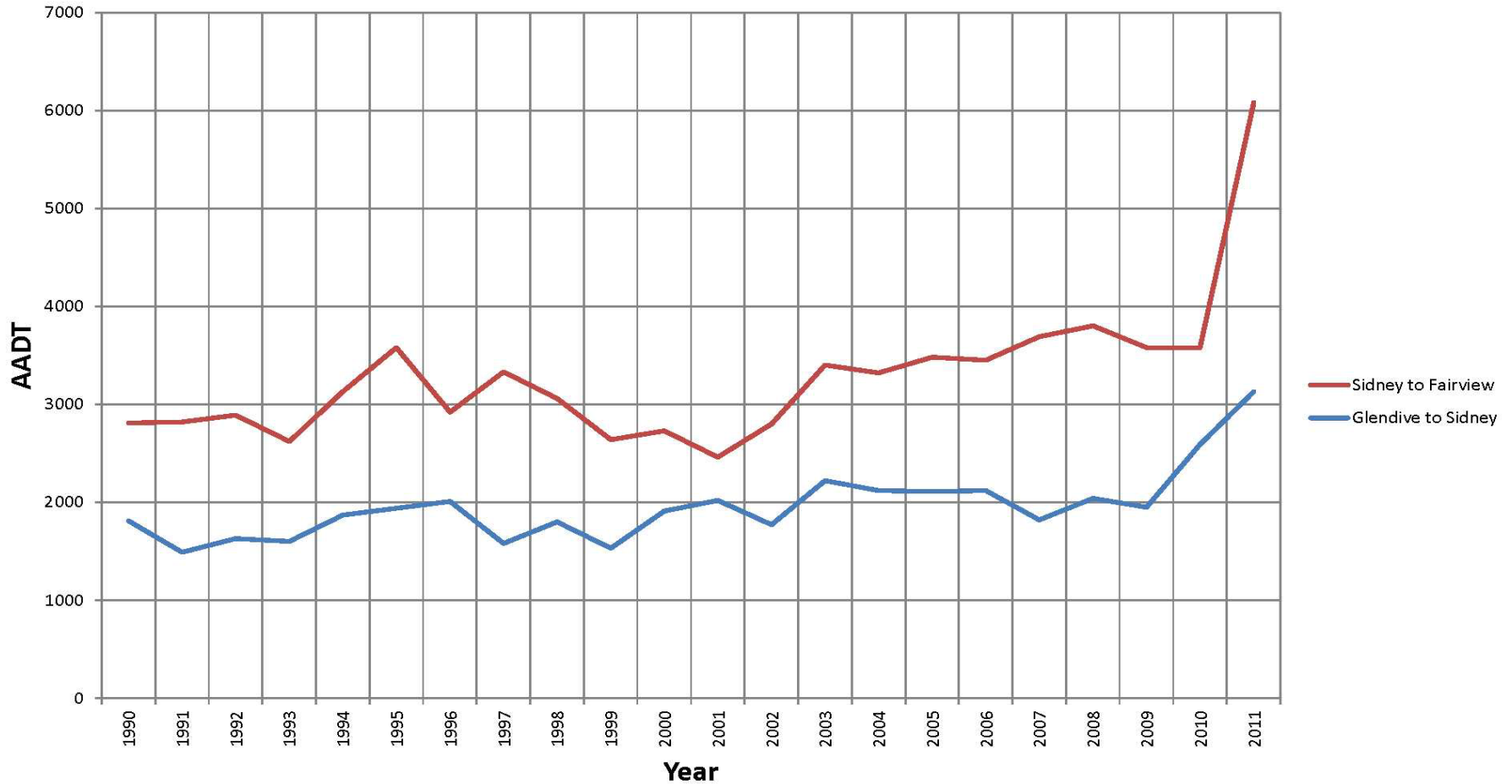
12% of reported rural crashes involved large vehicles

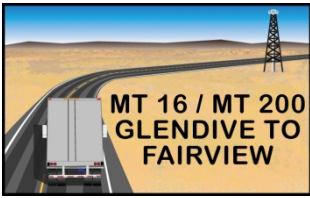
- Large vehicles include vans, buses, school buses, truck/truck-tractors, motor homes, ambulances, fire trucks, wreckers in transit, and working construction vehicles.



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Traffic Volumes











Operational Analysis

● Level of Service (LOS)

- Report Card Concept
- A = Best Conditions
- F = Worst Conditions

- Existing Conditions (2012)
and Projected Conditions (2035)

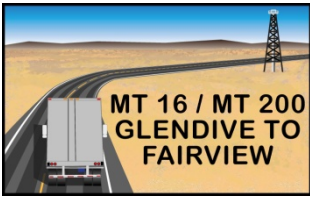
**Results pending analysis of
traffic volumes collected in
March 2012**

<u>Level of Service</u>	
A	
B	
C	
D	
E	
F	



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

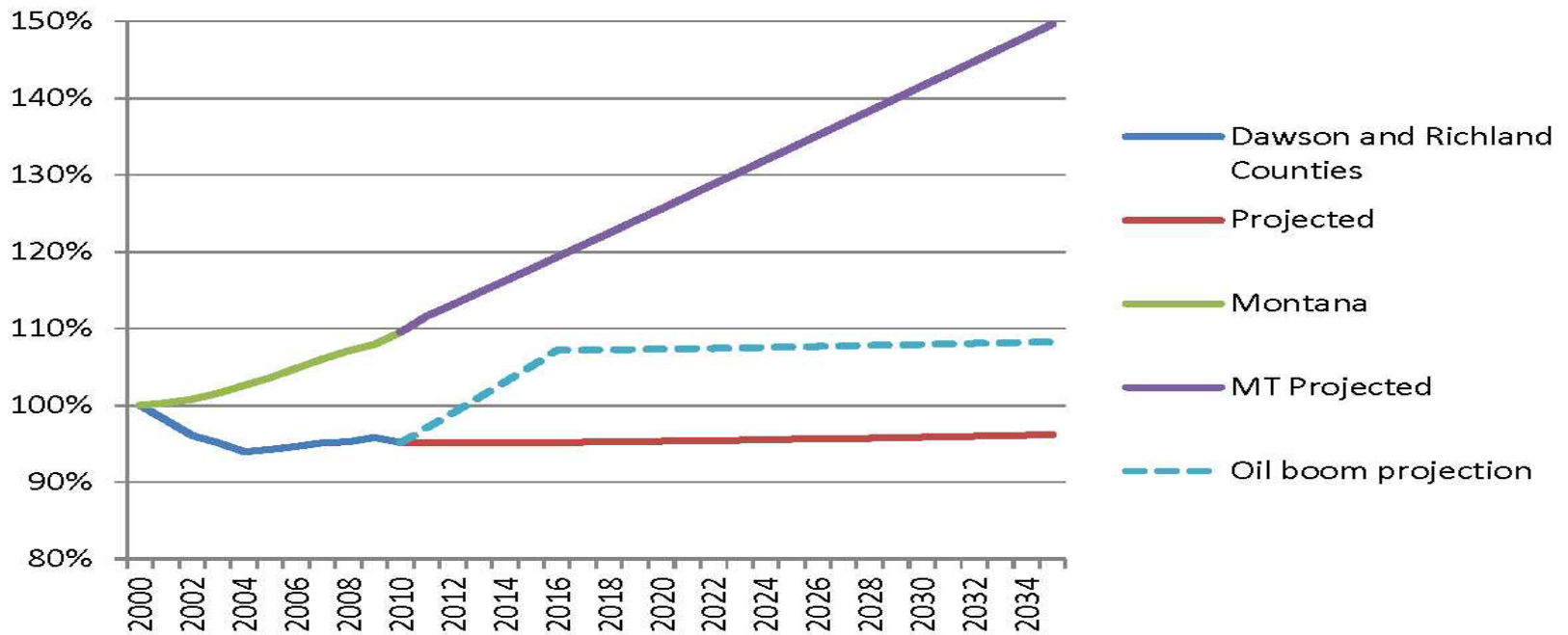
Demographic and Economic Conditions

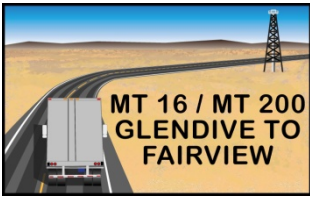


MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Population

Observed and Projected Population of Montana and the Study Counties (Indexed to 2000)





Economic Conditions

● Unemployment

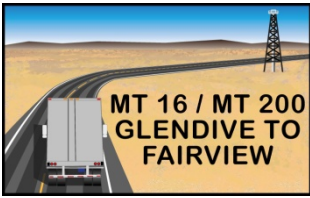
- ◎ Dawson County: 3.1%
- ◎ Richland County: 2.6%
- ◎ Montana: 6.6%
- ◎ National Average: 8.6%

● Energy Industry

- ◎ Analysts expect oil exploration and development in the Bakken to continue for ten to twenty years

● Agriculture

- ◎ Due to changes in the size and location of grain loading facilities, haul trucks are often larger, heavier, and travel longer distances from farms to grain elevators, potentially impacting pavement conditions.



Environmental Conditions

Physical Environment

- Soil Resources & Farmland
- Water Resources
- Hazardous Substances

Biological Resources

- Fish and Wildlife
- Vegetation

Social and Cultural Resources

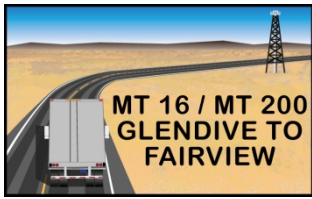
- Section 4(f) and Section 6(f) Resources
- Noise
- Cultural and Archaeological Resources





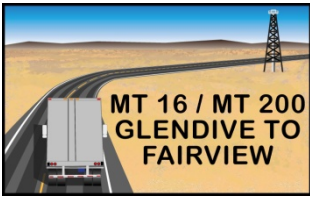
Condition		Issue / Concern
Transportation System Conditions	Physical Features	<p><u>Utilities</u></p> <ul style="list-style-type: none"> High pressure natural gas pipelines cross the corridor in seven (7) locations <p><u>Pavement Condition</u></p> <ul style="list-style-type: none"> Evidence of minor rutting, transverse cracking, longitudinal cracking, and shoulder failure within study area
	Geometric Conditions	<p><u>Horizontal Alignment</u></p> <ul style="list-style-type: none"> Seven (7) locations do not meet current MDT standards <p><u>Vertical Alignment</u></p> <ul style="list-style-type: none"> Thirteen (13) locations do not meet current MDT standards <p><u>Clear Zones</u></p> <ul style="list-style-type: none"> Twelve (12) locations do not meet current MDT standards.
	Crash History	<ul style="list-style-type: none"> Wild animals were involved in approximately 37% of rural crashes Large trucks were involved in approximately 12% of rural crashes
Environmental Conditions	<p><u>Prime Farmland</u></p> <ul style="list-style-type: none"> Prime and important farmlands are located within the study area <p><u>Surface Water Impairment</u></p> <ul style="list-style-type: none"> Within the study corridor, the Yellowstone River is listed in DEQ's Integrated 303(d) / 305(b) Water Quality Report <p><u>Wetlands</u></p> <ul style="list-style-type: none"> The study area includes portions of the Yellowstone River, its tributaries, and associated wetlands <p><u>Hazardous Materials</u></p> <ul style="list-style-type: none"> USTs, LUSTs and remediation response sites located within study area <p><u>Floodplains</u></p> <ul style="list-style-type: none"> The corridor crosses mapped floodplains <p><u>Fish and Wildlife</u></p> <ul style="list-style-type: none"> Six (6) endangered, threatened, proposed or candidate animal species and 45 species of concern are expected to occur in Dawson and Richland Counties. <p><u>Vegetation</u></p> <ul style="list-style-type: none"> One plant species of concern is expected to occur in Dawson and Richland Counties <p><u>Cultural and Archaeological Resources</u></p> <ul style="list-style-type: none"> Resources within the study corridor include historic irrigation canals, bridges, residences, mining operations and trash deposits, and archaeological sites. <p><u>Section 4(f) / Section 6(f) Resources</u></p> <ul style="list-style-type: none"> Several Section 4(f) and Section 6(f) resources are located within the corridor 	

Issues and Concerns



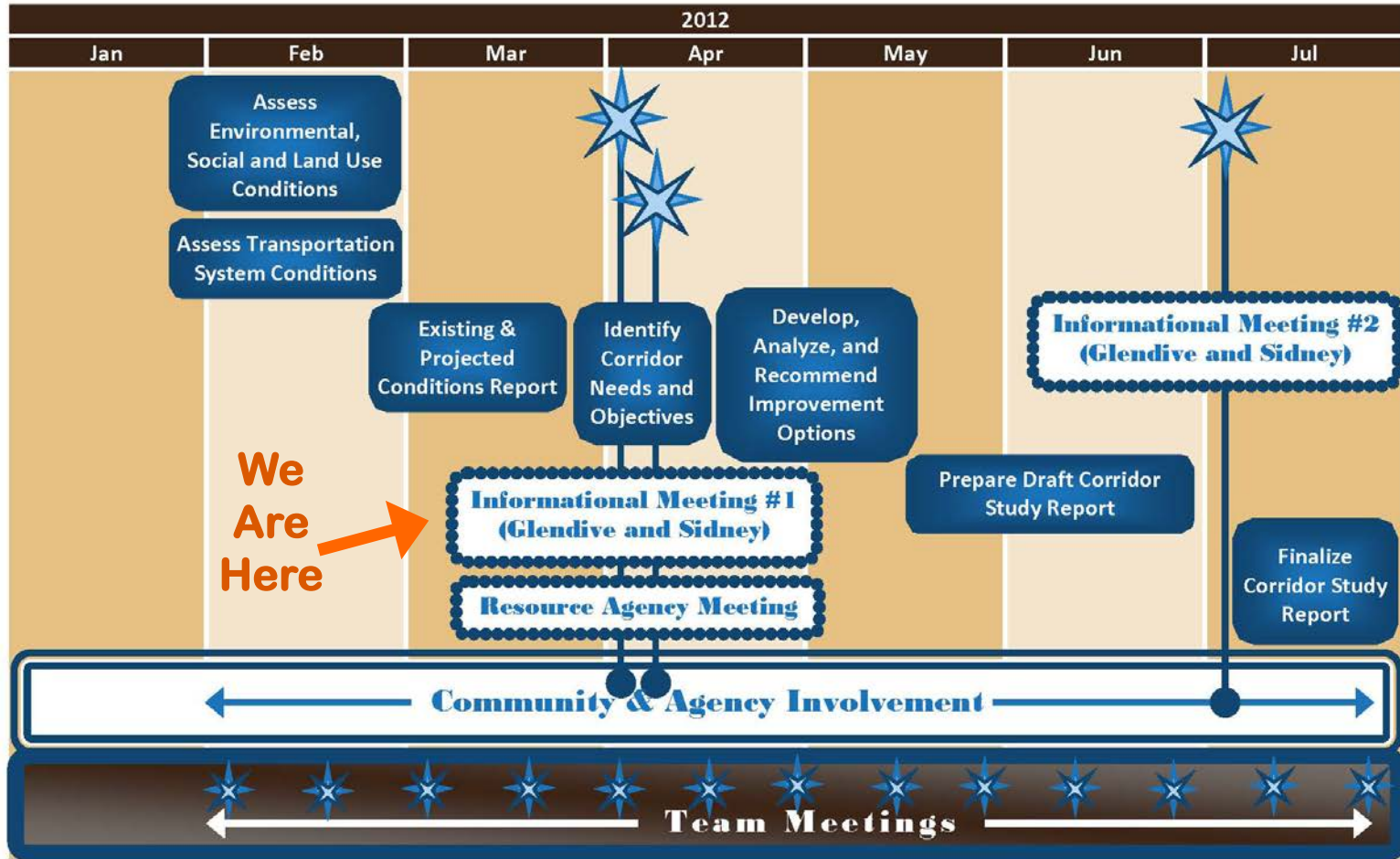
Recent and Proposed Projects

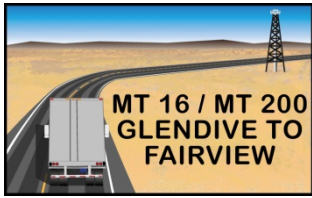
- **CT 200 / CR 129 Intersection Signing**
 - ⊙ Sign Installation at MT 200 & County Road 129 (RP 56.9 – RP 57.2) – Completed 2012
- **30 km of Glendive – NE**
 - ⊙ Reconstruction of MT 16 (RP 18.6 – RP 28.9) – Ongoing
- **Sidney – Southwest**
 - ⊙ Mill, overlay, and seal and cover rehabilitation project (RP 50.0 – RP 52.6) – Project let in February 2011
- **Slide Repair – NE of Glendive/MT 11-1**
 - ⊙ Slide repair project (RP 13.0 – RP 13.5) – Anticipated to start March 2012
- **Fairview Intersection Improvements**
 - ⊙ Traffic signal installation on MT 200 and 6th and pedestrian crosswalk on Western Avenue (RP 63.1 – RP 63.8) – Anticipated to start May 2013
- **SF 119 – Glendive Rumble Strips**
 - ⊙ Safety project to install shoulder and centerline rumble strips (RP 1.5 – RP 49.9) – Anticipated to start May 2013



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Next Steps





MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Please Submit Comments!

- **Submit Comment Sheet Tonight**

- **Submit Comments on Website**

<http://www.mdt.mt.gov/pubinvolve/mt16>

- **Call or email:**

Shane Mintz at 406.345.8212 or smintz@mt.gov

Carol Strizich at 406.444.9240 or cstrizich@mt.gov

Sarah Nicolai at 406.442.0370 or snicolai@dowlhkm.com

- **Mail comments to:**

Sarah Nicolai

DOWL HKM

PO Box 1009

Helena, MT 59624



DOWL HKM

MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: Carol Strizich
MDT Project Manager

From: Sarah Nicolai
DOWL HKM Project Manager

Date: April 12, 2012

Subject: **MT 16 / MT 200 Glendive to Fairview Corridor Planning Study
Informational Meeting #1**

Introduction

Informational meetings for the MT 16 / MT 200 Glendive to Fairview corridor planning study were held on April 4, 2012 at the Dawson Community College in Glendive in Lecture Hall UC 102 and April 5, 2012 at the Sidney High School cafeteria. The following team members and MDT representatives attended the meetings.

Carol Strizich	MDT – Planning Division
Danielle Bolan	MDT – Traffic and Safety Bureau
Stan Brelin	MDT – Traffic and Safety Bureau
Jim Frank	MDT – Glendive District
Steve Heidner	MDT – Glendive District
Keith Bithell	MDT – Glendive District
Marcy Hamburg	Richland County Planner
Sarah Nicolai	DOWL HKM
David Stoner	DOWL HKM

Seventeen (17) community members attended the informational meeting held in Glendive and fourteen (14) community members attended the informational meeting held in Sidney. Meeting attendees included Representative Matt Rosendale, Glendive Mayor Jerry Jimison, Richland County Planner Marcy Hamburg, and Richland County Disaster and Emergency Services Coordinator Butch Renders. Copies of the sign-in sheets are provided at the end of this memorandum.

Media Coordination and Newsletter

The informational meetings were advertised on March 26, 2012 in the Glendive Ranger Review, Sidney Herald, The Sidney Roundup and The Culbertson Searchlight. A press release was emailed to radio

stations, newspapers, and other local media outlets on March 26, 2012. Copies of the display advertisement and press release are provided at the end of this memorandum.

Print copies of the study newsletter were mailed to the study mailing list and the following viewing locations:

- MDT Glendive District Office (503 North River Avenue; Glendive, MT)
- Glendive Public Library (200 South Kendrick; Glendive, MT)
- Sidney Public Library (121 3rd Avenue Northwest; Sidney, MT)
- City of Glendive Public Works (300 South Merrill Avenue; Glendive, MT)

A copy of the newsletter is provided at the end of this memorandum.

Presentation

A presentation was provided by Sarah Nicolai at each meeting. Both informational meetings had the same agenda and followed the same format. The presentation began with an introduction of MDT and DOWL HKM representatives. Sarah explained the corridor planning study process and benefits. The presentation continued with an overview of the study area and analysis locations. Key findings from the Existing and Projected Conditions Report were highlighted, including the transportation system conditions and environmental conditions. The presentation concluded with a summary of issues and concerns within the study corridor and a discussion of recent and proposed MDT projects within the area. A copy of the presentation is provided at the end of this memorandum.

Discussion

Meeting attendees expressed various concerns within the study corridor during the meeting. Topics of concern are listed below.

Safety

- Passing long platoons of vehicles or leap-frogging vehicles
- Unreported near-miss accidents
- Lack of 2011 and 2012 crash data, which may increase the statistical frequency and severity of crashes within the corridor
- Emergency vehicle access and response times

Traffic Volumes

- High traffic volumes
- High percentage of large vehicles within the traffic stream
- Appropriate growth rate used to project traffic volumes

Enforcement

- Perceived lack of enforcement
- Perceived enforcement staffing shortages
- Perceived enforcement inability to stop speeding vehicles due to long platoons
- Perceived lack of shoulder to accommodate enforcement vehicles

Speed Limits

- Speed differential created by different posted speed limits for trucks (60 day / 55 night) and all other vehicles (70 day / 65 night)
- Long platoons forming behind slower moving trucks

Funding

- Funding availability and allocation
- Existing and additional funding sources

Pavement Conditions

- Wear and tear on the roadway facility due to the increasing number and weight of large vehicles

Passing Zones

- Perceived shortage of passing zones
- Perceived unnecessary no passing zones at intersecting roads

Driver Behavior

- Unsafe passing and following behavior

Project Development Process

- Basis for project nomination
- Timeframe

Meeting attendees provided various suggestions for the corridor. These are listed below.

- Elimination of speed differential by creating a single posted speed limit for all vehicles
- Expedited corridor improvements
- Modification of existing construction project (30 KM of Glendive – NE) to include passing lanes
- Passing lanes
- Right- and left-turn lanes
- Wider turning radius at intersections
- Expanded passing zones

- Education campaign targeting unsafe driving habits
- Four-lane configuration within the study corridor
- Coordination with oil companies
- Reconsideration of population projections in light of recent county development permit applications

Written Comments

Four written comments were received at the meeting in Glendive and four written comments were received at the meeting in Sidney. Additional written comments were received by telephone and email. Copies of written comments are provided at the end of this memorandum.



Informational Meeting

Wednesday, April 4, 2012
Glendive, MT

MDT Invites Your Comments:

To receive further study information, please provide your name and address:

Name: _____

Address: _____

Email: Maurice.Luke@truccos.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the
MT 16 / MT 200 Glendive to Fairview
Corridor Planning Study.



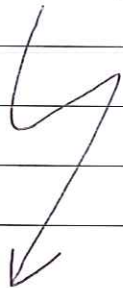
Informational Meeting

Wednesday, April 4, 2012
Glendive, MT

MDT Invites Your Comments:

THANK YOU FOR RECOGNIZING THIS NEED AND EXPEDITING THIS,

THE FURTHER STUDY INFORMATION I WOULD LIKE TO RECEIVE WOULD BE ANY NEW INFORMATION COMPILED FROM THIS POINT MOVING FORWARD, RESULTS OF L.O.S. RATINGS INCLUDING PERCENT OF LARGE VEHICLES, PERCENT TIME FOLLOWING ETC.



To receive further study information, please provide your name and address:

Name: JACK RICE - ^{PUBLIC WORKS DEPT.} CITY OF GLENDIVE

Address: 300 S. MERRILL AVE
GLENDIVE, MT 59330

Email: ricej@midrivers.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study.



Informational Meeting

Wednesday, April 4, 2012
Glendive, MT

MDT Invites Your Comments:

Building any new roads to specs that actually exceed current weights of heavy duty vehicles

Formost make the speed limits the same for all vehicles (cars, trucks, pkps etc.) AND 65 mph is fast enough on two lane roads. Higher limits on interstates 70-75 mph. This is a safety issue that cannot be overlooked

To receive further study information, please provide your name and address:

Name: Paul Eiker

Address: 557 Rd 261

Glendive Mt. 59330

Email: paul.eiker@gmail.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study.



Informational Meeting

Wednesday, April 4, 2012
Glendive, MT

MDT Invites Your Comments:

If everybody is traveling at the same speed there would be no need for passing lanes, except on 13 mile creek. I would like to see everyone (trucks & cars) traveling at a speed of 65 miles/hour day & night to see if that alleviates any of the congestion!

To receive further study information, please provide your name and address:

Name: Shawn Conradsen

Address: 34187 County Rd 107

Savage, MT 59262

Email: _____

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the
MT 16 / MT 200 Glendive to Fairview
Corridor Planning Study.



Informational Meeting

Wednesday, April 4, 2012
Glendive, MT

MDT Invites Your Comments:

Review speed limit approaching FAS 254 on MT 16. Speed limit should be reduced for oncoming traffic from FAS 254 north of the FAS 254 + MT 16 intersection, approx 1/4 - 1/2 mile. There is a hill and with south bound traffic moving at 60/70 mph it is difficult to slow down when west bound FAS 254 traffic is entering MT 16.

To receive further study information, please provide your name and address:

Name: Linn Borg

Address: 11 FAS 254
Glendive

Email: linnborg@ianddrivers.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the
MT 16 / MT 200 Glendive to Fairview
Corridor Planning Study.

From: [Grant, Paul](#)
To: [Strizich, Carol](#); [Zanto, Lynn \(MDT\)](#); [Nicolai, Sarah](#); [Kazimi, Zia](#)
Subject: FW: Comment on a Project Submitted
Date: Wednesday, April 11, 2012 10:14:06 AM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Wednesday, April 11, 2012 9:47 AM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 04/11/2012 09:46:42
Project Commenting On: Glendive to Fairveiw
Name: Bob Heick
Address Line 1: 724 S Lincoln
City: Sidney
State/Province: MT
Postal Code: 59270
Email Address: bheick@midrivers.com
Phone Number: 4064886144

Comment or Question:

Passing lanes will not work between Glendive and Fairveiw--we need enforcement--or take down the speed signs--I was on the road yesterday--it was crazy--truck going at least 75--cars 80-85--no enforcement anywhere---

Submitter's IP address: 72.250.137.66

Reference Number = picomment_2664794921875

From: [Grant, Paul](#)
To: [Nicolai, Sarah](#); [Strizich, Carol](#); [Zanto, Lynn \(MDT\)](#); [Kazimi, Zia](#)
Subject: FW: Comment on a Project Submitted
Date: Friday, April 13, 2012 9:04:27 AM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Thursday, April 12, 2012 5:40 PM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 04/12/2012 17:40:18
Project Commenting On: mt16-200 traffic corridor study

Comment or Question:

Although a 4 lane is the only thing that would largely solve the issue - it is not likely to happen as it would cost ?100 million. A middle turn lane at major county roads or passing lanes would help - also expensive to institute and time consuming.

It seems the most logical short term solution is to immediately institute and enforce a standard 65mph speed limit for ALL vehicles as is the case in North Dakota. The lower speed limit for trucks in Montana increases unsafe passing maneuvers by passenger vehicles as everyone stacks up behind slow semis and then does unsafe passes. I am highly skeptical that there is quantitative data demonstrating an enhanced safety effect of dual speed limits on two lane roads with high volumes of large commercial vehicles relative to passenger vehicles combined with limited passing opportunities. Do you have any justification for the current dual speed limits? Let trucks go 5mph faster and passenger vehicles 5mph slower. It seems a highly unsafe practice that increases severe accidents when commercial vehicles are dominant and roads are frequently windy and curvy - ala Hwy 16. I travel this road regularly for work to Miles City and it is getting quite scary to drive due to both unsafe passenger vehicle drivers and unsafe truck drivers. Sometimes your only approach is to go on the shoulder to avoid an accident as passing vehicles seem to play "chicken".

Although a warning groove down the center will help sleepy drivers and should be immediately added - it won't help unsafe passing. Increasing the police presence when a dual speed limit exists would help but won't solve the core issue of semis being forced to drive slower than cars.

Submitter's IP address: 74.46.148.234

Reference Number = picomment_8843994140625

From: [Grant, Paul](#)
To: [Mintz, Shane](#); [Frank, James](#); [Nicolai, Sarah](#); [Strizich, Carol](#); [Zanto, Lynn \(MDT\)](#); [Kazimi, Zia](#)
Subject: FW: Comment on a Project Submitted
Date: Thursday, April 12, 2012 12:03:02 PM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Thursday, April 12, 2012 11:56 AM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 04/12/2012 11:55:55
Project Commenting On: mt16-200

Comment or Question:

Something needs to be done here. A three lane or four lane would be something to consider. The amount of traffic is just crazy.

Lowering the speed limit would do no good, people are in too much of a hurry and it would probably cause more problems.

Also the three lane thru Sidney is a disaster. I would like to see that changed back to a 4 lane. The traffic barely crawls through town and when there is an emergency the emergency vehicles cannot get thru town.

Submitter's IP address: 64.89.219.19

Reference Number = picomment_8818359375

From: [Grant, Paul](#)
To: [Strizich, Carol](#); [Nicolai, Sarah](#); [Zanto, Lynn \(MDT\)](#); [Kazimi, Zia](#); [Mintz, Shane](#); [Frank, James](#)
Subject: FW: Comment on a Project Submitted
Date: Thursday, April 12, 2012 11:23:57 AM

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Thursday, April 12, 2012 11:04 AM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 04/12/2012 11:03:55
Project Commenting On: mt16-200

Comment or Question:

I live in the Sidney Circle Subdivision, 1.5 miles W on HWY 16. Driving from and to Sidney has become a daily adventure. The Intersection of HWY 16 & HWY 200 has a flashing light and goes from 2 lanes to one lane almost instantly to the south of the light on 200. Only one small sign very near the intersection makes drivers aware of this change. So there are two full lanes headed south and suddenly one of them ends.

Lots of near misses with this situation. For locals, this is not a big deal. The majority (no exaggeration) of the traffic is not local. At the very least, better signs are needed and the two lane should probably extend a little further past the light than it does. (like all the way to Glendive haha)

Could we get additional signs? Perhaps the southbound R lane should be a turning lane only? Anything but the way it is now.

And that intersection is just a nightmare anyway. Traffic is 70MPH, WAY too fast for current conditions and turning left onto 200 is taking your life in your hands. Drivers should be slowing down PRIOR to the flashing light, not a mile past it.

Submitter's IP address: 72.250.137.92

Reference Number = picomment_885711669921875

Nicolai, Sarah

From: Grant, Paul <pgrant@mt.gov>
Sent: Friday, April 20, 2012 8:47 AM
To: Nicolai, Sarah; Strizich, Carol; Zanto, Lynn (MDT); Kazimi, Zia
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Friday, April 20, 2012 8:45 AM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 04/20/2012 08:44:55
Project Commenting On: mt16-200
Project State Highway No.: 200
Nearest Town/City to Project: Sidney

Comment or Question:

Major problem in these areas of highway is different speeds for trucks and cars. The cars and pickups are always weaving in and out trying to get around the trucks. Speed them up or slow down the cars this doesn't work the way it is. Also if you could put in a couple of passing lanes. Between Sidney and Fairview maybe decrease speed all together with all the approaches along that road and the volume of traffic. Also something I believe is truly needed everywhere is a good truck training course added to drivers training beginners that gives a realistic look at trucks and what happens when people cut them off, stop quickly in front of them etc. Many people don't understand that jumping in front of them only to stop 100 ft ahead is very dangerous for them and also others around them. Many times actions like this don't hurt them but a totally innocent passerby. I have seen so many stupid moves by cars and pickups because they are mad at a truck when really it was not the truck driver at all. Education maybe would help people understand some of these dangers. We have to get used to this for now and blaming the trucks doesn't change the problems. Working with them is key.

Submitter's IP address: 72.250.132.52

Reference Number = picomment_666107177734375

Nicolai, Sarah

From: Strizich, Carol <cstrizich@mt.gov>
Sent: Monday, April 23, 2012 6:32 AM
To: Nicolai, Sarah
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Monday, April 23, 2012 3:53 AM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 04/23/2012 03:52:39
Project Commenting On: mt16-200
Name: Maria Hodge
Address Line 1: po box 62
City: Crane
State/Province: MT
Postal Code: 59217
Email Address: mommabearhodge27@yahoo.com
Phone Number: 406-488-3597

Comment or Question:

The town of Crane really would like turning lanes much like Savage also a speed reduction before some one is killed trying to turn into Crane Speed reduction should be from Gartside fishing access i think that is cnty rd 114 to cnty road 116
.Could you tell us how to go about a least getting the speed reduction.Thank you

Submitter's IP address: 216.228.52.204

Reference Number = picomment_32513427734375

Nicolai, Sarah

From: Grant, Paul <pgrant@mt.gov>
Sent: Monday, April 23, 2012 10:22 AM
To: Nicolai, Sarah; Strizich, Carol; Zanto, Lynn (MDT); Kazimi, Zia; Mintz, Shane; Heidner, Steven; Frank, James
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]

Sent: Monday, April 23, 2012 10:21 AM

To: MDT Comments - Project

Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 04/23/2012 10:20:34
Project Commenting On: mt16-200

Comment or Question:

I am worried about the safety of all the people driving on Montana roads. Especially traveling from Glendive to Fairview. That is A very dangerous road and when you have unexperienced/uncertified/ which also means (uninsured) escorting of oversize loads it creates a danger to all who travel those roads. And it is to my understanding that if you are going to be working or operating in this state continiously you need to have tempory Montana plates on your vehicle. and a Montana business liscense. If you are operating a business in Montana or a local community.

Submitter's IP address: 174.45.252.193

Reference Number = picomment_169830322265625

Nicolai, Sarah

From: Grant, Paul <pgrant@mt.gov>
Sent: Thursday, May 24, 2012 2:47 PM
To: Strizich, Carol; Nicolai, Sarah; Kazimi, Zia; Skinner, Jim; Bolan, Danielle; Gilbert, Kevin
Cc: Mintz, Shane; Frank, James
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www.mdt.mt.gov [<mailto:www@mdt.mt.gov>]

Sent: Thursday, May 24, 2012 2:06 PM

To: MDT Comments - Project

Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 05/24/2012 14:05:31
Project Commenting On: Highway 16
Project State Highway No.: 16
Nearest Town/City to Project: Sidney
Project Milepost: Just South of Sidney

Comment or Question:

Kindly review the intersection of Highway 200 and Highway 16.

Currently, going southbound, Highway 16 converges from 2 lanes to 1 lane in a 70 MPH speed zone. A flashing light governs the intersection. Two years ago, this was an adequate condition, however, in the past 2 years, traffic has increased dramatically, and nearly 30 percent of the traffic is heavy truck traffic. Large trucks and signage obstruct the northbound view (as viewed coming from the West on Highway 200), and suboptimal weather/lighting can make the intersection extremely dangerous. We have had several close calls while taking my children to school.

Recommendations: 1) The speed limit is too high for the amount of traffic utilizing this intersection. Lowering the speed limit to 45 MPH would greatly improve reaction times. 2) Make one of the south bound lanes into a turning lane 200-300 ft. before the intersection, rather than converging more or less IN the intersection, as is now occurring. 3) Convert the blinking light into a stop light.

Many of my neighbors have commented on how dangerous this intersection has become. We are hoping that safety changes will be made before the cost is expressed in loss of human life.

Thank you for your kind considerations.

Brett Bennion

Sidney

Submitter's IP address: 72.250.141.142

Reference Number = picomment_896392822265625



March 9, 2012

To: Resource Agency Distribution

Subject: Resource Agency Meeting Invitation
MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

The Montana Department of Transportation (MDT), in cooperation with Dawson and Richland Counties and the Federal Highway Administration (FHWA), has initiated a corridor planning study to explore the potential need for improvements along MT Highway 16 (MT 16) and MT Highway 200 (MT 200) from Glendive to Fairview. The study will focus on the portion of MT 16 beginning at approximate Reference Post (RP) 0.6 at the I-94 Interchange in Glendive and extend northeasterly to the intersection of County Road 123 (RP 50.4) south of Sidney. The study will resume at Sidney's northern city limit boundary (RP 52.6) north of the MT 200 intersection with Holly Street, and extend northeast on MT 200 to the Fairview city limits (RP 62.5). The study excludes areas within the city limits of Glendive, Sidney, and Fairview.

The study will examine the geometric characteristics, crash history, and existing and projected operational characteristics of MT 16 / MT 200, as well as physical conditions, land uses, and environmental resources within the planning corridor. Short-, mid- and long-term improvement options will be identified to address corridor issues and concerns. These recommendations will assist MDT in targeting the most critical highway needs and allocating resources appropriately. The study will form the basis of a future NEPA/MEPA process if improvement options are forwarded from the study.

With this letter, MDT invites you to attend a resource agency meeting to discuss environmental conditions in the study corridor. Agency representatives are invited to attend in person at the MDT Helena office or remotely by conference call /webinar.

Date: **Thursday, April 12, 2012 from 1:00 p.m. to 4:00 p.m.**

Location: **MDT Planning Division**
Conference Room A
2960 Prospect Avenue
Helena, MT 59601

or Conference Call:
Number: 1-866-866-2244
Participant Code: 5671903

Webinar:
<https://www1.gotomeeting.com/join/526352617>
Meeting ID: 526-352-617

Resource agencies are asked to review and offer their comments on the completeness and accuracy of the Draft Environmental Scan document for this corridor study. An electronic version of this document is provided on the enclosed CD, along with a print copy of the meeting agenda.

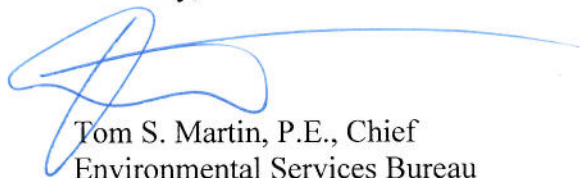
If you are unable to attend the resource agency meeting, please forward these documents to an appropriate agency designee. We would appreciate your agency's comments regarding initial avoidance areas, mitigation needs, and opportunities in the corridor. Written comments should be directed to Carol Strizich at the address on the letterhead. Additional information is available on the study website (<http://www.mdt.mt.gov/pubinvolve/mt16/>).

Please call or email Sarah Nicolai, Consultant Project Manager, by Friday, April 6, 2012 to confirm your participation in the resource agency meeting.

Sarah Nicolai
DOWL HKM
P.O. Box 1009
Helena, MT 59624
406.442.0370 ext. 7412
snicolai@dowlhkm.com

Thank you in advance for your agency's participation.

Sincerely,



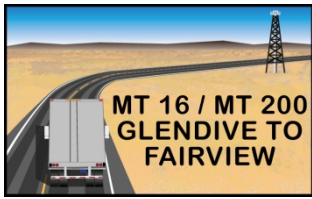
Tom S. Martin, P.E., Chief
Environmental Services Bureau

Enclosures: CD containing electronic version of Draft Environmental Scan
Resource Agency Meeting Agenda

Copies (without enclosures):
Carol Strizich, MDT
Sarah Nicolai, DOWL HKM
File

Resource Agency Distribution:
Steve Potts, US Environmental Protection Agency
Steve Dalbey, MT Fish, Wildlife & Parks
Mark Sullivan, MT Fish, Wildlife & Parks

Mark Aberg, MT Department of Natural Resources & Conservation
Catherine Juhas, US Army Corps of Engineers
Bonnie Lovelace, MT Department of Environmental Quality
Jeff Ryan, MT Department of Environmental Quality
Robert Ray, MT Department of Environmental Quality
Mark Wilson, US Fish & Wildlife Service
Mark Baumler, MT Historical Society
Pete Stevenson, US Bureau of Reclamation

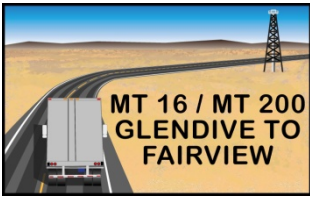


MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Resource Agency Meeting

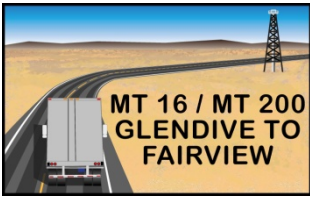
**Thursday,
April 12, 2012**

**Montana Department of Transportation
Planning Division – Conference Room A
2960 Prospect Avenue
Helena, MT**



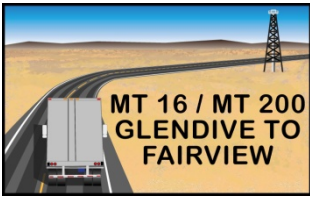
MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Welcome & Introductions



Purpose of Meeting

- Provide Overview of Corridor Planning Study Process
- Present Existing Conditions Information
- Present Key Findings from Environmental Scan
 - Physical Environment
 - Biological Resources
 - Social and Cultural Resources
- Solicit Input



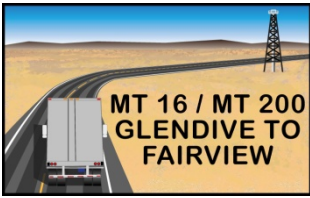
MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

A Corridor Planning Study Is:

- A pre-NEPA planning-level assessment of a study area

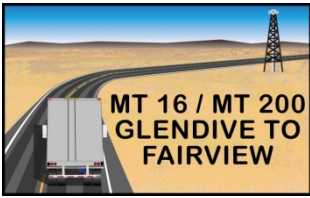
A Corridor Planning Study Is Not:

- A design, right-of-way acquisition, or construction project
- Environmental compliance document



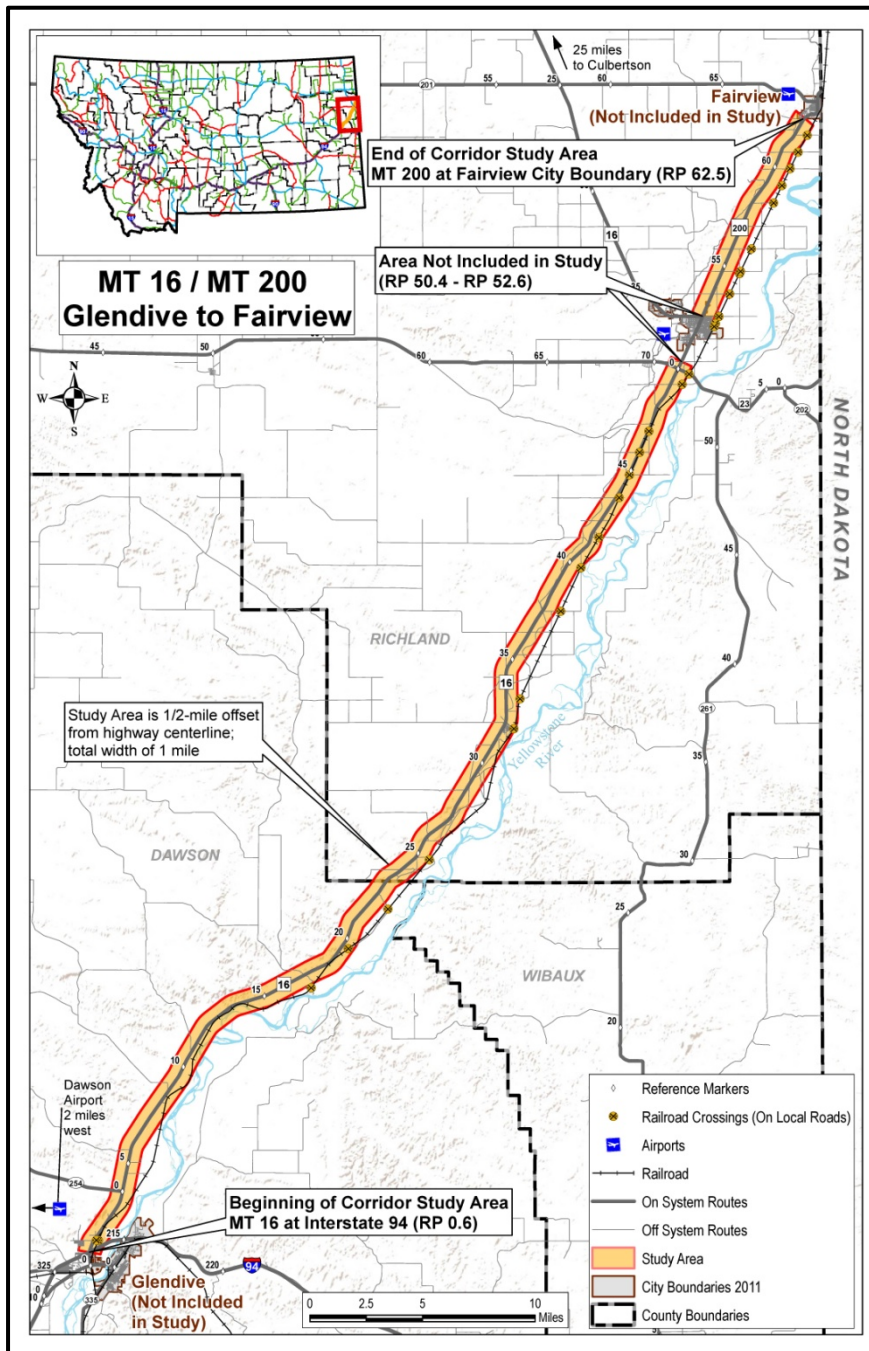
Montana's Corridor Planning Process

- Involves conducting a review of **safety, operational, and geometric conditions and environmental resources** to identify needs and constraints.
- This process allows MDT to:
 - Identify realistic strategies given funding or other constraints
 - Identify fatal flaws before initiation of formal environmental process for any future project forwarded from study



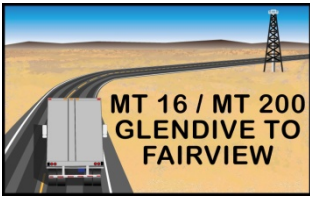
What are the Steps?

- Assess Existing and Projected Conditions
 - Environmental Scan
- Informational Meeting # 1 / Resource Agency Meeting
- Identify Corridor Needs and Objectives
- Develop, Analyze, and Identify Improvement Options
- Prepare Draft Corridor Study Report
- Informational Meeting # 2
- Finalize Corridor Study Report



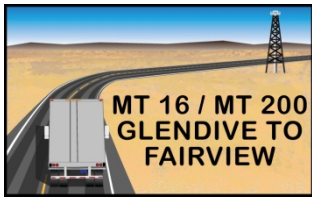
Study Area

- **Start Point:** MT 16 at approximate Reference Post (RP) 0.6 just north of the I-94 Interchange at Glendive
- **End Point:** MT 200 at the Fairview city limits (RP 62.5)
- Excludes areas within the city limits of Glendive, Sidney, and Fairview



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Transportation System Conditions



Physical Characteristics

● Roadway Width

- ⊙ MT 16 / MT 200 is a two-lane undivided highway with 12-foot travel lanes and varying shoulder widths. The majority of the corridor has 7 to 8 foot shoulder widths, and the remainder is currently being reconstructed to meet current MDT design standards.

● Bridges

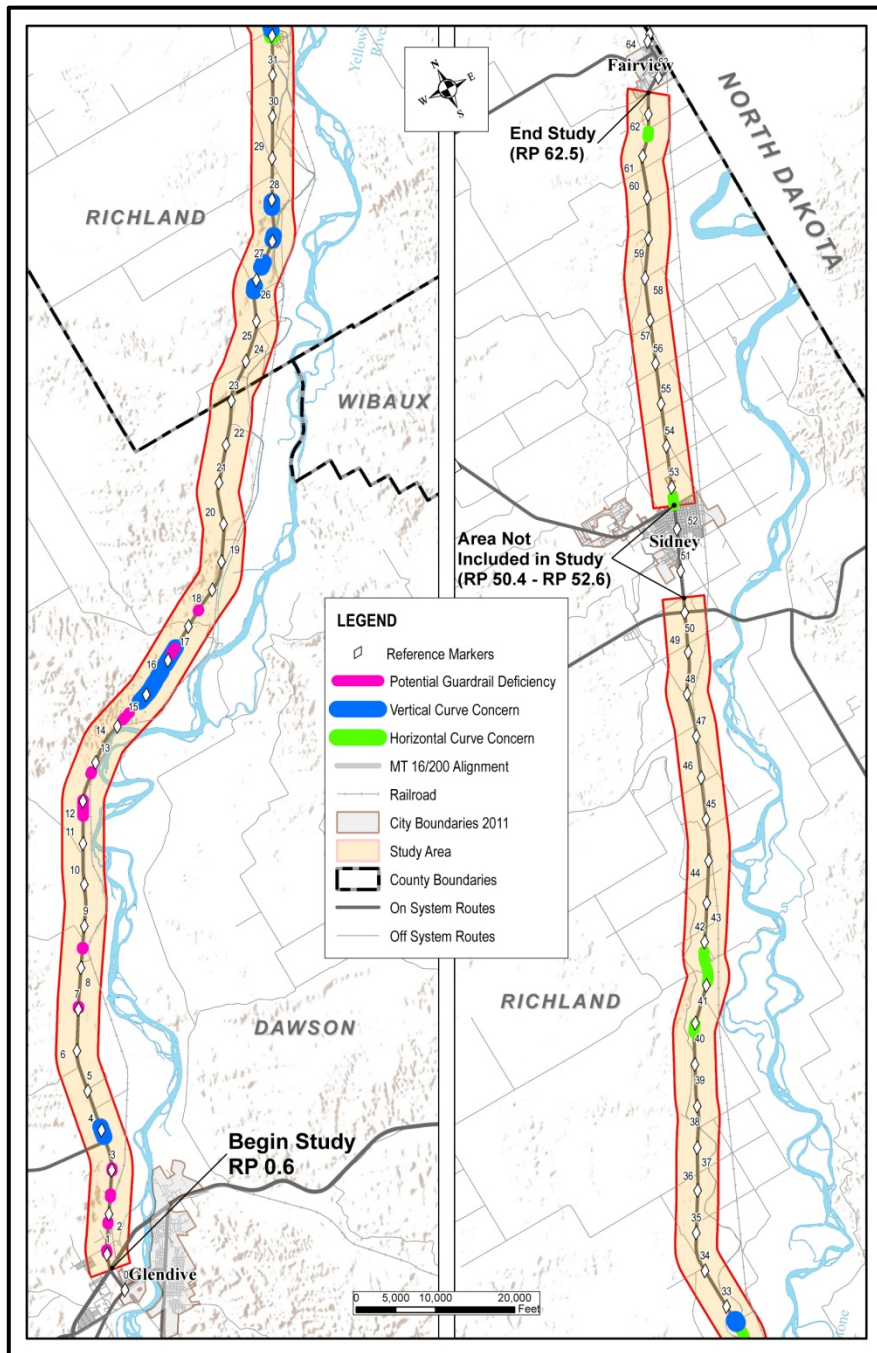
- ⊙ 12 bridges and 4 major culverts occur within the study area.

● Utilities

- ⊙ High pressure natural gas pipelines cross the corridor in seven (7) locations.
- ⊙ Other pipelines and irrigation canals occur within the study area.

● Pavement Condition

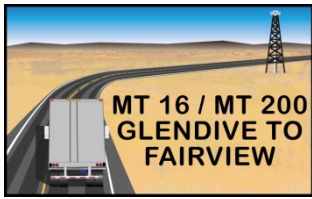
- ⊙ There is evidence of minor rutting, transverse cracking, longitudinal cracking, and shoulder failure within the study area.



Geometric Characteristics

- **Pink Shading:** Clear Zone Issue / Guardrail Concern (12 Locations)
- **Blue Shading:** Vertical Curve Concern (13 Locations)
- **Green Shading:** Horizontal Curve Concern (7 locations)

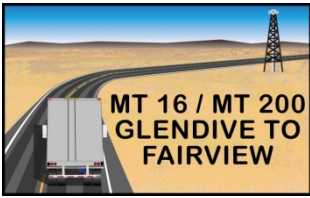
Note: Facility will meet current MDT design standards within limits of ongoing construction project (30 km NE of Glendive – NE, RP 18.6 – RP 28.9)



Crash Statistics

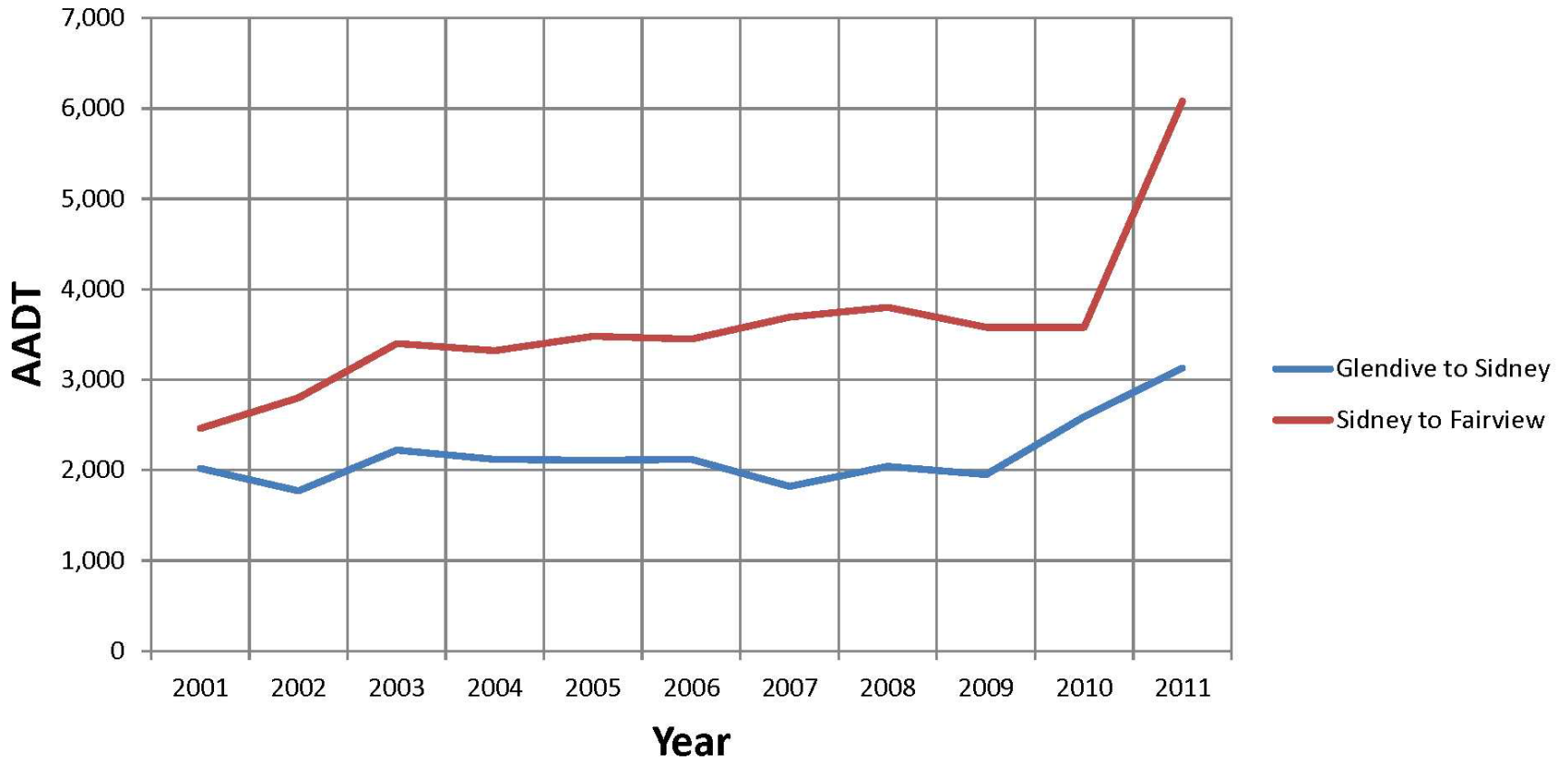
Criteria	Rural NINHS		Primary	
	Statewide Average for Rural NINHS (2006 – 2010)	MT 16 RP 0.6 – RP 50.4 MT 200 RP 52.6 – 53.7 (2006 – 2010)	Statewide Average for Rural Primary Highway (2006 – 2010)	MT 200 RP 53.7 – RP 62.5 (2006 – 2010)
Crash Rate (All Vehicles)	1.04	1.27	1.18	1.16
Severity Index (All Vehicles)	2.09	1.57	2.29	2.03
Severity Rate (All Vehicles)	2.18	1.99	2.71	2.35

- Crash Rate for MT 16 / MT 200 (Rural NINHS) is the only statistic higher than statewide average. All three metrics are reviewed to identify a concern.



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

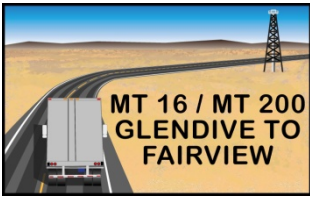
Traffic Volumes





MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

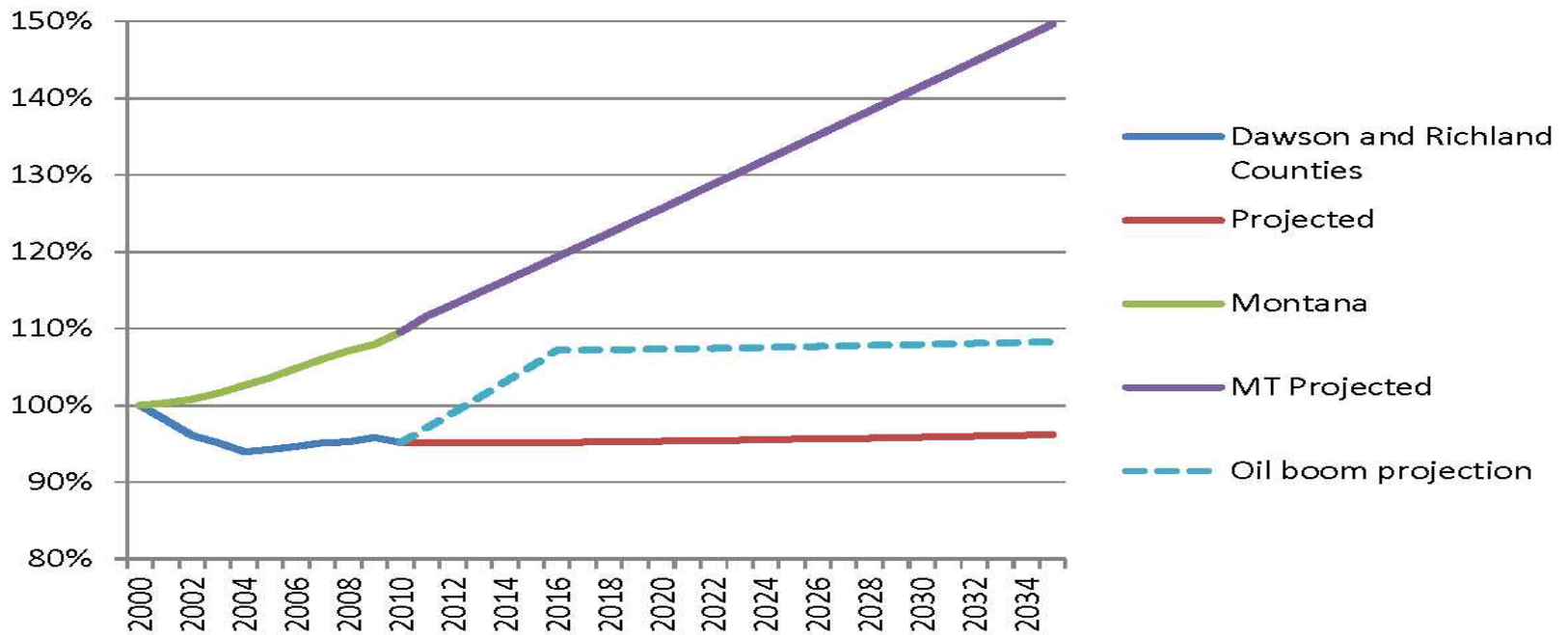
Demographic and Economic Conditions

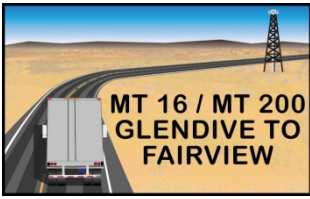


MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Population

Observed and Projected Population of Montana and the Study Counties (Indexed to 2000)





Economic Conditions

● Unemployment

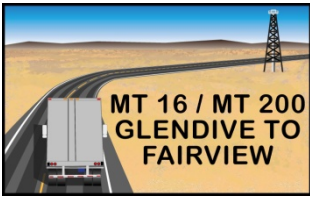
- ◎ Dawson County: 3.1%
- ◎ Richland County: 2.6%
- ◎ Montana: 6.6%
- ◎ National Average: 8.6%

● Energy Industry

- ◎ Analysts expect oil exploration and development in the Bakken to continue for ten to twenty years

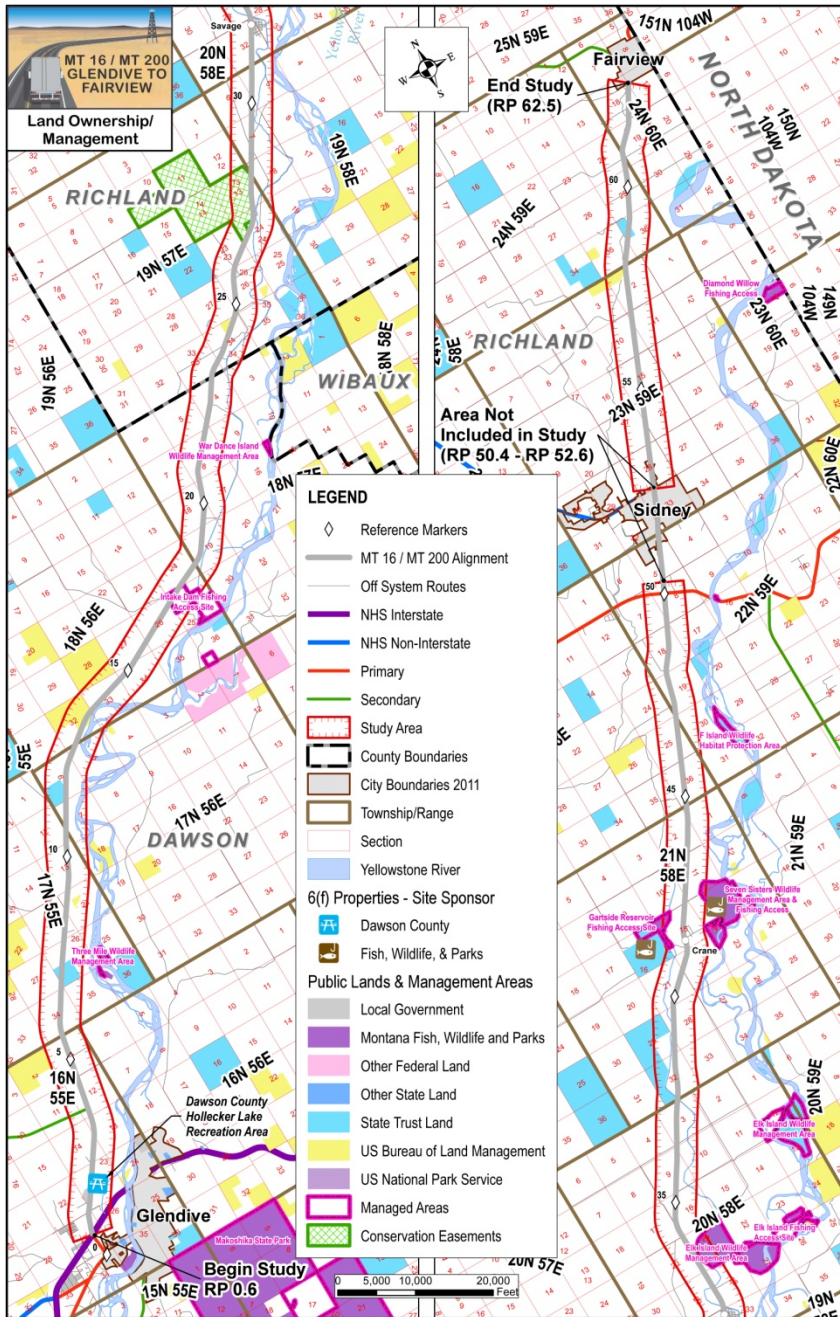
● Agriculture

- ◎ Due to changes in the size and location of grain loading facilities, haul trucks are often larger, heavier, and travel longer distances from farms to grain elevators, potentially impacting pavement conditions.

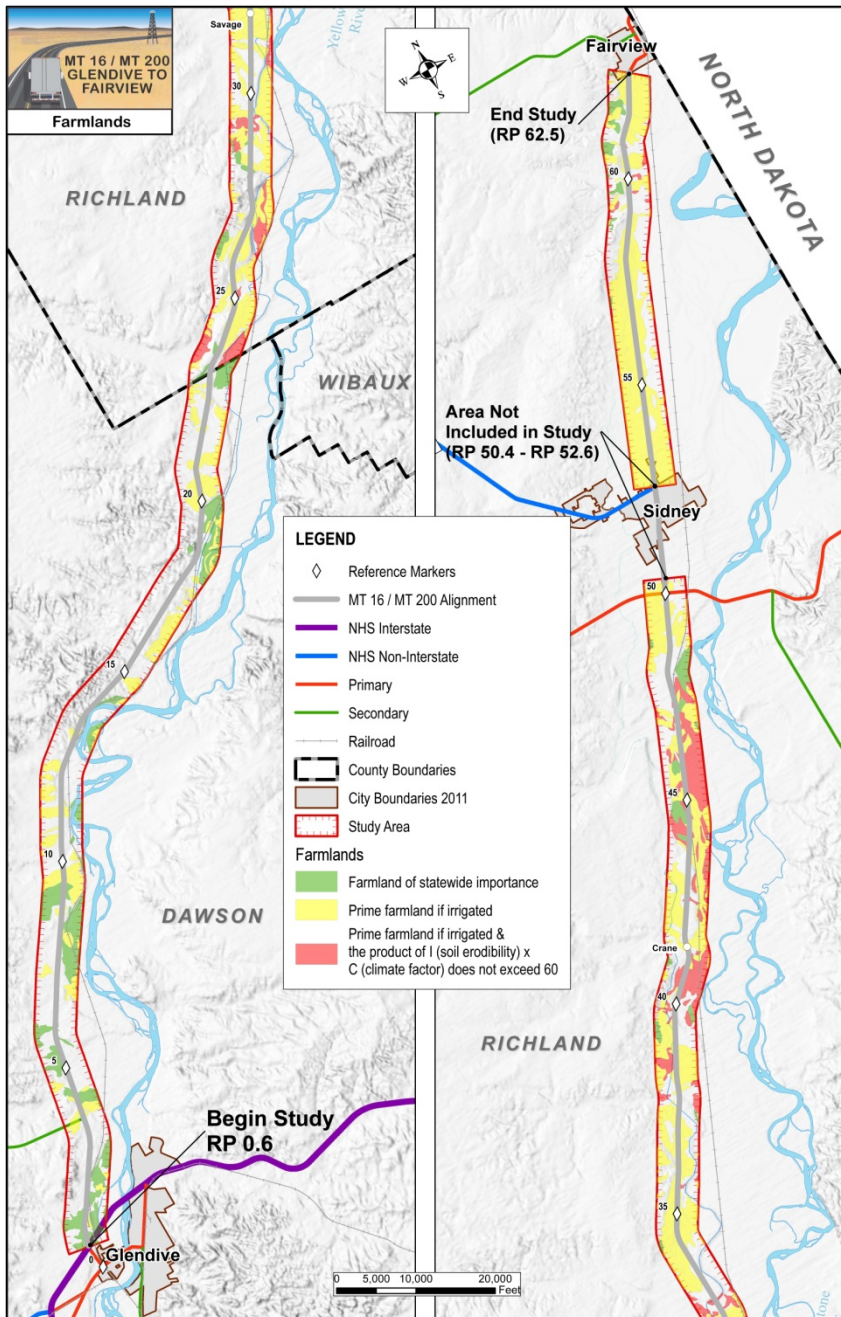


MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

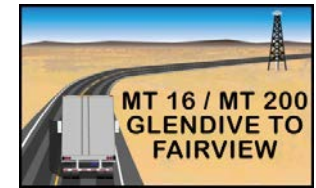
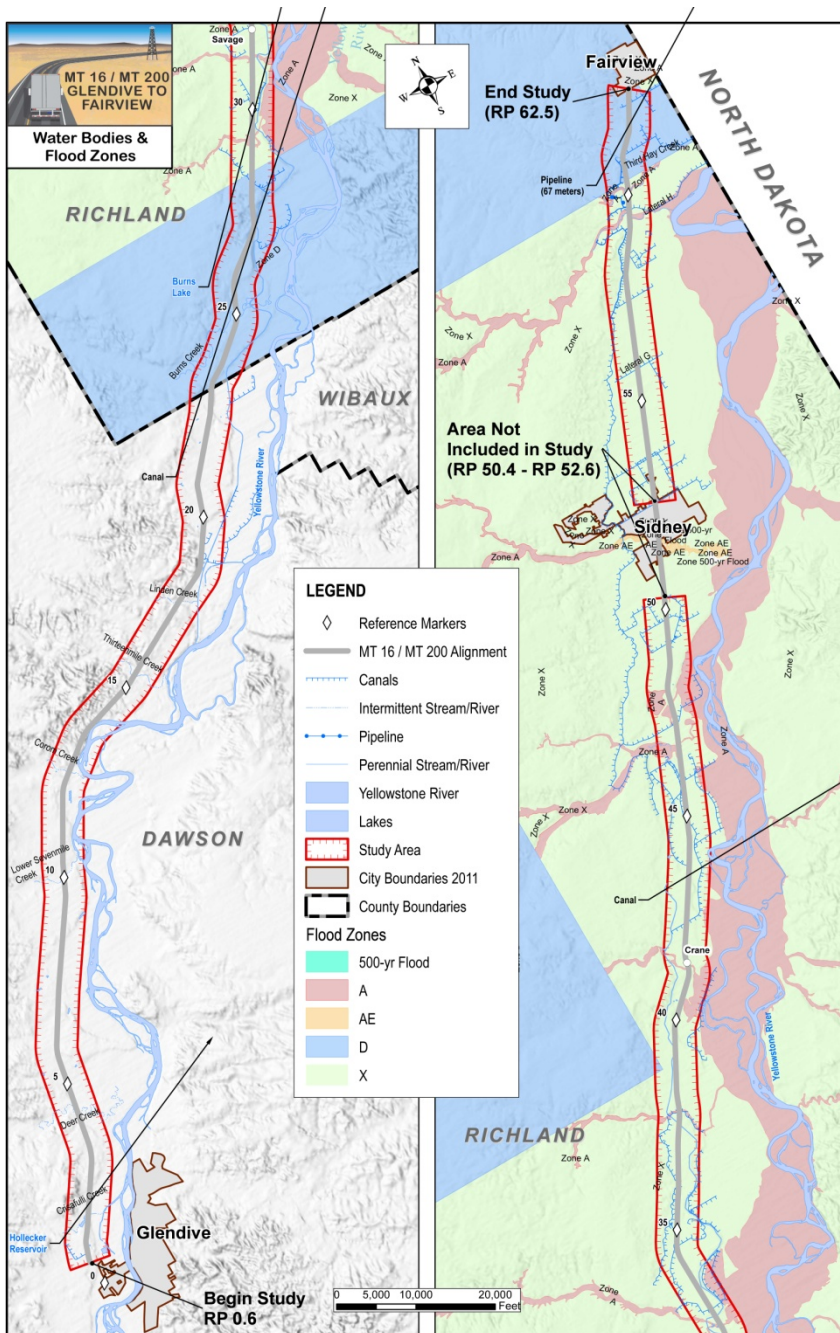
Environmental Conditions



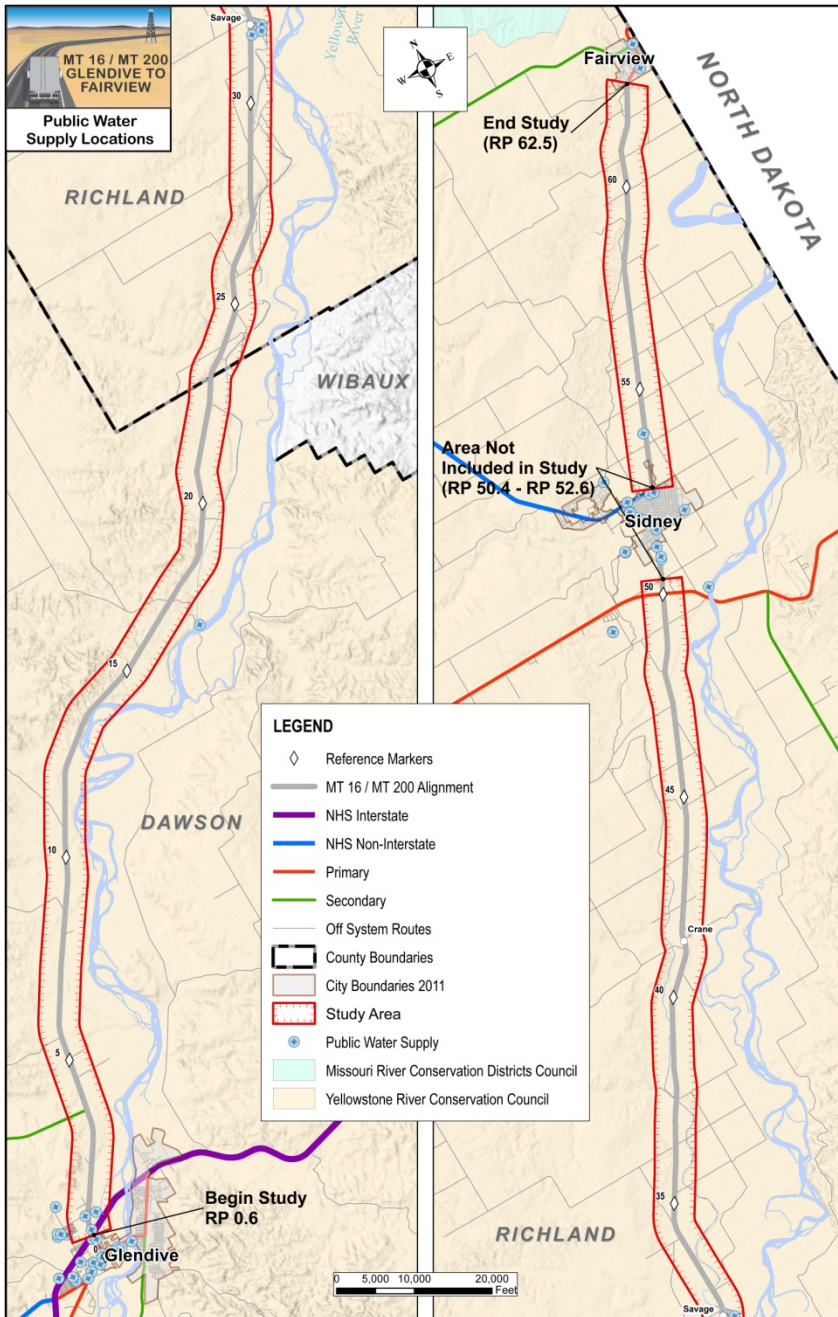
Land Ownership & Section 6(f) Resources



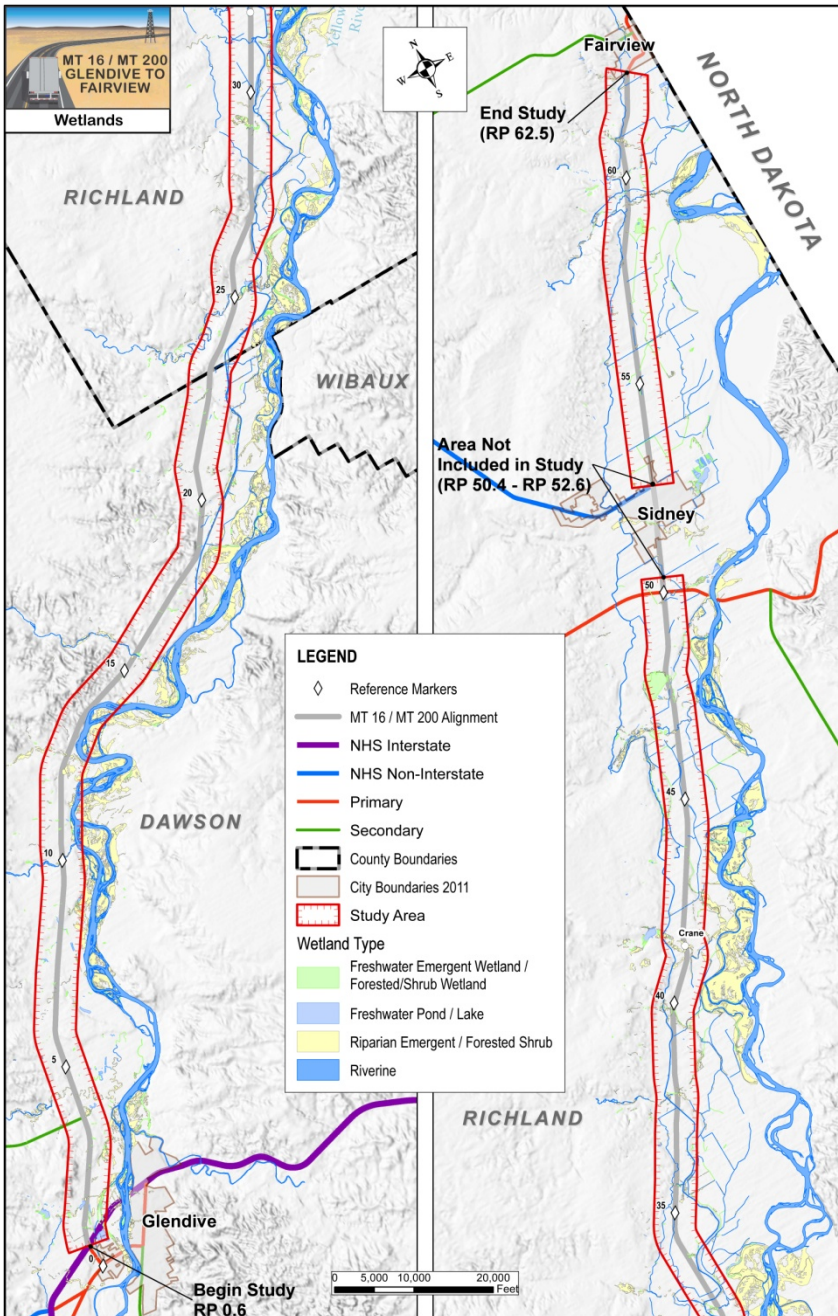
Farmlands



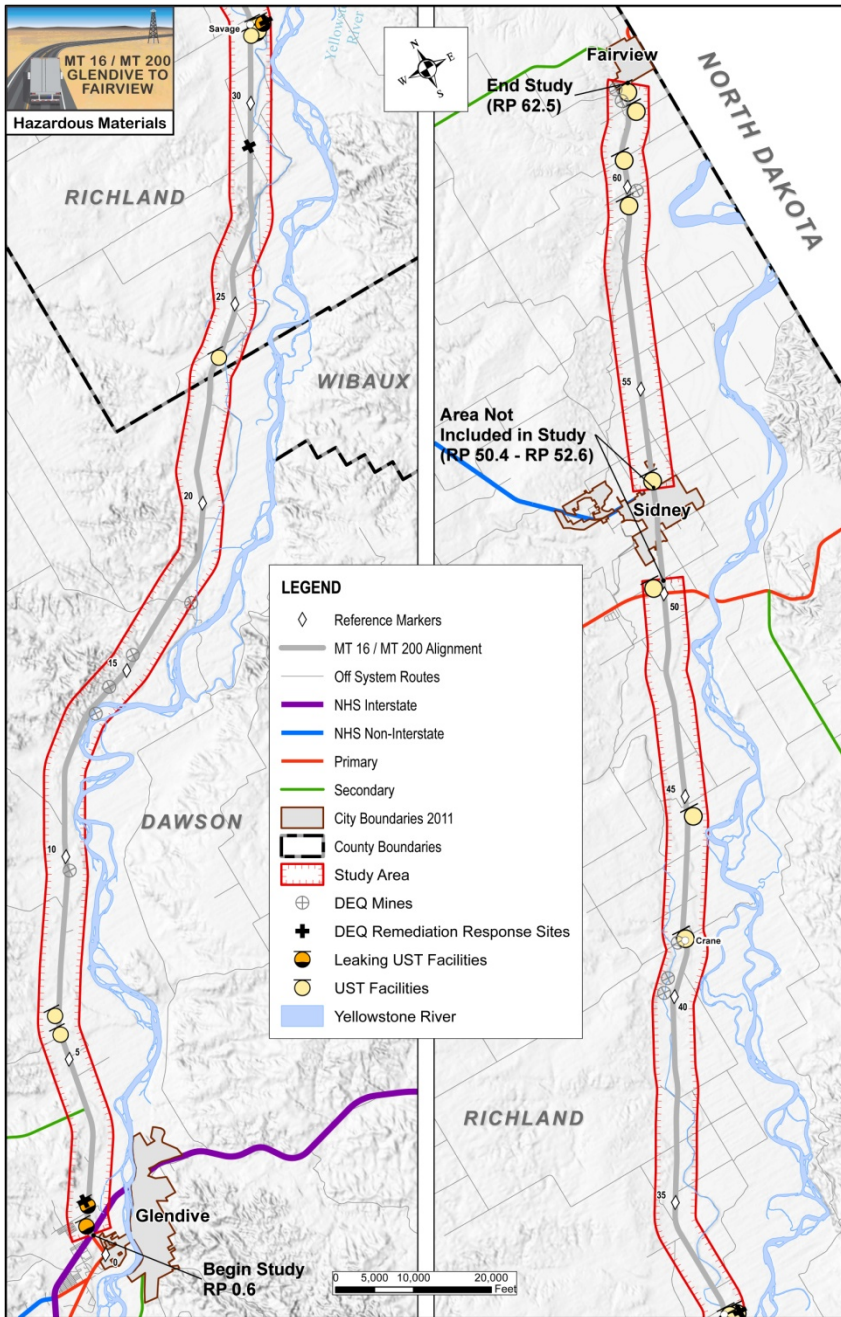
Surface Water & Floodplains



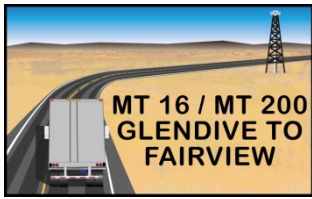
Public Water Supplies



Wetlands



Hazardous Materials



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Threatened and Endangered Wildlife Species

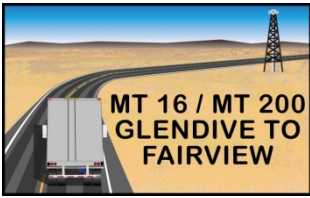
Richland & Dawson Counties

Category	Scientific Name	Common Name	Federal Status
Fish	<i>Scaphirhynchus albus</i>	Pallid Sturgeon	Listed Endangered
Bird	<i>Charadrius melodus</i>	Piping Plover	Listed Threatened, Critical Habitat
Bird	<i>Sterna antillarum athalassos</i>	Interior Least Tern	Listed Endangered
Bird	<i>Grus Americana</i>	Whooping Crane	Listed Endangered
Bird	<i>Centrocercus urophasianus</i>	Greater Sage Grouse	Critical Habitat
Bird	<i>Anthus spragueii</i>	Sprague's Pipit	Critical Habitat

Plant Species of Concern

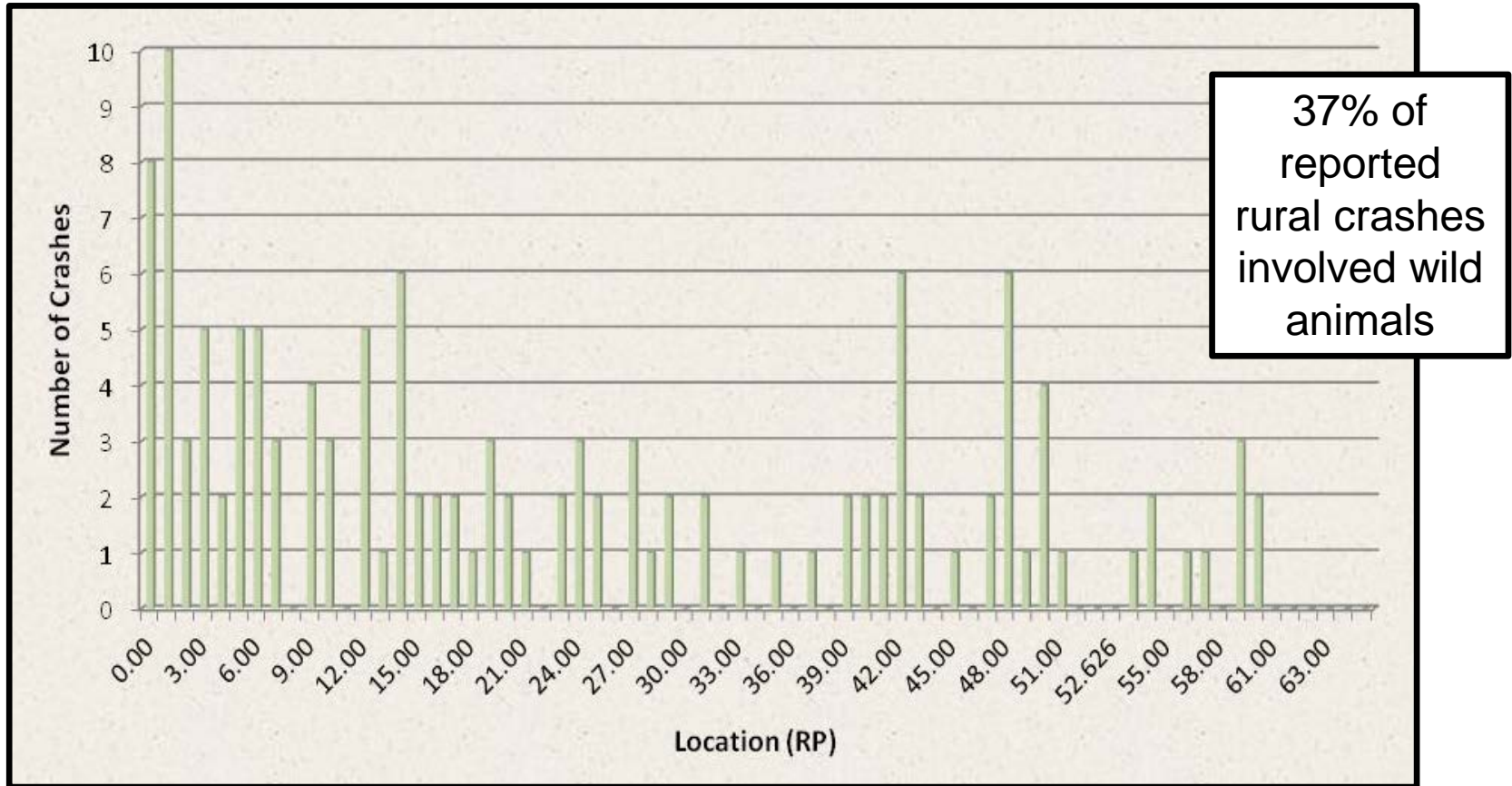
Richland & Dawson Counties

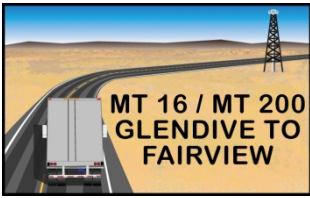
Category	Scientific Name	Common Name
Plant	<i>Phlox andicola</i>	Plains Phlox



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

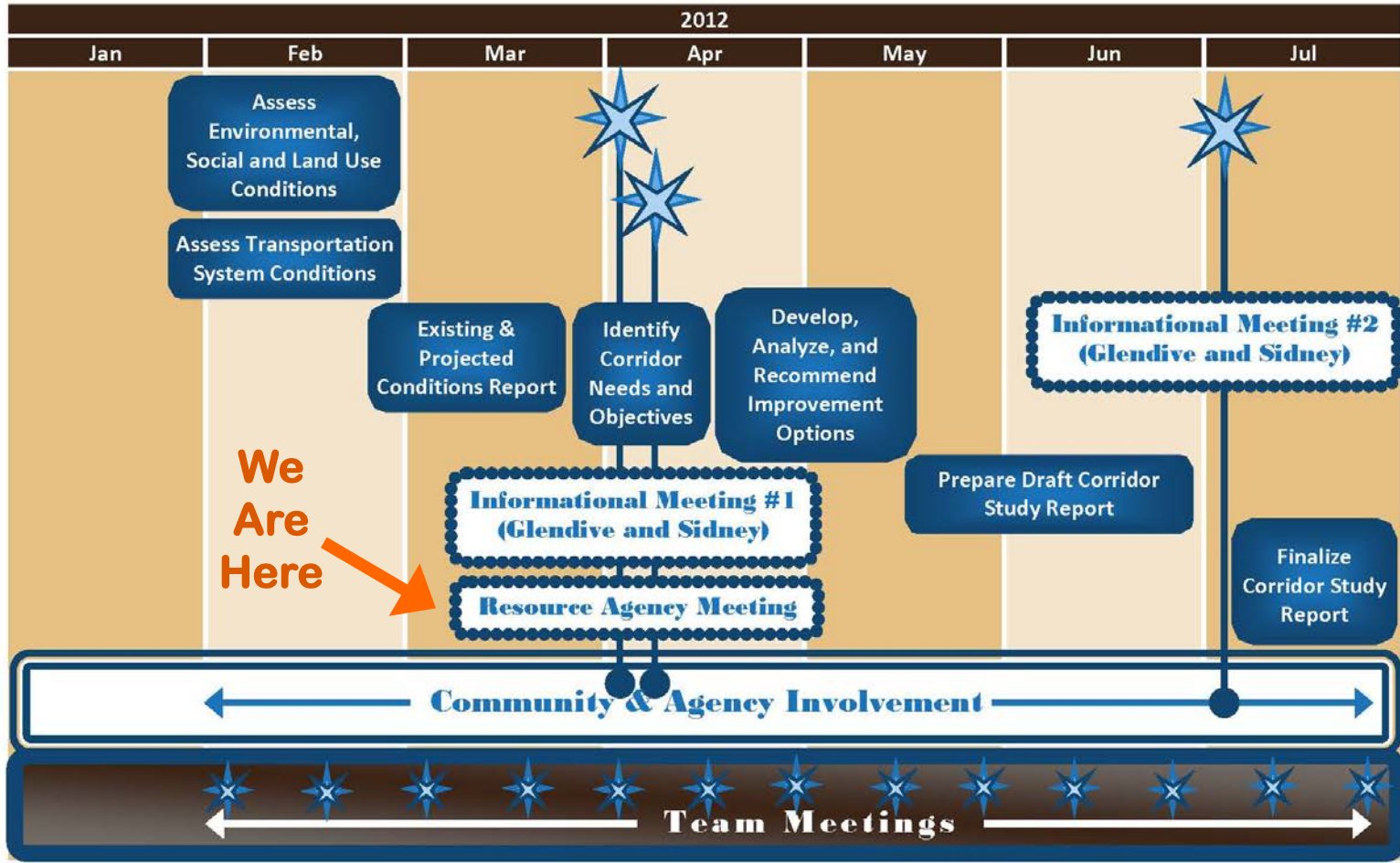
Wild Animal Conflicts (2006-2011)

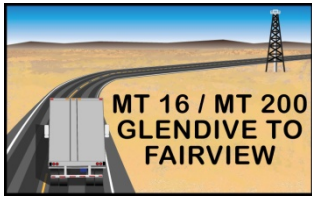




MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Next Steps





MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Please Submit Comments!

Mail comments to:

Carol Strizich

Montana Department of Transportation

2701 Prospect Avenue

PO Box 201001

Helena, MT 59620-1001

cstrizich@mt.gov

406.444.9240



MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: Carol Strizich
MDT Project Manager

From: Sarah Nicolai
DOWL HKM Project Manager

Date: April 19, 2012

Subject: **MT 16 / MT 200 Glendive to Fairview Corridor Planning Study Agency Meeting on April 12, 2012**

A resource agency meeting for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study was held on April 12, 2012 at the Montana Department of Transportation Planning Division Conference Room A at 1:00 p.m. Meeting attendees are listed below.

Carol Strizich	MDT – Planning Division
Jean Riley	MDT – Planning Division
Jeff Ryan	DEQ
Tom Atkins	MDT – Environmental Services Bureau
Chris Pileski	DNRC
Cathy Juhas	USACE
Steve Potts	USEPA
Tom Meehan	DOWL HKM
Sarah Nicolai	DOWL HKM
Erin Karlin	DOWL HKM

Resource Agency Coordination

An invitation letter was sent to the resource agency distribution list on March 9, 2012. A copy of the letter is provided at the end of this memorandum. DOWL HKM sent an email reminder to the distribution list on April 12, 2012 to confirm attendance at the meeting.

Meeting Format

Sarah Nicolai, DOWL HKM Project Manager, provided an overview of the corridor planning study process, study area and existing conditions, and key findings from the Draft Environmental Scan Report. Meeting attendees provided comments throughout the meeting. Discussion items are noted below. Copies of the meeting presentation and written agency comments are provided at the end of this memorandum.

Discussion Items

- Sarah began the meeting by noting this is a pre-NEPA, planning-level study and there are no nominated projects at this time. Sarah explained MDT's corridor planning studies are typically completed in a year, although this study will be completed within an expedited six-month timeframe.
- Jean mentioned the study website is updated regularly and agencies are encouraged to view materials online.
- Sarah presented information on the study area, transportation system, geometrics, crash statistics, traffic volumes, population and economic conditions. There were no comments or questions.
- Key findings from the Draft Environmental Scan Report were presented including land ownership, farmlands, surface waters/floodplains, public water supply, wetlands, hazardous materials, threatened and endangered species, and wildlife conflicts. Agencies were asked to identify any missing or inaccurate information provided in the report.
 - Jean requested DOWL HKM confirm the Conservation Easement ownership. She mentioned it could be a section 4(f) site if it is publicly owned land.
 - Jeff and Steve expressed concern regarding the proximity of the Yellowstone River through the length of the corridor.
 - Cathy asked if USFWS and FWP were invited to attend the agency meeting. Carol stated they were invited and unable to attend. They may submit comments in writing.
 - Cathy stated any impact to the river or wetlands would require a Section 404 permit and coordination with USACE, USFWS, and FWP.
- Steve asked about bridges within the corridor. Sarah and Jean responded that bridges cross tributaries and irrigation canals.
- Steve commented on truck traffic carrying hazardous liquids. Given the proximity to the river, there should be a retention structure adjacent to the roadway to prevent direct discharge into surface waters. He emphasized the importance of a good grading plan. Steve also mentioned bridge deck drainage should be retarded by a retention structure to prevent direct drainage into the river. Jean clarified Steve was requesting appropriate drainage and retention for new construction within the corridor, as opposed to retrofitting existing facilities.
- Steve asked about North Dakota's efforts to address infrastructure impacts relating to the oil boom. Carol explained North Dakota is ahead of Montana in terms of increased traffic volumes and associated impacts. In response, NDDOT has constructed passing lanes in several areas.
- Steve commented any improvements forwarded from the study should avoid encroachment of the river and wetland areas. Cathy agreed and added USACE also has jurisdiction over ditches.

- Chris mentioned DNRC involvement is limited to state trust lands involving easements within the corridor. DNRC's main concern would be impacts to agricultural leased lands.
- Jean asked where agencies should send written comments. Sarah responded all written comments should be sent to Carol via mail or email. Comments should be submitted as soon as possible due to the compressed time schedule.
- Carol mentioned the Draft Corridor Study Report, which will include a summary of findings from the Environmental Scan, will be available for comment in early July. Agencies will receive copies of the Draft Corridor Study Report and will be encouraged to provide comments.
- Jean mentioned the report should note the difference in historic truck traffic volumes compared to existing conditions. Sarah and Carol responded the historical traffic data is not complete with regard to truck volumes.
- Jeff reiterated the importance of a grading plan and mentioned avoiding direct drainage into the river. Jeff mentioned any incident could still be impactful if contaminants mix with groundwater, but a basin would retard impacts to surface waters.



Montana Fish, Wildlife & Parks

March 16, 2012

Sarah Nicolai
DOWL HKM
P.O. Box 1009
Helena, MT 59624

RECEIVED

MAR 23 2012

DOWL HKM
HELENA

MDT MT 16/MT200 Corridor Planning Study- MFWP Comments

Dear Ms. Nicolai:

I am writing to comment on the MT16/MT200 corridor planning study being conducted by the Montana Department of Transportation.

Montana Fish, Wildlife and Parks (MFWP) in Region 6 have reviewed the corridor study area between Sidney and Fairview.

Portions of the study area on the west side of highway 200 encompass native prairie habitat, which may provide lek habitat for Sharp-tailed grouse. Several creeks, including First, Second, and Third Hay Creek, provide riparian habitat for reptiles, amphibians, small mammals, as well as nesting cover for upland game birds and songbirds. These creeks also act as tributaries to the Yellowstone River and may also harbor both game and native non-game fishes.

Based on our review, MFWP recommends that emphasis be placed on improvements to existing transportation infrastructure, rather than the construction of new infrastructure, so as to limit the negative effects to wildlife on currently undisturbed habitats. If new infrastructure was to be built in previously undisturbed areas, MFWP recommends pre-development surveys be conducted for Sharp-tailed grouse leks. If leks are found, alternate construction plans should be considered. All short-term vegetation disturbances to ephemeral or permanent wetlands, streams or rivers should be limited to a minimum of 50 meters and all long-term disturbances should be limited to a minimum of 100 meters. Any disturbance of a stream or river bank would also require a 310 permit with the local Conservation District. Finally, MFWP recommends that all disturbances to rocky outcrops be limited to a minimum of 200 meters, all disturbances to caves or cave-like structures be limited to a minimum of 100 meters, and all disturbances to raptor nests be limited to a minimum of 1000 meters.

Thank you for the opportunity of comment on this matter.

Sincerely,

Pat Gunderson
Regional Supervisor



United States Department of the Interior

Fish and Wildlife Service

Ecological Services
 Montana Field Office
 585 Shepard Way
 Helena, Montana 59601-6287



Phone: (406) 449-5225 Fax: (406) 449-5339

M.44 MDT (I)

April 13, 2012

Carol Strizich
 Montana Department of Transportation
 2701 Prospect Avenue
 PO Box 201001
 Helena, MT 59620-1001

Dear Ms. Strizich:

We received your letter dated March 9, 2012, requesting comments on the MT 16/MT 200 Glendive to Fairview Corridor Planning Study, and reviewed the accompanying environmental scan and appendices. Our response comments below are authorized under the authority of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et. seq.), the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.), and the Migratory Bird Treaty Act of 1918 (MBTA), as amended (16 U.S.C. 703 et. Seq.), and the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d, 54 Stat. 250; BGEPA).

Federally listed species that occur in your Corridor Planning Study area are listed by county in the following table.

Endangered, threatened, proposed and candidate species, by county.

County/Scientific Name	Common Name	Status
DAWSON		
<i>Scaphirhynchus albus</i>	Pallid Sturgeon	LE
<i>Sterna antillarum athalassos</i>	Interior Least Tern	LE
<i>Grus americana</i>	Whooping Crane	LE
<i>Centrocercus urophasianus</i>	Greater Sage-Grouse	C
<i>Anthus spragueii</i>	Sprague's Pipit	C
RICHLAND		
<i>Scaphirhynchus albus</i>	Pallid Sturgeon	LE
<i>Charadrius melodus</i>	Piping Plover	LT, CH
<i>Sterna antillarum athalassos</i>	Interior Least Tern	LE
<i>Grus americana</i>	Whooping Crane	LE

<i>Centrocercus urophasianus</i>	Greater Sage-Grouse	C
<i>Anthus spragueii</i>	Sprague's Pipit	C

C = Candidate LT = Listed Threatened LE = Listed Endangered
 CH = Designated Critical Habitat

The Natural Heritage Tracker database shows several locations for least terns along the Yellowstone River throughout the length of the corridor, as well as candidate species sage grouse near reference post (RP) 45, and Sprague's pipits near RP 31. While the Tracker database provides historic observations for a given area, we suggest that the Department survey for these species and their habitats along the length of the corridor.

Throughout the length of the Corridor Planning Study area, there are also several bald eagle nest sites located along the Yellowstone River. There are two eagle nests close to MT 16, between RPs 11 and 14, with one nest site occurring within 0.5 mile of the road. As such, the Service recommends that the Department identify bald eagle nest site locations, their proximity to the proposed project site, and implement the Montana Bald Eagle Management Guidelines: An Addendum to Montana Bald Eagle Management Plan (1994) (Montana Bald Eagle Working Group 2010), as necessary.

Due to the corridor's location between grasslands to the west and irrigated agricultural fields and the Yellowstone River to the east, the potential exists for one or several wildlife movement areas along the corridor. We ask the Department to incorporate structures or mitigation measures into any design alternatives for this corridor that would facilitate wildlife movement while improving highway safety.

The Service appreciates your efforts to incorporate fish and wildlife resource concerns, including threatened and endangered species, into your project planning. If you have questions or comments related to this issue, please contact Mike McGrath of my staff at (406) 449-5225, extension 201.

Sincerely,

R. Mark Wilson
 Field Supervisor

Nicolai, Sarah

From: Backes, Mike <mibackes@mt.gov>
Sent: Thursday, May 31, 2012 3:27 PM
To: Nicolai, Sarah
Subject: MT16/MT200 Corridor Planning Study
Attachments: SKMBT_C45212060103160.pdf

Sarah, sorry for the tardiness of this response. I have a few suggestions for the Draft Environmental Scan which are included on the following attachment. In summary the changes and corresponding pages are: add paddlefish, sauger, and pallid sturgeon and remove westslope cutthroat trout pg 14; add 11 streams to Appendix F (including those with documented fish presence) pg 44; add location of streams on map that have a fisheries value (does not include the missing stream from appendix F), the location of all streams in appendix F should be plotted on the maps on pg 45. Thank you for the opportunity to comment and call if you have questions.

Kenneth "Mike" Backes
Region 7 Fisheries Manager
Montana Fish, Wildlife & Parks
PO Box 1630
Miles City, MT. 59301
406-234-0925
email: mibackes@mt.gov

Table 2. Montana Animal Species of Concern Noted in Dawson County

	Scientific Name	Common Name	State Rank	County
Birds	Anthus spragueii	Sprague's Pipit	S3B	Dawson
	Athene cunicularia	Burrowing Owl	S3B	Dawson
	Buteo regalis	Ferruginous Hawk	S3B	Dawson
	Centrocercus urophasianus	Greater Sage-Grouse	S2	Dawson
	Coccyzus erythrophthalmus	Black-billed Cuckoo	S3B	Dawson
	Dolichonyx oryzivorus	Bobolink	S3B	Dawson
Fish	Cycleptus elongates	Blue Sucker	S2S3	Dawson
	Etheostoma exile	Iowa Darter	S3	Dawson
	Lepisosteus platostomus	Shortnose Gar	S1	Dawson
	Macrhybopsis gelida	Sturgeon Chub	S2S3	Dawson
	Macrhybopsis meeki	Sicklefin Chub	S1	Dawson
	Oncorhynchus clarkii bouvieri	Yellowstone Cutthroat Trout	S2	Dawson
	Oncorhynchus clarkii lewisi	Westslope Cutthroat Trout	S2	Dawson
	Phoxinus eos	Northern Redbelly Dace	S3	Dawson
Invertebrates	Polygonia progne	Gray Comma	S2	Dawson
	Lachlania saskatchewanensis	A Sand-dwelling Mayfly	S1	Dawson
Mammals	Lasiurus cinereus	Hoary Bat	S3	Dawson
	Sorex nanus	Dwarf Shrew	S2S3	Dawson
	Sorex preblei	Preble's Shrew	S3	Dawson
	Zapus hudsonius	Meadow Jumping Mouse	S2	Dawson
	Lasiurus cinereus	Hoary Bat	S3	Dawson
	Sorex nanus	Dwarf Shrew	S2S3	Dawson
	Sorex preblei	Preble's Shrew	S3	Dawson
Reptiles	Apalone spinifera	Spiny Softshell	S3	Dawson
	Chelydra serpentina	Snapping Turtle	S3	Dawson
	Heterodon nasicus	Western Hog-nosed Snake	S2	Dawson
	Lampropeltis triangulum	Milksnake	S2	Dawson
	Phrynosoma hernandesi	Greater Short-horned Lizard	S3	Dawson
	Sceloporus graciosus	Common Sagebrush Lizard	S3	Dawson

Add: Paddled sh
Sauger
Pallid sturgeon

Remove: Westslope Cutthroat Trout

Appendix F – Named Stream Crossings

Additions (Blendive - Fairview)
(Blendive)

Three mile Creek

* Morgan Creek

* War Dance Creek

Beet Slough

Garden Coulee

(Savage)

* Dunlap Creek

* Sears Creek

(Crane)

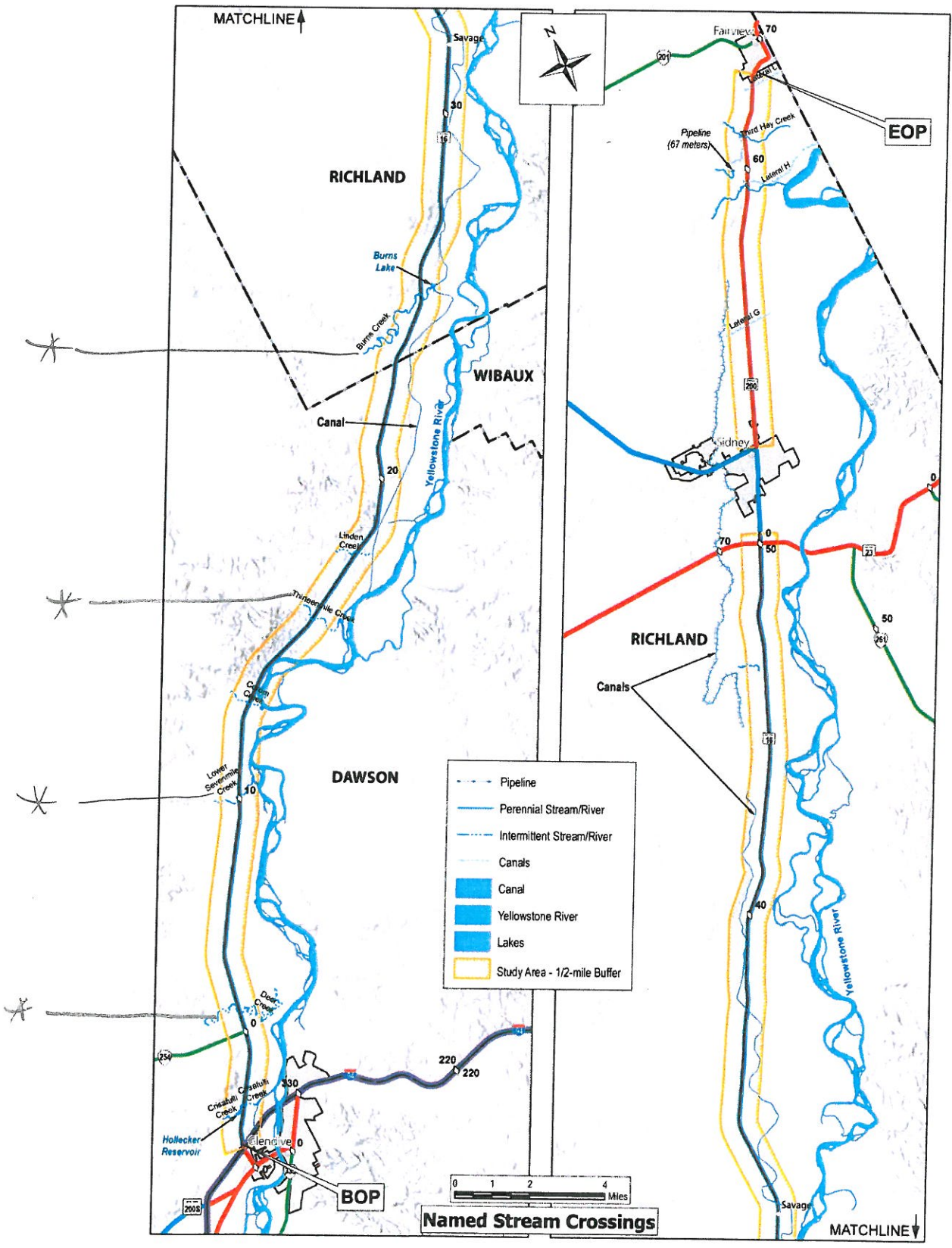
* Crane Creek

* Fox Creek

(Sidney)

* First Hay Creek

Second Hay Creek



* = Fisheries Documented



Informational Meetings

MT16/MT200 Glendive to Fairview

Corridor Planning Study

Wednesday, July 11, 2012, 6 p.m.

Sidney High School cafeteria

1012 4th Avenue South East, Sidney, MT

Thursday, July 12, 2012, 6 p.m.

Dawson Community College

300 College Drive, Lecture Hall (UC 102),

Glendive, MT

Agenda format will be the same for both meetings

MDT will discuss the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. The study area begins on MT 16 at approximate Reference Post (RP) 0.6 at the I-94 Interchange in Glendive and extends northeasterly to the intersection of County Road 123 (RP 50.4) south of Sidney. The study resumes at Sidney's northern city limit boundary (RP 52.6) north of the MT 200 intersection with Holly Street, and extends northeast on MT 200 to the Fairview city limits (RP 62.5). The study excludes areas within the city limits of Glendive, Sidney, and Fairview. The purpose of the meetings is to present recommended improvement options and request community feedback on the draft corridor study report. Beginning on July 10, 2012, the draft corridor study report may be viewed at

<http://www.mdt.mt.gov/pubinvolve/mt16/documents.shtml>

The meetings are open to the public and the public is urged to attend either meeting. 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 Sarah Nicolai at (406) 442-0370 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. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting; by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at

<http://www.mdt.mt.gov/pubinvolve/mt16/comments.shtml>

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. Comments are due by July 25, 2012.

From: Grant, Paul [<mailto:pgrant@mt.gov>]

Sent: Monday, July 02, 2012 7:51 AM

To: ASHTO; KGLE-AM (E-mail); KXGN Radio & TV - Emile Boyles - Anchor; KXGN-Emilie Boyles; KXGN-TV/KDZN-FM/KXGN-AM; Ranger Review (E-mail); KGCX-FM; KTHC-FM; Sidney Herald; The Roundup; The Searchlight; KATQ-AM&FM; Sheridan County News; Sheridan County OnLine

Cc: Nicolai, Sarah; Strizich, Carol; Kazimi, Zia; Zanto, Lynn (MDT); Erb, Michelle; Madison, Davey; Ryan, Lori; Grant, Paul; Adam Gartner; Douglas Buxbaum; Jim Skillestad; Road Supervisor; Richland County Commissioners; Road Supervisor

Subject: MDT schedules informational meetings to discuss the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

July 2, 2012

FOR IMMEDIATE RELEASE

For more information:

Lori Ryan, Public Information, MDT, (406) 444-6821

Informational meetings to discuss the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Glendive - The Montana Department of Transportation (MDT) is conducting two informational meetings to discuss the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. The study area begins on MT 16 at approximate Reference Post (RP) 0.6 at the I-94 Interchange in Glendive and extends northeasterly to the intersection of County Road 123 (RP 50.4) south of Sidney. The study resumes at Sidney's northern city limit boundary (RP 52.6) north of the MT 200 intersection with Holly Street, and extends northeast on MT 200 to the Fairview city limits (RP 62.5). The study excludes areas within the city limits of Glendive, Sidney, and Fairview. The informational meetings will be held as follows:

* Wednesday, July 11, 2012, starting at 6 p.m. at the Sidney High School cafeteria, 1012 4th Avenue South East, Sidney, MT

* Thursday, July 12, 2012, starting at 6 p.m. at the Dawson Community College, 300 College Drive, Lecture Hall (UC 102) in Glendive, MT

Both meetings will have the same agenda and will follow the same format.

The purpose of the meetings is to present recommended improvement options and request community feedback on the draft corridor study report. Beginning on July 10, 2012, the draft corridor study report may be viewed at

<http://www.mdt.mt.gov/pubinvolve/mt16/documents.shtml>

Community participation is a very important part of the process, and the public is encouraged to attend. Comments may be submitted in writing at the meeting; by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at

<http://www.mdt.mt.gov/pubinvolve/mt16/comments.shtml>

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. Comments are due by July 25, 2012.

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 Sarah Nicolai at (406) 442-0370 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. Alternative accessible formats of this information will be provided upon request.

-----END-----

Project name: MT 16 / MT 200 Glendive to Fairview Corridor Planning Study Dawson and Richland Counties



Informational Meeting

Thursday, July 11, 2012

Sidney, MT

Name:	Title:	Address:	City, State, ZIP Code	E-mail:
Carol Strizich		2960 Prospect Ave	Helena	
M. Thomas Roberts		217 N. 4th St.	Miles City	
Jim Frank	MT District Preconstruction Engr	503 N River Ave	Glendive	
Stan Brelin	Traffic Eng	2701 Prospect Ave	Helena	
Steve Heidner	Dist. Projects Eng.	503 N. River Ave.	Glendive	
KEITH A. BITHELL	DIST TRAFFIC ENG.	503 N. RIVER AVE	GLENDIVE	
Rep. Matt Rosendale		1954 Hwy. 16	Glendive	
One Person				
Dan Frany		P.O. Box 1046 Sidney	Sidney 59270	
Russ Huotari		2140 W. Holly	SIDNEY	
Marcy Hambrick		123 West Main	Sidney	
Butch RENOES		123 W Main	"	
LOUISA BARBER		Sidney Herald		
Terry Truett Sr		2075 Sage Pkly Dr	Sidney	
Maria Hodge		P.O. Box 62 Crow MT 59217	Crane MT 59217	Mamma bear hodge2@yahoo.com
Roger Meyer		Box 176	Lambert 59243	
Eden Inu		2641 Cherry Cr.	CARD W.R. MT 58838	



Informational Meeting

Thursday, July 11, 2012
Sidney, MT

Name:	Title:	Address:	City, State, ZIP Code	E-mail:
-------	--------	----------	-----------------------	---------

Ray Trunpaw	Planning		Fairview MT	trunpaw@midrivers.com
Susan Mitchell			Sidney, MT	susan.mitchell@midrivers.com
Gary Schoepf			Sidney	action@midrivers.com



Informational Meeting

Thursday, July 12, 2012
Glendive, MT

Name:	Title:	Address:	City, State, ZIP Code	E-mail:
Rep Matt Rosendale		1954 Hwy 16	Glendive	
Tim Mattick		320 W Relf St.	Glendive	
Jim Sisi Hostad		207 W Bell St	"	
Adam Gartner		207 W Bell	Glendive	
Alan Dornue		268 RD 521	"	
Mary Jo Gehmert		202 1 st Cottonwood	Glendive	
Margaret Luker		419 Meade	Glendive	
Ernie Deje		KYAN	Alb	



Informational Meeting

Wednesday, July 11, 2012
Sidney, MT

AGENDA

- 1) Welcome and Introductions
- 2) Overview of Corridor Planning Process
- 3) Study Area
- 4) Background Information
- 5) Key Findings from Corridor Study Report
 - a) Corridor Needs and Objectives
 - b) Recommended Improvement Options
- 6) Next Steps

Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/mt16/>



Informational Meeting

Thursday, July 12, 2012
Glendive, MT

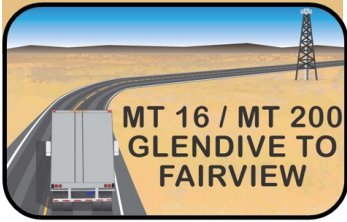
AGENDA

- 1) Welcome and Introductions
- 2) Overview of Corridor Planning Process
- 3) Study Area
- 4) Background Information
- 5) Key Findings from Corridor Study Report
 - a) Corridor Needs and Objectives
 - b) Recommended Improvement Options
- 6) Next Steps

Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/mt16/>

MT 16 / MT 200 Glendive to Fairview Corridor Planning Study



What is a Corridor Planning Study?

A Corridor Planning Study is a **planning-level assessment** of a study area before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The corridor study process 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 environmental review and potential project development. The process involves conducting a planning level review of safety, operational, and geometric conditions and environmental resources within a corridor to identify needs and constraints. The process also allows for early coordination with members of the community, resource agencies, and other interested stakeholders.

What are the Needs in the Corridor?

Corridor needs and objectives were developed through a review of existing and projected conditions, input from community members and resource agencies, and coordination with MDT staff.

- Need 1:** Improve safety within the MT 16 / MT 200 study corridor, where practicable
- Need 2:** Improve the operation of the MT 16 / MT 200 roadway facility within the study area, where practicable
- Need 3:** Preserve and maintain the MT 16 / MT 200 roadway

View the full list of corridor needs and objectives online at
<http://www.mdt.mt.gov/pubinvolve/mt16>

Inside this issue:

What is a Corridor Planning Study?	1
What are the Needs in the Corridor?	1
Recommended Improvement Options	2-3
Study Schedule	4
How can I stay involved in this study?	4
Contact Us	4

Please Join Us for an Informational Meeting!

Wednesday, July 11, 2012

Sidney High School
 Cafeteria
 1012 4th Avenue SE
 Sidney, MT
 6:00 p.m.

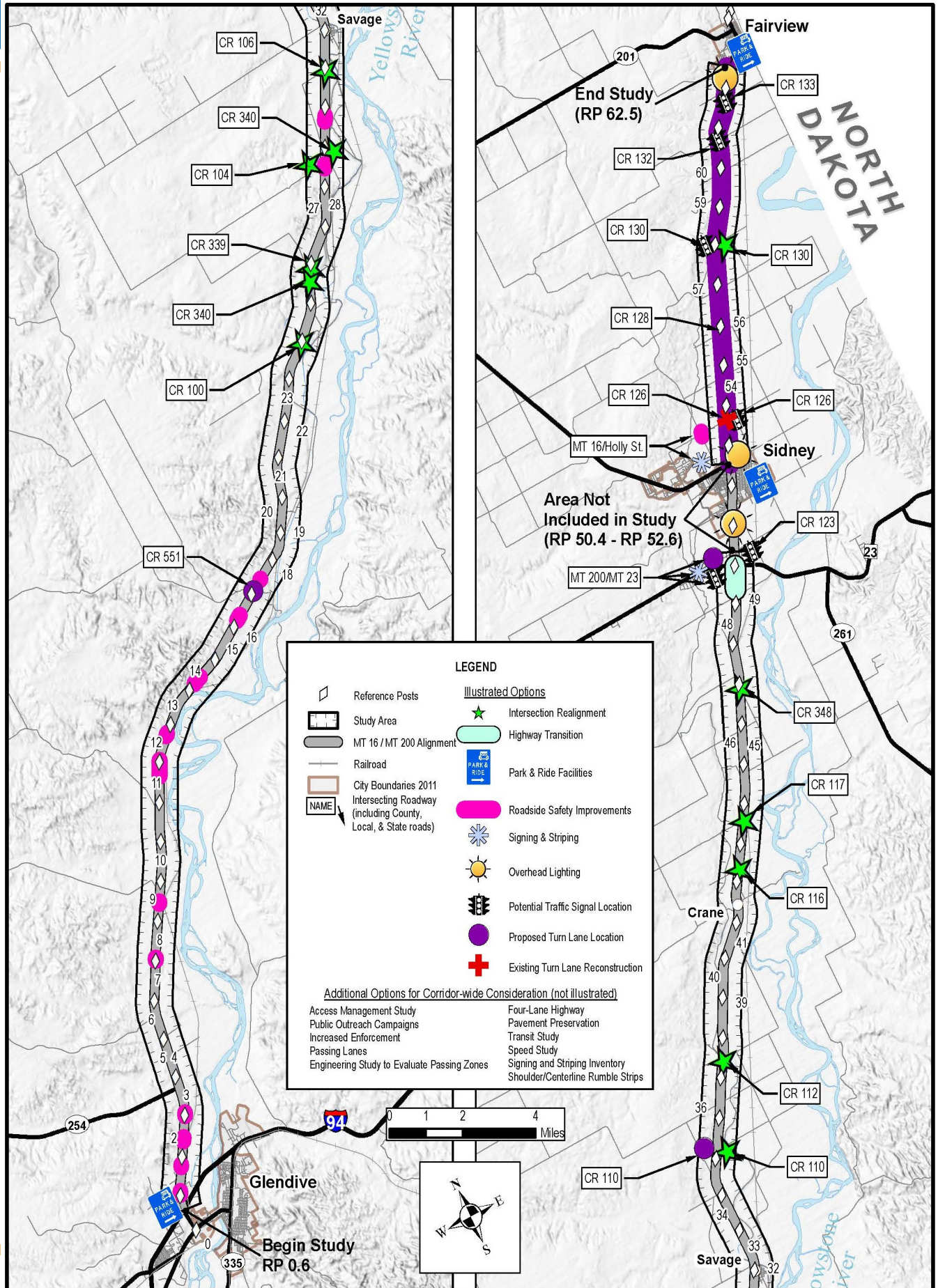
Thursday, July 12, 2012

Dawson Community College
 Lecture Hall (UC 102)
 300 College Drive
 Glendive, MT
 6:00 p.m.

OR

The purpose of the meetings is to present recommended improvement options and request feedback. Both meetings will follow the same format. We hope to see you there!

Recommended Improvement Options



Recommendations include corridor-wide and location-specific improvements.

Implementation timeframes range from immediate (2012) to long-term (20 years).

Planning level **cost estimates** range from \$500 for new signage to \$165 million to provide a four-lane facility throughout the corridor. Cost estimates reflect anticipated construction costs only.

Many of the corridor needs and objectives are best addressed through **combined implementation of education, enforcement, and engineering solutions**. Improvement options may be implemented at the local level, through MDT maintenance programs, or the MDT project development process as funding allows.



Access Management

- Conduct access management study

Education & Enforcement

- Conduct public outreach campaigns
- Increase law enforcement in the corridor

Geometry

- Realign county road intersections
- Address highway transition south of MT 16 / MT 23 / MT 200 intersection

Passing Opportunities & Capacity Improvements

- Construct passing lanes in appropriate locations throughout the corridor
- Evaluate no passing zones at low-volume intersecting roadways
- Provide four-lane highway if passing lanes do not sufficiently improve corridor operations

Pavement Preservation

- Rehabilitate roadway surfacing at the appropriate time within the maintenance schedule

Public Transportation

- Conduct transit study and construct park and ride facilities in Glendive, Sidney, and Fairview

Roadside Safety

- Provide slope flattening or guardrail installation in 14 locations
- Relocate overhead sign post north of Holly/Central intersection

Speed

- Conduct speed study to identify appropriate speed limits for all vehicles

Traffic Control & Warning Devices

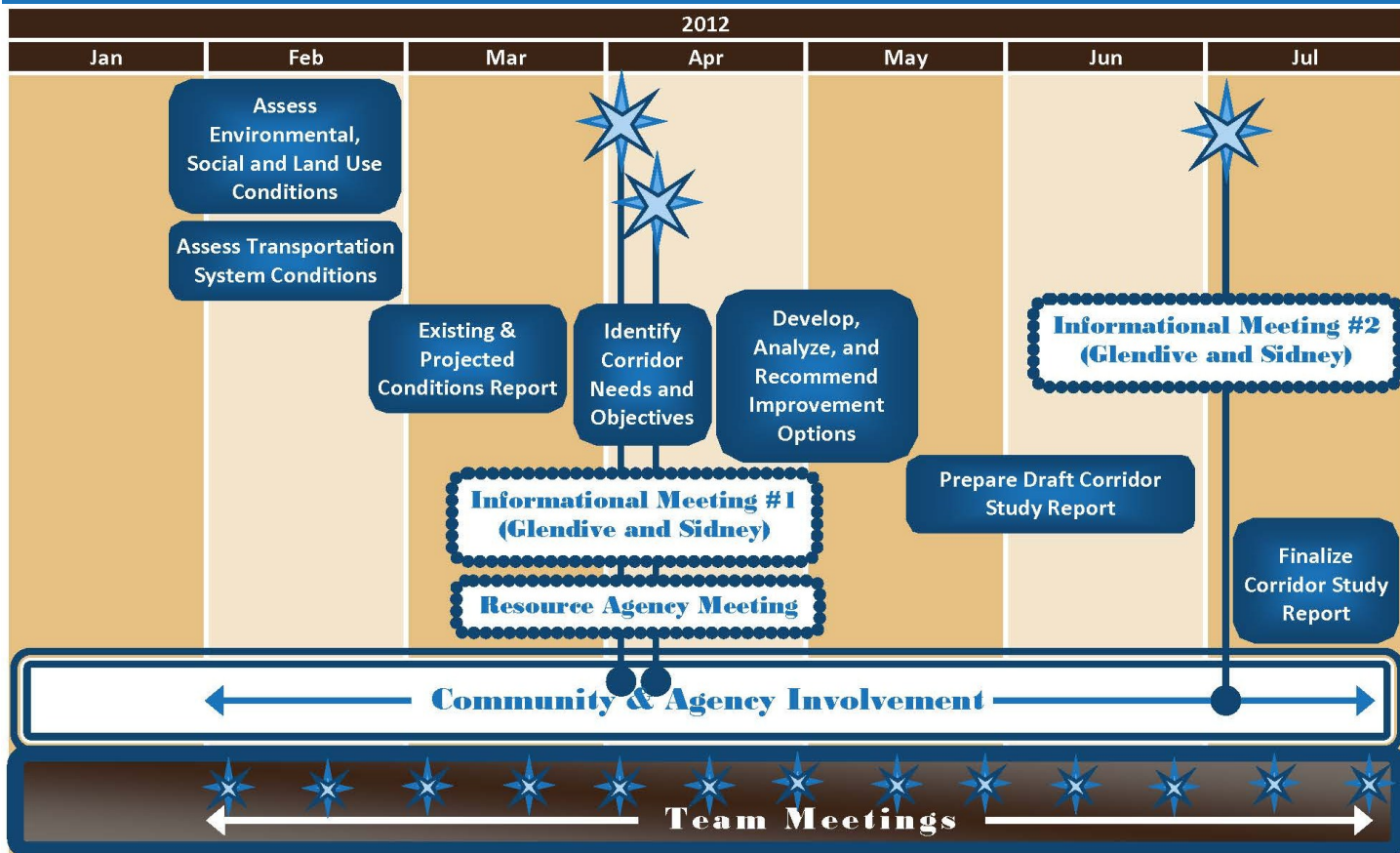
- Install intersection signalization and warning beacons, where appropriate
- Conduct signing and striping inventory
- Provide shoulder and centerline rumble strips throughout corridor
- Extend overhead lighting outside of Sidney and Fairview city limits

Turn Lanes

- Construct new left- and right-turn lanes in appropriate locations
- Reconstruct existing right-turn lane at County Road 126

Review the Draft Corridor Study Report online at <http://www.mdt.mt.gov/pubinvolve/mt16>

Study Schedule



How can I stay involved in this study?

Please join us for Informational Meetings on **Wednesday, July 11, 2012 at 6:00 p.m.** at the Sidney High School Cafeteria, 1012 4th Avenue South East in Sidney or **Thursday, July 12, 2012 at 6:00 p.m.** at the Dawson Community College, 300 College Drive, Lecture Hall (UC 102) in Glendive. To review additional information about the study and to submit comments electronically, visit the study website at <http://www.mdt.mt.gov/pubinvolve/mt16>

Please submit comments by July 25, 2012

Contact Us

Shane Mintz

Glendive District Administrator
406.345.8212
smintz@mt.gov

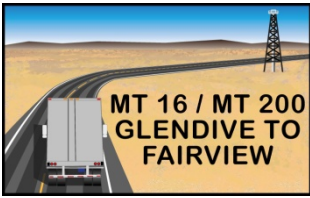
Carol Strizich

MDT Project Manager
406.444.9240
cstrizich@mt.gov

Sarah Nicolai

DOWL HKM Project Manager
406.442.0370
snicolai@dowlhkm.com

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 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.



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

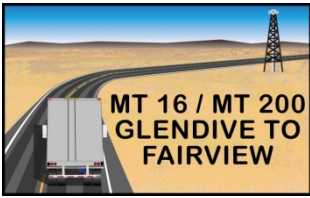
Informational Meeting

Wednesday, July 11, 2012

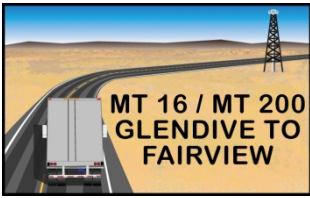
Sidney High School Cafeteria
1012 4th Avenue Southeast

Thursday, July 12, 2012

Dawson Community College
Lecture Hall (UC 102)
300 College Drive

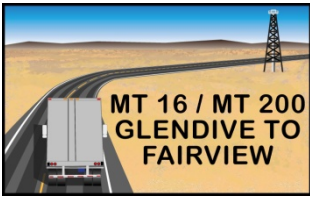


Welcome & Introductions



Purpose of Meeting

- Provide Overview of Corridor Planning Study Process
- Present Key Findings from Draft Corridor Study Report
 - ◎ Transportation System
 - ◎ Corridor Needs and Objectives
 - ◎ Recommended Improvement Options
- Solicit Input

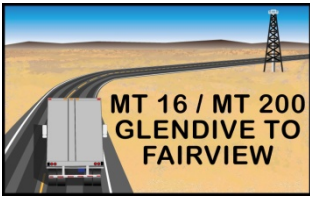


A Corridor Planning Study Is:

- A planning-level assessment of a study area

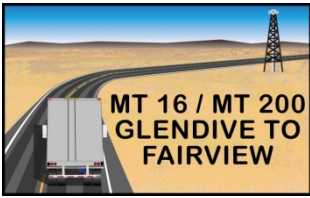
A Corridor Planning Study Is Not:

- A design, right-of-way acquisition, or construction project
- Environmental compliance document



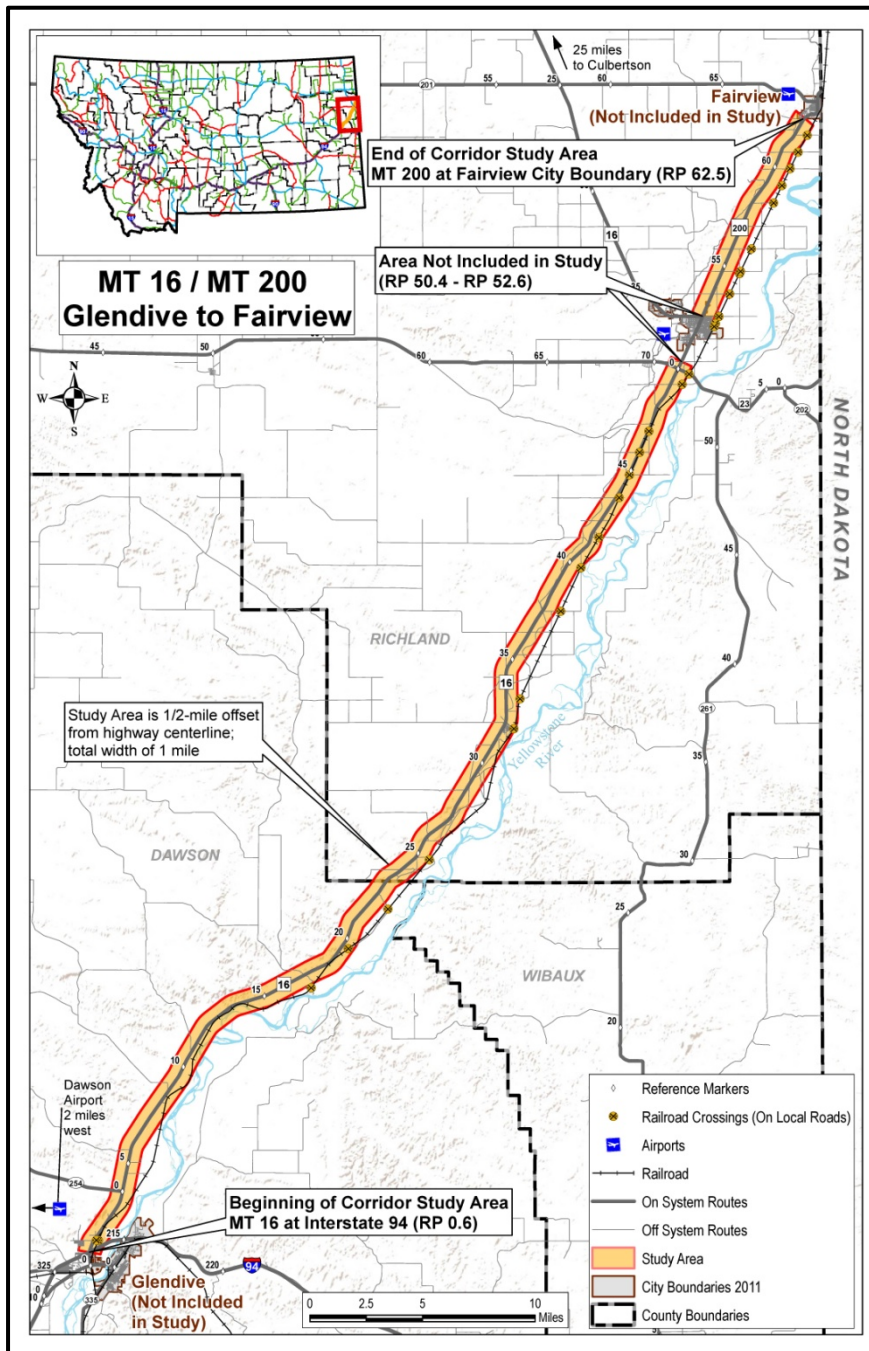
Montana's Corridor Planning Process

- Involves conducting a review of **safety, operational, and geometric conditions and environmental resources** to identify needs and constraints.
- This process allows MDT to:
 - Identify realistic strategies given funding and constraints
 - Identify fatal flaws before initiation of formal environmental process for any future project that may be forwarded from study



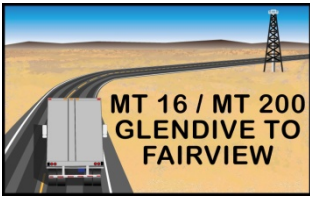
What are the Steps?

- Assess Existing and Projected Conditions
- Informational Meeting #1 / Resource Agency Meeting
- Identify Corridor Needs and Objectives
- Develop, Analyze, and Identify Improvement Options
- Prepare Draft Corridor Study Report
- Informational Meeting #2
- Finalize Corridor Study Report



Study Area

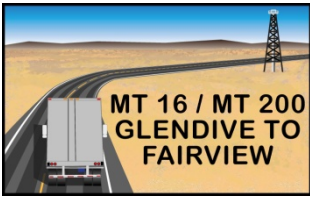
- **Start Point:** MT 16 at approximate Reference Post (RP) 0.6 just north of the I-94 Interchange at Glendive
- **End Point:** MT 200 at the Fairview city limits (RP 62.5)
- Excludes areas within the city limits of Glendive, Sidney, and Fairview



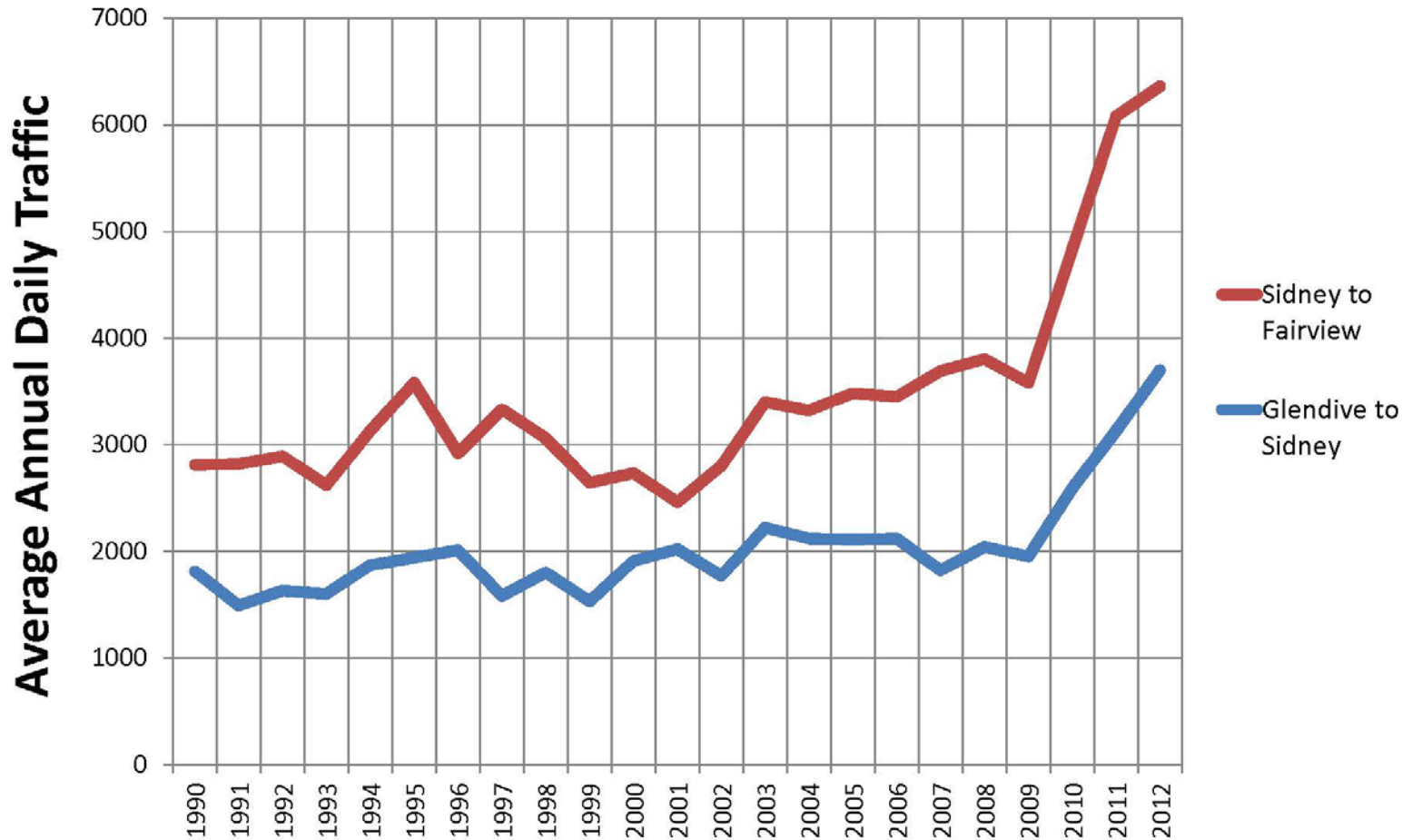
Crash Statistics

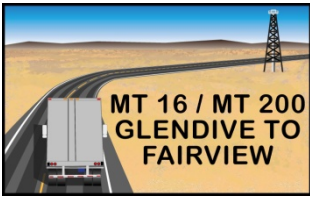
Criteria	Rural NINHS		Primary	
	Statewide Average (2007 – 2011)	MT 16 RP 0.6 – RP 50.4 (2007 – 2011)	Statewide Average (2007 – 2011)	MT 200 RP 52.6 – RP 62.5 (2007 – 2011)
Crash Rate (All Vehicles)	1.01	1.16	1.12	1.26
Severity Index (All Vehicles)	2.05	1.77	2.22	1.91
Severity Rate (All Vehicles)	2.07	2.05	2.50	2.41

- **Crash Rate for MT 16 / MT 200 (Rural NINHS and Primary) is the only statistic higher than statewide average. All three metrics are reviewed to identify a concern.**



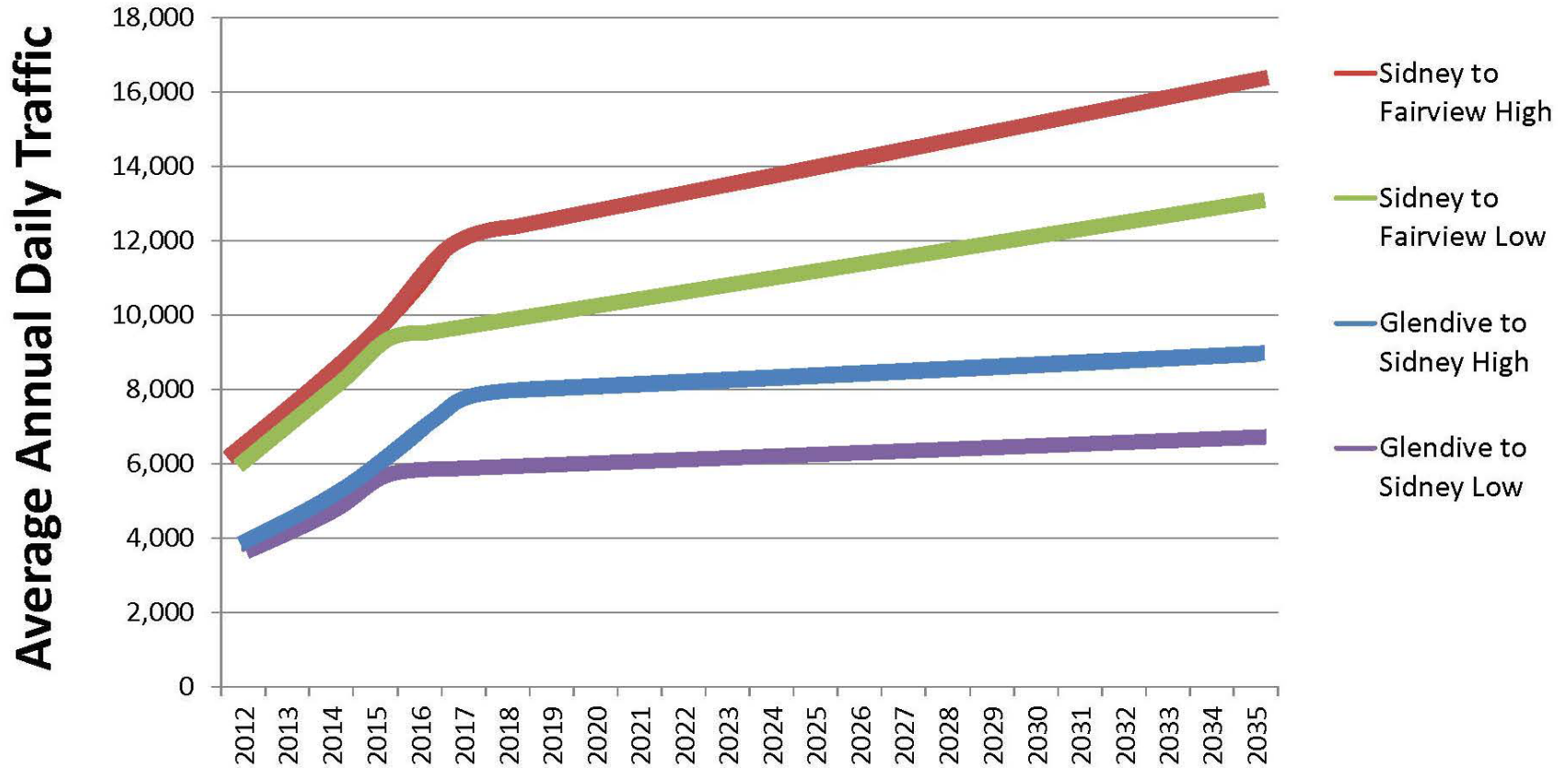
Historic Traffic Volumes

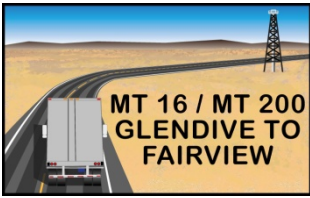




MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Projected Traffic Volumes





Level of Service (LOS) Concept

Desirable



- **LOS A:**
High operating speeds; little difficulty passing
- **LOS B:**
Passing demand and passing capacity are balanced
- **LOS C:**
Most vehicles travel in platoons (groups); speeds are curtailed
- **LOS D:**
High passing demand with minimal passing opportunity
- **LOS E:**
Passing is virtually impossible; speeds seriously curtailed
- **LOS F:**
Unstable operating conditions; heavy congestion

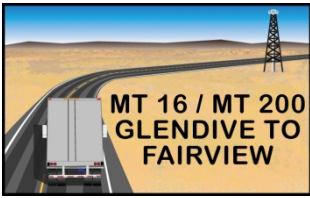
Undesirable





Location		2012	2035 (Low / High Projections)	
Glendive to Savage	MT 16 NB RP 0.6 to RP 20.0	B	C	
	MT 16 SB RP 0.6 to RP 12.4	B	C	
	MT 16 NB RP 20.0 to RP 31.5	A	B	
	MT 16 SB RP 12.4 to RP 22.0	A	B	
	MT 16 SB RP 22.0 to RP 31.5	B	C	
Savage to Crane	MT 16 NB RP 31.5 to RP 41.5	B	C	
	MT 16 SB RP 31.5 to RP 41.5	B	C	
Crane to Sidney	MT 16 NB RP 41.5 to RP 50.4	B	C	
	MT 16 SB RP 41.5 to RP 50.4	C	C	D
Sidney to Fairview	MT 200 EB RP 52.6 to RP 62.5	C	D	
	MT 200 WB RP 52.6 to RP 62.5	B	D	

Operational Analysis

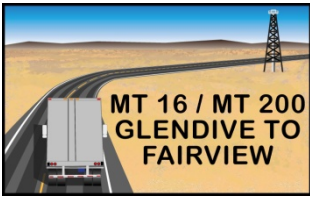


Corridor Needs and Objectives

Need 1: Improve safety within the MT 16 / MT 200 study corridor, where practicable

Objectives

- Improve roadway geometry to meet current MDT design standards
- Reduce conflicts with intersecting roadways
- Address head-on and single vehicle run-off-the-road crashes
- Address unsafe driver behavior

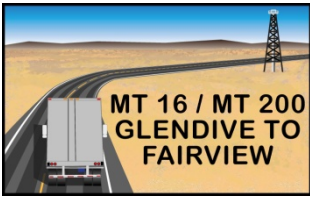


Corridor Needs and Objectives

Need 2: Improve the operation of the MT 16 / MT 200 roadway facility within the study area, where practicable

Objectives

- Accommodate existing and future traffic demands through the 2035 planning horizon



Corridor Needs and Objectives

Need 3: Preserve and maintain the MT 16 / MT 200 roadway

Objectives

- Improve roadway surfacing as needed to accommodate volume and mix of vehicles through the 2035 planning horizon

Other Considerations:

- Corridor constraints, including utilities and sensitive environmental resources
- Funding availability

Recommended Improvement Options



Access Management

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Access Management Study	Corridor-wide	\$50,000 to \$300,000	Short-term	No

Recommended Improvement Options



Education and Enforcement

Description	Location	Follow-Up Responsibility	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Public Outreach Campaigns	Corridor-wide	Counties, Cities, and Stakeholders	Various	Short-term	No
Increased Enforcement	Corridor-wide	MHP, Counties, and Cities	\$65,000 – patrol officer \$60,000 – patrol vehicle	Short-term	No

Recommended Improvement Options



Geometry

Description	Location		Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Intersection Realignment*	RP 24.0 (CR 100) RP 25.6 (CR 340) RP 25.9 (CR 339) RP 28.6 (CR 104) RP 28.9 (CR 340) RP 30.9 (CR 106)	RP 35.2 (CR 110) RP 37.5 (CR 112) RP 42.3 (CR 116) RP 43.6 (CR 117) RP 46.9 (CR 348) RP 58.0 (CR 130)	\$39,000 to \$310,000 per intersection	Short-term to long-term	Yes
Highway Transition	RP 50.0 (South of MT 16 / MT 23 / MT 200 Intersection)		\$460 per lineal ft	Short-term to mid-term	Yes

*Follow-up responsibility for intersection realignment is Dawson and Richland Counties in coordination with MDT

Recommended Improvement Options



Passing Opportunities and Capacity Improvements

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Passing Lanes	Corridor-wide	\$1.8 to \$2.0 million per mile (four-lane section with passing lane in both directions)	Immediate to long-term	Yes
Engineering Study to Evaluate Passing Zones	Corridor-wide	NA	Short-term	No
Four-Lane Highway	Corridor-wide	\$153 to \$165 million (entire corridor) \$2.6 to \$2.8 million (per mile)	Long-term	Yes

Recommended Improvement Options



Pavement Preservation

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Pavement Preservation	Corridor-wide	\$59 to \$64 million (entire corridor) \$1 million (per mile)	As needed	No

Recommended Improvement Options



Public Transportation

Description	Location	Follow-Up Responsibility	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Transit Study and Park & Ride Facilities	Corridor-wide	Counties, Cities, and Stakeholders	\$30,000 (transit study) \$300,000 per park & ride facility	Mid-term to long-term	Transit Study: No Park & Ride Facilities: Potentially Yes

Recommended Improvement Options



Roadside Safety

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Roadside Safety	RP 1.1 (East) RP 1.8 (West) RP 2.4 (East) RP 3.0 (East) RP 7.0 (East & West) RP 8.5 (East & West) RP 11.8 (East & West) RP 12.7 (West) RP 14.2 (West) RP 14.4 (West) RP 16.3 (West) RP 17.4 (East) RP 28.5 (East) RP 29.7 (East & West) RP 52.6 (West)	\$40,000 (overhead sign relocation) \$30 per lineal ft (guardrail) \$60 per lineal ft (slope flattening average; cost dependent on fill height)	Short-term to mid-term	Overhead sign relocation: No Guardrail: No Slope flattening: Yes

Recommended Improvement Options



Speed

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Speed Study	Corridor-wide	NA	Short-term	No

Recommended Improvement Options



Traffic Control Devices & Safety/Warning Features

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Traffic Signals	<u>Full Signalization</u> RP 50.0 (MT 16 / MT 23 / MT 200)	\$500 (new sign)	As needed	No
	<u>Enhanced Intersection Warning</u> RP 50.4 (MT 16 / MT 200 / CR 123) RP 53.7 (MT 200 / CR 126) RP 58.0 (MT 200 / CR 130) RP 60.7 (MT 200 / CR 132) RP 61.7 (MT 200 / CR 133)	\$30,000 per flashing beacon \$300,000 per signal		

Recommended Improvement Options



Traffic Control Devices & Safety/Warning Features (continued)

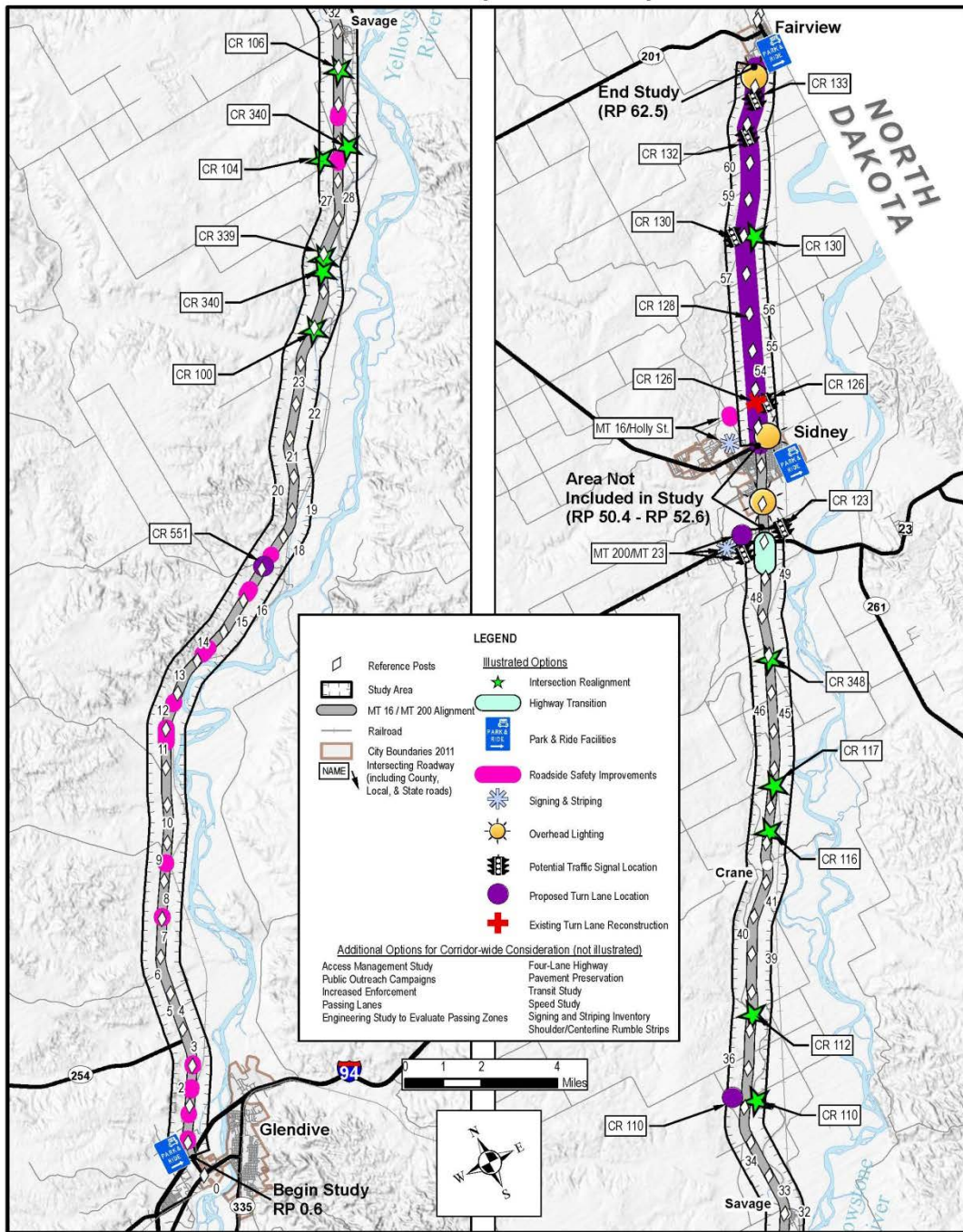
Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Signing & Striping	Inventory: Corridor-wide RP 50.0 (MT16 / MT 23 / MT 200) RP 52.6 (MT 16 / MT 200 / Holly St.)	Inventory: NA \$500 (new sign) \$26 per ft ² (replacement sign) \$50 per station (striping)	Immediate to mid-term	No
Shoulder / Centerline Rumble Strips	Corridor-wide	\$700 (per strip) \$2,100 (per mile)	Short-term	No
Overhead Lighting	North and south of Sidney & south of Fairview	\$13,000 per fixture (average)	Short-term to mid-term	No

Recommended Improvement Options

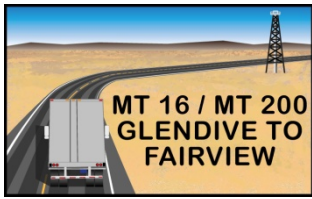


Turn Lanes

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Proposed Left- and Right-Turn Lanes	<ul style="list-style-type: none"> Sidney to Fairview (RP 52.6 to 62.5) RP 17.0 (MT 16 / CR 551) RP 35.3 (MT 16 / CR 110) RP 50.0 (MT 16 / MT 23 / MT 200) RP 53.7 (MT 16 / CR 126) RP 55.8 (MT 16 / CR 128) 	Warrants: NA Turn Lanes: \$160,000 to \$250,000 per turn lane	Warrants: Short-term Turn lanes: Short-term to mid-term	Warrants: No Turn Lanes: Yes
Existing Turn Lane Reconstruction	RP 53.7 (CR 126)	\$130,000 to \$140,000	Short-term to mid-term	No

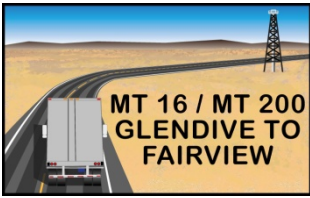


Recommended Improvement Options



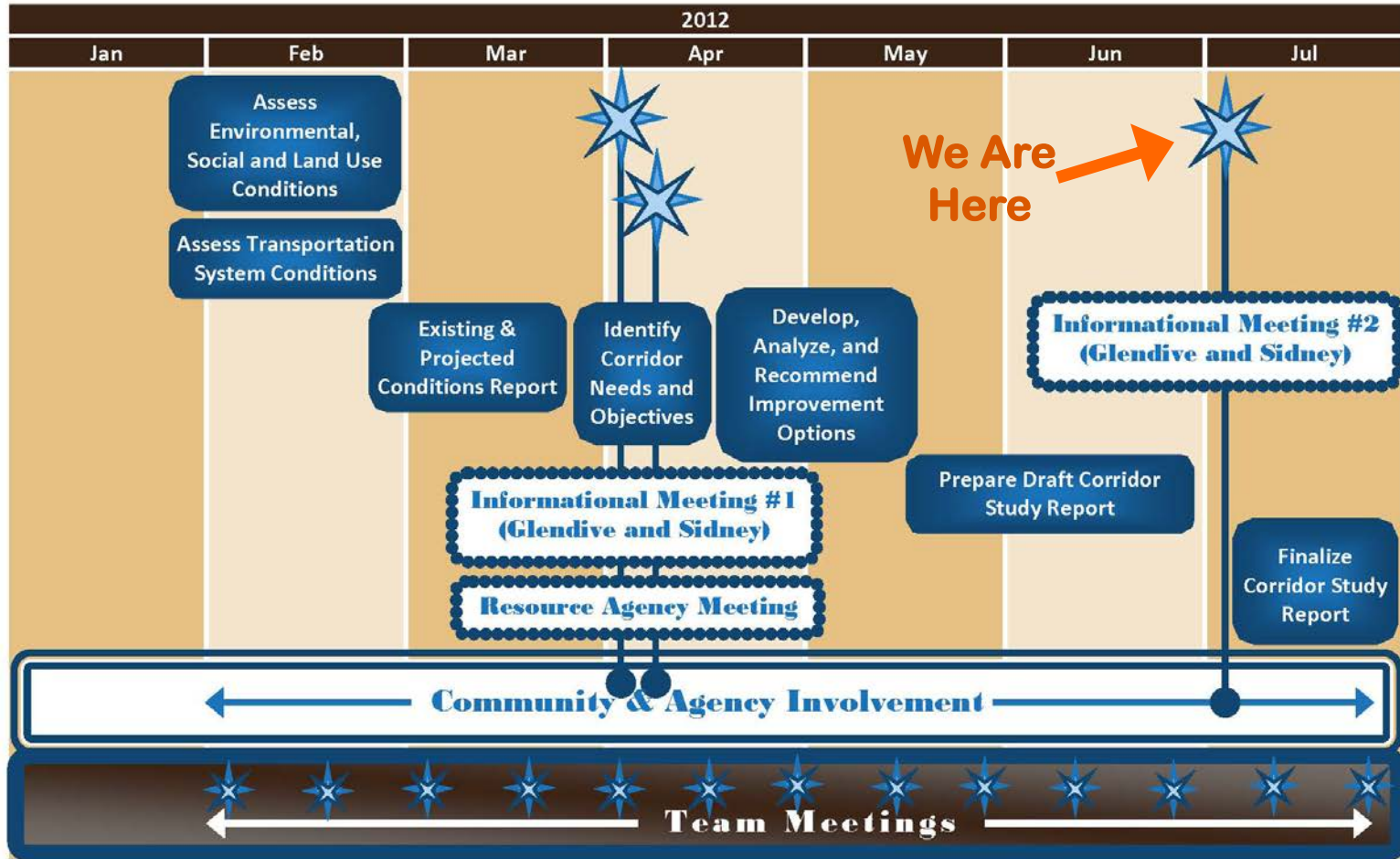
Recent and Planned Projects

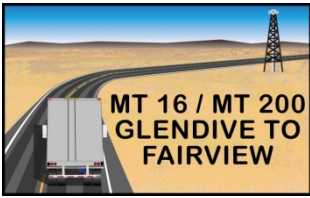
- **MT 200 / CR 129 Intersection Signing**
 - Sign Installation at MT 200 & County Road 129 (RP 56.9 – RP 57.2). Completed 2012.
- **30 km of Glendive – NE**
 - Reconstruction of MT 16 (RP 18.6 – RP 28.9); Contract amendment – passing lanes & centerline rumble strips. Ongoing.
- **Sidney – Southwest**
 - Rehabilitation project with lane configuration and signal modifications (RP 49.8 – 52.6). Project let in February 2011.
- **Slide Repair – NE of Glendive/MT 11-1**
 - Slide repair project (RP 13.0 – RP 13.5). Started July 2012.
- **Fairview Intersection Improvements**
 - Traffic signal installation on MT 200 /6th, pedestrian crosswalk & flashing beacon at Western Ave, all-way stop control at MT 200/S201 (RP 63.1 – 63.8). Started May 2012.
- **SF 119 – Glendive Rumble Strips**
 - Safety project to install shoulder and centerline rumble strips (MT 16 RP 1.5 – 49.9, MT 200 Sidney to Fairview, & other roadways outside study area). Anticipated start fall 2012.



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Next Steps





Please Submit Comments!

- **Submit Comment Sheet Tonight**
- **View Draft Report and Submit Comments on Website**
<http://www.mdt.mt.gov/pubinvolve/mt16>

- **Call or email:**

Shane Mintz at 406.345.8212 or smintz@mt.gov

Carol Strizich at 406.444.9240 or cstrizich@mt.gov

Sarah Nicolai at 406.442.0370 or snicolai@dowlhkm.com

- **Mail comments to:**

Sarah Nicolai

DOWL HKM

PO Box 1009

Helena, MT 59624

Comments Due

July 25, 2012



DOWL HKM

MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: Carol Strizich
MDT Project Manager

From: Sarah Nicolai
DOWL HKM Project Manager

Date: July 20, 2012

Subject: **MT 16 / MT 200 Glendive to Fairview Corridor Planning Study
July 2012 Informational Meetings**

Introduction

Informational meetings for the MT 16 / MT 200 Glendive to Fairview corridor planning study were held on July 11, 2012 at the Sidney High School cafeteria and July 12, 2012 at the Dawson Community College in Glendive in Lecture Hall UC 102. The following team members and MDT representatives attended the meetings.

Carol Strizich	MDT – Planning Division
Danielle Bolan	MDT – Traffic and Safety Bureau
Stan Brelin	MDT – Traffic and Safety Bureau
Shane Mintz	MDT – Glendive District
Jim Frank	MDT – Glendive District
Steve Heidner	MDT – Glendive District
Keith Bithell	MDT – Glendive District
Marcy Hamburg	Richland County Planner
Russ Huotari	Richland County Public Works Director
Jim Skillestad	Dawson County Commissioner
Sarah Nicolai	DOWL HKM
David Stoner	DOWL HKM

Fifteen (15) community members attended the informational meeting held in Sidney and eight (8) community members attended the informational meeting held in Glendive. In addition to county officials noted above, meeting attendees included Representative Matt Rosendale, Richland County Disaster, Emergency Services Coordinator Butch Renders, Dawson County Disaster Service Manager Mary Jo Gehmert, and Dawson County Commissioner Adam Gartner. Copies of the sign-in sheets are provided at the end of this memorandum.

Media Coordination and Newsletter

The informational meetings were advertised on July 2, 2012 in the Glendive Ranger Review, Sidney Herald, Sidney Roundup, Culbertson Searchlight, and the Sheridan County News. A press release was emailed to radio stations, newspapers, and other local media outlets on July 2, 2012. Copies of the display advertisement and press release are provided at the end of this memorandum.

Print copies of the study newsletter were mailed to the study mailing list and the following viewing locations:

- MDT Glendive District Office (503 North River Avenue; Glendive, MT)
- Glendive Public Library (200 South Kendrick; Glendive, MT)
- Sidney Public Library (121 3rd Avenue Northwest; Sidney, MT)
- City of Glendive Public Works (300 South Merrill Avenue; Glendive, MT)

A copy of the newsletter is provided at the end of this memorandum.

Presentation

A presentation was provided by Sarah Nicolai at each meeting. Both informational meetings had the same agenda and followed the same format. The presentation began with an introduction of MDT and DOWL HKM representatives. Sarah explained the corridor planning study process and benefits. The presentation continued with an overview of transportation system conditions, corridor needs and objectives, and recommended improvement options. A copy of the presentation is provided at the end of this memorandum.

Discussion

Community members were encouraged to ask questions and provide comments throughout the presentation. Topics of concern are listed below.

Safety

- Unsafe passing and following behavior
- Unreported near-miss accidents not captured in crash data
- Perceived high crash frequency

Traffic Volumes and Operations

- High traffic volumes
- High percentage of large vehicles within the traffic stream
- Perceived lower level of service (LOS) than reported in corridor study report
- Long platoons forming behind slower moving trucks

Speed Limits

- Speed differential created by posted speed limits for trucks (60 mph day / 55 mph night) and all other vehicles (70 mph day / 65 mph night)

Highway Access

- Rules, regulations, and county/MDT authority relating to new highway access points

Pavement Condition

- Wear and tear on the roadway facility due to the increasing number of large vehicles

Passing Zones

- Perceived shortage of passing zones
- Perceived unnecessary no passing zones at intersecting roads

Funding and Project Development Process

- Limited funding availability for improvements in the corridor
- Perceived need for expedited corridor improvements

Meeting attendees provided the following suggestions for the corridor.

- Elimination of speed differential by creating a single posted speed limit for all vehicles
- Wider approaches and turning radii at intersections
- Additional signage
- Restricting compression release engine brakes
- Turn lanes and speed reduction through Crane
- Passing lanes and expanded passing zones
- New right- and left-turn lanes within corridor
- Education campaign targeting unsafe driving habits
- Four-lane configuration within the study corridor

Written Comments

One written comments was received at the meeting in Glendive. Additional written comments were received by email and mail. Copies of written comments are provided at the end of this memorandum.



Informational Meeting

Wednesday, July 11, 2012
Sidney, MT

MDT Invites Your Comments:

I'm not sure we need a ↓ speed zone, but do think it would be a great benefit to have a turning lane. Due to the big increase in traffic + Crane's Rd going around a curve - it has created a dangerous situation when turning left into Crane because people are unable to see until they are right on you. - plus there is traffic behind them that sometimes cannot visualize the turning cars and may try + pass

To receive further study information, please provide your name and address:

Name: Laurie Amundrud

Address: 34587 Co-Rd 115

Crane MT 59217

Email: luckygirl9999@hotmail.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. **Please submit comments by July 25, 2012.**



Informational Meeting

Thursday, July 12, 2012
Glendive, MT

MDT Invites Your Comments:

Thank you for having these meetings & attempting to keep the general public abreast of the studies & plans. Hwy 16 really is a huge concern to all of us & we do appreciate every thing that has been done & all the efforts of continued studies & construction.

Thankyou!

To receive further study information, please provide your name and address:

Name: MJ Gehret

Address: _____

Email: gehretmj@dawsoncountymt.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. **Please submit comments by July 25, 2012.**





Informational Meeting

Wednesday, July 11, 2012
Sidney, MT

MDT Invites Your Comments:

I live in Crane, next to the hi way, right on the corner. There are two turn offs into Crane and both right on a curve. One at the top of a hill and one at the bottom. So — There is no place in Montana that needs a turn lane more than Crane, especially now with all this Oil Boom traffic. That oil boom traffic doesn't want to slow down for any one. Bad enough listening to it 24 hours a day.

Bob Koeppler and everyone else in Crane.

To receive further study information, please provide your name and address:

Name: Robert Koeppler

Address: P.O. Box 42
Crane MT. 59217

Email: _____

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. **Please submit comments by July 25, 2012.**

Nicolai, Sarah

From: Maurice Luke <Maurice.Luke@Truecos.com>
Sent: Wednesday, July 11, 2012 4:39 PM
To: Nicolai, Sarah
Subject: RE: MT 16 / MT 200 Glendive to Fairview Corridor Planning Study - Newsletter #2

Good morning Sarah,

Thankyou for the update, I will try to be at the college.

Suggestions:

1. Being that summer is here and the young people on foot, bicycles, with inner tubes etc, are going to Hollecker lake and are using Hiwy 16. Can the 45 mph zone be moved north from it's present location now South of the lake area? Previously the 45 zone started North of the lake but was change to it's present location.
Also what would help is to put a trail along the ROW fence so those on bicycles and on foot wouldn't have to be on the highway at all.
2. This 45 mph zone continues to the stop light intersection and Kmart. Perhaps start a 35 mph zone at about the MHP patrol office and then a 25 mph going down the hill to the truck stop. I have seen trucks and the trailways bus going past the truck stop at 45mph then have to brake at the stop light.

What do you think?

Maurice luke

From: Nicolai, Sarah [<mailto:snicolai@dowlhkm.com>]
Sent: Tuesday, July 10, 2012 9:05 AM
To: Nicolai, Sarah
Subject: MT 16 / MT 200 Glendive to Fairview Corridor Planning Study - Newsletter #2

[To: Mailing List for MT 16 / MT 200 Glendive to Fairview Corridor Planning Study](#)

Attached, please find a newsletter providing an update on the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. Informational meetings will be held at 6:00 p.m. on Wednesday, July 11, 2012 at the Sidney High School Cafeteria in Sidney and at 6:00 p.m. on Thursday, July 12, 2012 at the Dawson Community College in Glendive. The purpose of the meetings is to present recommended improvement options and request community feedback on the draft corridor study report. The agenda and format will be the same for both meetings. Additional information may be viewed on the study website at <http://www.mdt.mt.gov/pubinvolve/mt16>

Please feel free to contact me with any questions about the study.

Sarah W. Nicolai, E.I.

Manager, Planning and Environmental Services

(406) 442-0370 ext. 7412



(406) 442-0370 | Fax (406) 442-0377 | 104 East Broadway, Suite G-1 | Helena, Montana 59601 | www.dowlhkm.com

Inspiration | Innovation | Integrity

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Please consider the **environment** before printing.

Nicolai, Sarah

From: Mike_McGrath@fws.gov
Sent: Thursday, July 26, 2012 4:16 PM
To: Nicolai, Sarah
Subject: MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Hi Sarah,

I was able to look at the Corridor Planning Study and just want to reiterate the Service's previous comments. Thanks for the additional time.

Mike

Mike McGrath
Fish and Wildlife Biologist
USFWS Montana ES Field Office
585 Shepard Way, Suite 1
Helena, MT 59601

406-449-5225 ext. 201
mike_mcgrath@fws.gov



Informational Meeting

Wednesday, July 11, 2012
Sidney, MT

MDT Invites Your Comments:

We are a small family oriented farming community, with a river access road, an R.E.A. substation, and a school bus route ^{that} loops through the center of town.

We have 2 exits off ^{a curve in} Highway 16 into Crane. The streets are consistently busy with farm equipment, boats on trailers, R.V.'s, 4-wheelers, and R.E.A. servicemen.

My family and I have lived in Crane for 33 years. The amount of traffic that illegally goes around my car on the right side when I am turning off ^{anyway} has ~~become~~ ^{increased so much it is now} become a daily occurrence.

The other families and I have concerns about our children getting on and off the school bus ^{safely} and about being ~~to~~ ^{rear-ended} on the highway!

A reduced speed limit and a turning lane would go a long way to creating peace of mind in our Community.

Thank you,
Vanessa Olson

To receive further study information, please provide your name and address:

Name: Andy i Vanessa Olson

Address: P.O. Box 33 - 306 Washington Street
Crane, Montana 59217-0033

Email: vanessalo2@hotmail.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. **Please submit comments by July 25, 2012.**





Brian Schweitzer, Governor
Richard H. Opper, Director

P.O. Box 200901 • Helena, MT 59620-0901 • (406) 444-2544 • www.deq.mt.gov

July 20, 2012

Sarah Nicolai
DOWL HKM
P.O. Box 1009
Helena, MT 59624

Subject: MT 16/MT 200 Glendive to Fairview Corridor Planning Study

Dear Ms. Nicolai:

Thank you for the opportunity to attend the April 12, 2012, agency meeting on the subject process and the opportunity to comment on the subject draft report.

My comments are fairly brief. The document appears well written and thorough. The comments the agencies offered during the April 12, 2012, agency meeting are well documented in the document's appendices. However, you might consider emphasizing the comments made on behalf of water quality issues in the body of the document.

As you recall, there were some agency concerns relative to the corridor's close proximity to the Yellowstone River and intersection with numerous tributaries to the river. Due to the current and expected increases in truck traffic related to energy development (trucks potentially carrying hazardous liquids) it was suggested that the following design features be considered:

- Bridge deck drainage be directed to retention basins sized to accommodate a volume consistent with the approximate volume of the largest tanker trucks anticipated to use the corridor.
- Roadside ditches or culverts that direct flow to state waters should also include appropriately sized retention basins.

Section 6.7 Roadside Safety, in the final document, might be an appropriate section to include the proceeding design suggestions. These are somewhat secondary safety issues, but relative to human health issues, a release of hazardous chemicals in state waters could be catastrophic.

Again, thanks for the opportunity to comment and do not hesitate to contact me if you have questions at jeryan@mt.gov or (406) 444-4626.

Sincerely,

Bonnie Lovelace

for
Jeff Ryan
Water Quality Specialist
Montana Department of Environmental Quality

July 18, 2012

Sarah Nicolai, Project Manager
DOWL HKM
P.O. Box 1009
Helena, Montana 59624

RE: **MT 16 / MT 200 Glendive to Fairview Corridor Planning Study**

Dear Ms. Nicolai:

Thank you for the invitation (received July 10, 2012) to comment on the above-referenced planning study conducted for the Montana Department of Transportation (MDT), in cooperation with Dawson and Richland Counties and the Federal Highway Administration (FHWA). We appreciate the amount of effort showcased by the submitted document and would like to commend all those involved in the process.

After review of the Glendive to Fairview Corridor Planning Study, we would like to forward one recommendation. In addition to the Section 4(f) requirements, it might be beneficial in the Social and Cultural Resources Section (3.3.3) to more clearly discuss the Section 106 process. Perhaps you could consider highlighting the importance and necessity of beginning the Section 106 compliance and review process early in the planning stages?

If you have any questions or comments, please do not hesitate to contact me at (406)444-0388 or ksears@mt.gov. Thank you for consulting with us.

Sincerely,



Kathryn Sears
Review and Compliance Officer
Montana State Historic Preservation Program

225 North Roberts Street
P.O. Box 201201
Helena, MT 59620-1201
(406) 444-2694
(406) 444-2696 FAX
montanahistoricalsociety.org



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Informational Meeting

Wednesday, July 11, 2012
Sidney, MT

MDT Invites Your Comments:

I would like to see speed reduction and a turning lane on MT 16/MT 200 into Crane to make a safer place for our families and the community.

To receive further study information, please provide your name and address:

Name: Carolyn Steinley

Address: Box 63

Crane, MT 59217

Email: _____

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. **Please submit comments by July 25, 2012.**

Nicolai, Sarah

From: Ray Trumpower <trumpwer@midrivers.com>
Sent: Tuesday, July 10, 2012 9:41 AM
To: Nicolai, Sarah
Subject: RE: MT 16 / MT 200 Glendive to Fairview Corridor Planning Study - Newsletter #2

Are you really proposing 5 lights?
And what is a hiway transition?

From: Nicolai, Sarah [<mailto:snicolai@dowlhkm.com>]
Sent: Tuesday, July 10, 2012 9:05 AM
To: Nicolai, Sarah
Subject: MT 16 / MT 200 Glendive to Fairview Corridor Planning Study - Newsletter #2

To: Mailing List for MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Attached, please find a newsletter providing an update on the MT 16 / MT 200 Glendive to Fairview Corridor Planning Study. Informational meetings will be held at 6:00 p.m. on Wednesday, July 11, 2012 at the Sidney High School Cafeteria in Sidney and at 6:00 p.m. on Thursday, July 12, 2012 at the Dawson Community College in Glendive. The purpose of the meetings is to present recommended improvement options and request community feedback on the draft corridor study report. The agenda and format will be the same for both meetings. Additional information may be viewed on the study website at <http://www.mdt.mt.gov/pubinvolve/mt16>

Please feel free to contact me with any questions about the study.

Sarah W. Nicolai, E.I.
Manager, Planning and Environmental Services
(406) 442-0370 ext. 7412



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