


Appendix A

Public and Agency Involvement Materials



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Comment #1 MDT Response #1

1

Fairview Corridor Planning Study Informational Meeting #2

Tuesday, May 10, 2016

MDT invites you to provide feedback on the study:

Thank you the presentation was very good.

I like the idea of the West route.

This route would provide opportunity for more housing development, also irrigated farmland would not be given up.

This is a great idea and I hope it could be completed.

I think if you ~~love~~ leave the dips in the road in Fairview, trucks will use the new route

1

Thank you for your comment.

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

Name: Doreen Mitchell
Address: 201 W. Main
Sidney,
Email: d.mitchell@richland.org

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

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601

Please indicate your comments are for the Fairview Corridor Planning Study and submit by May 31, 2016.



Comment #2

MDT Response #2



ENVIRONMENTAL HEALTH SECTION
Gold Seal Center, 918 E. Divide Ave.
Bismarck, ND 58501-1947
701.328.5200 (fax)
www.ndhealth.gov



2

May 18, 2016

Ms. Vicki Crnich
Montana Dept. of Transportation
P.O. Box 201001
Helena, MT 59620-1001

Re: Fairview Corridor Planning Study
McKenzie County, North Dakota

Dear Ms. Crnich:

This department has reviewed the information concerning the above-referenced project submitted under date of April 29, 2016, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following comments:

1. All necessary measures must be taken to minimize fugitive dust emissions created during construction activities. Any complaints that may arise are to be dealt with in an efficient and effective manner.
2. Projects disturbing one or more acres are required to have a permit to discharge storm water runoff until the site is stabilized by the reestablishment of vegetation or other permanent cover. Further information on the storm water permit may be obtained from the Department's website or by calling the Division of Water Quality (701.328.5210). Also, cities may impose additional requirements and/or specific best management practices for construction affecting their storm drainage system. Check with the local officials to be sure any local storm water management considerations are addressed.
3. Noise from construction activities may have adverse effects on persons who live near the construction area. Noise levels can be minimized by ensuring that construction equipment is equipped with a recommended muffler in good working order. Noise effects can also be minimized by ensuring that construction activities are not conducted during early morning or late evening hours.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

If you have any questions regarding our comments, please feel free to contact this office.

Sincerely,

L. David Glatt, P.E., Chief
Environmental Health Section

LDG:cc

RECEIVED
MAY 24 2016
TRANSPORTATION PLANNING

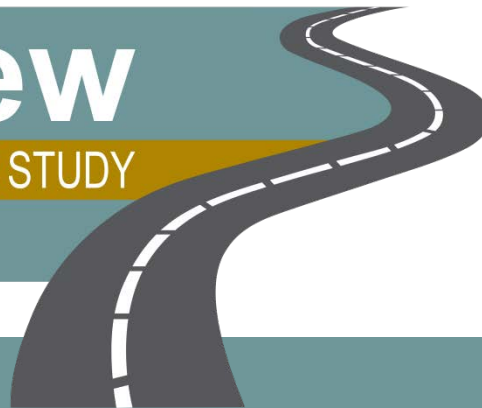
2

Thank you for your comment. If a project is forwarded from this study, MDT will coordinate with resource agencies in Montana and North Dakota to minimize environmental impacts to the extent practicable and secure all necessary permits.

2

Fairview

CORRIDOR PLANNING STUDY



Public and Agency Involvement Plan

Prepared for:



Prepared by:



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1.0 Introduction

The Town of Fairview, MT, and the Montana Department of Transportation (MDT) Glendive District have identified a need for a planning study to investigate alternative routes to alleviate truck traffic in the Fairview area. The increase in truck traffic in Fairview has been generated by development related to the Bakken Oil field in both Montana and North Dakota. A substantial amount of drilling activity is occurring in North Dakota, with a large percentage of the truck traffic originating in the area. Collaboration between MDT and the North Dakota Department of Transportation (NDDOT), as well as officials from Fairview, MT, East Fairview, ND, Richland County, MT, and McKenzie County, ND, will be an important component of the study. Collaboration will include communication and participation throughout the planning process as well as sharing state-specific transportation data for use in the study.

The goal of the study is to assess current and projected conditions in the Fairview area and identify options to address identified needs. The study will analyze alternative routes and attempt to minimize the cost of any selected route while considering and avoiding areas of environmental and social concern.

1.1 Study Area

Figure 1 illustrates the study area, which includes the Town of Fairview and its vicinity, and extends into North Dakota for a distance sufficient to assess potential alternative route locations. The study will focus on potential new routes connecting with MT/ND 200 south and east of Fairview.

1.2 Goal of Public and Agency Involvement Plan

The primary goal of this plan is to provide opportunities for members of the public, stakeholders, and resource agency representatives to learn about the process, review information about the corridor planning study, and provide input throughout the planning effort. In support of this goal, the following sections identify procedures that will guide the public and agency involvement effort.

2.0 Study Contacts

Contact information for MDT and the consultant will be provided in all published materials.

Shane Mintz, MDT District Administrator

Montana Department of Transportation
Glendive District Office
503 N River Avenue
PO Box 890
Glendive, MT 59330-0890
406.345.8212
smintz@mt.gov

Vicki Crnich, MDT Project Manager

Montana Department of Transportation
Statewide and Urban Planning
2960 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406.444.7653
vcrnich@mt.gov

Sarah Nicolai, Consultant Project Manager

DOWL
1300 Cedar Street
Helena, MT 59601
406.324.7412
snicolai@dowl.com

3.0 Media Coordination

Announcements will be developed by DOWL and advertised by MDT at least three weeks before 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. The *Sidney Herald* and the *Williston Herald* may carry display advertisements.

MDT may also issue press releases to local radio and television stations announcing informational meetings. Specific media outlets will be identified during the course of the study as appropriate.

4.0 Study Website

DOWL will develop content for a website to be hosted by MDT. The website will provide a description of the planning effort, a description of public involvement opportunities, study contacts, links to available documents, and an anticipated study schedule. A link to the study website may also be provided on the NDDOT site.

5.0 Document Availability

5.1 Newsletters and Meeting Materials

DOWL will develop two newsletters for the study. The first newsletter will be issued at the time of 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 at the time of the second informational meeting and will present alternative routes around Fairview, potential improvements to existing routes, and potential impacts and mitigation strategies. DOWL will also develop meeting materials for each informational meeting, including agendas, static exhibits, and other presentation materials. Print copies of newsletters and meeting materials will be available at each of the two informational meetings hosted for this study. MDT will publish electronic versions of newsletters and meeting materials on the study website at following the meetings (at <http://www.mdt.mt.gov/pubinvolve/fairview/>). Print and/or electronic copies of newsletters will also be distributed to the study mailing list.

5.2 Reports

MDT will publish electronic versions of reports on the study website. Print copies of the draft corridor study report will be available at the MDT Rail, Transit, and Planning Division Office (2960 Prospect Avenue; Helena, MT). Print copies of the report may also be made available at the following locations.

- MDT Glendive District Office (503 N River Avenue; Glendive, MT 59330-0890)
- NDDOT Williston District Office (605 Dakota Parkway West; Williston, ND 58802-0698)
- Town of Fairview City Hall (318 S Central Ave; Fairview, MT 59221)
- Richland County Office (201 W. Main; Sidney, MT 59270)
- McKenzie County Office (201 5th Street NW; Watford City, ND 58854)

6.0 Meetings

6.1 Advisory Committee Meetings

Advisory committee (AC) meetings will generally be scheduled every four weeks for the duration of the study period. AC members will discuss study progress, analysis methodologies, and any issues or concerns that arise during the study. The AC will also review study documentation before publication. Representatives from MDT, NDDOT, the Towns of Fairview and East Fairview, Richland County, McKenzie County, and FHWA Montana and North Dakota Divisions will be invited to participate in the advisory committee.

6.2 Informational Meetings

Two informational meetings will be held during the course of the study. The first informational meeting will be held part-way through the planning process after the consultant has evaluated environmental, social, and land use conditions and conducted crash and traffic analyses within the study area. During the first meeting, the consultant will introduce the study, present findings from the existing and projected conditions report, and discuss issues and concerns in the study area.

The purpose of the second meeting will be to discuss the needs and objectives for the study area, present the range of potential alternative routes around Fairview, and discuss potential improvements to existing routes. Members of the public will be asked to provide feedback on potential improvement options.

Comments will be considered throughout the planning process. A public and agency comment period will occur following publication of the draft study report. All comments will be considered before the report is finalized.

6.3 Resource Agency Meeting

MDT will host a single resource agency meeting at the MDT offices in Helena, with conference call arrangements at the MDT Glendive District Office, the NDDOT offices, and via a conference call line, as appropriate. The purpose of the meeting will be to present findings from the draft environmental scan report and existing and projected conditions report. Montana and North Dakota resource agency representatives will be asked to confirm the accuracy and completeness of the documents and identify initial avoidance areas, mitigation needs, and opportunities.

6.4 Stakeholders

DOWL will coordinate with regional trucking/freight companies to assist in determining usage trends and needs, and identify preferred routes. Potential trucking/freight stakeholders are listed below.

Name	Location	Name	Location
A&K Trucking	Fairview, MT	Mon-Dak Trucking	Sidney, MT
A&L Transportation	Sidney, MT	Nabors Well Service	Sidney, MT
Basic Energy	Sidney, MT	NCSG Crane & Heavy Haul Services Inc	Sidney, MT
Black Hills Trucking	Williston, ND	Neu Construction	Fairview, MT
Blue Rock Products	Sidney, MT	Old Dominion	Sidney, MT
Cal-Frac	Williston, ND	Power Fuels	Williston/Watford City, ND
Corcoran Trucking	Billings, MT	Prewitt's	Sidney/Fairview, MT
Fischer Sand & Gravel	Sidney, MT	Real Trucking	Sidney, MT
Franz Construction	Sidney, MT	Root	Cartwright, ND
Haliburton	Williston, ND	Schlumberge	Williston, ND
Hamm & Phillips	Sidney, MT	Sidney RedEMix	Sidney, MT
Hi-Line Trucking	Sidney, MT	Strata	Grand Forks, ND
Hofmann Trucking	Tioga and Jamestown, ND	Stride Well Service	Sidney, MT
Hurley Oilfield	Fairview, MT	Transystems	Great Falls, MT
Knife River	Williston, ND	Trentroy	Williston, ND
KTI – KUCK Trucking	Sidney, MT	Turner Gas	Fairview, MT
Lunderby	Sidney, MT		
Mitchells Oilfield Service	Sidney, MT		

Additional stakeholders (such as school districts or emergency service providers) may also be consulted during the study process.

7.0 Public, Agency, and Stakeholder Comments

Public, resource agency, and stakeholder comments are welcome throughout the planning process. Written comments may be submitted by mail to Sarah Nicolai, DOWL, 1300 Cedar Street, Helena, MT 59601; by email to snicolai@dowl.com; or online at <http://www.mdt.mt.gov/pubinvolve/fairview/>.

8.0 Accessibility

The State of Montana attempts to provide accessible information and services to all individuals. MDT will employ the following measures for the Fairview Corridor Planning Study.

- MDT will host informational meetings in locations that are accessible and compliant with the Americans with Disabilities Act (ADA).
- MDT and the consultant will confer with the leaders of the communities and representative organizations about how best to involve traditionally-underserved populations.
- MDT and the consultant will communicate effectively at the informational meetings by avoiding technical jargon and exercising appropriate conduct and judgment. Alternative accessible formats of study materials will be provided upon request.

9.0 Study Schedule

The Fairview Corridor Planning Study began in January 2015 and is expected to be completed by the end of February 2016. Figure 2 illustrates the anticipated study schedule.

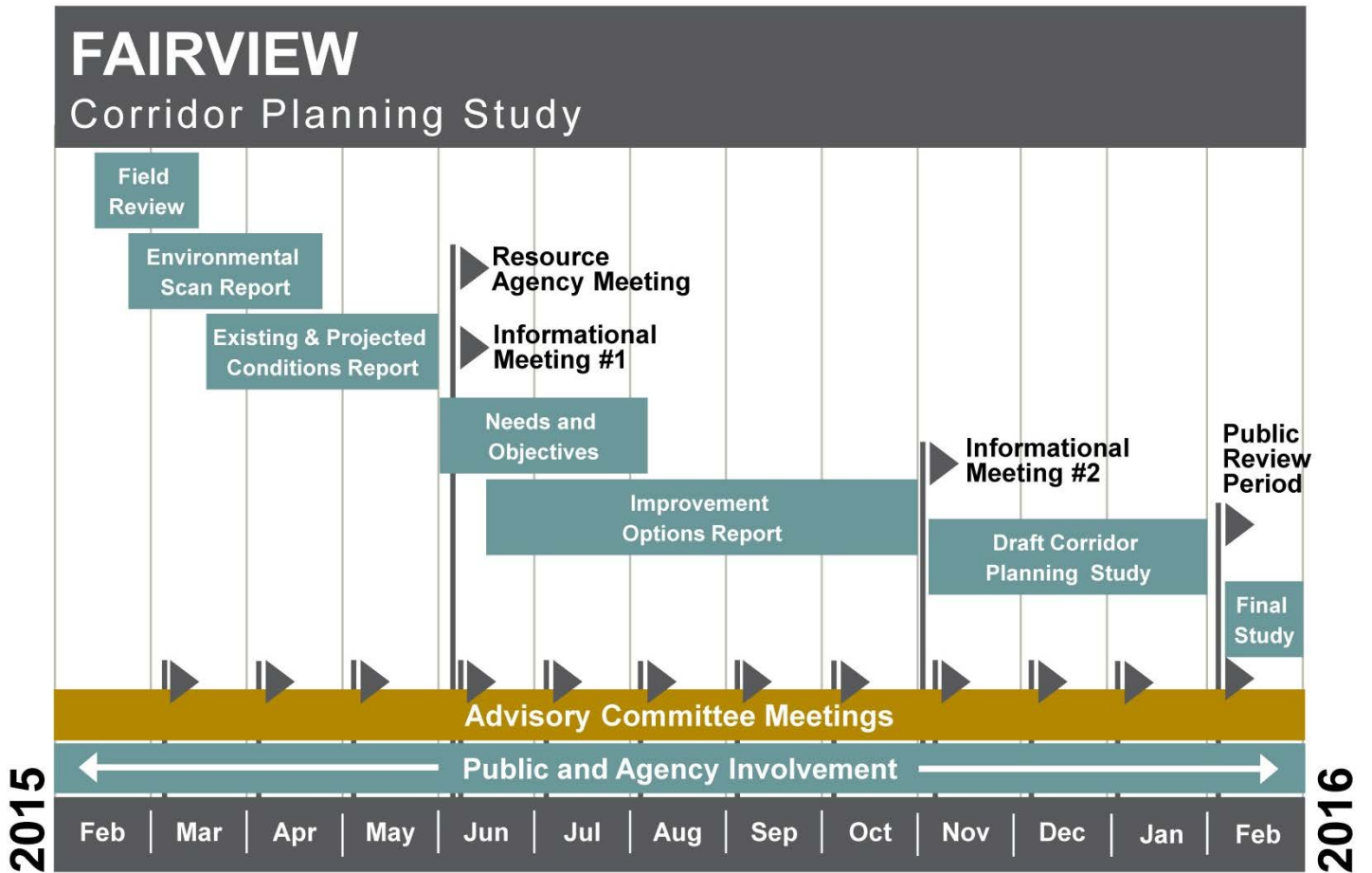


Figure 2 Anticipated Study Schedule

Office Locations

ALASKA

Anchorage
Juneau
Fairbanks
Ketchikan
Kodiak
Palmer

ARIZONA

Tempe
Tucson

COLORADO

Golden
Gunnison
Montrose

MONTANA

Billings
Bozeman
Butte
Great Falls
Helena
Miles City

NORTH DAKOTA

Dickinson

OREGON

Bend

WASHINGTON

Redmond
Seattle

WYOMING

Gillette
Lander
Laramie
Sheridan

MEMORANDUM

TO: Vicki Crnich
MDT Project Manager

FROM: Sarah Nicolai
DOWL Project Manager

DATE: July 14, 2015

**SUBJECT: Fairview Corridor Planning Study
Informational/Public Input Meeting #1 – July 7, 2015**

Introduction

An informational/public input meeting for the Fairview Corridor Planning Study was held on July 7, 2015, at the Fairview School cafeteria located at 713 S Western Ave, Fairview, Montana. The following Montana Department of Transportation (MDT), North Dakota Department of Transportation (NDDOT), and DOWL representatives attended the meeting.

Vicki Crnich	MDT Statewide and Urban Planning
Shane Mintz	MDT Glendive District Administrator
Jim Frank	MDT Glendive District
Tom Roberts	MDT Glendive District
Joel Wilt	NDDOT Williston District Engineer
Steve Mullen	NDDOT Land Use Planner
Sarah Nicolai	DOWL Project Manager
Emily Peterson	DOWL Environmental Specialist
Nik Griffith	DOWL Project Administrator

Forty-nine (49) people signed the meeting sign-in sheets. Meeting attendees included Bryan Cummins, mayor of Fairview; Loren Young and Duane Mitchell, Richland County Commissioners; Marcy Hamburg, Richland County Planner; Carol Lambert, District 4 Transportation Commissioner; and Kevin Dahl, Fairview City Council Member. Copies of the sign-in sheets are appended to this memorandum.

Media Coordination and Newsletter

The informational/public input meeting was advertised in the *Sidney Herald* on July 1 and 5, 2015, and in the *Sidney Roundup* on July 1, 2015. A news release was e-mailed to regional radio and television stations as well as Chambers of Commerce on June 29, 2015. The study newsletter was published to the study website at <http://www.mdt.mt.gov/pubinvolve/fairview/documents> and mailed to stakeholders.

Additionally, a link to the MDT study web page was included on the NDDOT-Williston District project webpage. Copies of these documents are appended to this memorandum.

Presentation

DOWL representatives Sarah Nicolai and Emily Peterson presented the corridor study planning process, emphasizing public involvement as a major component. Ms. Nicolai focused on existing and projected transportation conditions within the study area and the study schedule. Ms. Peterson discussed environmental and cultural resource conditions which may present constraints and opportunities in the planning process. A copy of the presentation is appended to this memorandum.

Discussion Period

A discussion period was held following the presentation to allow members of the public to provide input or request clarification about the study. Shane Mintz, Jim Frank, Joel Wilt, and Sarah Nicolai responded to public questions and comments. Topics are summarized below.

Distinction between the Fairview-West Project and Fairview Corridor Planning Study

Members of the public asked why the Fairview-West project and the Fairview Corridor Planning Study were being conducted separately. Mr. Mintz explained that the Fairview Corridor Planning Study required input from and collaboration with NDDOT, unlike the Fairview-West project. He also discussed the differences between a programmed project and a study. A member of the public asked if recommendations from this study would supersede currently-planned projects. Mr. Mintz said that was unlikely, but always a possibility depending on available funding.

NDDOT Involvement

Several members of the public inquired about NDDOT's commitment and involvement in the study. Questions focused on the location and funding for potential future projects in Montana and North Dakota. Mr. Wilt explained that NDDOT was involved in the discussion and was participating in the study. If a project is identified through this study, NDDOT would consider potential state and federal funding sources and the effects on NDDOT budgeting.

Bypass/Economic Vitality

Members of the public asked questions about the possibility of a bypass and the effects on the economic vitality of the Fairview community. They discussed projects near Alexander, ND, where the town experienced economic downturn after construction of a bypass project. Mr. Mintz discussed the success of other towns with bypasses and stressed that Montana state law requires MDT to obtain local support before pursuing a bypass project.

Eminent Domain

One member of the public asked if DOTs had the power to use eminent domain laws should a project move forward in the future. Mr. Wilt said North Dakota does use eminent domain authority if necessary, and that the process includes offering fair market value and investigating income potential of all affected properties. Mr. Mintz explained that Montana could acquire property through eminent domain, although MDT would initially attempt to negotiate an agreement with landowners should additional right-of-way be needed.

Alignments/Possible Routes

Multiple members of the public asked about possible routes and associated roadway grades, curvature, and placement. Ms. Nicolai, Mr. Mintz, and Mr. Frank explained the process of using Quantum modeling software to identify potential new routes around Fairview. The next step in the study process will be to identify needs and potential improvements to address those needs (including new routes). The study team will present potential route alignments at the next informational/public input meeting tentatively scheduled for November.

Written Comments

Three written comments were received and addressed topics including specific suggestions for new routes, possible impediments for future alignments, Richland County and Fairview planning documents, and the quality of the informational/public input meeting presentation. Copies of written comments are included at the end of the memorandum.

Fairview Corridor Planning Study Informational/Public Input Meeting #1

Tuesday, July 7, 2015

Name	Organization/Title	Address	City, State, Zip	Email
Vernon Hone	Farmer	3032 160 th ave NW	Fairview MT	
Pam Mize	Home owner	2957 161 st NW NW	Fairview mt.	
PAT CHERRY	Home owner	220 S. CENTRAL	" "	
Duane Mitchell	Co. Commissioner	221 S Lincoln Ave	Sidney MT	
DON EBERSEN		Bx 383	FAIRVIEW 5922	
Butch RENDEN	Retired	PO box 464	" "	
Scott Duxbeam	Farmer	16041 34 th st NW	" "	
Pam Burman	Banker	PO Box 442	✓	✓
* Ken Knell	Farmer	16061 33 rd ST NW	" "	" "

Fairview Corridor Planning Study Informational/Public Input Meeting #1

Tuesday, July 7, 2015

Name	Organization/Title	Address	City, State, Zip	Email
Woren H. Young	Richland County	Fairview 13705 CR 351	59221	lyoung@richland.org
Carol Lanzetta	Dist 4 Commissioner	Bozeman		norm@RAW-sweb.net
Tom Roberts	MT Mntb. Chief - Miles City			troberts@mt.gov
Brian Cummins	MAYOR - Town of Fairview	Fairview, MT	59221	n/A
Laurel Arndt		"	"	laurelarndt@yahoo.com
Jim R. Arndt		P.O. Box 411	Fairview MT 59221	
Orlene + Lee Roy Reid		Box 64	Fairview MT 59221	
Gracie Starkono	Richland City	Box 23	Fairview 59221	
Billie Buxbaum		312 Interstate Ave. W	Fairview	
Jessica Buxbaum	Richland	13483 HWY 200	Fairview	
DIXIE SEXTON		35554 CH 133	FAIRVIEW, MT 59221	
Josie Johnson	ICF	35180 Hwy 201	" " "	
Jerrick Miller		2912 161 st Ave NW	Fairview MT 59221	millerjerrick@yahoo.com
Wanda Miller		2941 161 st Ave NW	Fairview MT 59221	
Pat Wheeler		384 W 4 th	Fairview MT	
Paul Borg		320 S MT Ave	Fairview MT	
Judd Burkman		622 KIRK AVE	FAIRVIEW	
Brian Buxbaum		13595 City Rd 356	Fairview MT	
Lynn Shelmerdine		105 So. Western Ave	Fairview, MT	
Jojo Wisorek		405 St W	Fairview mt. 59221	
Kevin Dahl	City Council	422 W. 10 th St	Fairview MT	

Fairview Corridor Planning Study Informational/Public Input Meeting #1

Tuesday, July 7, 2015

Name	Organization/Title	Address	City, State, Zip	Email
Ken Starbon		101 N Dawson Ave	Fairview, MT	sharbkg@midrivers.com
Ron Buxbaum		312 Industrial Ave	" "	
Dace Buxbaum		13483 Hwy 200	" "	
Rhonda Hunter		13789 CR 347	Fairview MT	jrtbanc@hotmail.com
Howard Hill		35554 CR 133	Fairview, MT	Howeird1976@hotmail.com
James W. Hunter		13988 CR 347	Fairview MT	
Justin + Jennifer Calvert		119 NW Ave	Fairview MT	jcalvert1@gmail.com
STEVE MULLEN		3209 2nd Ave E	Williston ND	smullen@nd.gov
TERRY C. MILLER		2941 161st Ave NW	Fairview MT	
Larry Siebel		318 nd 4th	Fairview MT	
Josh Buxbaum		13481 Hwy 200	Fairview MT	
Sabrina Steer		35467 CR 133	Fairview MT	sksteer@gmail.com
Ross Buxbaum		323 3rd Ave west	Calbertson M.T.	
Pell Sheppard		105 South western	Fairview MT	
Ante Buxbaum		16041 34th St NW	Fairview, MT	
Mary Hamburg	County/Town Planner	123 W Main St.	Sidney MT 59270	mhamburg@richland.org
Don Hank	Farmer		Fairview MT 59770	
KEN SCHLOTHAVER	"	2891 160th Ave NW	" "	
Joel W. IK	(Williston ND District)			



Fairview Corridor Planning Study

STUDY DESCRIPTION

The Montana Department of Transportation (MDT), in cooperation with the North Dakota Department of Transportation (NDDOT), has initiated the Fairview Corridor Planning Study to investigate transportation improvement options within the Fairview area.

The goal of the study is to assess current and projected conditions in the Fairview area and identify options to address identified needs. The study will analyze improvements to existing and potential futures routes, and attempt to minimize costs while considering and avoiding areas of environmental and social concern. The study process will document existing and projected conditions; analyze potential impacts; identify constraints and mitigations; gather public, resource agency and stakeholder input; and provide recommendations for improvements.

This study is a planning-level evaluation of the study area. It is not a design, maintenance, or construction project. Depending on need and funding availability, improvement options may be forwarded from this study and developed into projects at a later date.

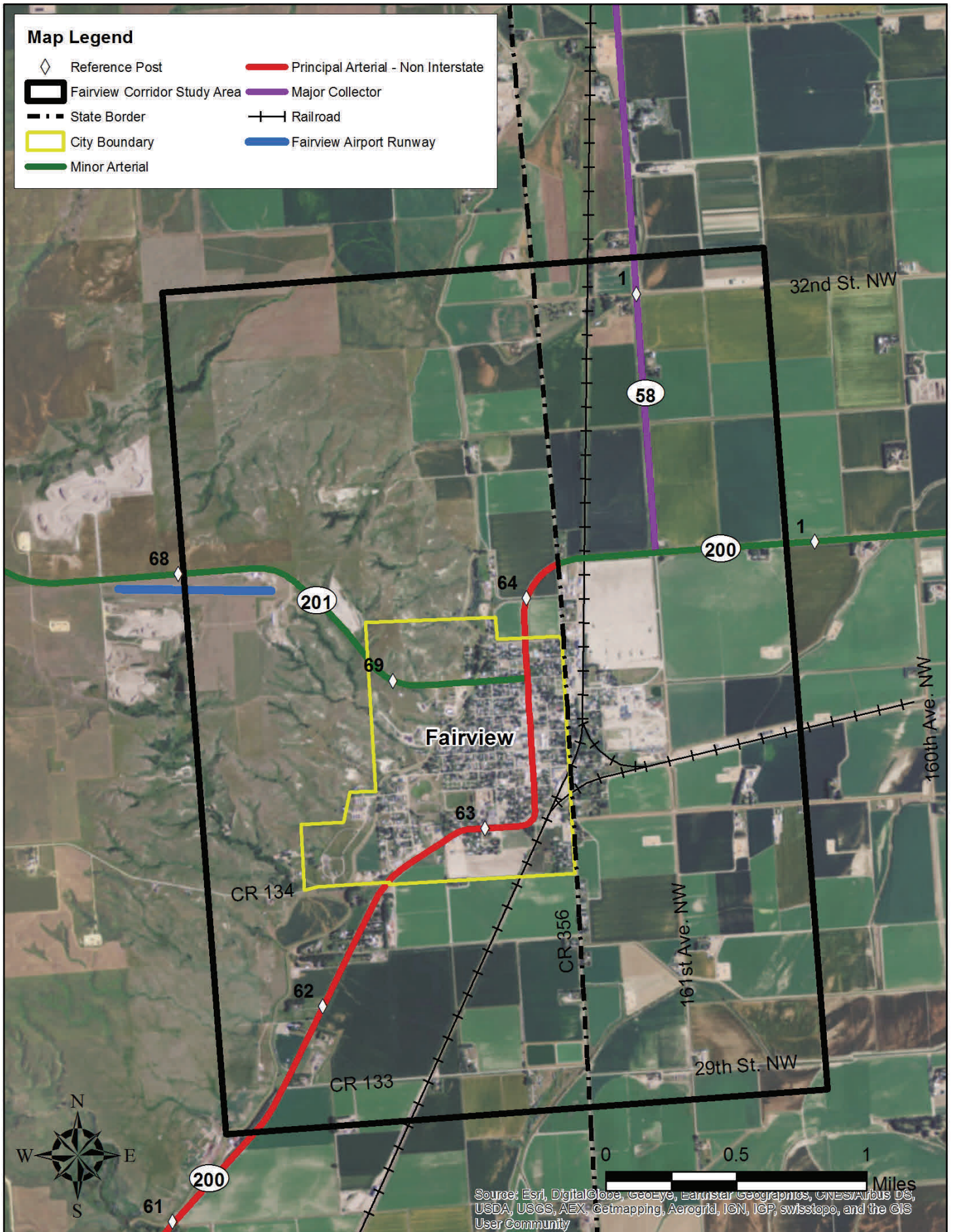
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- Study Contacts 4
- Involvement Opportunities 4
- Anticipated Study Schedule 4

PLEASE JOIN US FOR AN INFORMATIONAL/ PUBLIC INPUT MEETING!

**July 7, 2015,
at 6:00 p.m.**
Fairview School Cafeteria
713 S. Western Ave
Fairview, MT

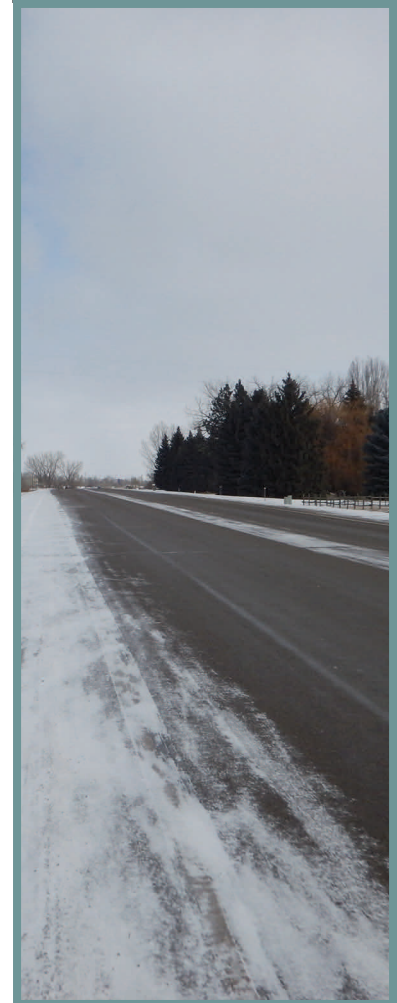




EXISTING AND PROJECTED CONDITIONS

Findings presented in the tables below are drawn from the draft existing and projected conditions report and the draft environmental scan report for this study. Please visit the study website (<http://www.mdt.mt.gov/pubinvolve/fairview>) for more information.

Transportation System	Findings	
	Bridges	<ul style="list-style-type: none"> Two bridges are candidates for repair.
	Bicycle/ Pedestrian	<ul style="list-style-type: none"> Intermittent sidewalks in Fairview. No dedicated facilities outside of Fairview. Shoulders along MT 200, ND 200, and ND 58.
	Drainage/ Pavement Conditions	<ul style="list-style-type: none"> Grated trough structures within Fairview are not effective. Drainage within Fairview will be addressed in a future project. Truck traffic increasing roadway deterioration.
	Geometrics	<ul style="list-style-type: none"> 4 of 5 horizontal curves on MT 200 do not meet current MDT design criteria.
	Crash History	<ul style="list-style-type: none"> On MT 200 from 2004-2013, 66 crashes, 22 injuries, and 0 fatalities (13 involved trucks). On ND 200 from 2010 to 2013, 20 crashes, 8 injuries, and 0 fatalities.
	Traffic Volumes, Operations, and Origin- Destination Trends	<ul style="list-style-type: none"> Traffic volumes anticipated to peak in approximately 2025, returning to lower levels by 2035. LOS D and E projected for segments in 2025. During AM, strongest truck movements occur from west to east/north and south to north/east. During PM, strongest truck movements occur from east to south.



Environmental Resources	Findings	
	Farmland	<ul style="list-style-type: none"> Majority of study area is farmland of statewide importance or prime farmland is irrigated.
	Surface Waters/ Wetlands, & Floodplains	<ul style="list-style-type: none"> Surface water is primarily seasonal irrigation Fringe wetlands found along irrigation ditches/canals Special Flood Hazard Zone Area within the study area.
	Hazardous Materials	<ul style="list-style-type: none"> Ten underground storage tanks, eight leaking underground storage tanks, eight abandoned mine sites, several oil/gas wells and horizontal drilling paths, and three reported oil spills.
	General Fish & Wildlife	<ul style="list-style-type: none"> Study area is within the distribution range for white-tailed and mule deer, pronghorn, sharp-tailed grouse, black-footed ferret.
	Sensitive Species	<ul style="list-style-type: none"> Likely not present in the study area due to the high degree of disturbance. Study area is within primary the golden eagle breeding range.
	Cultural Resources	<ul style="list-style-type: none"> Seven eligible sites within the study area, including historic railroads and irrigation systems. Unrecorded sites likely occur within corridor.

STUDY CONTACTS

Shane Mintz
MDT Glendive District
Administrator
406-345-8212
smintz@mt.gov

Vicki Crnich
MDT Project Manager
406-444-7653
vcrnich@mt.gov

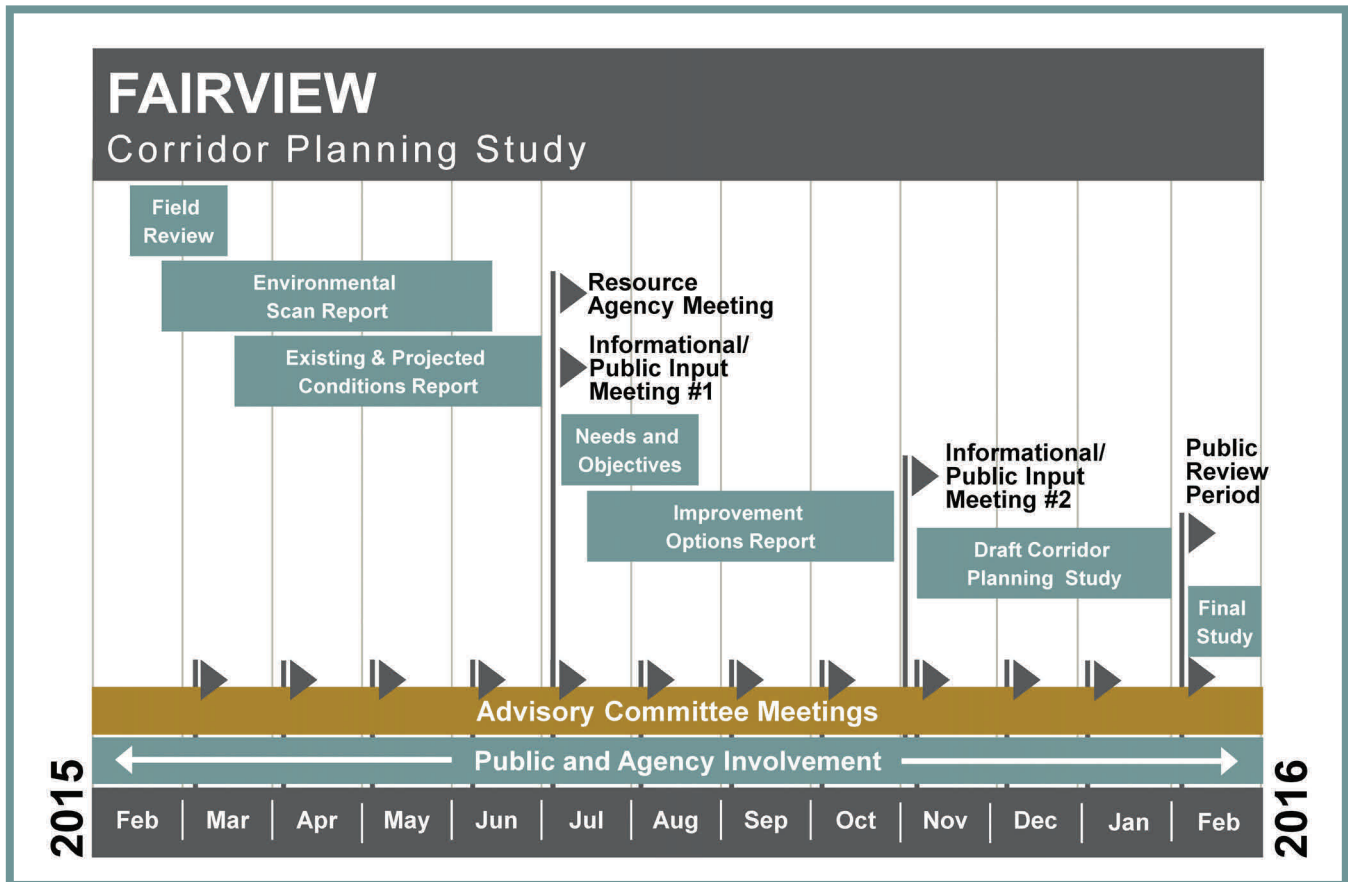
Sarah Nicolai
DOWL
Project Manager
406-324-7412
snicolai@dowl.com

INVOLVEMENT OPPORTUNITIES

An informational/public input meeting is scheduled for **Tuesday, July 7, 2015** at the Fairview School Cafeteria, 713 S. Western Avenue, in Fairview, MT. We encourage you to attend and provide feedback about your issues and concerns for the corridor.

Please visit the study website (<http://www.mdt.mt.gov/pubinvolve/fairview>) for more information on upcoming involvement opportunities.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of the department. Alternative accessible formats of this information will be provide upon request. For more information, please call Sarah Nicolai at (406) 324-7412 or Montana Relay at 711.



Nicolai, Sarah

From: Grant, Paul <pgrant@mt.gov>
Sent: Monday, June 29, 2015 8:05 AM
To: ASHTO; FAIRVIEW CHAMBER OF COMMERCE; KG CX-FM; KTHC-FM; KXGN; SIDNEY CHAMBER OF COMMERCE; Sidney Herald; Sidney Roundup; TYSON FISHER; The Searchlight; GLENDIVE CHAMBER OF COMMERCE; KGLE-AM (E-mail); KXGN-Emilie Boyles; KXGN-TV/KDZN-FM/KXGN-AM; Ranger Review (E-mail)
Cc: Nicolai, Sarah; Crnich, Victoria; Strizich, Carol; Zanto, Lynn (MDT); Mintz, Shane; Frank, James; Heidner, Steven; Riley, Jean; Richland County Commissioners; Road Supervisor; Grant, Paul; Marosok, Lauren; O'Brien, Anna; Ryan, Lori
Subject: MDT schedules an informational/public input meeting for Fairview Corridor Planning Study

June 29, 2015

FOR IMMEDIATE RELEASE

For more information:

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

MDT schedules an informational/public input meeting for Fairview Corridor Planning Study

Fairview - The Montana Department of Transportation (MDT), in coordination with the North Dakota Department of Transportation (NDDOT), Richland and McKenzie counties, and the town of Fairview, is conducting an informational/public input meeting to discuss the Fairview Corridor Planning Study. The meeting will be held on Tuesday, July 7, 2015, at the Fairview School Cafeteria, 713 S. Western Avenue, Fairview, MT. A presentation will begin at 6:00 p.m., followed by an informal discussion.

The Fairview Corridor Planning Study is a pre-environmental study that allows for earlier planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study will identify potential improvement options, which will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review. Potential improvement options will be based on need and funding availability.

The purpose of the meeting is to explain the planning study process, present information about existing and projected conditions, and gather public feedback on issues and concerns within the study area.

Public participation is a very important part of the process, and the public is encouraged to attend. Comments may be submitted at the meeting; by mail to Sarah Nicolai, DOWL, 1300 Cedar Street, Helena, MT 59601; by email to snicolai@dowl.com; or online at

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

Please indicate comments are for the Fairview Corridor Planning Study.

Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Sarah Nicolai at snicolai@dowl.com

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of the department. If you require reasonable accommodations to participate in this meeting, please call Sarah Nicolai at (406) 324-7412 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: Fairview Corridor Planning Study Richland County, Montana, and McKenzie County, North Dakota



Informational/ Public Input Meeting

**Discuss the Fairview Corridor
Planning Study
Tuesday, July 7, 2015 6:00 P.M.
Fairview School Cafeteria
713 S. Western Ave., Fairview, MT**

The Montana Department of Transportation (MDT), in coordination with the North Dakota Department of Transportation (NDDOT), Richland and McKenzie counties, and the town of Fairview, is conducting an informational/public input meeting to discuss the Fairview Corridor Planning Study which is a pre-environmental study that allows for earlier planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study will identify potential improvement options, which will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review. Potential improvement options will be based on need and funding availability.

The purpose of the meeting is to explain the planning study process, present information about existing and projected conditions, and gather public feedback on issues and concerns within the study area.

The meeting is open to the public and attendance is encouraged. 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) 324-7412 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted at the meeting; by mail to Sarah Nicolai, DOWL, 1300 Cedar Street, Helena, MT 59601; by email to snicolai@dowl.com; or online at <http://www.mdt.mt.gov/pubinvolve/fairview/>

Please indicate comments are for the Fairview Corridor Planning Study.

Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Sarah Nicolai at snicolai@dowl.com



Fairview Corridor Planning Study Informational/Public Input Meeting #1

July 2015



Welcome and Introductions



Title VI Considerations

This meeting is held pursuant to Title VI of the 1964 Civil Rights Act, which ensures that no person shall be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination on the basis of a protected status under any MDT program or activity.

Presentation

- Overview of planning study process
- Key findings from draft existing and projected conditions report
 - Transportation Conditions
 - Environmental Conditions

Discussion Period

What is a Planning Study?

Transportation Agencies

Resource Agencies

Public

Planning

Project Development
(Preliminary Design,
Environmental Compliance,
Final Design)

**Construction
Maintenance
Operations**

A planning study is conducted before design, right-of-way acquisition, and construction for an individual project.

Background & Goal of Study

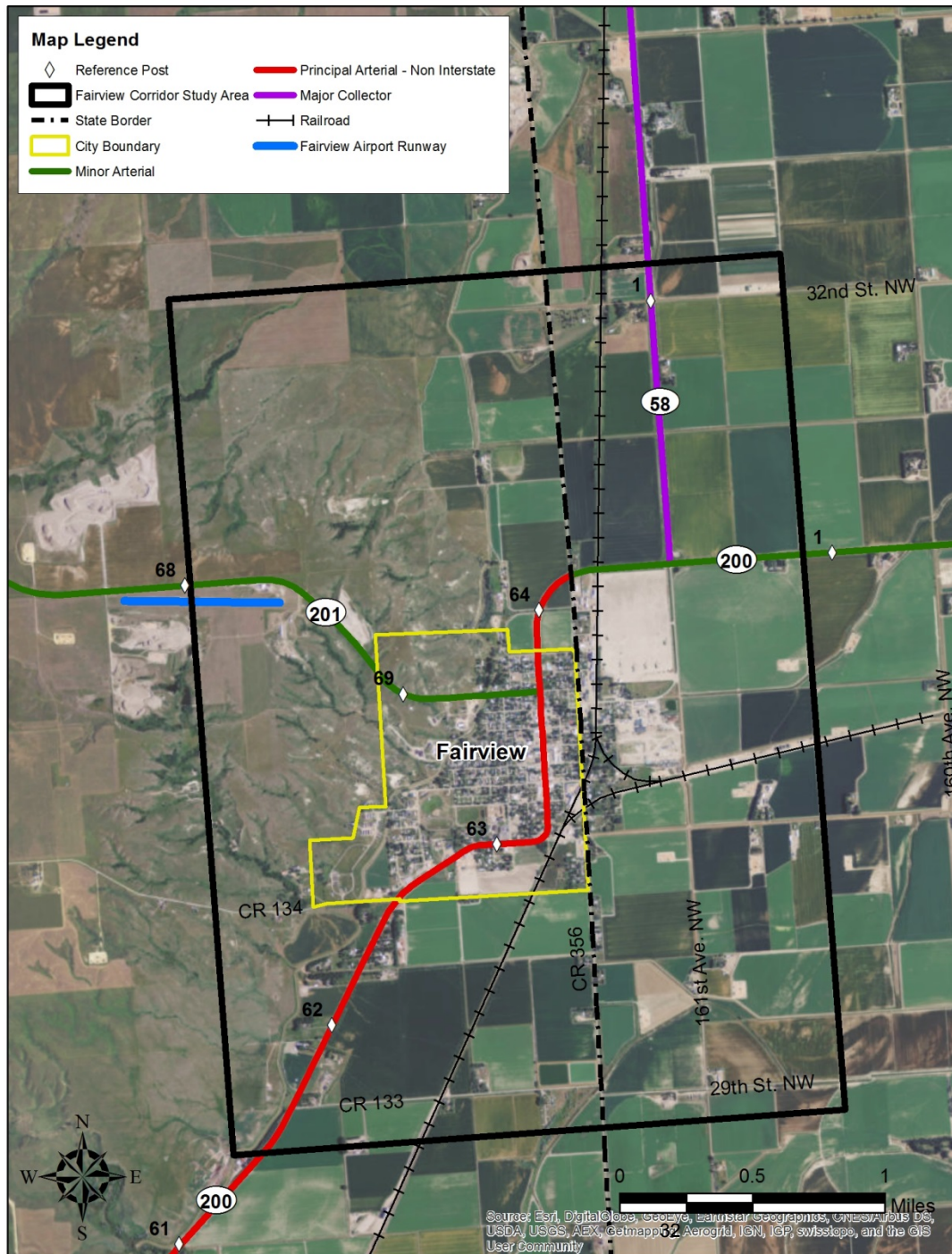
- Increasing traffic in Fairview due to oil and gas development
- Study will identify options to address needs
 - Improvements to existing routes
 - Potential new route(s) around Fairview



- Existing and Projected Conditions
- **Informational/Public Input Meeting # 1**
- Resource Agency Meeting
- Needs and Objectives
- Route Identification & Screening
- Informational/Public Input Meeting # 2
- Draft Study Report
- Public/Agency Review Period
- Final Study Report



We Are Here



Study Area

Within both Montana and North Dakota

S. Boundary: just south of CR 133 and 29th St. NW

N. Boundary: just north of 32nd St. NW

W. Boundary: extends north and south from RP 68 on MT Hwy 201

E. Boundary: extends north and south from RP 1 on ND Hwy 200



Recent and Future Projects

Agency	Project/Study	Date
MDT	Fairview Intersections	2012
	Glendive Rumble Strip Program	2013
	MT 200-Fairview	2016
	Sidney to Fairview	2016
	Fairview-West	2019
NDDOT	State Line to JCT US 85	2016
	JCT 200 N to JCT ND 1804	2016

Fairview Corridor Planning Study is **separate** from Fairview-West and ND 200 projects



Transportation System

- MT 201 part of separate Fairview-West project
- **Classification**
 - MT 200: principal arterial
 - ND 200: minor arterial
 - ND 58: major collector
- 2-lane and 4-lane sections; 12-foot travel lanes and varying shoulders
- Right-of-way widths vary from 80 feet to 170 feet from centerline
- Level terrain



RP	Location	Year Built (Recon)	Structure Condition	Deck Condition
0.14	1M SW of Fairview	1978	Poor	Good
0.01	West edge of Fairview	2008	Good	Good
0.02	SW edge of Fairview	1908 (1980)	Fair	Good
69.34	Fairview	1934	Good	Good

2 of 4 bridges are candidates for repair or replacement (Fair or Poor Condition)

Bicycle/Pedestrian Facilities



- Intermittent sidewalks in Fairview
- No dedicated facilities outside of Fairview
- Shoulders along MT 200, ND 200, ND 58



- Rural drainage is generally sufficient
- Grated trough structures within Fairview are not effective; standing water and truck traffic results in mud splatter
- Drainage within Fairview will be addressed in future project

Hwy	Begin RP	End RP	Roughness Index Rating
MT 200	61.4	62.3	Fair
	62.3	63.7	Poor
	63.7	64.2	Fair
ND 200	0.00	4.00	Fair
ND 58	0.00	6.00	Good

- Fair to poor roughness index rating for MT 200 and ND 200
- Rutting observed during field review
- Truck traffic increasing roadway deterioration
- Future projects in MT and ND will address pavement deficiencies, resulting in good pavement condition



ND 200/ND 58 geometrics were assessed as part of separate planned projects.

MT 200 areas that do not meet current MDT design criteria:

- 4 of 5 horizontal curves
- Obstructions within the clear zone in Fairview



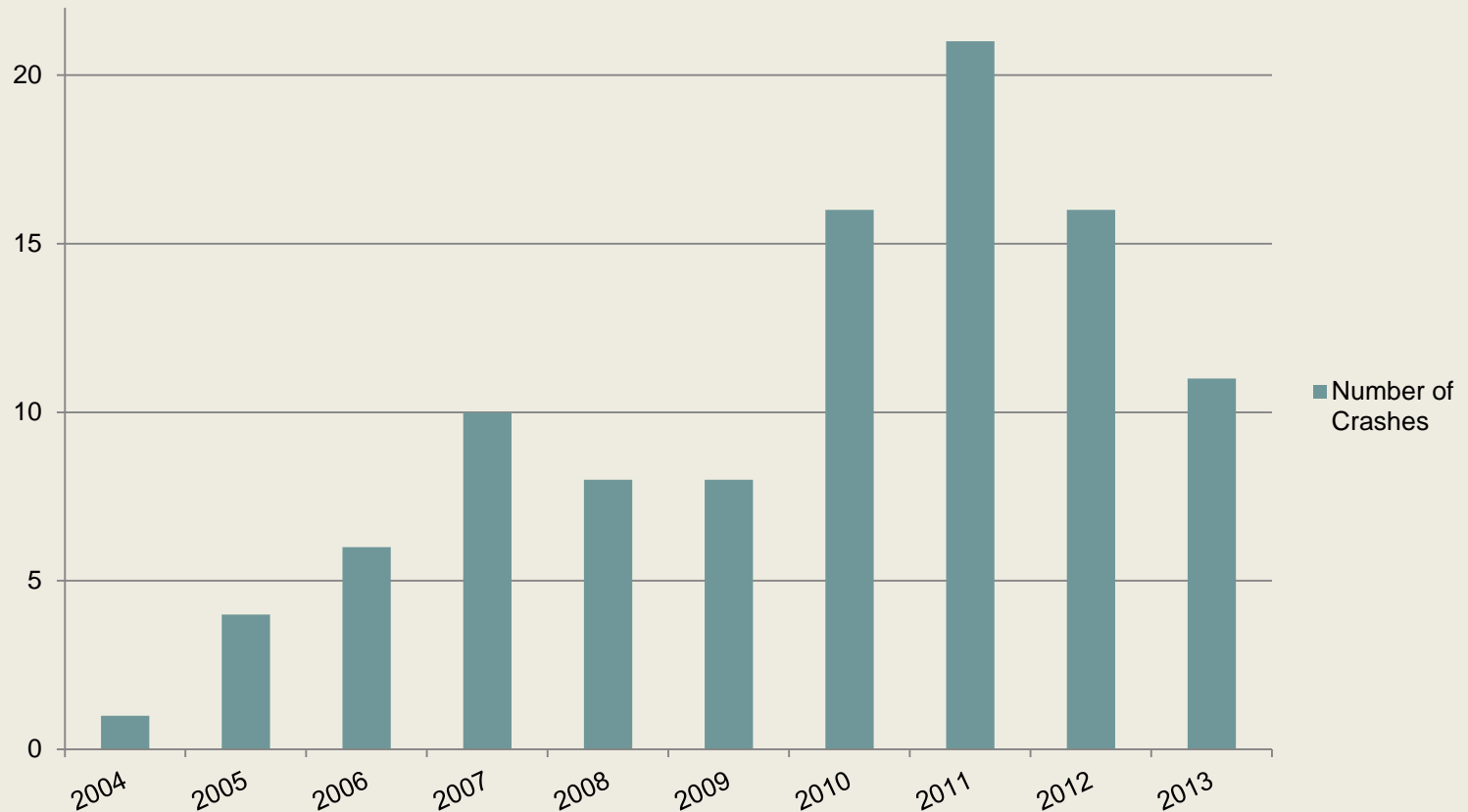
MT 200 (2004 to 2013)

- 66 crashes, 22 injuries, and 0 fatalities
- Most were fixed object, rear end, and roll over
- 13 crashes involved trucks
- Most intersection-related crashes occurred at MT 200/MT 201.

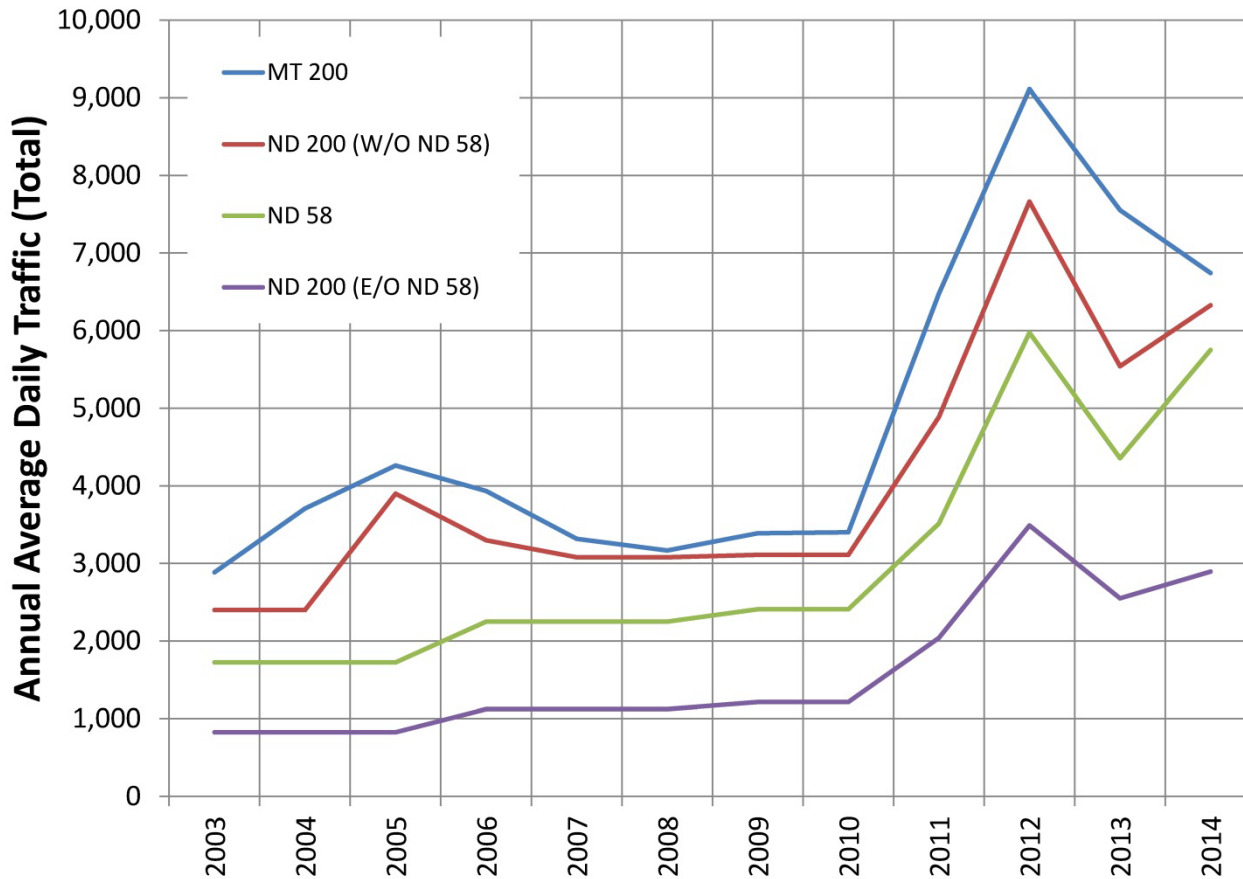
ND 200 (2010 to 2013)

- 20 crashes, 8 injuries, and 0 fatalities
- Most were left turn, angle, and rear end

MT 200 Crashes (2004 to 2013)

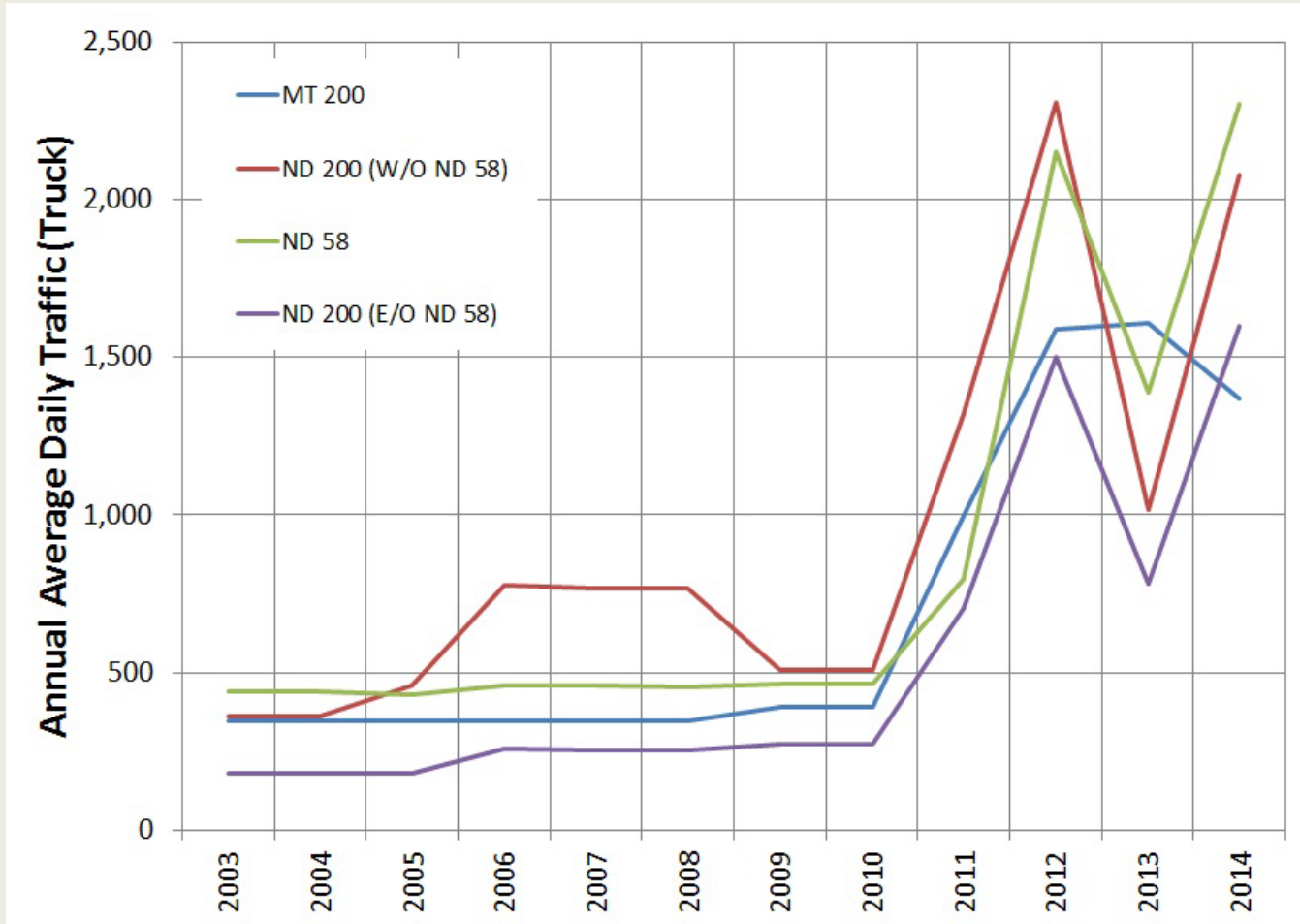


Historic Traffic Volumes



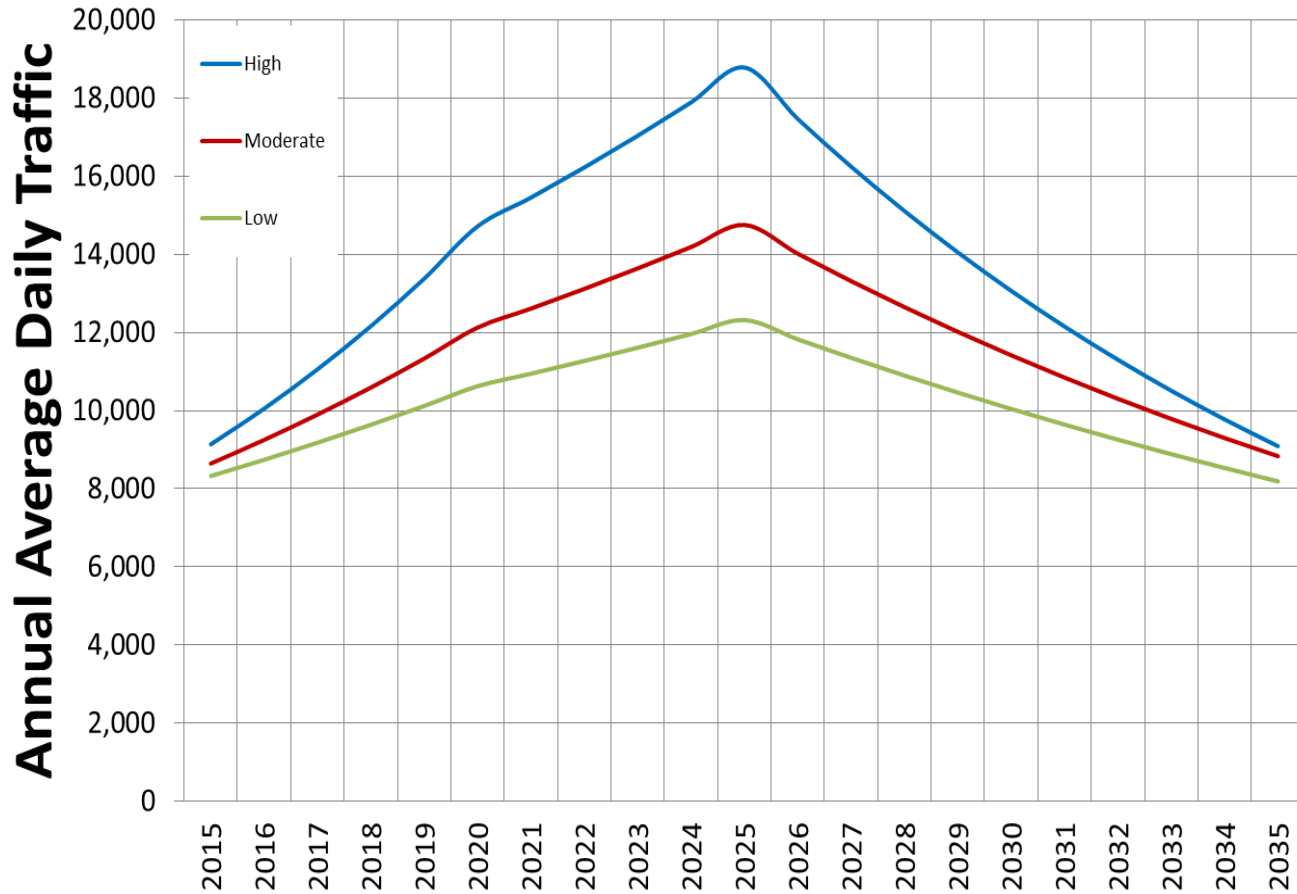
Substantial increase in volumes in recent years

Historic Truck Volumes



Substantial increase in volumes in recent years

Projected Traffic Volumes



Projections
for
MT 200, ND
200 (west of
ND 58),
and ND 58

Level of Service (LOS)

Vehicular Level of Service

A	Free flow conditions
B	Reasonably free flow
C	Stable flow; maneuverability somewhat restricted
D	Approaching unstable flow
E	Unstable flow; at capacity
F	Traffic volumes exceed capacity



Segment Operations

Intersection		Year	WB PM Peak Hour LOS
A	2-lane Segment South of Fairview	Existing 2015	C
		Projected 2025	D
		Projected 2035	C
B	4-lane Segment in Fairview	Existing 2015	A
		Projected 2025	A
		Projected 2035	A
C	2-lane Segment Between 2 nd Street and ND 58	Existing 2015	D
		Projected 2025	E
		Projected 2035	D
D	2-lane Segment East of ND 58	Existing 2015	B
		Projected 2025	C
		Projected 2035	B

**Desirable
LOS**

MDT (principal arterial): **LOS B**

NDDOT (ND 200/ND 58):
LOS C

Intersection Operations

Intersection		Year	Approach	AM Peak Hour LOS	PM Peak Hour LOS
1	ND 58 and ND 200 (1-lane Roundabout)	Existing 2015	EB	B	B
		Projected 2025	EB	C	D
		Projected 2035	EB	A	A
2	MT 200 and MT 201	Existing 2015	NB	A	A
		Projected 2025	NB	B	C
		Projected 2035	NB	A	A

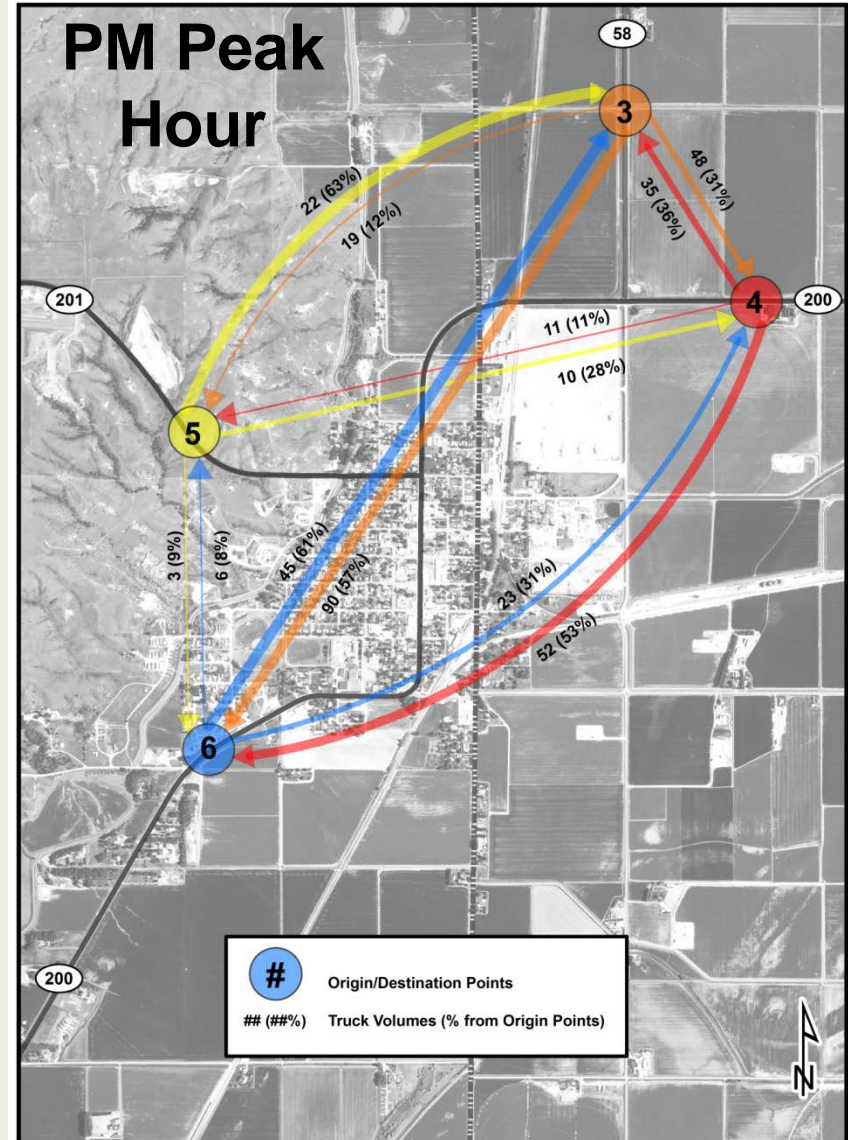
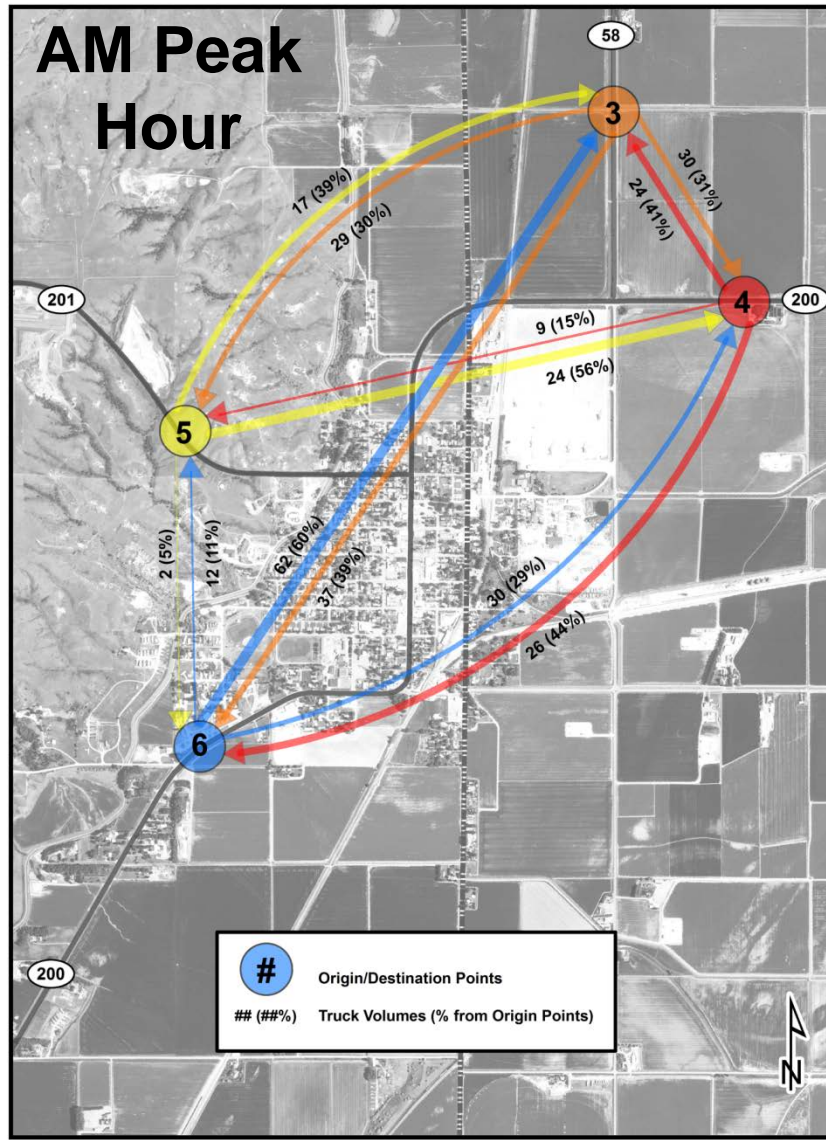
LOS based on worst intersection leg.

Desirable LOS

MDT (principal arterial): LOS B

NDDOT (ND 200/ND 58): LOS C

Origin-Destination Analysis





Environmental Conditions

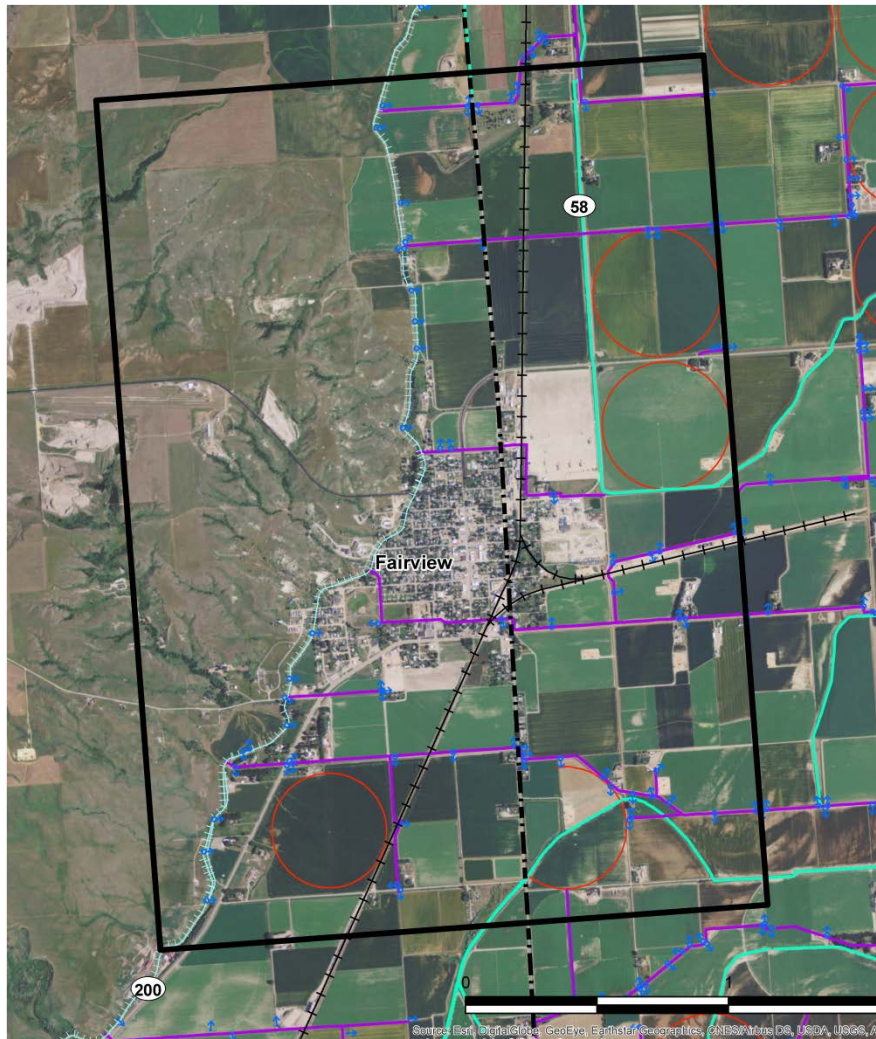


- Soil surveys indicate the majority of the study area is either:
 - farmland of statewide importance (ND soil surveys) or
 - prime farmland if irrigated (MT soil surveys)

Surface Water/Wetlands

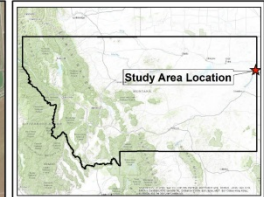
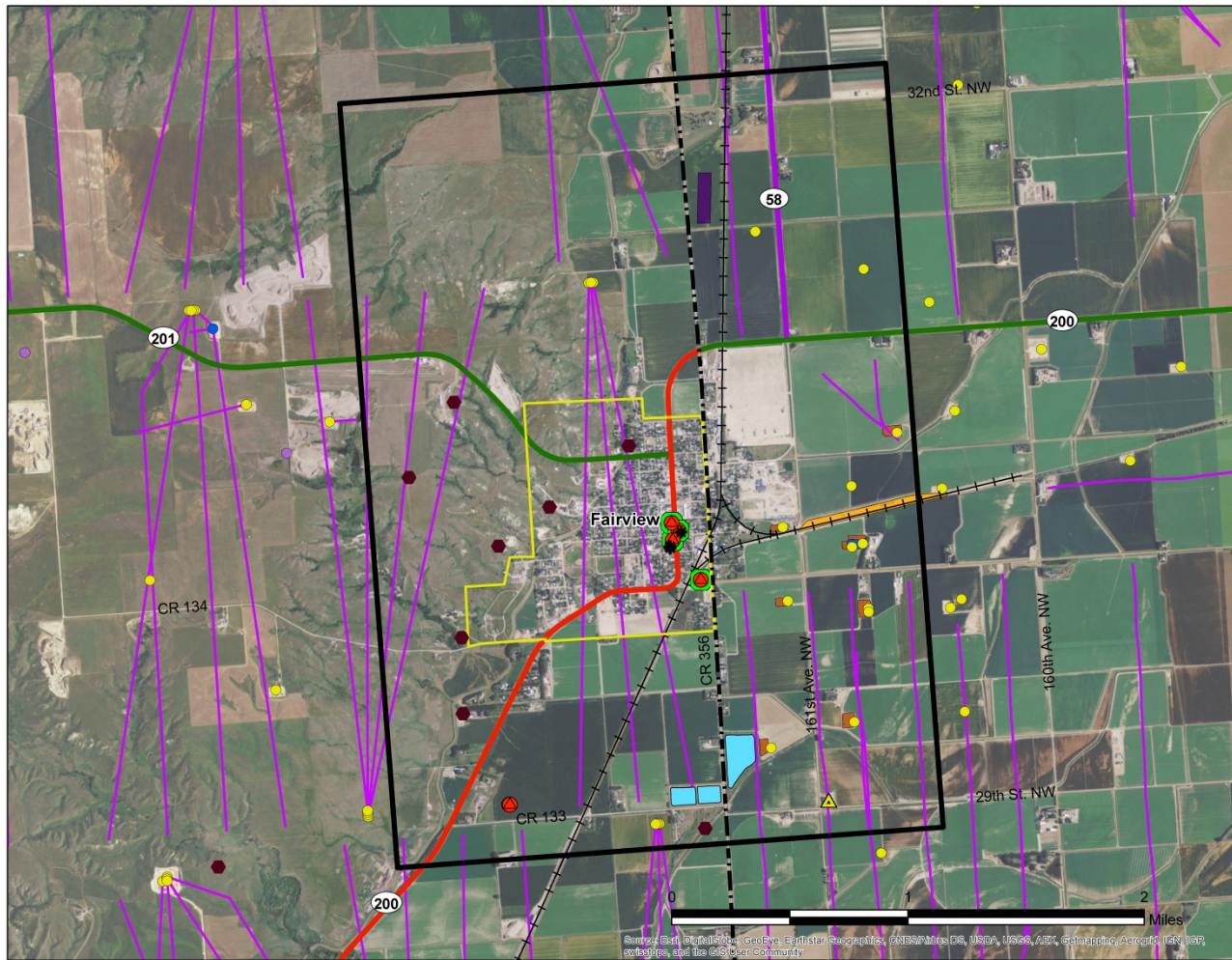


- Surface water is primarily seasonal irrigation ditches and canals.
- Fringe wetlands observed along irrigation ditches/canals throughout the study area.
- Two man-made freshwater ponds – one being the Fairview sewer ponds.
- Special Flood Hazard Area bisects the town of Fairview.



- Study area is within the Lower Yellowstone Irrigation District.
- Irrigation infrastructure within the study area includes:
 - the Main Canal,
 - six lateral ditches,
 - two irrigation drains,
 - a smaller network of ditches, and
 - several large pivots.

Hazardous Materials



Map Legend

- Fairview Corridor Study Area
- State Border
- Minor Arterial
- Principal Arterial - Non Interstate
- Major Collector
- City Limits
- Railroad
- LUST Locations
- Petroleum Release Fund Claims
- ND UST Sites
- MT UST Locations
- Abandoned Mine Sites
- Fairview Sewer Lagoon
- Oil and Gas**
- Well - Dry Hole
- Well - Injection - Disposal
- Well - Oil
- Well Horizontal Paths
- Material Loading Facility
- Oil Pads
- Oil Storage Tanks



**Exhibit 9
Hazardous Materials**

Hazardous Materials



- Ten active underground storage tanks.
- Eight leaking underground storage tanks.
- Eight abandoned or inactive mine sites.
- Town of Fairview sewer lagoon.
- Several oil/gas wells and horizontal drilling paths.
- Three reported oil spills in ND.



- White-tailed and mule deer are common throughout corridor.
- Study area is located within the distribution range for pronghorn and sharp-tailed grouse.
- ND designates the study area as primary range for the black-tailed prairie dog.
- Seasonal irrigation ditches and canals are not considered suitable habitat for aquatic species.

Threatened/Endangered, Species of Concern, and Species of Conservation

Threatened/Endangered Species	Federal Status	
Wildlife Species	Greater sage-grouse	Candidate
	Sprague's pipit	Candidate
	Piping plover	Threatened
	Red knot	Threatened
	Least tern	Endangered
	Whooping crane	Endangered
	Gray wolf	Endangered
	Northern long-eared bat	Threatened
	Black-footed ferret	Endangered
Insect Species	Dakota skipper	Threatened
Fish Species	Pallid sturgeon	Endangered

- Several sensitive species known to occur ***outside*** study area. Given high degree of disturbance, sensitive species ***likely not found within study area.***
- No known bald or golden eagle nests within the study.
- Study area is within ND Game and Fish primary golden eagle breeding range.



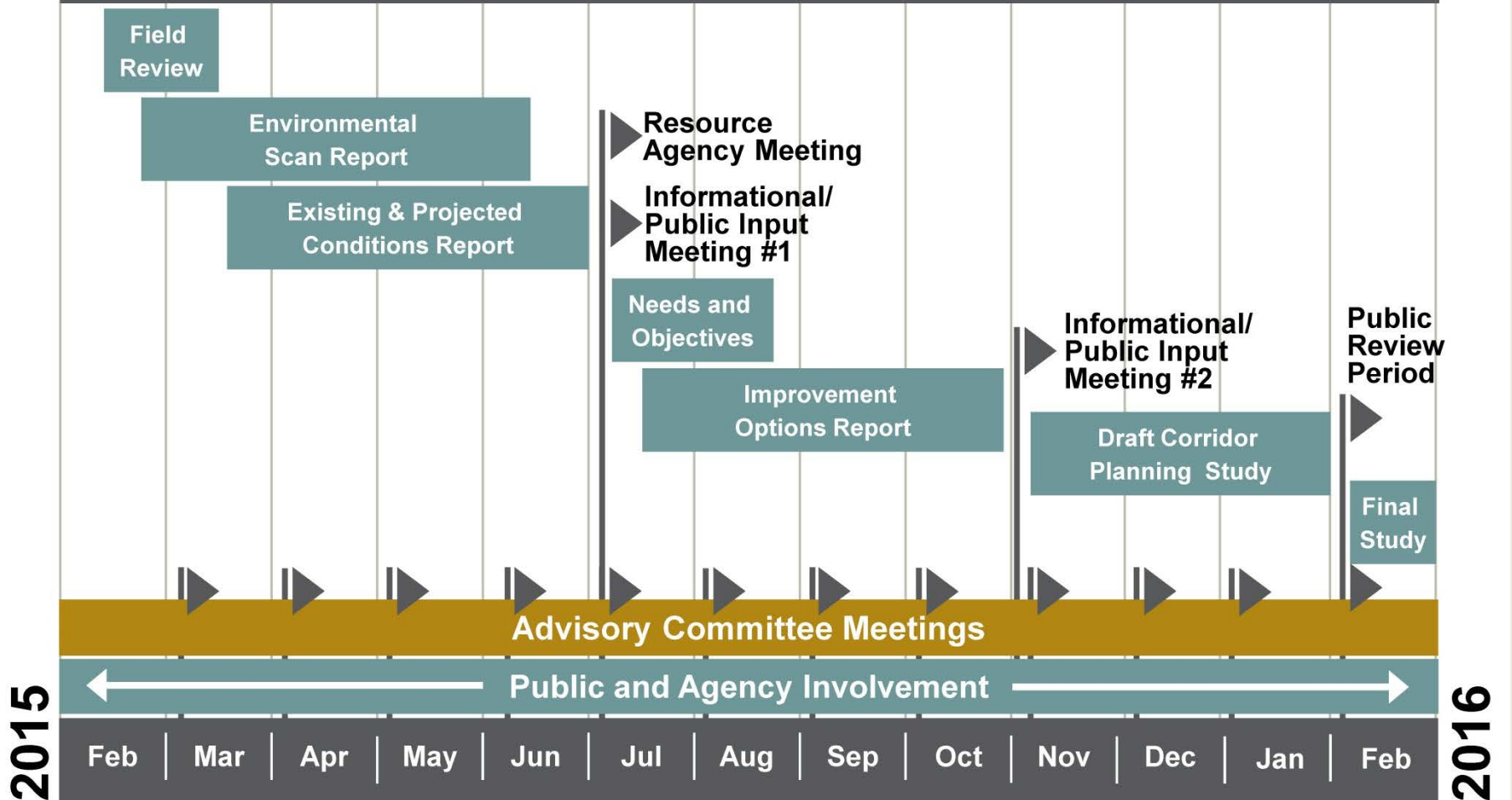
Cultural/Archeological Resources



- Seven eligible sites within the study area including historic railroads and irrigation systems.
- Unrecorded sites likely occur within study area.

FAIRVIEW

Corridor Planning Study



- **Leave a comment sheet with us tonight**
- **Please submit comments by July 24, 2015**
- **Website** (<http://www.mdt.mt.gov/pubinvolve/fairview/>)
- **Mail/e-mail comments to:**

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601
snicolai@dowl.com



Discussion Period

Fairview Corridor Planning Study Informational/Public Input Meeting #1

Tuesday, July 7, 2015

MDT invites you to provide feedback on the study:

Town of Fairview and Richland County does
have a Growth Policy. The Planning Board
is in the process of making a recommendation
to update the 2007 policy. The current policy
is available online at richland.org-planner

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

Name: Marcy Hamburg
Address: County/Town Planner
123 W Main St
Sidney MT 59270
Email: mhamburg@richland.org
(406) 433-6886

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

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601

Please indicate your comments are for the Fairview
Corridor Planning Study and submit by **July 24,**
2015.

Fairview Corridor Planning Study Informational/Public Input Meeting #1

Tuesday, July 7, 2015

MDT invites you to provide feedback on the study:

THE DOWL PRESENTATION WAS VERY INFORMATIVE AND
EASY TO FOLLOW AND COMPLETE.

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

Name: Brian Cummins - Mayor
Address: P.O. Box 311
Fairview, MT
59221
Email: _____

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

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601

Please indicate your comments are for the Fairview Corridor Planning Study and submit by **July 24, 2015.**

Fairview Corridor Planning Study Informational/Public Input Meeting #1

Tuesday, July 7, 2015

MDT invites you to provide feedback on the study:

Seems that tying 201 & MT 200 together would get a lot of traffic away from our park. Tying MT 200 into 201 would cross hill land that is not irrigated. Tying MT 200 to ND 58 is going to cross Narval road
2) Fairview lagoon 3) a lateral 4) a lot of housing MT 200 - MT 201 crosses a lateral & also would be a fully MT Project

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

Name: Jerrick Miller
Address: 2912 161st Ave NW
Fairview MT 59221
Email: Millerjerrick@yahoo.com

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

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601

Please indicate your comments are for the Fairview Corridor Planning Study and submit by **July 24, 2015**.

Office Locations

ALASKA

Anchorage
Juneau
Fairbanks
Ketchikan
Kodiak
Palmer

ARIZONA

Tempe
Tucson

COLORADO

Golden
Gunnison
Montrose

MONTANA

Billings
Bozeman
Butte
Great Falls
Helena
Miles City

NORTH DAKOTA

Dickinson

OREGON

Bend

WASHINGTON

Redmond
Seattle

WYOMING

Gillette
Lander
Laramie
Sheridan

MEMORANDUM

TO: Vicki Crnich
MDT Project Manager

FROM: Sarah Nicolai
DOWL Project Manager

DATE: July 30, 2015

**SUBJECT: Fairview Corridor Planning Study
Resource Agency Meeting – July 28, 2015**

Introduction

A resource agency meeting was held July 28, 2015, at the Montana Department of Transportation (MDT) Rail, Transit, and Planning Division in Helena, MT, in Conference Room A. The following resource agency, MDT, North Dakota Department of Transportation (NDDOT), and DOWL representatives attended the meeting.

Vicki Crnich	MDT Statewide and Urban Planning
Heidy Bruner	MDT Environmental Services Bureau
Doug Lieb	MDT Environmental Services Bureau
Mike McGrath	U.S. Fish and Wildlife Service – Montana
Swade Hammond	U.S. Army Corps of Engineers – North Dakota
Terry Ellsworth	U.S. Fish and Wildlife Service – North Dakota
Steve Mullen	NDDOT Land Use Planner
Sarah Nicolai	DOWL Project Manager
Emily Peterson	DOWL Environmental Specialist
Nik Griffith	DOWL Project Administrator

An initial invitation letter was mailed to the resource agency distribution list on June 26, 2015. A second invitation was e-mailed on July 15, 2015, announcing a rescheduled meeting date. Both invitations are included at the end of this memorandum. The purpose of the meeting was to confirm the accuracy and completeness of the draft environmental scan and draft existing and projected conditions reports.

Presentation

DOWL representatives Sarah Nicolai and Emily Peterson presented the corridor study planning process. Ms. Nicolai focused on existing and projected transportation conditions within the study area and the study schedule. Ms. Peterson discussed environmental conditions and cultural resources which may present constraints and opportunities in the planning process. A copy of the presentation is appended to this memorandum.

Discussion Period

A discussion period was held following the presentation to allow agency representatives to provide input or request clarification. Resource agency questions and comments are summarized below.

Whooping Cranes

Mr. McGrath asked about several threatened/endangered species that may be present within the study area and vicinity, including whooping cranes. He explained that while the cranes are not likely to remain in study area, the study area is within the whooping crane migration corridor. If any overhead power or utility lines need to be relocated because of suggested improvements, he requested markers be added for visibility, or ideally, the lines be buried.

Ms. Bruner asked Mr. McGrath if there are any resources available that would provide protocols for marking utility lines. He replied that there are and he would provide that information to MDT.

Northern Long-eared Bats

Mr. McGrath suggested that the study be aware of the northern long-eared bat (NLB), as it was just recently listed as threatened. He noted the following.

- The only occurrence of the northern long-eared bat in Richland County, Montana, was recorded in 1978 in an abandoned coal mine.
- A programmatic agreement was reached between US. Fish and Wildlife Service and the Federal Highway Administration regarding consultation on the northern long-eared bat for transportation projects.
- While the agreement wouldn't be applicable to new construction, it would cover updates to current roadways.
- The agreement provides exceptions for high-density urban areas. The Fairview community would not qualify for this exception due to the abundance of trees and rural characteristics.
- Because the study area is within the outer edge of the NLB's known range, and species tend to have different patterns the closer they are to the fringes of their territory, USFWS recommends conducting NLB bat surveys if improvement options are considered near abandoned mines, woody draws, or riparian areas. Mr. McGrath stated that the study should recommend precautions assuming the NLB is present. He also suggested a NLB survey would be useful as little is known about the species in the study area and the information would be valuable for future planning and project efforts.
- Dr. Bruce Maxwell is working with the bats in the Black Hills and has created a genetic test for the presence of bats using guano (bat droppings). The test is still in development, but will likely be available for approximately \$65 per sample.

Mr. Ellsworth seconded Mr. McGrath's concerns about the NLB, noting there is not a lot of information on NLB at this time and it would be wise to complete NBL surveys if improvement options are carried forward.

Ms. Peterson asked Mr. McGrath if there are special procedures such as seasonal construction requirements that are standard practice when working around NLB. He replied that the user guide/agreement document would outline any recommendations. Ms. Peterson mentioned that there are many mine shafts around the study area that may be suitable habitat for NBL. Some of the mines have been reclaimed, although information on the mines is incomplete.

Ms. Nicolai asked Mr. Mullen if he had any comments. Mr. Mullen supported the discussion on NLB and suggested that the Yellowstone River train trestle bridge may provide a suitable roosting location for NBL.

Collisions

Because of the type of wildlife collisions (primarily deer) occurring within the study area, Mr. McGrath suggested the study look for places to include wildlife crossing structures when possible.

Jurisdictional Determinations

Mr. Hammond explained that the North Dakota Army Corps of Engineers has performed an approved jurisdictional determination (JD) on some of the isolated waters for project(s) along the ND 200 corridor. Other waters/wetlands along the ND 200 corridor were assessed under a preliminary jurisdictional determination to expedite the project schedule. Delineation work and jurisdictional determinations would need to be completed for the remainder of the study area if any projects move forward from the study. He also stated that any determinations in Montana would need to be handled by Montana Army Corps of Engineers Regulatory Office.

Relocation of Pipelines

Mr. Hammond noted there are oil pipelines indicated on the study area map and that the study should be aware of these when moving forward. A North Dakota project failed to do this and experienced significant roadblocks in relocating the lines.

North Dakota Comments

Ms. Crnich asked Mr. Mullen if there were any additional comments from NDDOT. He replied that there were not and that NDDOT is ready for the next phase of the study.

Study Terminology

Mr. Lieb asked about the reference to JCT US 85 versus ND 58 in the discussion of recent and future projects, and noted that there may be a typographical error. Ms. Nicolai noted this information was drawn from information provided by NDDOT, and she would confirm the reference. Mr. Lieb also asked for clarification on whether MDT and NDDOT use different level of service (LOS) standards. Ms. Nicolai explained that LOS is a national concept outlined in the Highway Capacity Manual, but MDT and NDDOT define different desirable LOS thresholds for various roadway categories.

Written Comments

Ms. Nicolai reminded resource agencies that written comments are due to Ms. Crnich no later than August 7, 2015. Following receipt of agency comments, DOWL and MDT will finalize the environmental scan and existing and projected conditions reports.



June 24, 2015

To: Resource Agency Distribution
Subject: Fairview Corridor Planning Study

The Montana Department of Transportation (MDT) has initiated a corridor planning study to investigate improvement options in the Fairview, Montana (MT), area in response to Bakken oil field development. This study is being performed in partnership with the North Dakota Department of Transportation (NDDOT); the Federal Highway Administration (FHWA); Fairview, MT; East Fairview, MT; Richland County, MT; and McKenzie County, North Dakota (ND).

The study area includes an area around the town of Fairview extending into North Dakota sufficient to assess improvements on existing and potential new routes.

MDT invites you to attend a resource agency meeting to discuss existing and projected transportation and environmental conditions in the study area, and identify any issues or concerns regarding environmental resources that may be affected by potential future improvement options.

When: **Thursday, July 9, 2015, at 9:00 AM Mountain Daylight Time**

Where: MDT Planning Division		MDT Glendive District
Conference Room C	or	Conference Room
2960 Prospect Avenue		503 N River Avenue
Helena, MT 59601		Glendive, MT 59330

GoTo Meeting

<https://global.gotomeeting.com/join/229327645>

Dial +1 (312) 757-3121

Access Code: 229-327-645

Audio PIN: Shown after joining the meeting

Meeting ID: 229-327-645

Please review the draft environmental scan report and draft existing and projected conditions report in advance of the meeting. An electronic version of these documents is provided on the enclosed CD. If you are unable to attend the resource agency meeting, please forward these files to an appropriate agency designee.

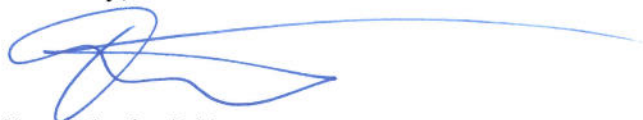
Please provide comments on the enclosed reports by **July 24, 2015**, to Vicki Crnich at the address indicated on the letterhead. Additional information about the study is available at the study website (<http://www.mdt.mt.gov/pubinvolve/fairview/>).

Please contact Sarah Nicolai, Consultant Project Manager, by **July 2, 2015**, to confirm your participation in the resource agency meeting.

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601
406.324.7412
snicolai@dowl.com

Thank you in advance for your agency's input.

Sincerely,



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

Enclosure

Resource Agency Distribution:

David Fronczak, U.S. Environmental Protection Agency
Julie DalSoglio, U.S. Environmental Protection Agency
Mike McGrath, U.S. Fish and Wildlife Service (Montana)
Terry Ellsworth, U.S. Fish and Wildlife Service
Todd Tillinger, U.S. Army Corps of Engineers
Chris Pileski, MT Department of Natural Resources and Conservation
Renee Lemon, MT Fish, Wildlife and Parks
Brad Schmitz, MT Fish, Wildlife and Parks
Marcy Hamburg, Richland County, Montana, Planning Department
Lindsay Perusich, McKenzie County, North Dakota, Planning and Zoning Department
Mindy McCarthy, MT Department of Environmental Quality
Michael Ell, ND Department of Health-Environmental Health Section
Jim Darling, MT Fish, Wildlife, and Parks
Diane Friez, Bureau of Land Management
Scot Schuler, U.S. Forest Service
Shannon Boehm, Medora Ranger District, U.S. Forest Service
Terry Ellsworth, U.S. Fish and Wildlife Service (North Dakota)
Dan Cimarosti, U.S. Army Corps of Engineers (North Dakota)
Steve Dyke, North Dakota Game and Fish Department
David Glatt, North Dakota Department of Health, Environmental Health Section
Mike Humann, North Dakota Department of Trust Lands

Page 3 of 3
June 24, 2015

Fairview Corridor Planning Study

Copies (without enclosure):

Heidy Bruner, P.E., Environmental Engineering Section Supervisor
Doug Lieb, Environmental Project Development Engineer
Vicki Crnich, MDT
File

From: [Nicolai, Sarah](#)
To: ["fronczak.david@epa.gov"](mailto:fronczak.david@epa.gov); ["dalsoglio.julie@epa.gov"](mailto:dalsoglio.julie@epa.gov); ["mike_mcgrath@fws.gov"](mailto:mike_mcgrath@fws.gov); ["terry_ellsworth@fws.gov"](mailto:terry_ellsworth@fws.gov); ["todd.n.tillinger@usace.army.mil"](mailto:todd.n.tillinger@usace.army.mil); ["Daniel.E.Cimarosti@usace.army.mil"](mailto:Daniel.E.Cimarosti@usace.army.mil); ["cpileski@mt.gov"](mailto:cpileski@mt.gov); ["mhumann@nd.gov"](mailto:mhumann@nd.gov); ["rlemon@mt.gov"](mailto:rlemon@mt.gov); ["bschmitz@mt.gov"](mailto:bschmitz@mt.gov); ["jdarling@mt.gov"](mailto:jdarling@mt.gov); ["sdyke@nd.gov"](mailto:sdyke@nd.gov); ["mhamburg@richland.org"](mailto:mhamburg@richland.org); ["lperusich@co.mekenzie.nd.us"](mailto:lperusich@co.mekenzie.nd.us); ["MMcCarthy3@mt.gov"](mailto:MMcCarthy3@mt.gov); ["mell@nd.gov"](mailto:mell@nd.gov); ["dglatt@nd.gov"](mailto:dglatt@nd.gov); ["dfriez@blm.gov"](mailto:dfriez@blm.gov); [Phillips, Lucas J -FS](#); ["smullen@nd.gov"](mailto:smullen@nd.gov); ["Vicki.Crnich@mt.gov"](mailto:Vicki.Crnich@mt.gov); ["Heidy Bruner"](mailto:Heidy.Bruner); ["Lieb.Douglas@mt.gov"](mailto:Lieb.Douglas@mt.gov); ["Sickerson.Larry@mt.gov"](mailto:Sickerson.Larry@mt.gov); ["Griffith.Nikolas"](mailto:Griffith.Nikolas); [Peterson, Emily](#)
Subject: Fairview Resource Agency Meeting
Attachments: [FAIRVIEW_AGENCY_LETTER.pdf](#)

MDT has rescheduled the Fairview Corridor Planning Study Resource Agency Meeting for Tuesday, July 28, 2015, at 10:00 AM Mountain Daylight Time. At the meeting, we will ask resource agency representatives to confirm the accuracy and completeness of the draft environmental scan report, which was provided on CD (by mail) and may also be viewed on the study website (<http://www.mdt.mt.gov/pubinvolve/fairview/>). We encourage agency representatives to join us in person or by phone.

MDT Planning Division
Conference Room C
2960 Prospect Avenue
Helena, MT 59601

MDT Glendive District
Conference Room
503 N River Avenue
Glendive, MT 59330

GoTo Meeting
<https://global.gotomeeting.com/join/554071605>
Dial +1 (408) 650-3131
Access Code: 554-071-605
Audio PIN: Shown after joining the meeting
Meeting ID: 554-071-605

Additional information is provided in the attached updated letter. Please contact Sarah Nicolai, Consultant Project Manager, at HYPERLINK "<mailto:snicolai@dowl.com>" snicolai@dowl.com or 406.324.7412 by July 22, 2015, to confirm your participation in the meeting. Thank you!



July 14, 2015

To: Resource Agency Distribution

Subject: Fairview Corridor Planning Study

The Montana Department of Transportation (MDT) has initiated a corridor planning study to investigate improvement options in the Fairview, Montana (MT), area in response to Bakken oil field development. This study is being performed in partnership with the North Dakota Department of Transportation (NDDOT); the Federal Highway Administration (FHWA); Fairview, MT; East Fairview, MT; Richland County, MT; and McKenzie County, North Dakota (ND).

The study area includes an area around the town of Fairview extending into North Dakota sufficient to assess improvements on existing and potential new routes.

MDT invites you to attend a resource agency meeting to discuss existing and projected transportation and environmental conditions in the study area, and identify any issues or concerns regarding environmental resources that may be affected by potential future improvement options.

When: **Tuesday, July 28, 2015, at 10:00 AM Mountain Daylight Time**

Where: MDT Planning Division		MDT Glendive District
Conference Room A	or	Conference Room
2960 Prospect Avenue		503 N River Avenue
Helena, MT 59601		Glendive, MT 59330

GoTo Meeting
<https://global.gotomeeting.com/join/554071605>
 Dial +1 (408) 650-3131
 Access Code: 554-071-605
 Audio PIN: Shown after joining the meeting

Meeting ID: 554-071-605

Please review the draft environmental scan report and draft existing and projected conditions report in advance of the meeting. An electronic version of these documents is provided on the enclosed CD. If you are unable to attend the resource agency meeting, please forward these files to an appropriate agency designee.

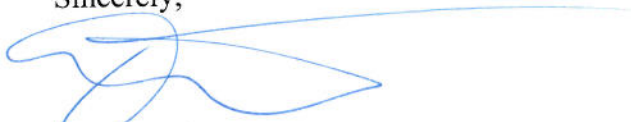
Please provide comments on the enclosed reports by **August 7, 2015**, to Vicki Crnich at the address indicated on the letterhead. Additional information about the study is available at the study website (<http://www.mdt.mt.gov/pubinvolve/fairview/>).

Please contact Sarah Nicolai, Consultant Project Manager, by **July 22, 2015**, to confirm your participation in the resource agency meeting.

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601
406.324.7412
snicolai@dowl.com

Thank you in advance for your agency's input.

Sincerely,



Tom Martin
MDT Environmental Services Bureau Chief

Enclosure

Resource Agency Distribution:

David Fronczak, U.S. Environmental Protection Agency
Julie DalSoglio, U.S. Environmental Protection Agency
Mike McGrath, U.S. Fish and Wildlife Service (Montana)
Terry Ellsworth, U.S. Fish and Wildlife Service (North Dakota)
Todd Tillinger, U.S. Army Corps of Engineers (Montana)
Dan Cimarosti, U.S. Army Corps of Engineers (North Dakota)
Chris Pileski, MT Department of Natural Resources and Conservation
Mike Humann, ND Department of Trust Lands
Renee Lemon, MT Fish, Wildlife and Parks
Brad Schmitz, MT Fish, Wildlife and Parks
Jim Darling, MT Fish, Wildlife and Parks
Steve Dyke, ND Game and Fish Department
Marcy Hamburg, Richland County, Montana, Planning Department
Lindsay Perusich, McKenzie County, North Dakota, Planning and Zoning Department
Mindy McCarthy, MT Department of Environmental Quality
Michael Ell, ND Department of Health, Environmental Health Section
David Glatt, ND Department of Health, Environmental Health Section
Diane Friez, U.S. Bureau of Land Management
Lucas Phillips, McKenzie Ranger District, U.S. Forest Service (North Dakota)

Copies (without enclosure):

Vicki Crnich, MDT
Steve Mullen, NDDOT
File



July 31, 2015

Ms. Vicki Crnich
Montana Dept. of Transportation
P.O. Box 201001
Helena, MT 59620-1001

Re: Fairview Corridor Planning Study
McKenzie County, North Dakota

Dear Ms. Crnich:

This department has reviewed the information concerning the above-referenced project submitted under date of June 24, 2015, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following comments:

1. All necessary measures must be taken to minimize fugitive dust emissions created during construction activities. Any complaints that may arise are to be dealt with in an efficient and effective manner.
2. Projects disturbing one or more acres are required to have a permit to discharge storm water runoff until the site is stabilized by the reestablishment of vegetation or other permanent cover. Further information on the storm water permit may be obtained from the Department's website or by calling the Division of Water Quality (701.328.5210). Also, cities may impose additional requirements and/or specific best management practices for construction affecting their storm drainage system. Check with the local officials to be sure any local storm water management considerations are addressed.
3. Noise from construction activities may have adverse effects on persons who live near the construction area. Noise levels can be minimized by ensuring that construction equipment is equipped with a recommended muffler in good working order. Noise effects can also be minimized by ensuring that construction activities are not conducted during early morning or late evening hours.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

Ms. Vicki Crnich

2.

July 31, 2015

If you have any questions regarding our comments, please feel free to contact this office.

Sincerely,



L. David Glatt, P.E., Chief
Environmental Health Section

LDG:cc



Fairview Corridor Planning Study Resource Agency Meeting

July 2015



Welcome and Introductions

Presentation

- Overview of planning study process
- Key findings from draft existing and projected conditions report
 - Transportation Conditions
 - Environmental Conditions

Discussion Period

What is a Planning Study?

Transportation Agencies

Resource Agencies

Public

Planning

Project Development
(Preliminary Design,
Environmental Compliance,
Final Design)

**Construction
Maintenance
Operations**

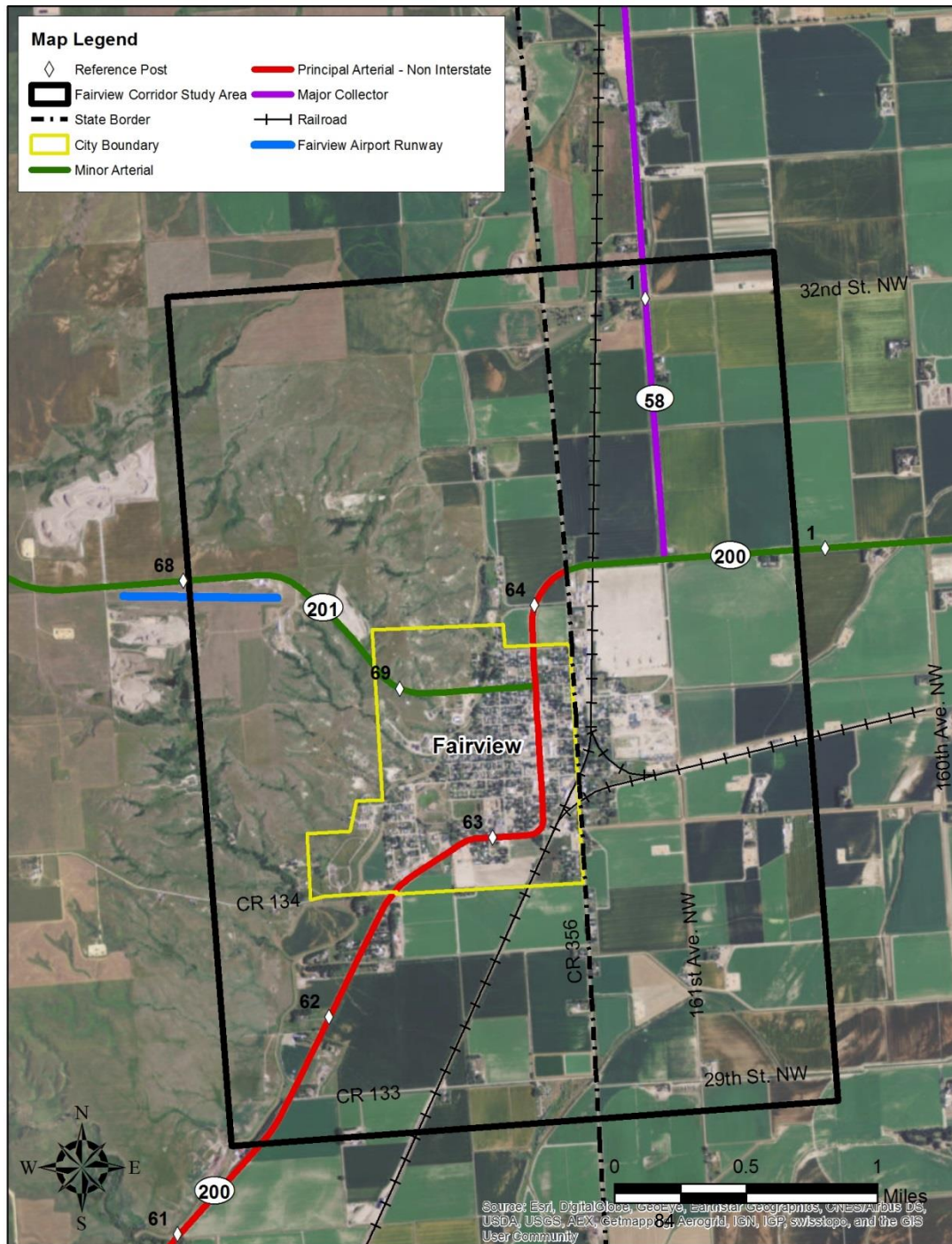
A planning study is conducted before design, right-of-way acquisition, and construction for an individual project.

Background & Goal of Study

- Increasing traffic in Fairview due to oil and gas development
- Study will identify options to address needs
 - Improvements to existing routes
 - Potential new route(s) around Fairview



- Existing and Projected Conditions
- Informational Meeting # 1
- **Resource Agency Meeting** ← We Are Here
- Needs and Objectives
- Route Identification & Screening
- Informational Meeting # 2
- Draft Study Report
- Public/Agency Review Period
- Final Study Report



Study Area

Within both Montana and North Dakota

S. Boundary: just south of CR 133 and 29th St. NW

N. Boundary: just north of 32nd St. NW

W. Boundary: extends north and south from RP 68 on MT Hwy 201

E. Boundary: extends north and south from RP 1 on ND Hwy 200



Recent and Future Projects

Agency	Project	Date
MDT	Fairview Intersections	2012
	Glendive Rumble Strip Program	2013
	MT 200-Fairview	2016
	Sidney to Fairview	2016
	Fairview-West	2019
NDDOT	State Line to JCT US 85	2016
	JCT 200 N to JCT ND 1804	2016

Fairview Corridor Planning Study is **separate** from Fairview-West and ND 200 projects



Transportation System

- MT 201 part of separate Fairview-West project
- **Classification**
 - MT 200: principal arterial
 - ND 200: minor arterial
 - ND 58: major collector
- 2-lane and 4-lane sections; 12-foot travel lanes and varying shoulders
- Right-of-way widths vary from 80 feet to 170 feet from centerline
- Level terrain



RP	Location	Year Built (Recon)	Structure Condition	Deck Condition
0.14	1M SW of Fairview	1978	Poor	Good
0.01	West edge of Fairview	2008	Good	Good
0.02	SW edge of Fairview	1908 (1980)	Fair	Good
69.34	Fairview	1934	Good	Good

2 of 4 bridges are candidates for repair or replacement (Fair or Poor Condition)

Bicycle/Pedestrian Facilities



- Intermittent sidewalks in Fairview
- No dedicated facilities outside of Fairview
- Shoulders along MT 200, ND 200, ND 58



- Rural drainage is generally sufficient
- Grated trough structures within Fairview are not effective; standing water and truck traffic results in mud splatter
- Drainage within Fairview will be addressed in future project

Hwy	Begin RP	End RP	Roughness Index Rating
MT 200	61.4	62.3	Fair
	62.3	63.7	Poor
	63.7	64.2	Fair
ND 200	0.00	4.00	Fair
ND 58	0.00	6.00	Good

- Fair to poor roughness index rating for MT 200 and ND 200
- Rutting observed during field review
- Truck traffic increasing roadway deterioration
- Future projects in MT and ND will address pavement deficiencies, resulting in good pavement condition



ND 200/ND 58 geometrics were assessed as part of separate planned projects.

MT 200 areas that do not meet current MDT design criteria:

- 4 of 5 horizontal curves
- Obstructions within the clear zone in Fairview

MT 200 (2004 to 2013)

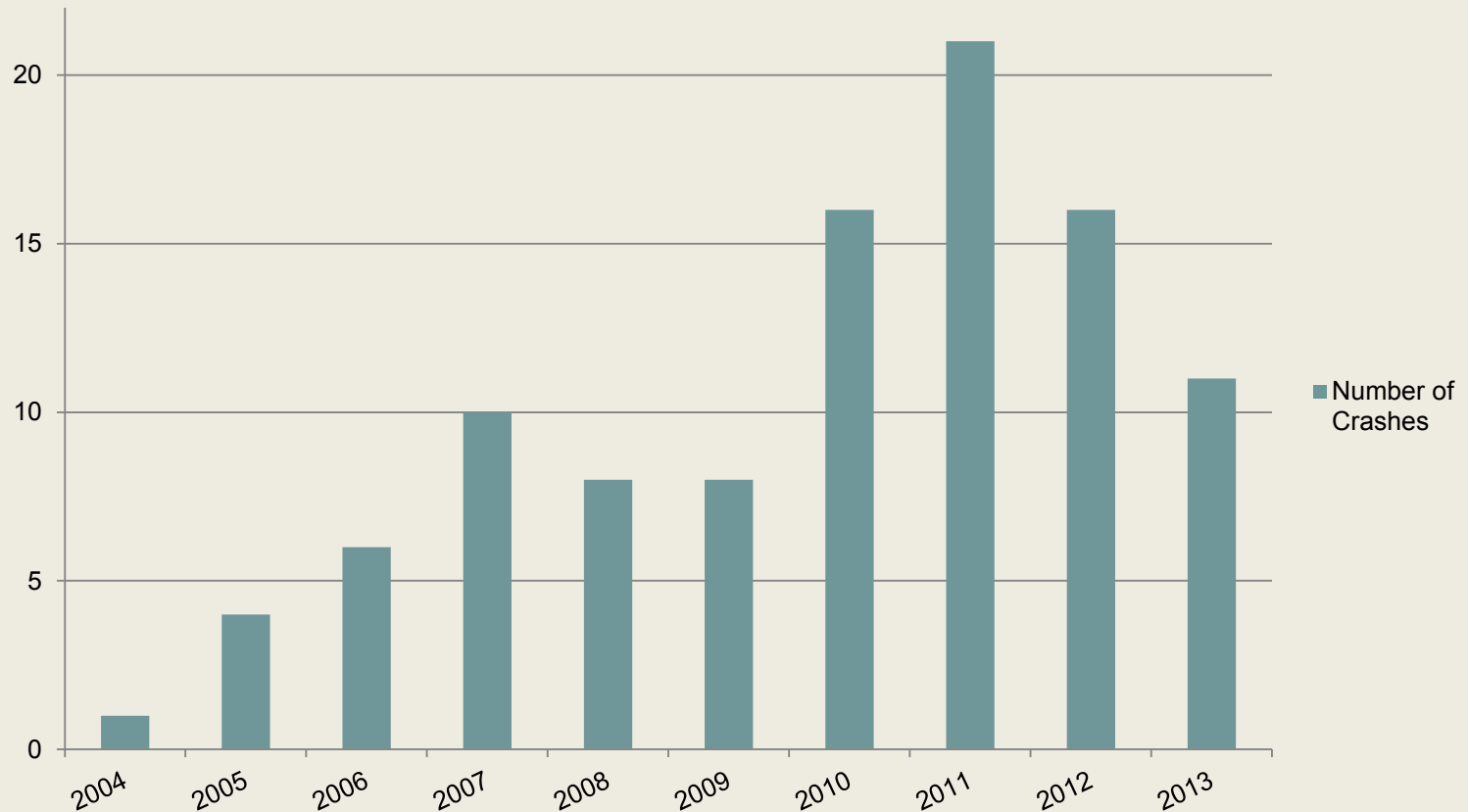
- 66 crashes, 22 injuries, and 0 fatalities
- Most were fixed object, rear end, and roll over
- 13 crashes involved trucks
- Most intersection-related crashes occurred at MT 200/MT 201.

ND 200 (2010 to 2013)

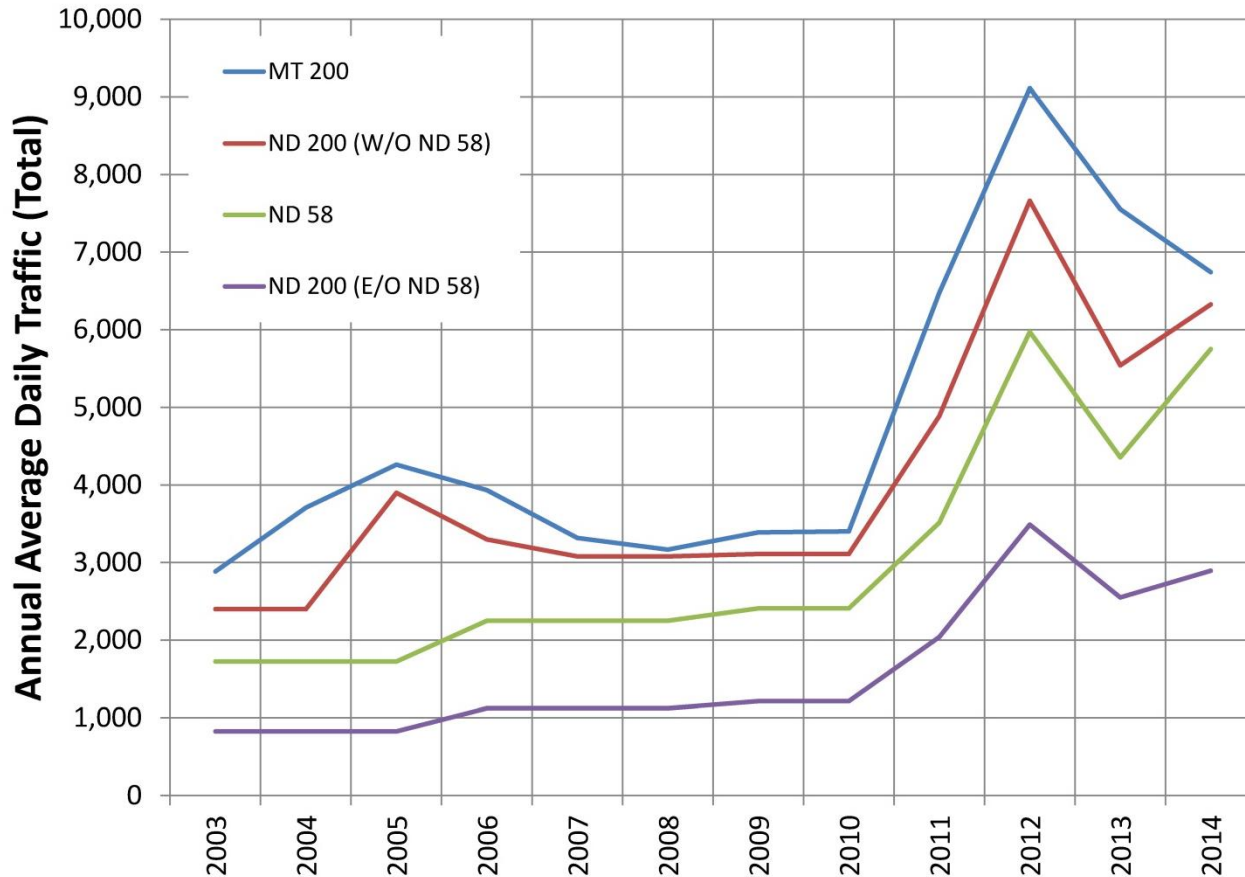
- 20 crashes, 8 injuries, and 0 fatalities
- Most were left turn, angle, and rear end



MT 200 Crashes (2004 to 2013)

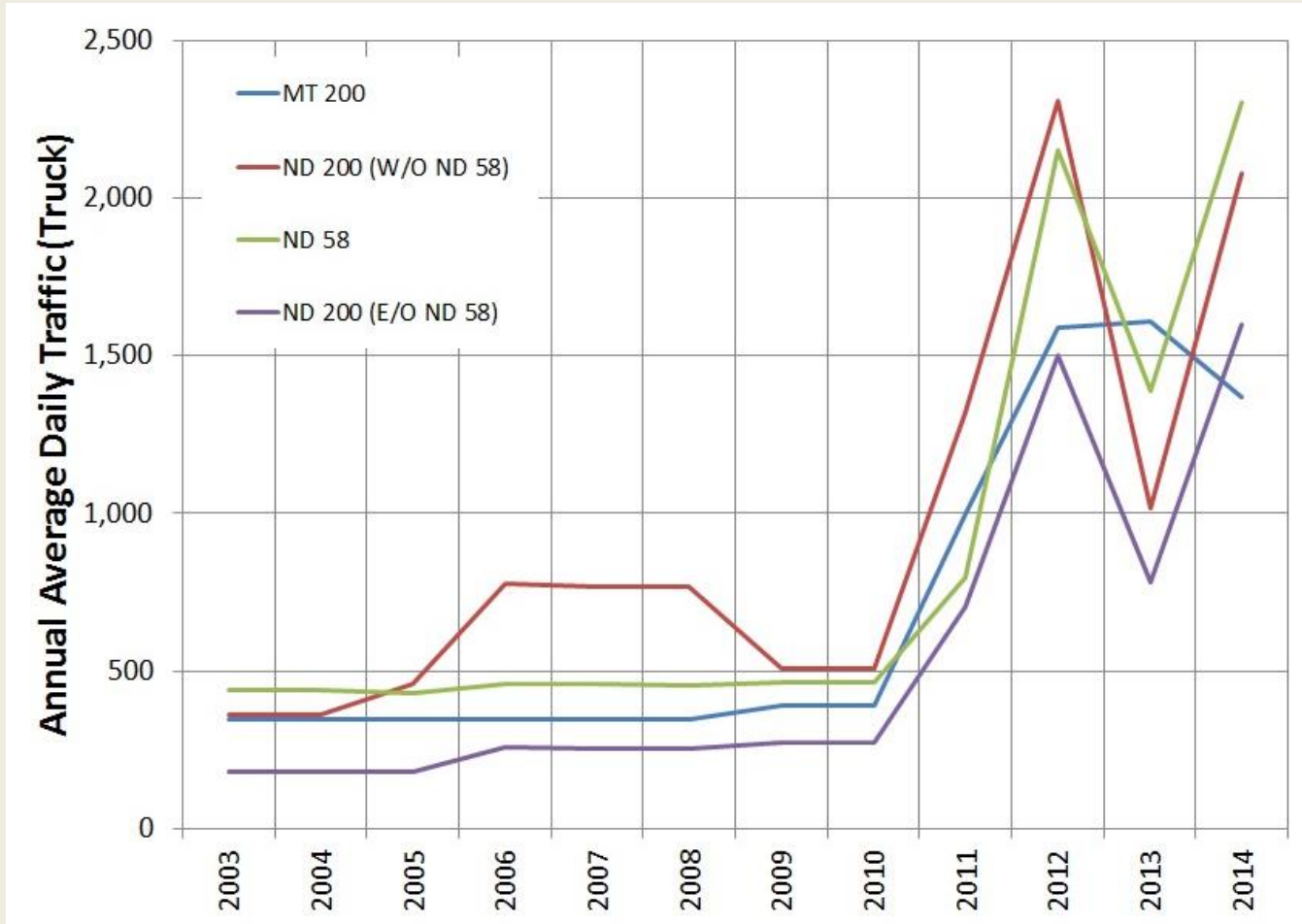


Historic Traffic Volumes



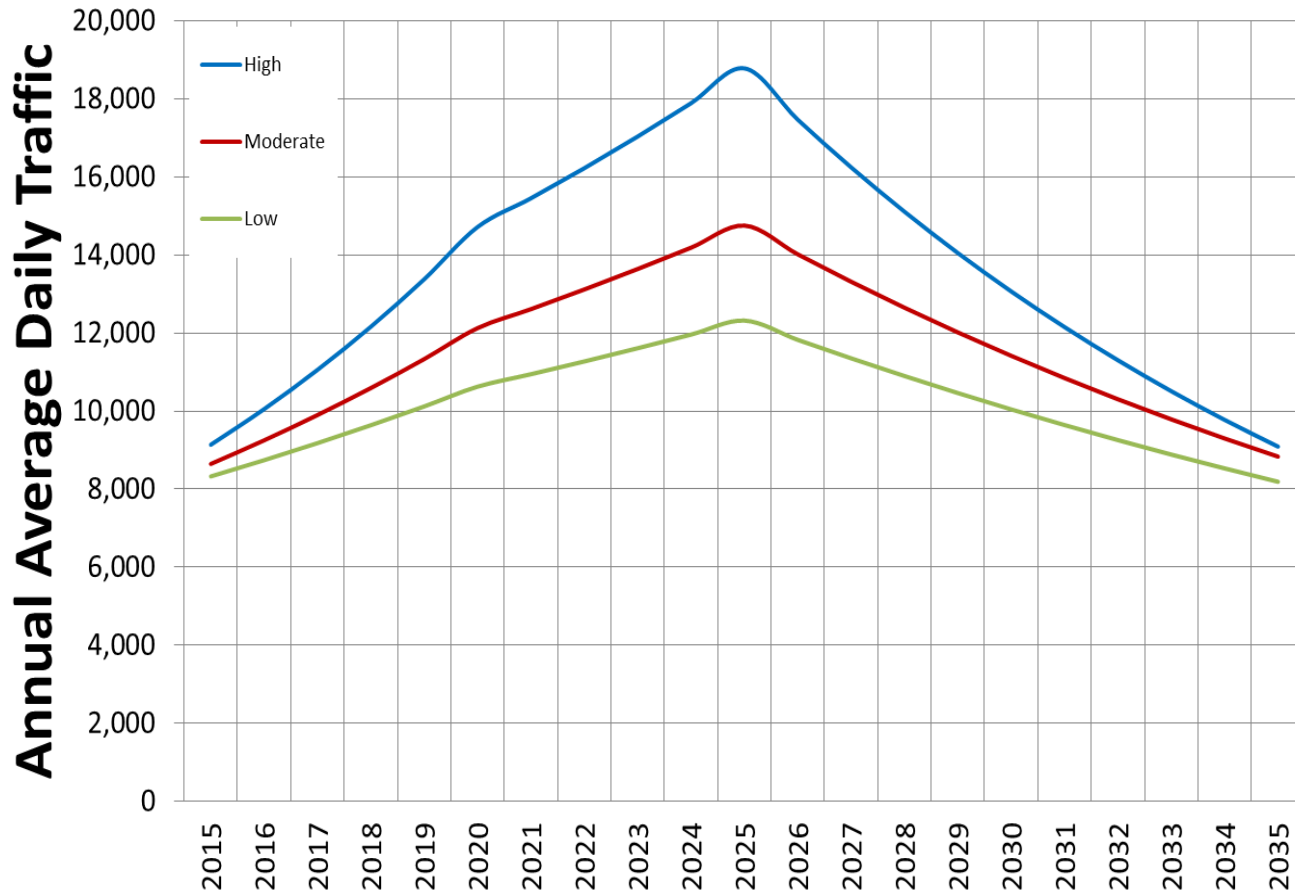
Substantial increase in volumes in recent years

Historic Truck Volumes



Substantial increase in volumes in recent years

Projected Traffic Volumes



Projections
for
MT 200, ND
200 (west of
ND 58),
and ND 58

Level of Service (LOS)

Vehicular Level of Service

A	Free flow conditions
B	Reasonably free flow
C	Stable flow; maneuverability somewhat restricted
D	Approaching unstable flow
E	Unstable flow; at capacity
F	Traffic volumes exceed capacity



Segment Operations

Intersection		Year	WB PM Peak Hour LOS
A	2-lane Segment South of Fairview	Existing 2015	C
		Projected 2025	D
		Projected 2035	C
B	4-lane Segment in Fairview	Existing 2015	A
		Projected 2025	A
		Projected 2035	A
C	2-lane Segment Between 2 nd Street and ND 58	Existing 2015	D
		Projected 2025	E
		Projected 2035	D
D	2-lane Segment East of ND 58	Existing 2015	B
		Projected 2025	C
		Projected 2035	B

**Desirable
LOS**

MDT (principal arterial): **LOS B**

NDDOT (ND 200/ND 58):
LOS C

Intersection Operations

Intersection		Year	Approach	AM Peak Hour LOS	PM Peak Hour LOS
1	ND 58 and ND 200 (1-lane Roundabout)	Existing 2015	EB	B	B
		Projected 2025	EB	C	D
		Projected 2035	EB	A	A
2	MT 200 and MT 201	Existing 2015	NB	A	A
		Projected 2025	NB	B	C
		Projected 2035	NB	A	A

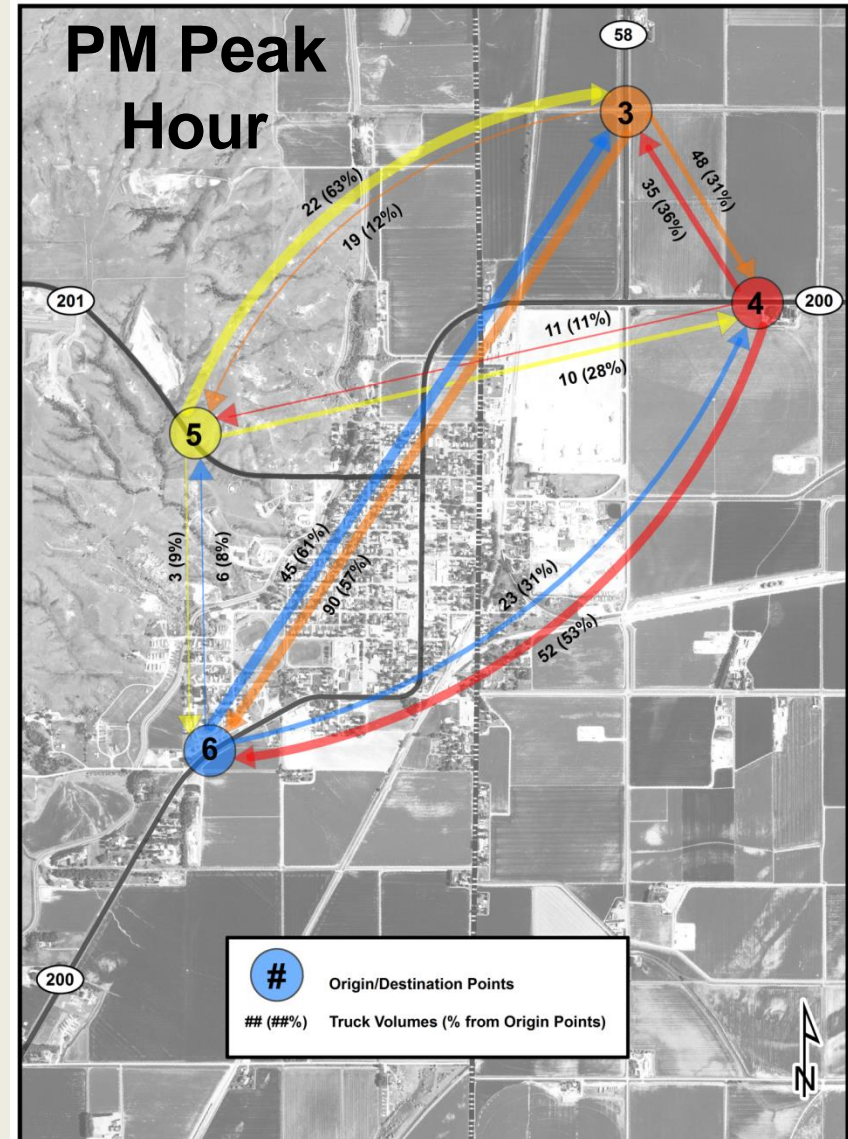
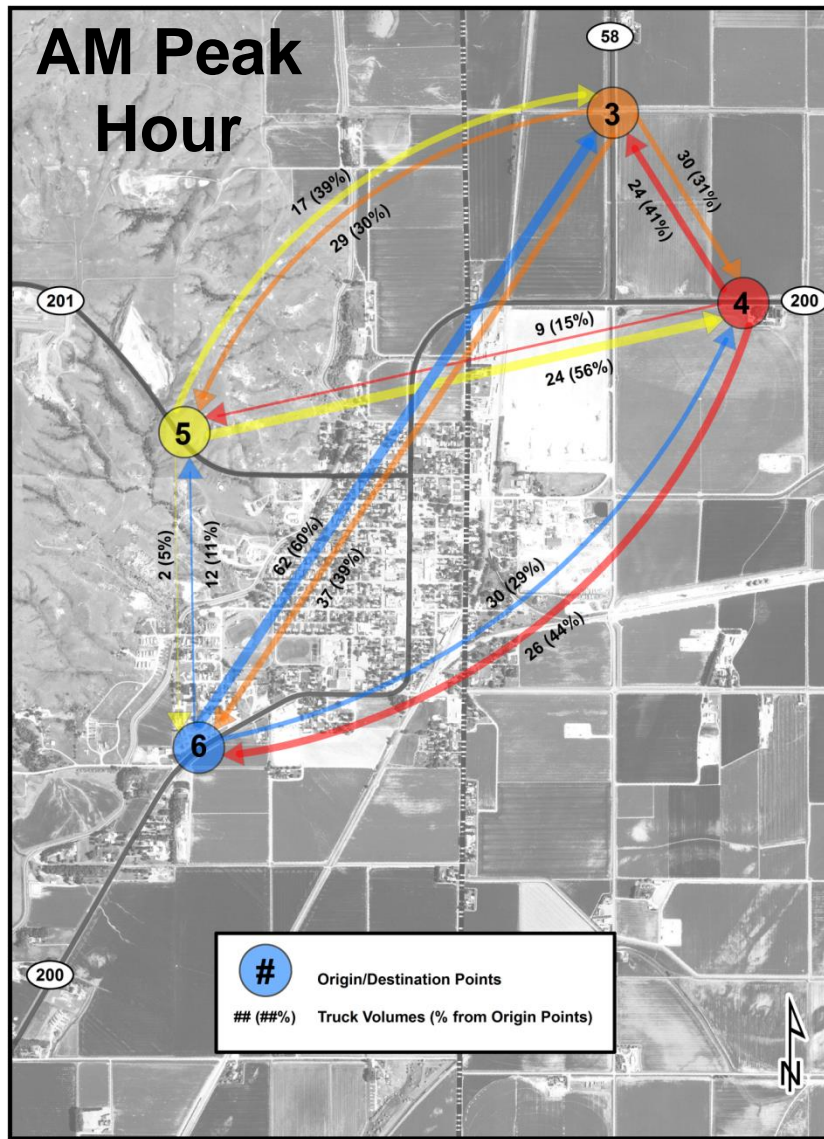
LOS based on worst intersection leg.

Desirable LOS

MDT (principal arterial): **LOS B**

NDDOT (ND 200/ND 58): **LOS C**

Origin-Destination Analysis





Environmental Conditions

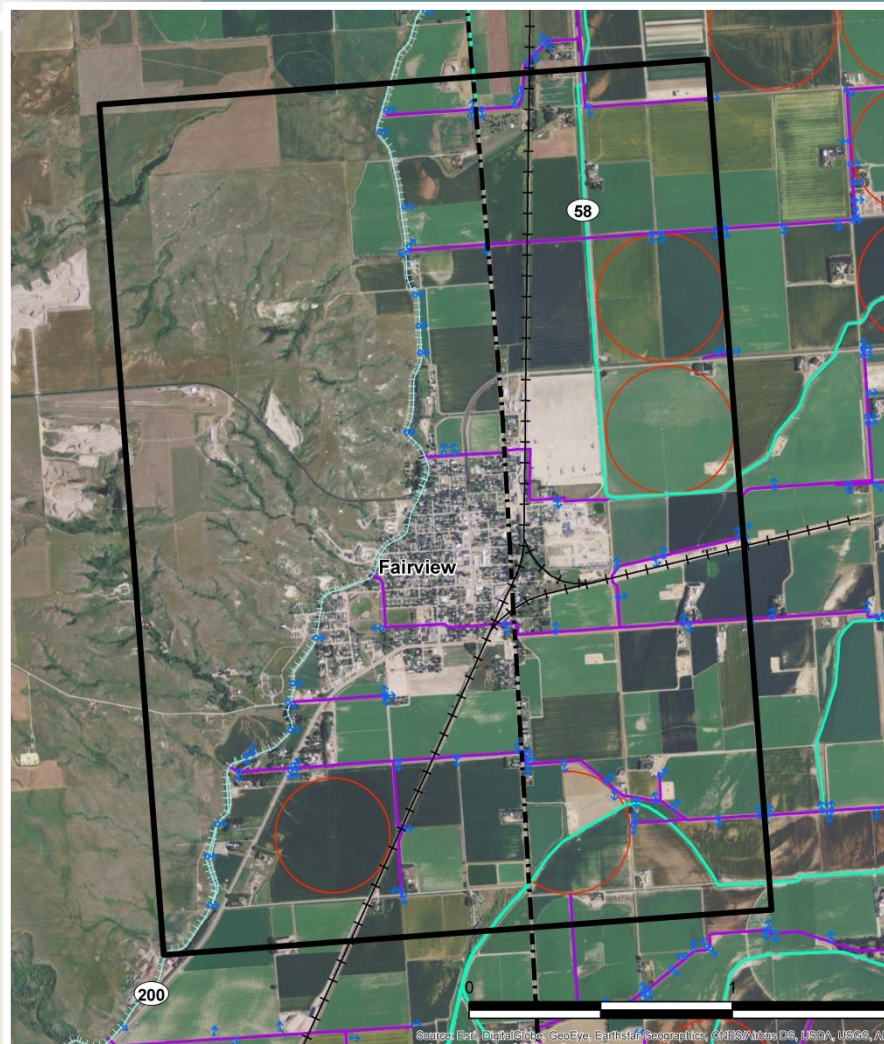


- Soil surveys indicate the majority of the study area is either:
 - farmland of statewide importance (ND soil surveys) or
 - prime farmland if irrigated (MT soil surveys)

Surface Water/Wetlands

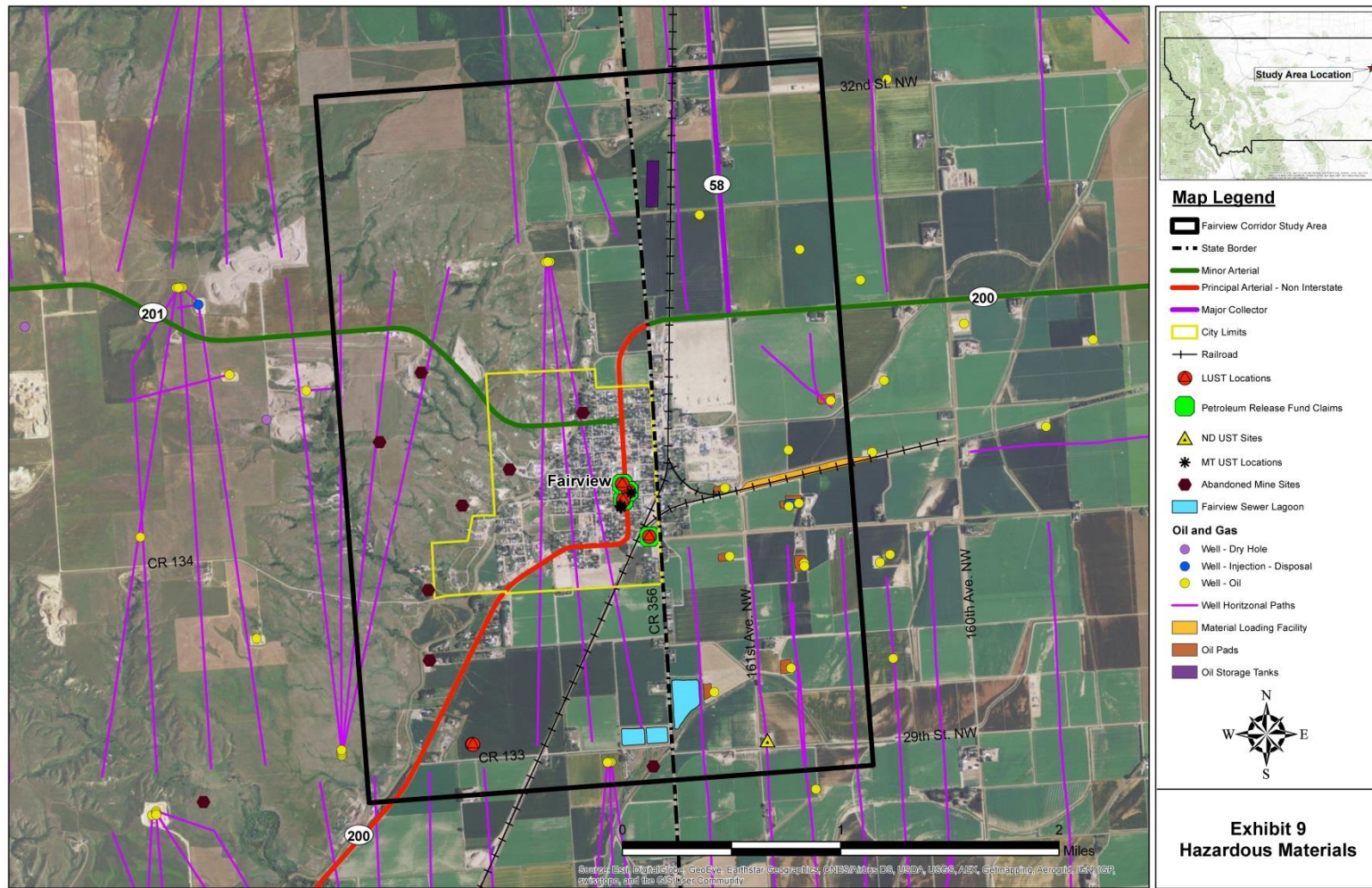


- Surface water is primarily seasonal irrigation ditches and canals.
- Fringe wetlands observed along irrigation ditches/canals throughout the study area.
- Two man-made freshwater ponds – one being the Fairview sewer ponds.
- Special Flood Hazard Area bisects the town of Fairview.



- Study area is within the Lower Yellowstone Irrigation District.
- Irrigation infrastructure within the study area includes:
 - the Main Canal,
 - six lateral ditches,
 - two irrigation drains,
 - a smaller network of ditches, and
 - several large pivots.

Hazardous Materials



Hazardous Materials



- Ten active underground storage tanks.
- Eight leaking underground storage tanks.
- Eight abandoned or inactive mine sites.
- Town of Fairview sewer lagoon.
- Several oil/gas wells and horizontal drilling paths.
- Three reported oil spills in ND.



- White-tailed and mule deer are common throughout corridor.
- Study area is located within the distribution range for pronghorn and sharp-tailed grouse.
- ND designates the study area as primary range for the black-tailed prairie dog.
- 5 animal carcasses collected from 2004-2012, concentrated from RP 61.5 to RP 64.1
- Seasonal irrigation ditches and canals are not considered suitable habitat for aquatic species.

Threatened/Endangered, Species of Concern, and Species of Conservation

Threatened/Endangered Species	Federal Status	
Wildlife Species	Greater sage-grouse	Candidate
	Sprague's pipit	Candidate
	Piping plover	Threatened
	Red knot	Threatened
	Least tern	Endangered
	Whooping crane	Endangered
	Gray wolf	Endangered
	Northern long-eared bat	Threatened
	Black-footed ferret	Endangered
Insect Species	Dakota skipper	Threatened
Fish Species	Pallid sturgeon	Endangered

- Several sensitive species known to occur ***outside*** study area. Given high degree of disturbance, sensitive species ***likely not found within study area.***
- No known bald or golden eagle nests within the study.
- Study area is within ND Game and Fish primary golden eagle breeding range.



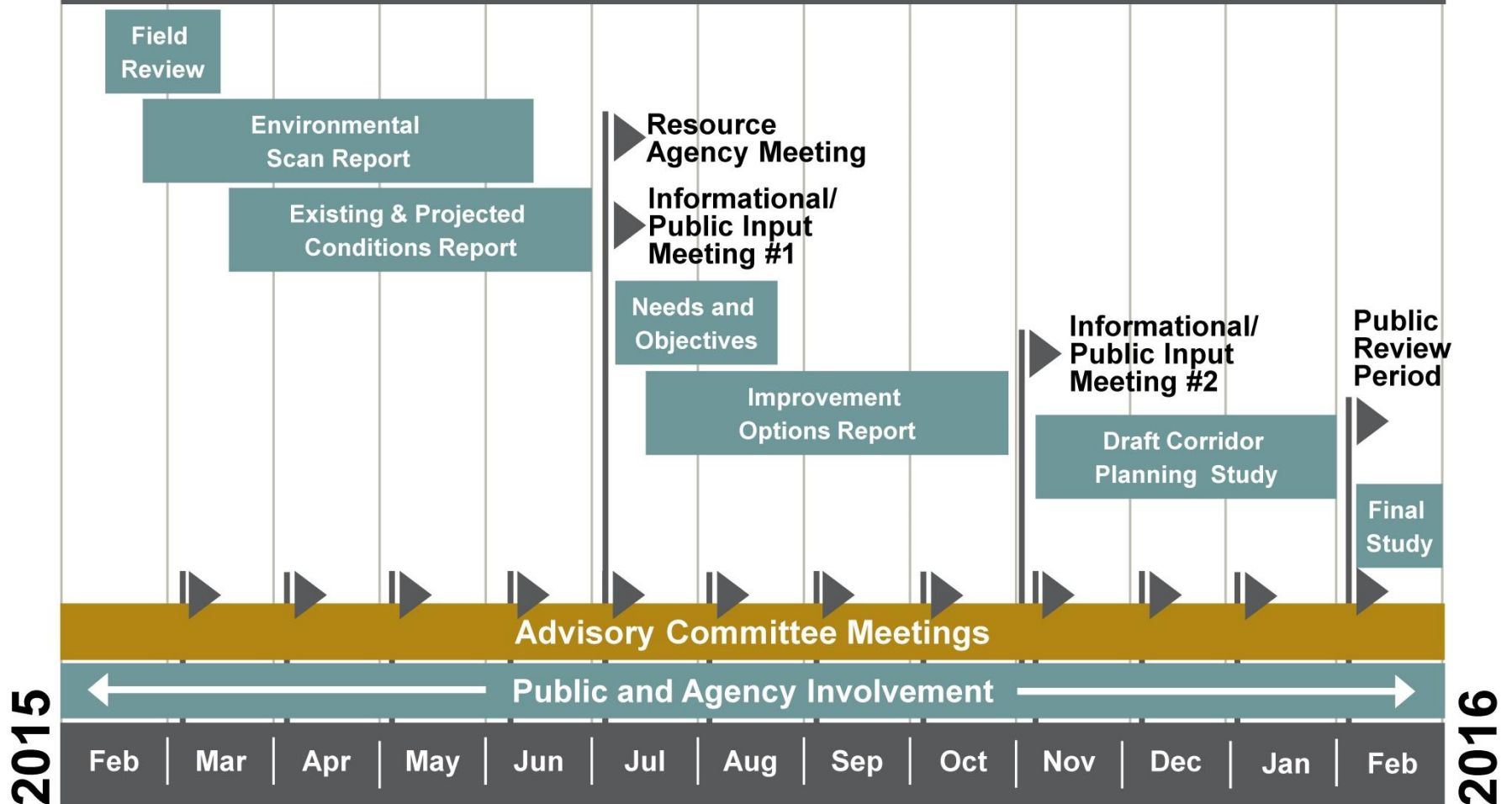
Cultural/Archeological Resources



- Seven eligible sites within the study area including historic railroads and irrigation systems.
- Unrecorded sites likely occur within study area.

FAIRVIEW

Corridor Planning Study



- **Please submit comments by August 7, 2015**
- **Website** (<http://www.mdt.mt.gov/pubinvolve/fairview/>)
- **Mail/e-mail comments to:**

Vicki Crnich
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
vcrnich@mt.gov



Discussion Period

Office Locations

ALASKA

Anchorage
Juneau
Fairbanks
Ketchikan
Kodiak
Palmer

ARIZONA

Tempe
Tucson

COLORADO

Golden
Gunnison
Montrose

MONTANA

Billings
Bozeman
Butte
Great Falls
Helena
Miles City

NORTH DAKOTA

Dickinson

OREGON

Bend

WASHINGTON

Redmond
Seattle

WYOMING

Gillette
Lander
Laramie
Sheridan

MEETING MINUTES

Date:	May 10, 2016	Start Time: 6:00 p.m.	End Time: 8:00 p.m.
Meeting called by:	Fairview School 713 S Western Avenue, Fairview, MT		Attendees:
Project:	Fairview Corridor Planning Study		Noted within the minutes.
Project Number:	DOWL: 4638.11506.01		
Subject:	Informational/Public Input Meeting #2		

Introduction

An informational/public input meeting for the Fairview Corridor Planning Study was held on May 10, 2016, at the Fairview School cafeteria located at 713 S Western Ave, Fairview, Montana. The following Montana Department of Transportation (MDT), North Dakota Department of Transportation (NDDOT), and DOWL representatives attended the meeting.

Vicki Crnich	MDT Statewide and Urban Planning
Shane Mintz	MDT Glendive District Administrator
Jim Frank	MDT Glendive District
Suhail Kanwar	McKenzie County
Henry Miller	McKenzie County
Steve Mullen	NDDOT Land Use Planner
Nik Griffith	DOWL Project Administrator
Sarah Nicolai	DOWL Project Manager
Cody Salo	DOWL Senior Engineer

Sixteen (16) people signed the meeting sign-in sheets. Meeting attendees included Loren Young and Duane Mitchell, Richland County Commissioners; Adam Smith, Richland County Public Works; and Jason Elletson and Kevin Dahl, Fairview City Council members. Copies of the sign-in sheets are appended to this memorandum.

Media Coordination and Newsletter

The informational/public input meeting was advertised in the *Sidney Roundup* on April 20 and May 4, 2016, and the *Sidney Herald* on April 24 and May 8, 2016. A news release was e-mailed to the Fairview media list on May 4, 2016. The study newsletter was published to the study website at www.mtd.mt.gov/pubinvolve/fairview and mailed to stakeholders. Copies of these documents are appended to this memorandum.

Presentation

DOWL representatives Sarah Nicolai and Cody Salo presented the corridor study planning process, emphasizing public involvement as a major component. Ms. Nicolai focused on existing and projected transportation conditions within the study area, needs and objectives, and funding feasibility. Mr. Salo discussed potential improvement options. A copy of the presentation is appended to this memorandum.

Discussion Period

A discussion period was held following the presentation to allow members of the public to provide input or request clarification about the study. Shane Mintz, Steve Mullen, Ms. Nicolai, and Mr. Salo responded to public questions and comments. Topics are summarized below.

Project Feasibility and Timeline

An attendee asked about the feasibility of improvements occurring along the corridor given current funding constraints. Mr. Mintz explained that funding for projects in the district has been allotted for the next five years, but MDT will continue to observe conditions in the area. Ms. Nicolai added should conditions in the study area continue to require improvements; projects may be reprioritized to preserve system function.

Right-of-way and Eminent Domain

Several members of the public expressed concern with alternative alignments that appeared to affect numerous properties. Ms. Nicolai explained the proposed alignments were planning-level recommendations. Should any of the improvements reach the project stage, MDT would engage property owners directly to identify impacts and solutions. Mr. Mintz added MDT attempts to compensate property owners at fair market price.

Quantm Modeling

Attendees asked questions about the Quantm process. Topics covered speed inputs, roadway grades, and avoid zones. Attendees specifically asked for clarification on how the program interacted and accounted for each of the input elements. Mr. Salo explained the Quantm process and relayed how the data were input into the program to produce alternative alignments.

MT 201 Traffic

A member of the public asked how traffic traveling eastbound on MT 201 would interact with possible new alignments. Mr. Salo and Mr. Mintz explained that the new alignments were modeled in a manner that would make them useful alternatives to the current alignments for traffic traveling through the area.

Economic Impacts

Concern was expressed about the effect of a bypass on the town of Fairview. Mr. Mintz, Mr. Salo, and Ms. Nicolai explained that Montana state law requires bypass options be reviewed and approved by local governments before projects may proceed. Mr. Mintz added this is to ensure all possible impacts are assessed, including the possible economic changes Fairview

could experience. Mr. Mullen added multiple bypasses (or truck reliever routes) have been finished in North Dakota communities which could provide background information regarding these concerns.

Travel Time and Alternative Alignment Usage

An attendee asked if the new alignments would save travel time. Mr. Salo explained they saved travelers around 2 minutes of travel time. The attendee expressed concern that such a low savings may not be attractive to truck drivers. Mr. Salo and other attendees explained travel time savings are a large factor in alternative route decisions and the alignments could be attractive with these savings.

Funding Availability

Mr. Mintz explained to attendees that the Glendive District funding was committed for the next five years and a number of projects have been identified beyond the five-year plan. Funding from other sources could include increased FAST Act allocations, TIGER grants, and FASTLANE grant funding.

Timeline

Members of the public asked what the timeline for a project would be. Mr. Mintz and Ms. Nicolai explained this effort was a study and MDT has not made a decision to move forward with a project at this time. Mr. Mintz reiterated the District's funding was allocated for the next five years and beyond, but there were other funding options available that could be pursued. Ms. Nicolai added increased traffic volumes associated with a resurgence in the oil and gas industry could expedite the need for possible improvements. Ms. Crnich said MDT would continue to monitor the area as it had before to assess those factors.

Written Comments

Two written comments were received regarding support for the western alignment and impact minimization and permitting associated with future project development. Copies of written comments, the presentation, and sign-in sheets are included at the end of the memorandum.

Fairview Corridor Planning Study Informational Meeting #2

Tuesday, May 10, 2016

Name	Organization/Title	Address	City, State, Zip	Email
John + Kathleen Hanson		Bx 115	Beach, ND 58621	
Adam Smith	Richland County			ASmith@richland.org
Jason Elletson	Fairview Town Council	Po Box 82 Fairview MT		elletson1974@gmail.com
STEVE MULLEN	Williston NDDOT	3209 2nd Ave	Williston ND 58801	Smiller@nd.gov
Kevin Dahl	Fairview City Council	422 W. 10th St, Fairview		kdeo@midrivers.com
RUANE MITCHELL	Richland County			
Jacelyn Young		13705 CR 351	Fairview, MT 59221	
Brian Jewell	NSR	16105 32nd St	" " "	
Jane H. Young		13705 CR 351	" " "	

Fairview Corridor Planning Study Informational Meeting #2

Tuesday, May 10, 2016

Name	Organization/Title	Address	City, State, Zip	Email
Mc Jeffeth	DOWL	438 Dearborn #2	Helena, MT 59601	ngjuffeth@dowl.com
Cody Jahn	DOWL			
Sarah Nicolai	DOWL	1300 Cedar Street	Helena, MT 59601	
Connie Tahleer		101 N 15 th Street	Fairview, MT 59221	
Sabrina Steer		35467 CR 133	Fairview	sksteer@gmail.com
Brian Bieber	city council	611 4 th St W	Fairview MT 59221	bb@midwests.com
Jerrick Miller	FFD	2912 161 st Ave NW	Fairview MT 59221	Millerjerrick@yahoo.com
Suhail Kanwar	McKenzie County	201 5 th St. NW	Watford City, ND 58854	skanwar@co.mckenzie.nd.us
Henry C. Miller	McKENZIE	2941 161 st Ave NW	FAIRVIEW MT	

April 14, 2016

FOR IMMEDIATE RELEASE

Lori Ryan, Public Information Officer, (406)444-6821, lryan@mt.gov

Informational Meeting to Discuss Fairview Corridor Planning Study

Fairview — The Montana Department of Transportation (MDT), in coordination with the North Dakota Department of Transportation, Federal Highway Administration, City of Fairview, and Richland and McKenzie counties, is conducting a public informational meeting to discuss the Fairview Corridor Planning Study.

The meeting will be held in Fairview on Tuesday, May 10, at the Fairview School cafeteria (713 S. Western Ave.). A presentation will begin at 6:00 p.m., followed by an informal discussion.

The Fairview Corridor Planning Study is a pre-environmental study initiated in February 2015 that allows for planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study area includes highways Montana 200, North Dakota 200, North Dakota 58, and the area immediately surrounding Fairview. The study identified potential improvement options, which will assist in facilitating a smooth and efficient transition from transportation planning to future project development and environmental review.

This public meeting will not focus on Montana 201, which is being evaluated separately as part of another MDT project (Fairview-West).

The purpose of the meeting is to explain the planning study process; present information about existing and projected roadway condition, needs and objectives, and improvement options; and solicit public comment on the draft study report. Beginning April 29, 2016, the draft corridor study report may be viewed at:

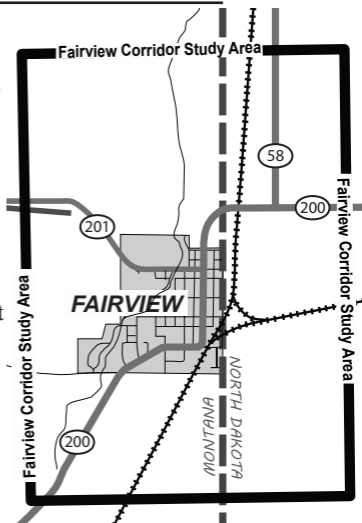
<http://www.mdt.mt.gov/pubinvolve/fairview/>

Public participation is a very important part of the process, and the public is encouraged to attend. Comments may be submitted at the meeting, by mail to Sarah Nicolai, DOWL, 1300 Cedar Street, Helena, MT 59601, by email to snicolai@dowl.com, or online at:

To Discuss Fairview Corridor Planning Study

The Montana Department of Transportation, in coordination with the North Dakota Department of Transportation, Federal Highway Administration, City of Fairview, and Richland and McKenzie counties, is conducting a public informational meeting to discuss the Fairview Corridor Planning Study. The meeting will be held in Fairview on Tuesday, May 10, at the Fairview School cafeteria (713 S. Western Ave.). A presentation will begin at 6:00 p.m., followed by an informal discussion.

The Fairview Corridor Planning Study allows for planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study (area shown on the map) identified potential improvement options, which will assist in facilitating a smooth and efficient transition from transportation planning to future project development and environmental review. This second public meeting will not focus on Montana



201, which is being evaluated separately as part of another MDT project (Fairview-West). The purpose of the meeting is to explain the planning study process; present information about existing and projected roadway condition, needs and objectives, and improvement options; and solicit public comment on the draft study report.

This meeting is open to the public and attendance is encouraged.

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) 324-7412 at least two days prior to the meeting.

Alternative accessible formats of this information will be provided upon request by contacting the Office of Civil Rights, P.O. Box 201001, Helena, MT 59620; (406) 444-9229; fax (406) 444-7243, or e-mail to aflesch@mt.gov. Those using a TTY may call (800) 335-7592 or through the Montana Relay Service at 711.

Beginning April 29, 2016, the draft report may be viewed at:

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

Comments may be submitted in writing at the meeting; by mail to Sarah Nicolai, DOWL, 1300 Cedar Street, Helena, MT 59601; by email to snicolai@dowl.com; or online at the link above.

Please indicate comments are for the Fairview Corridor Planning Study and submit comments by May 30, 2016.



Fairview Corridor Planning Study

STUDY DESCRIPTION

The Montana Department of Transportation (MDT), in coordination with the North Dakota Department of Transportation (NDDOT); City of Fairview; Richland County, Montana; McKenzie County, North Dakota; and the Federal Highway Administration (FHWA), have completed the Fairview Corridor Planning Study to investigate transportation improvements within the Fairview area. The goal of the study was to assess current and projected conditions and identify options to address identified needs on MT 200/ND 200. A separate project (Fairview-West) is addressing transportation needs for MT 201.

WHAT ARE THE STUDY NEEDS?

Needs and objectives for the Fairview study were developed through a review of existing and projected conditions, input from members of the public and resource agencies, and coordination with the study advisory committee.

Need 1: Accommodate existing and projected transportation demands within the study area.

Need 2: Provide transportation facilities that safely support travel for all modes.

A full list of needs, objectives, and other considerations are included in the draft report posted to the study website at <http://www.mdt.mt.gov/pubinvolve/fairview>

INSIDE THIS ISSUE

- Study Description ... 1
- Study Needs..... 1
- Improvement Options..... 2
- Optimized Alignments 4
- Involvement Opportunities 4
- Study Schedule 4

PLEASE JOIN US FOR AN INFORMATIONAL/ PUBLIC INPUT MEETING!

May 10, 2016, at 6:00 p.m.

Fairview School Cafeteria
713 S. Western Ave
Fairview, MT



Improvement Options

NEW ALIGNMENTS

MDT used Quantm modeling software to identify new planning-level alignments satisfying geometric, social, environmental, and terrain constraints in consideration of public and stakeholder feedback. The Quantm system considers millions of route options before delivering a range of options that best meet planning needs and objectives, while balancing social and environmental impacts against cost scenarios. Six optimized alignments were identified through this process (see figure at right). **Western** (Blue)

Eastern 1 (Red)

1A: 1 new overpass, 1 at-grade railroad spur crossing

1B: 2 new overpasses

Eastern 2 (Yellow)

2A: 2 at-grade railroad crossings

2B: 1 new overpass, 1 at-grade railroad spur crossing

2C: 2 new overpasses

The six optimized alignments were evaluated according to the following screening criteria: route length and travel time, at-grade rail crossings, parcel impacts and right-of-way acquisition, wetland impacts, farmland impacts, irrigation impacts, access point density, and cost.

Based on the screening process, MDT determined the best performing alternative is the western alignment.

EXISTING ALIGNMENTS

The study also identified improvements to existing roadways.

OPTION 1: ROADWAY WIDENING (THREE LANES)

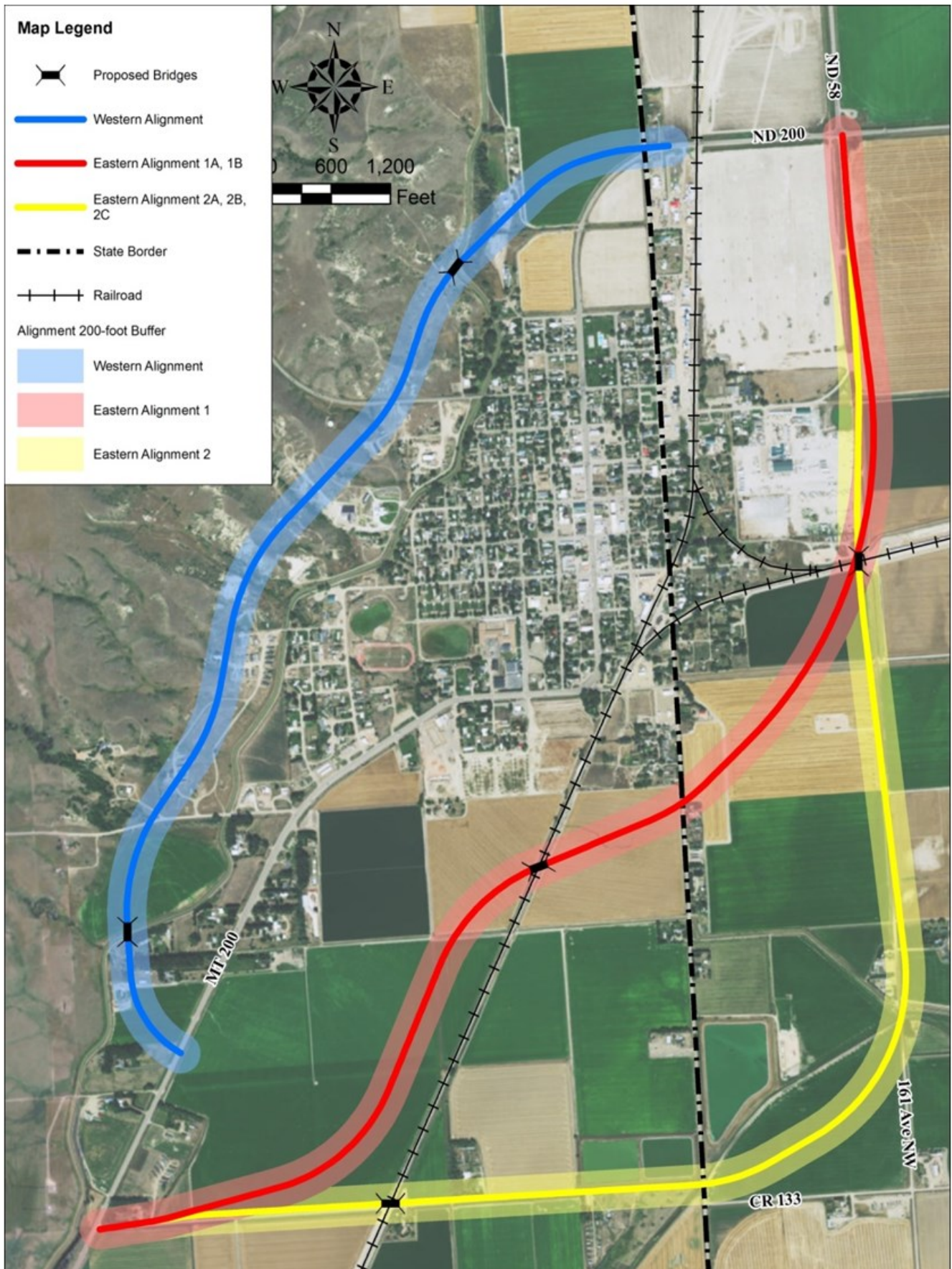
- Widen MT 200 from the existing two-lane highway to a three-lane highway south of Fairview between County Road 133 and 0.2 miles south of County Road 134.

OPTION 2: SIDEWALK/ADA IMPROVEMENTS

- Reconstruct existing sidewalk to meet Public Rights-of-Way Accessibility Guidelines (PROWAG) for curb ramp requirements, and construct new sidewalk as needed to improve pedestrian safety and provide continuous pedestrian access.



Optimized Alignments



STUDY CONTACTS

Shane Mintz
MDT Glendive District
Administrator
406-345-8212
smintz@mt.gov

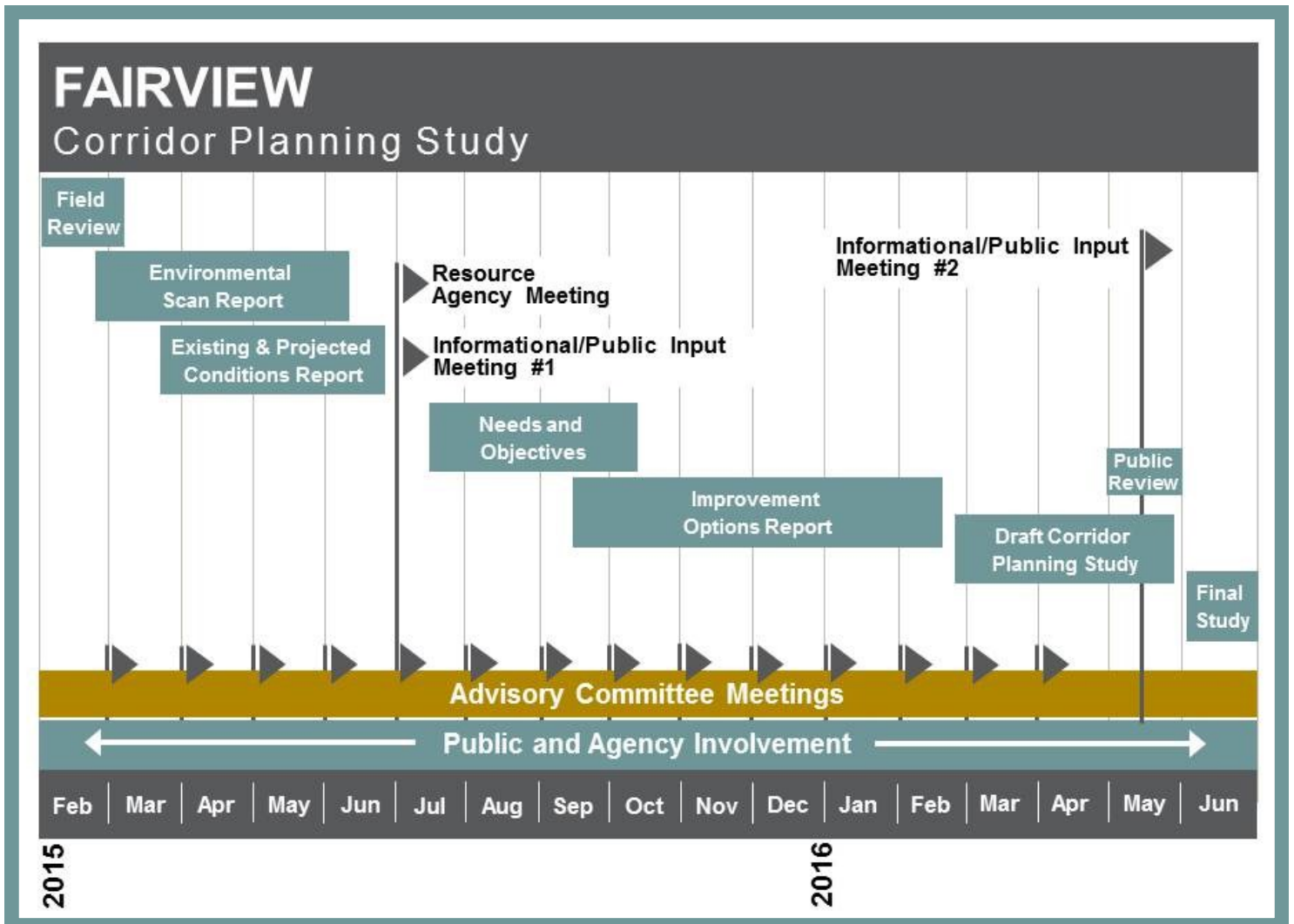
Vicki Crnich
MDT Project Manager
406-444-7653
vcrnich@mt.gov

Sarah Nicolai
DOWL
Project Manager
406-324-7412
snicolai@dowl.com

INVOLVEMENT OPPORTUNITIES

The final informational/public input meeting is scheduled on **May 10, 2016**, at the Fairview School Cafeteria, 713 S. Western Avenue, in Fairview, MT at 6:00 p.m. We encourage you to attend and provide comments on the draft corridor study report. Beginning April 29, 2016, the draft report may be viewed at <http://www.mdt.mt.gov/pubinvolve/fairview/documents.shtml>.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of the department. Alternative accessible formats of this information will be provide upon request. For more information, please call Sarah Nicolai at (406) 324-7412 or Montana Relay at 711.






Fairview Corridor Planning Study Informational/Public Input Meeting #2

May 10, 2016



Welcome and Introductions



The top section of the slide features three photographs. The left photo shows a highway sign for route 200 with directional arrows. The middle photo shows a road with a sign for 'WEST 200'. The right photo shows a large white tanker truck on a highway.

Title VI Considerations

This meeting is held pursuant to Title VI of the 1964 Civil Rights Act, which ensures that no person shall be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination on the basis of a protected status under any MDT program or activity.



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Meeting Format

Presentation

- Planning Study Process
- Existing and Projected Conditions
- Needs and Objectives
- Improvements Options
- Study Recommendations

Discussion Period



The bottom section of the slide contains the DOWL logo on the left and the MDTA logo on the right. The MDTA logo includes the text 'MDTA' in a large font with a star, and 'DEPARTMENT OF TRANSPORTATION' below it.

5 What is a Planning Study?

A planning study is conducted before design, right-of-way acquisition, and construction for an individual project.

DOWL **MDTA**
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

6 Background & Goal of Study

- Increased traffic in Fairview due to oil and gas development
- Study identified options to address needs
 - Improvements to existing routes
 - Alternative route(s) around Fairview



DOWL **MDTA**
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7

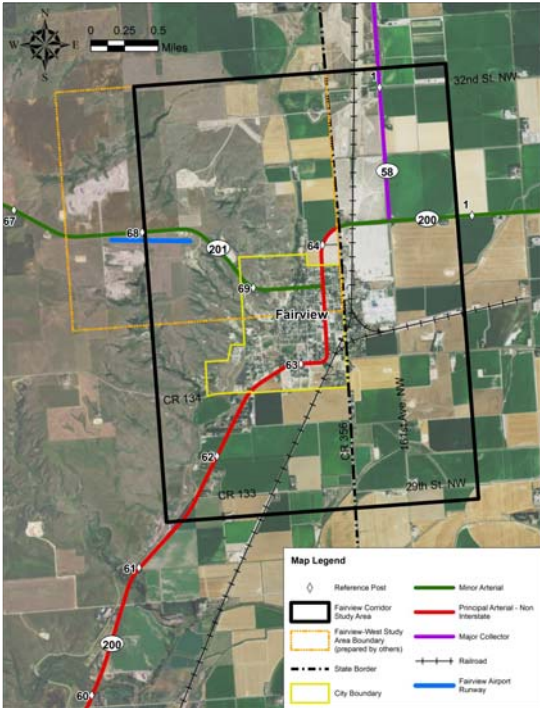
Planning Study Overview

- Existing and Projected Conditions
- Informational/Public Input Meeting # 1
- Resource Agency Meeting
- Needs and Objectives
- Improvements and Route Identification
- Draft Study Report
- **Informational/Public Input Meeting # 2**
- **Public/Agency Review Period**
- Final Study Report

← We Are Here

8



Study Area

Within both Montana and North Dakota

S. Boundary: just south of CR 133 and 29th St. NW

N. Boundary: just north of 32nd St. NW

W. Boundary: extends north and south from RP 68 on MT Hwy 201

E. Boundary: extends north and south from RP 1 on ND Hwy 200



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Recent and Future Projects

Agency	Project/Study	Date
MDT	Fairview Intersections	2012
	Glendive Rumble Strip Program	2013
	MT 200-Fairview	2016
	Sidney to Fairview	2016
	Fairview-West	2019
NDDOT	State Line to JCT US 85	2016
	JCT 200 N to JCT ND 1804	2016

Fairview Corridor Planning Study is **separate** from Fairview-West and ND 200 projects




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Transportation System

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Roadway Overview

- MT 201 part of separate Fairview-West project and not the focus of this study and meeting
- **Classification**
 - MT 200: principal arterial
 - ND 200: minor arterial
 - ND 58: major collector
- 2-lane and 4-lane sections; 12-foot travel lanes and varying shoulders
- Right-of-way widths vary from 80 feet to 170 feet from centerline
- Level terrain



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Bicycle/Pedestrian Facilities

- Intermittent sidewalks in Fairview
- 4- to 8-foot shoulders along MT 200, ND 200, ND 58






13

Geometrics



ND 200/ND 58 geometrics were assessed as part of separate planned projects.

MT 200 areas that do not meet current MDT design criteria:

- o 4 of 5 horizontal curves
- o Obstructions within the clear zone in Fairview



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Crash History



MT 200 (2004 to 2013)

- o 66 crashes, 22 injuries, and 0 fatalities
- o Most were fixed object, rear end, and roll over
- o 13 crashes involved trucks
- o Most intersection-related crashes occurred at MT 200/MT 201.

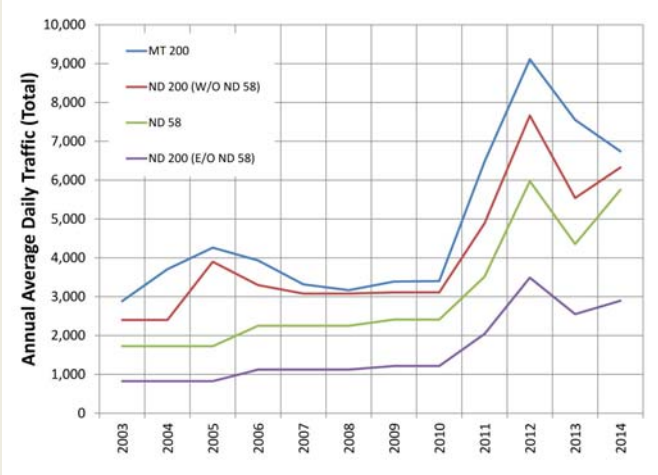
ND 200 (2010 to 2013)

- o 20 crashes, 8 injuries, and 0 fatalities
- o Most were left turn, angle, and rear end



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Historic Traffic Volumes

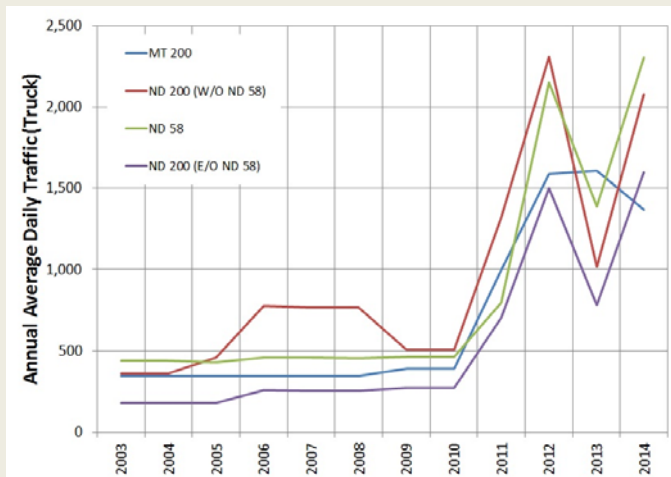


Substantial increase in volumes in recent years



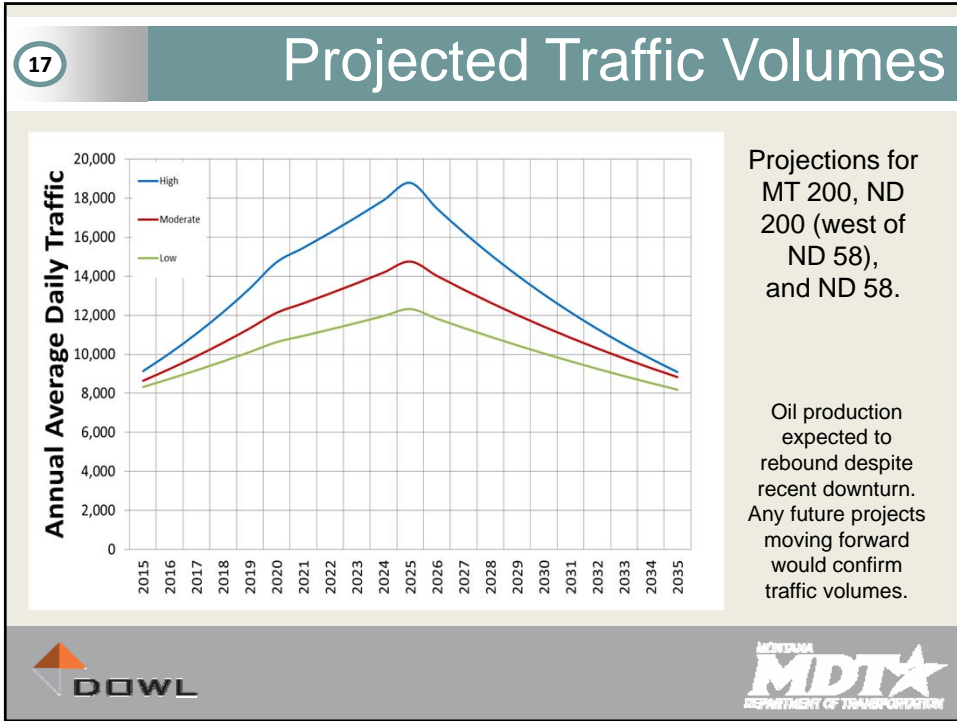
16

Historic Truck Volumes



Substantial increase in volumes in recent years








18 Traffic Operations

Level of Service (LOS)

Vehicular Level of Service	
A	Free flow conditions
B	Reasonably free flow
C	Stable flow; maneuverability somewhat restricted
D	Approaching unstable flow
E	Unstable flow; at capacity
F	Traffic volumes exceed capacity

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Segment Operations

	Intersection	Year	WB PM Peak Hour LOS	
A	2-lane Segment South of Fairview	Existing 2015	C	<p>Desirable LOS</p> <p>MDT (principal arterial): LOS B</p> <p>NDDOT (ND 200/ND 58): LOS C</p>
		Projected 2025	D	
		Projected 2035	C	
B	4-lane Segment in Fairview	Existing 2015	B	
		Projected 2025	B	
		Projected 2035	B	
C	2-lane Segment Between 2nd Street and ND 58	Existing 2015	D	
		Projected 2025	E	
		Projected 2035	D	
D	2-lane Segment East of ND 58	Existing 2015	B	
		Projected 2025	C	
		Projected 2035	A	

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Origin-Destination Analysis

AM Peak Hour

Numbered circles are origins/destinations (nodes)

Arrows are movements between nodes

Strongest truck movements (wider arrows):

- south/west to east/north; **blue (6 to 3)**

Numbered circles are origins/destinations (nodes)

Arrows are movements between nodes

Strongest truck movements (wider arrows):

- south/west to east/north; **blue (6 to 3)**

21

Origin-Destination Analysis

Numbered circles are origins/destinations (nodes)

Arrows are movements between nodes

Strongest truck movements (wider arrows):

- north/east to south/west; **orange (3 to 6) and red (4 to 6)**



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Needs and Objectives

Need 1: Accommodate existing and projected transportation demands within the study area.

Objectives: To the extent practicable:

- Meet desirable levels of service through the 2035 planning horizon.
- Consider regional and local travel patterns.



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Needs and Objectives

Need 2: Provide transportation facilities that safely support travel for all modes.

Objectives: To the extent practicable:

- Improve roadway and bridge elements to meet current design criteria.
- Improve continuity for pedestrian facilities on MT 200 in Fairview.
- Consider methods to reduce conflicts between local vehicular traffic and regional truck traffic.




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Needs and Objectives

Other Considerations

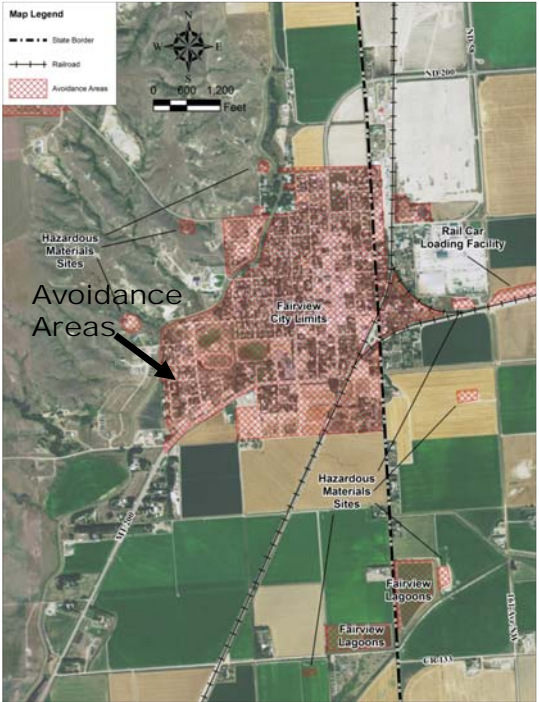
- Local planning efforts and planned projects
- Impacts to railroad, utility, irrigation, and mining features and environmental resources
- Funding availability
- Temporary construction impacts
- Construction feasibility and physical constraints
- Seasonal variations in truck traffic





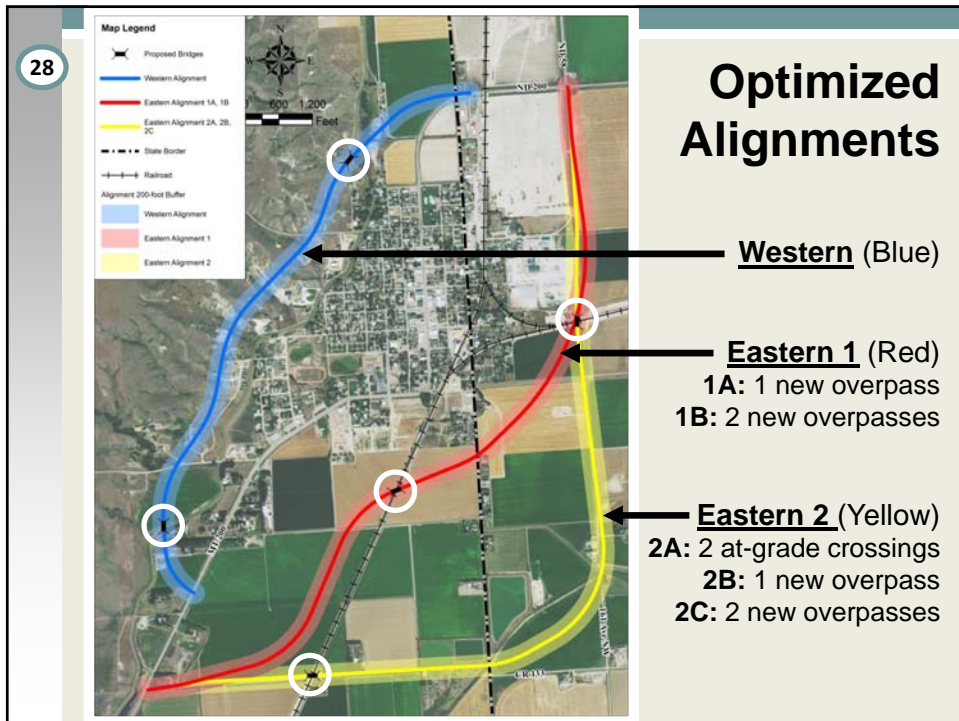
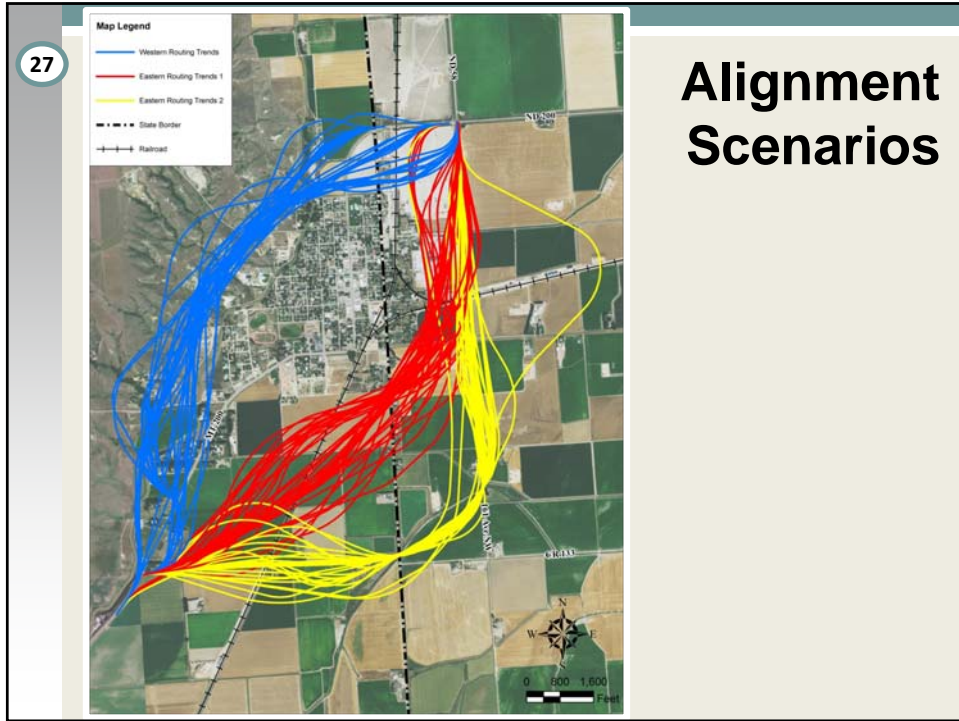
25 Improvement Options

26



Quantm Modeling Process



- Geometric Parameters
- Cost Parameters
- Constraint Inputs
- Special Zones & Other Inputs



29 **New Alignment Screening**

Screening Parameters



- Route Length and Travel Time
- At-grade Rail Crossings
- Parcel Impacts and Right-of-Way Acquisition
- Wetland Impacts
- Farmland Impacts
- Irrigation Impacts
- Access Point Density
- Cost

30 **New Alignment Screening**

Route Length and Travel Time



Criteria	MT 200		W	E 1A	E 1B	E 2A	E 2B	E 2C	
	No Build	Build							
Route Length (feet)	15,500	15,500	15,150	15,000	15,000	17,600	17,600	17,600	
Travel Time (minutes/ seconds)	2025	6.4/ 385.2	6.3/ 380.0	5.4/ 320.9	8.1/ 488.1	4.1/ 247.8	8.7/ 523.9	8.0/ 481.8	5.7/ 342.2
	2035	5.9/ 355.3	6.0/ 356.9	5.0/ 297.0	4.5/ 266.9	3.5/ 207.1	5.6/ 334.8	4.9/ 294.6	3.8/ 225.1

31 **New Alignment Screening**

At-grade Rail Crossings



Criteria	W	E 1A	E 1B	E 2A	E 2B	E 2C
Number of At-grade Rail Crossings	1	1	0	2	1	0

32 **New Alignment Screening**

Parcel Impacts and Right-of-Way Acquisition



Criteria	W	E 1A	E 1B	E 2A	E 2B	E 2C
Number of Parcel Impacts	24	12	17	29	29	31
Right-of-way Acquisition (acres)	48.3	45.4	50.9	32.9	40.7	45.5

33 New Alignment Screening

Wetland Impacts



Criteria	W	E 1A	E 1B	E 2A	E 2B	E 2C
Wetland Impacts (acres)	0.4	0.2	0.3	0.1	0.2	0.1

34 New Alignment Screening

Farmland Impacts



Criteria	W	E 1A	E 1B	E 2A	E 2B	E 2C
Farmland of Statewide Importance (acres)	4.3	15.5	23.0	21.6	18.6	23.6
Prime Farmland if Irrigated (acres)	17.2	30.1	27.9	8.7	20.1	18.8
Total Farmland Impacts (acres)	21.4	45.7	50.9	30.2	38.7	42.4

35 New Alignment Screening

Irrigation Impacts



Criteria	W	E 1 A	E 1 B	E 2 A	E 2 B	E 2 C
Pivot Impact/ Bridge/Major Ditch Crossing (number)	1/2/0	1/0/1	1/0/1	1/0/0	1/0/0	1/0/0

36 New Alignment Screening

Access Point Density



Criteria	W	E 1 A	E 1 B	E 2 A	E 2 B	E 2 C
Access Point Density (Total/Public/Private)	6/2/4	8/5/3	8/5/3	20/4/16	20/4/16	20/4/16






37 **New Alignment Screening**

Cost

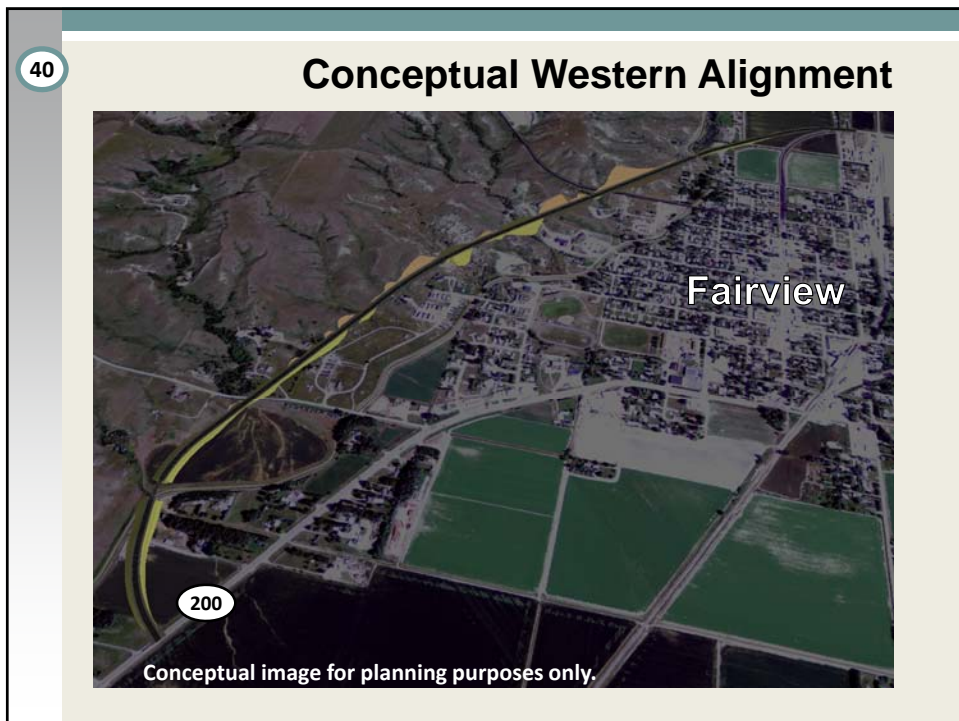
Criteria	W	E 1A	E 1B	E 2A	E 2B	E 2C
Total Estimated Project Development Cost (Including Range of Intersection Costs)	\$17,200,000 to \$19,800,000	\$21,800,000 to \$24,800,000	\$27,100,000 to \$30,500,000	\$16,300,000 to \$18,900,000	\$22,800,000 to \$25,900,000	\$29,600,000 to \$33,300,000

- 38 **New Alignment Screening**
- ### Screening Process
- Ranked 1 to 6 (with 1 being the best performing)
 - Weighted according to importance/risk (with input from study advisory committee)
 - Rank x Weight = Weighted Score
 - Lowest Score = Best Performing Alternative
-  

39 Best Performing Alternative Screening Results



Criteria	Weight	Western		Eastern 1A		Eastern 1B		Eastern 2A		Eastern 2B		Eastern 2C	
		Rank	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank	Weighted Score
Route Length	150	1	150	1	150	1	150	2	300	2	300	2	300
Travel Time	200	2	400	4	800	1	200	5	1000	4	800	3	600
AG Rail Crossings	150	2	300	2	300	1	150	3	450	2	300	1	150
Parcel Impacts	100	3	300	1	100	2	200	4	400	4	400	5	500
RW Acquisition	150	4	600	3	450	5	750	1	150	2	300	3	450
Wetland Impacts	100	4	400	2	200	3	300	1	100	2	200	1	100
Farmland Impacts	50	1	50	5	250	6	300	2	100	3	150	4	200
Irrigation Impacts	100	3	300	2	200	2	200	1	100	1	100	1	100
Access Point Density	150	1	150	2	300	2	300	3	450	3	450	3	450
Cost	200	2	400	3	600	5	1000	1	200	4	800	6	1200
Total Point Score			3050		3350		3550		3250		3800		4050



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Improvements to Existing Routes

Improvement Options			Locations	Planning Cost Estimate ¹	Potential Timeframe	Impacts/ROW/Permitting
Category	ID	Description				
Traffic Operations	1	Roadway Widening (Three Lanes)	RP 61.8 to RP 62.3 (MT 200 South of Fairview)	\$3,600,000 to \$4,000,000 (\$700,000 to \$800,000 per 0.1 mile)	Short-term to Long-term	Yes
Pedestrian Improvements	2	Sidewalk/ADA Improvements	MT 200 RP 62.5 to RP 63.8	\$470,000 to 500,000 (\$6,600 to \$7,200 per 100 feet)	Short-term to Long-term	No



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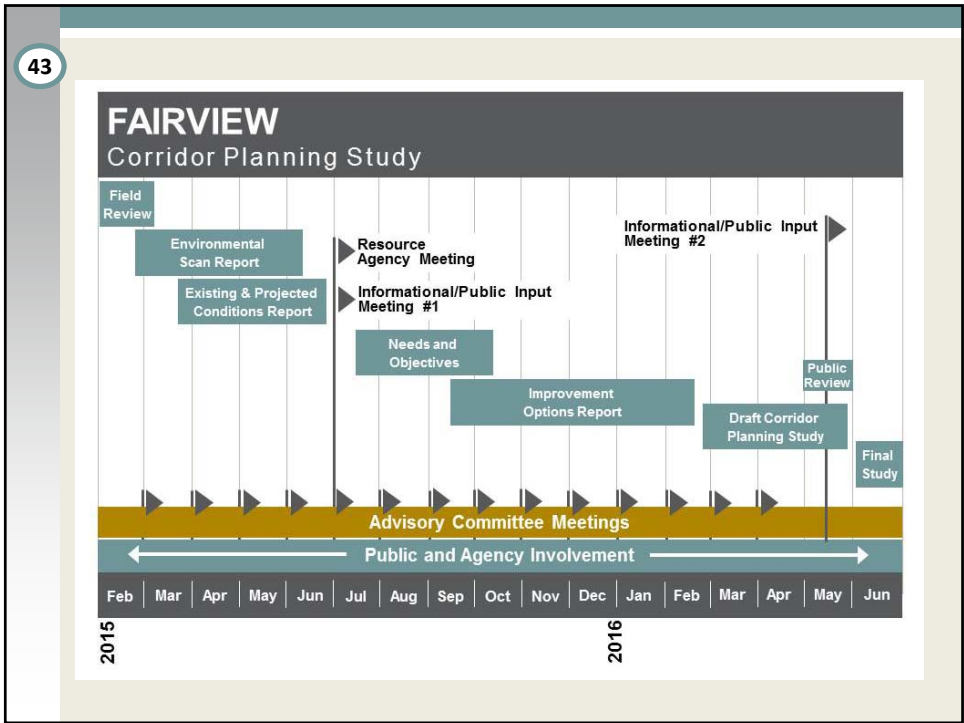
Conclusions & Next Steps

Best Performing Alternative

- Western Alignment

Funding availability, right-of-way acquisition, and other MDT priorities will factor into any future implementation decisions.



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Submit Comments

- **Leave a comment sheet with us tonight**
- **Please submit comments by May 31, 2016**
- **Website** (<http://www.mdt.mt.gov/pubinvolve/fairview/>)
- **Mail/e-mail comments to:**

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601
snicolai@dowl.com



Discussion Period

Fairview Corridor Planning Study Informational Meeting #2

Tuesday, May 10, 2016

MDT invites you to provide feedback on the study:

Thank you the presentation was very good.

I like the idea of the West route.

This route would provide opportunity for more housing development, also irrigated farmland would not be given up.

This is a great idea and I hope it could be completed.

I think if you ~~love~~ leave the dips in the road in Fairview, trucks will use the new route

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

Name: Dorene Mitchell

Address: 201 W. Main
Sidney,

Email: d.mitchell@richland.org

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

Sarah Nicolai
DOWL
1300 Cedar Street
Helena, MT 59601

Please indicate your comments are for the Fairview Corridor Planning Study and submit by **May 31, 2016.**



May 18, 2016

Ms. Vicki Crnich
Montana Dept. of Transportation
P.O. Box 201001
Helena, MT 59620-1001

RECEIVED
MAY 24 2016
TRANSPORTATION PLANNING

Re: Fairview Corridor Planning Study
McKenzie County, North Dakota

Dear Ms. Crnich:

This department has reviewed the information concerning the above-referenced project submitted under date of April 29, 2016, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following comments:

1. All necessary measures must be taken to minimize fugitive dust emissions created during construction activities. Any complaints that may arise are to be dealt with in an efficient and effective manner.
2. Projects disturbing one or more acres are required to have a permit to discharge storm water runoff until the site is stabilized by the reestablishment of vegetation or other permanent cover. Further information on the storm water permit may be obtained from the Department's website or by calling the Division of Water Quality (701.328.5210). Also, cities may impose additional requirements and/or specific best management practices for construction affecting their storm drainage system. Check with the local officials to be sure any local storm water management considerations are addressed.
3. Noise from construction activities may have adverse effects on persons who live near the construction area. Noise levels can be minimized by ensuring that construction equipment is equipped with a recommended muffler in good working order. Noise effects can also be minimized by ensuring that construction activities are not conducted during early morning or late evening hours.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

Ms. Vicki Crnich

2.

May 18, 2016

If you have any questions regarding our comments, please feel free to contact this office.

Sincerely,

A handwritten signature in blue ink, appearing to read "L. David Glatt". The signature is fluid and cursive, with the first name "L. David" and last name "Glatt" clearly visible.

L. David Glatt, P.E., Chief
Environmental Health Section

LDG:cc