MEMORANDUM

TO: MDT

FROM: PBS&J

DATE: October 27, 2007

SUBJECT: Summary of Public Open House Meeting #1 for the Butte Interstate Traffic Study – Phase 2 (CN 5098)

The first open house for the Butte Interstate Traffic Study was held on October 23, 2007 at the Butte Civic Center lobby. The meeting was advertised in the Montana Standard newspaper and MDT released a news release announcing the meeting. Project exhibits (welcome, project overview/goal, schedule, study area, and interchange deficiency graphics) were available for review and project team members were on hand to answer questions. PBS&J delivered a brief presentation detailing the goals of the project and the deficiencies identified in Phase 1. Following the presentation a brief question and answer session was held.

Nine people signed in at the public open house and it was anticipated that overall 12 to 15 people attended the meeting. Two comment sheets were received at the meeting and an additional comment letter was received a few days following the meeting. In general the meeting attendees were interested in the project and looked forward to seeing potential improvement options.

Comments and questions presented at the public meeting include:

- Harrison and Dewey is a dangerous intersection, in particular the NB left turn operation
- Consideration should be given to a new interchange for Our Lady of the Rockies off of I-15 to help spur economic development
- Look at enhancing Front Street sidewalks as part of upcoming project
- Concern on noise impacts with any proposed projects
- Removal of concrete and soundwalls would be great
- West Butte interchange should be improved at the left hand off-ramp
- Since the Town Pump was constructed at the Rocker interchange the increase in trucks has created a safety issue on the road for passenger vehicles. Semi-trucks often park on the road and have no regard for road right of way often crossing into the opposite lane of traffic. The main issues are trucks parking on the road, trucks entering and exiting the gas station and disregard for stop signs.

Draft

Montana Department of Transportation

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Public Meeting

Discuss the Butte Interstate Study

Tuesday, October 23, 2007

Open House: 5 - 7 p.m. Presentation: 5:30 p.m.

Lobby - Butte Civic Center

1314 Harrison Avenue, Butte

The Montana Department of Transportation will discus the existing conditions along the I-15/I-90 and I-115 interstate system and interchanges within the Butte urban limits. The purpose of the meeting is to present existing and future roadway, traffic and safety deficiencies and discuss developing potential projects and cost estimates to address those deficiencies.

The meeting is open to the public and will be recorded. 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 Paul Grant at (406) 444-9415 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 in writing at the meeting, by mail to Jeff Ebert, MDT, PO Box 3068, Butte, MT 59702-3068 or online at www.mdt.mt.gov/mdt/comment_form.shtml. Please indicate comments are for project CN 5098 and submit comments by November 23, 2007.

Lang, Corey E

From: Grant, Paul [pgrant@mt.gov]
Sent: Friday, October 12, 2007 8:03 AM
To: Butte - KXLF TV (E-mail); Butte Weekly; KAAR/KMBR/KXTL; KBOW/KOPR; KMSM; KTVM-TV; KXLF-TV; KXTL-KMBR-KAAR; Montana Standard
Cc: Ebert, Jeff; Lloyd, Miki; Lang, Corey E; Olsen, Joe; Walsh, Joe; Watt Levis, Charity; Grant, Paul; Butte-Silver Bow Government; jsesso@aol.com; Butte Silver Bow County Commission; Road Supervisor
Subject: Public meeting to discuss Butte Interstate Traffic Study

October 11, 2007

FOR IMMEDIATE RELEASE

For more information:
Jeff Ebert, MDT Butte District Administrator, (406) 494-9600 Miki Lloyd, MDT Project Manager, (406) 444-9200 Corey Lang, PBS&J, (406) 599-1479 Paul Grant, Public Involvement Coordinator, (406) 444-9415

Public meeting to discuss Butte Interstate Traffic Study

Butte - The Montana Department of Transportation (MDT) is holding a public meeting to discuss the Butte Interstate Traffic Study on Tuesday, October 23rd, 2007. The open house meeting will be held at the Butte Civic Center, 1314 Harrison Avenue in Butte. Personnel from MDT and the project consultant team will be available to answer questions and take comments from 5:00 p.m. to 7:00 p.m., with a brief presentation at 5:30 p.m.

The purpose of this meeting is to review the existing conditions along the interstate system (I-15/I-90 and I-115) and interchanges (Rocker, West Butte, Excelsior Ave., Montana St., Harrison Ave., East Butte and Continental Dr.) within the Butte urban limits. Existing and future
(2025) roadway, traffic and safety deficiencies will be presented for comments.

The goal of the Butte Interstate Traffic Study is to identify existing deficiencies and develop potential projects to address these deficiencies. The first phase of the project (identify existing
deficiencies) is completed and the second phase (identify potential projects and develop initial cost estimates) is just kicking off.
Currently there is no funding for any potential projects. This project will develop a long-range planning document for the Butte Interstate system so future funding can be pursued.

Community participation is a very important part of the process, and the public is encouraged to attend. Opinion, comments and concerns may also be submitted in writing at the meeting, by mail to Jeff Ebert, District Administrator, at MDT's Butte district office at PO Box 3068, Butte, MT 59702-3068, or online at www.mdt.mt.gov/mdt/comment_form.shtml. Please indicate comments are for project CN 5098 and submit them by November 23, 2007.

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----------END----------

Project name: Butte Interstate Traffic Study Project ID: IM 0002(672) Control number 5098 Silver Bow County

October 3, 2007

FOR IMMEDIATE RELEASE

draft

For more information:
Jeff Ebert, MDT Butte District Administrator, (406) 494-9600
Miki Lloyd, MDT Project Manager, (406) 444-9200
Corey Lang, PBS&J, (406) 599-1479
Paul Grant, Public Involvement Coordinator, (406) 444-9415

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----------END----------

Project name: Butte Interstate Traffic Study
Project ID: IM 0002(672)
Control number 5098
Silver Bow County

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Butte Interstate Traffic Study
Open House #1

Sign-In Sheet

Date: October 23, 2007

No.	Name	Mailing Address	City/Zip	Phone/Fax	Email	How Did You Hear About This Meeting?
1	TONY MATULE	2710 WALNUT ST	BUTTE 59701	782-2294		☒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
2	JERRY CERISE	1625 ADAMS	Butte 59701	494 3500		☒ Newspaper ❒ Radio/TV ☒ Friend ❒ Website Other:
3	Harold Johns	1034 Placer	59701 Butte	782-3680		❒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
4	Kami Johnson	2900 Harrison	Butte 59701	494-3500		☒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
5	JOE ANDERSON	DEER LODGE MT	59722	490-2521		❒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
6	Jim Keane	2131 Wall	Butte 59701	723-8378		☒ Newspaper ☒ Radio/TV ❒ Friend ❒ Website Other:

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Sign-In Sheet

Date: October 23, 2007

No.	Name	Mailing Address	City/Zip	Phone/Fax	Email	How Did You Hear About This Meeting?
7	Mark Lovick	1000 Monroe St.	Butte 59701	723 3179	mlovick@butte cvb.com	❒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
8	Jon Sesso	155 W. Granite	Butte 59701	4976254	jsesso@ bsb.mt.gov	❒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
9	Bob Carlson	2630 Meadowbrook	Butte 59701	494-8374	bcarlson @cpklawmt.com	☒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
10						❒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
11						❒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
12						❒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:
13						❒ Newspaper ❒ Radio/TV ❒ Friend ❒ Website Other:

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BUTTE INTERSTATE TRAFFIC STUDY

Public Open House #1 Comment Form

Tuesday, October 23, 2007 • 5:00-7:00 P.M.

Butte Civic Center

1. Please list your contact information and select the best way to contact you.
   - ❒ Phone
   - ❒ Mail
   - ❒ E-mail

   Name TONY MATULE
   Address 2710 WALNUT ST
   BUTTE, MT 59701
   Phone/E-mail 782-2294

2. What are your overall thoughts about this project? _____

3. How did you hear about this meeting? _____

4. Please tell us how we can improve the information presented and the best way to keep you informed. _____

5. Additional comments SEE ATTACHED

For more information, contact:

Corey Lang
PBS&J
3810 Valley Commons Drive, Suite 4
Bozeman, MT 59718
406.599.1479
celang@pbsj.com

Jeff Ebert, District Administrator
MDT
3751 Wynne, PO Box 3068
Butte, MT 59702
406.494.9600
jebert@mt.gov

Please place in comment box or mail to address on back.

THANK YOU FOR YOUR PARTICIPATION!

SINGLE LANE EXIT RAMP
FROM I-90 EAST BOUND
STOP
POT 0+80.00
HARRISON AVE
ONLY
ONLY
3
STA. 0+53
2
1
POT 0+00.00
YELLOW CURB EPOXY (TYP)
DEWEY BLVD
ONLY
ONLY
ONLY
POT 0+40.00
HARRISON AVENUE
POT 0+60.00
DEWEY BOULEVARD
STA. 0+28
ONLY
ONLY
ONLY
ONLY
HARRISON AVE
POT 0+00.00
N

SKETCH 1

February 22, 2007

1265 Science Center Dr.
Idaho Falls, Idaho 83401

John Walsh, Sheriff
Butte—Silver Bow Law Enforcement Dept.

Dear Sheriff Walsh,

On June 12, 2006, I was in Butte and was involved in a minor traffic accident for which I received a citation which I should not have received and which I believe was based on the incompetence and/or lack of judgment, training, or ability of the issuing officer.

Time has passed since the incident but it has been on my mind for some time and I have been wondering on what basis officers are evaluated as to their performance of their duties. If citizens are allowed any input, I would like to add my thoughts on the matter, using the specific facts of the incident mentioned.

To give a little background: I was born and raised in Butte, have spent considerable time there through my lifetime (67 years) and know Butte quite well. I now live in Idaho Falls and at the time of the incident was in the process of starting to move my belongings back to Butte and I anticipate moving to Butte as soon as I sell my Idaho Falls house. Over the past 7 years I have spent one or two weeks per month in Butte taking care of my mother until she passed away and the 23 years prior have spent, on the average, two or three weekends in Butte each month. I am no stranger to Butte and pass through the intersection (Dewey and Harrison Avenue) where the accident occurred almost every day I am in Butte.

The citation (copy attached) indicates that I failed to yield to a vehicle when I was making a left turn. That I failed to yield is absolutely **not true** since I had been stopped in the northbound Harrison Ave. turn lane to go west onto Dewey Blvd. and yielded to a flow of traffic southbound on Harrison Ave. for approximately 30 seconds until **all** oncoming traffic was clear. I then started to make a left hand turn onto Dewey as two vehicles exited eastbound I-90 onto Harrison Avenue southbound. I was in the middle of the intersection before the first vehicle (blue pickup truck with camper) entered Harrison Ave. and that entry point is approximately 35 feet from the middle of the intersection (see sketch 1, attached). The blue pickup, noted as vehicle 3 on sketch 1, stopped as it should have since I was already in the intersection and the vehicle behind it (noted as vehicle 2 on the accident report and on sketch 1), a white low-profile Subaru Outback zipped from the I-90 exit to Harrison Ave. and went around the blue pickup (not shown on the accident report) where it ran into me. I am not quite sure if the Outback stopped at the stop sign at the exit ramp but after the accident the driver of the Outback said two things that still stick in my mind. The first was that the he didn't know why the driver in front of him stopped and the second was that he (the driver of the Outback) had to practically stand on the

brakes to stop his vehicle as it slid into me. I don't know how fast the Outback driver could have been going after making a full stop to require him to brake with full force in a distance of ~35 feet from the stop sign. That the driver of the pickup in front of him had stopped is a requirement of Montana State Code, Section 61-8-341 since it did not enter the through highway (Harrison Ave.) until I was proceeding across the (southbound lane) of the through highway. The driver of the Outback should not have crossed lanes and gone around the pickup since his view was obscured by the vehicle in front of him.

The officers accident report was incorrect in stating that I was proceeding north on Harrison Ave. and failed to yield when making a left turn. I was at a stop in the turn lane for the thirty seconds or so until the traffic cleared and started making my left turn with the green light in my favor allowing such a turn as long as Harrison Avenue southbound was not at the time occupied, and it was not. The accident report also did not allude to the presence of the blue pickup truck that entered Harrison Ave. southbound in front of the Outback nor did it mention that the Outback exited the I-90 ramp approximately 35 feet from the intersection. The accident report stated that "Vehicle 2 had the right of way" but this is **not true** according to the second sentence of Montana Code Section 61-8-341.

Fortunately the accident did not result in injury to me or to the driver or his passenger and large dog—both on the front seat of the Outback. The damage amounted to a vertical crack on the Outback plastic bumper and a bent clip that held the bumper in place. The Outback driver later reported to my insurance company that the damage estimate to his vehicle was in excess of $2000. My pickup truck was dented behind the passenger side door.

Following the accident, both the driver of the Outback and I pulled into the adjacent parking area of the Town Pump Service Station and we were exchanging information when a passerby asked if he should notify the police on his cell phone. Neither of us thought it was necessary but the passerby called the police who responded in about 5-10 minutes. One of the two policemen in the car inquired as to whether anyone was injured and having been told that everyone was okay, he asked me what happened. I mentioned that I was in the midst of turning west to Dewey when the Outback came around the stopped pickup truck and hit me broadside. This conversation took about 10 seconds. He then asked the driver of the Outback what happened but I did not hear the response. The officer then asked for and got our licenses, insurance verifications, and title verifications and went to his car to prepare the accident report. While the policeman was in his car, the Outback driver approached the policeman and talked to him for over 5 minutes but I was not party to that conversation. The policeman did not check the scene of the collision for skid marks, etc. or check with any other party in the area. The details of how the accident occurred and the issuance of the citation were based fully on what the Outback driver told the officer.

After a few minutes the officer walked over to the driver of the Outback and gave him his registration, insurance verification and license. He then came to me and said, "Here is

your license, insurance paper and here is your ticket." He then abruptly turned away without any other explanation and got in his car and left. The officer left no opportunity for me to even read the ticket, let alone to dispute what he had written.

I was rather amazed that I got the ticket since **I did not fail to yield** as the citation he gave me indicated. I was surprised that it was I who got the ticket and there was no verbal explanation of the reasoning for it. In fact, it could not be truthfully explained!

In 51+ years of driving, this is the first accident I was ever involved in. In my lifetime, I have driven well over one million miles in my personal vehicles and a substantial number of miles in government-owned vehicles. I have driven in most of the western states and several eastern states and have driven in most of the major cities in those states. That I had never had an accident in 50+ years of driving is undoubtedly due to some luck but also, I firmly believe, to a consistent pattern of safe and defensive driving. I am not a scofflaw and am proud of my driving record. I would not even think of failing to yield to another driver and do not drive aggressively to "beat the other guy" in any traffic situation. Attempting to make a left turn in the fully loaded, 19-year old, 5-speed pickup I was driving to beat oncoming traffic is beyond anything I would even dream of. Using the defensive driving tactic of going slowly through the intersection when the blue pickup entered Harrison Ave. (so I would not be hit by that vehicle if it failed to yield after entering Harrison Ave.) left me in a position to be broad-sided by a vehicle shooting from the exit of I-90 to the center lane of Harrison Ave. where he could (I presume) continue accelerating south on Harrison Avenue. If the driver of my vehicle had been the citing officer, or you, or any skilled driver, and all other conditions of my accident been the same, the accident would have been no different than it was.

Given the proximity of the exit of eastbound I-90 to Harrison Avenue southbound, this intersection is inherently dangerous and of poor design. Some easy changes such as only allowing a left turn with a green arrow signal and sign showing a "Left Turn on Green Arrow Only" with a synchronized stop signal on Harrison Ave. southbound could be made. The many dollars expended by the MT DOT on new signals at that intersection in the summer of 2006 seemed to be a questionable expenditure if a change to prevent accidents at that intersection were not made. Incidentally, I passed that same intersection a week or so after my accident and observed a cleanup of another accident at that same intersection. This cleanup required two police cars with drivers to direct traffic and a tow truck--that accident should be in the records of the sheriff's department. Again, this intersection is inherently dangerous due to poor design and signal installation and I am perplexed that the accident report did not note that in the "Site Study Suggested" Box.

You may have noticed that the driver of the Outback lives on Fleecer Rd. where he exits I-90 on the off-ramp through the Dewey/Harrison Ave. intersection on his daily trips to his workplace in Butte. Familiarity with the situation there may incorrectly lead one to believe that a quick over-the-shoulder-look from the exit ramp to Harrison Ave. southbound (with or without the required stop) would be sufficient to allow cutting to the inside lane of Harrison Ave. so that one's progress would not be slowed. While I have

observed that this is often the case, it is an extremely unsafe practice if visibility of a vehicle turning onto Dewey is obstructed by other vehicles.

I am aware that I could have planned a trip back from Idaho Falls to Butte to contest the citation in court but with the price of gasoline at that time (~$3/gal.) and the necessity of a round trip from Idaho Falls back to Butte would have made this impractical. Given the incorrect information on the Accident Report, it would be unlikely that a magistrate would have judged in my favor. I paid the $130 ticket which is reasonable (as a deterrent) for someone who failed to yield but rather harsh for someone who did not fail to yield at the intersection.

Looking at the consequences, it seems rather unfair that the party at fault would get about $2000 of repairs charged to my insurance company and that my insurance and traffic record would include a citation and stated fault of a collision and a citation for which I was not responsible.

In view of the details of the above, I think the officer issuing the citation was incompetent in failing to ascertain the facts of the incident and in failing to even attempt to check the scene of the accident (for skid marks, etc.) and failing to try to explain the reason for the citation. He did not accurately prepare the Accident Report nor gather the facts to do the same. The officer evidently made no judgment relating to the possible impairment of the Outback's driver's vision because of the large dog in the front seat, or attempt to ascertain if the Outback driver stopped at the off-ramp exit stop sign.

My first thought was that I got the citation because I was the out-of-state driver and appeared to be a Butte visitor for which a citation could easily be written without contest to it. Also I wondered if the local driver was not cited because of anything said during the conversation between him and the officer or whether the officer was intimidated by the Outback driver or if there was an acquaintance which might have existed between them. I will not speculate on the real reason(s) for my getting the citation instead of him. Whatever the reasons for the officer's actions, his conduct and his apparent lack of judgment and/or ability did nothing to enhance the reputation of the Butte-Silver Bow Sheriff's Department.

Given my experiences, I would advocate more and better training for the officers, even if this requires additions to the budget for the Sheriff's Office. I question if there are sufficient controls in place to ensure an officer is adequately and objectively performing the required job in the field. I would be interested in knowing what controls are in place to ensure an officer is adequately performing the required job in the field, and specifically what field experiences are evaluated to deem an officer ready for independent action in the field. If you could provide any insight on this, I would appreciate it.

It would be futile to expect any redress of my grievance but I would like, as a taxpayer of Silver Bow County, some assurance that officers unsupervised in the field understand the complete sections of the relevant Montana Code and that they assure information on the

citations is complete and factual. I would also like some assurance that, as far as is practicable, they have knowledge, training, judgment, and competency to perform required field tasks. I know that the job of a police officer is not easy and is dangerous at times, but there can never be an excuse for less than professional behavior by anyone wearing the badge.

I have written this letter in hopes that you or one of your lieutenants could review the contents, as you see fit, with the citing officer or others to let it be known that citizens are interested in the work of Butte-Silver Bow County employees. My prior work experience included conducting many safety meetings, often with discussions of driving safety, and I think the information in this letter lends itself to the subject of safety meetings which, I presume, are held in your department.

I welcome any questions or comments and have included enclosures for your convenience in understanding the situation. I am also forwarding a copy of this letter to the Council of Commissioners with a hope that they can urge the Montana Department of Transportation to improve the signals at the Dewey—Harrison Ave. intersection to make it safe, and perhaps review the officer evaluation process to require **field** evaluations and add those requirements to the Butte—Silver Bow Municipal Code.

Respectfully yours,

ORIG SIGNED BY

Antone J Matule

Antone J Matule

enclosures: Sketch 1, cy of citation, cy of accident report

cc: Council of Commissioners
bcc

Local Use 206CR0012855

CRASH INVESTIGATOR'S RE

Number of: Vehicles 2 Pedestrians

Year	Agency	ID Number	Month	Seq No	Hit & Run	Date of Crash	Time	Name of City	City Code	Name of County	County Code
06	C01	0179	06	8	Yes / No	6/12/2006	14:13	Butte-Silver Bow	018	SILVER BOW	

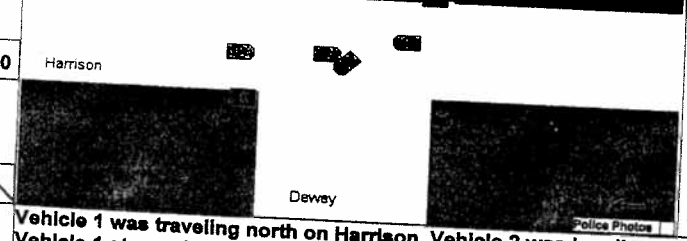
Occurred On: HARRISON At Intersection Of: DEWEY

If Not At Intersection: Feet / Miles N S E W Of

(Location Code) 00000005750760

Class of Trafficway: 7 Grade & Horiz Align.: 1 Relation to Roadway: 1 Relation to Junction: 1

Construction/Maintenance Zone: 0 Site Study Suggested: 0 Speed Limit: 35 Speed Limit Units: M Traffic Controls: 01 Bikeway: 0 Reservation:



Range / Township / Section

COLLISION TYPE - Multiple Veh
1 Rear-End
2 Sideswipe, Same Direction
3 Sideswipe, Opposite Direction
4 Left Turn, Same Direction
5 Left Turn, Opposite Direction
6 Right Angle
7 Right Turn, Same Direction
8 Right Turn, Opposite Direct
9 Head-On
0 Other

6

Vehicle 1 was traveling north on Harrison. Vehicle 2 was heading south on Harrison. Vehicle 1 stopped at the light on the corner of Harrison and Dewey to attempt to make a left turn onto Dewey. As vehicle 1 entered the intersection vehicle 2 hit vehicle 1. Vehicle 2 had the right of way and vehicle 1 was cited for fail to yield right of way when making a left turn.

Vehicle 1

Driver's Name (Last) First Middle: MATULE ANTONE JOSEPH

Address - Number and Street: 1265 SCIENCE CTR DR

City: IDAHO FALLS State: ID Zip Code: 83402

Driver License Number: GB160233J State: ID Operator: Commercial / Other

Date of Birth: 00

Driver License Status: 1 Restriction Compliance: 0 Other Licensing Data:

Insurance Carrier: FARMERS

Violation Code 1: 53902 Summons No. 1: C01A122950

Violation Code 2: Summons No. 2:

Policy Number: 75158219761

Owner: Same as Driver

Number and Street:

City: State: Zip Code:

Vehicle Identification Number: 1FTDF15N3JPA02215 License Plate Number: 8BT3621

Vehicle Make: FORD Vehicle Year: 1988 License State: ID

Vehicle Damaged: No Damage / Undercarriage

Vehicle Damage (x) if Over $1000:

Vehicle Damage Severity: None / Disabling / Functional / Other

Towed Due to Damage: Yes / No / Unknown

Vehicle/Pedestrian Heading: North / East / South / West / Unknown

Property Damaged By This Vehicle Owner/Address:

Tow Truck Company:

Vehicle 2

Driver's Name (Last) First Middle: ALLEN MARCUS CLINTON

Address - Number and Street: 116033 FLEECER

City: BUTTE State: MT Zip Code: 59701

Driver License Number: 5176035790000 State: MT Operator: Commercial / Other

Driver License Status: 1 Restriction Compliance: 0 Other Licensing Data:

Insurance Carrier: ALLIED

Violation Code 1: Summons No. 1:

Violation Code 2: Summons No. 2:

Policy Number: PPC00122101212

Owner: Same as Driver

Number and Street:

City: State: Zip Code:

Vehicle Identification Number: 4S4BP67C954323191 License Plate Number: MT4845

Vehicle Make: SUBARU Vehicle Year: 2005 License State: MT

Vehicle Damaged: No Damage / Undercarriage

Vehicle Damage (x) if Over $1000:

Vehicle Damage Severity: None / Disabling / Functional / Other

Towed Due to Damage: Yes / No / Unknown

Vehicle/Pedestrian Heading: North / East / South / West / Unknown

Property Damaged By This Vehicle Owner/Address:

Tow Truck Company:

	9	10	11	12	13	14	15	16	17	18	19	Driver and Passenger Names (If Deceased, Give Date of Death)
A	1	11	09	4	1	1	0	0	0	66	M	MATULE, ANTONE JOSEPH
B	2	11	09	4	1	1	0	0	0	56	M	ALLEN, MARCUS CLINTON
C												
D												
E												
F												
G												

Officer's Signature: [signature] ID Number: 29 Date: 06/14/06 Date Notified: 06/12/06 Time: 14:13 Date Arrived: 06/12/06 Time: 14:14 Reviewed By: Lt. Tracy -49

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BUTTE INTERSTATE TRAFFIC STUDY

Public Open House #1 Comment Form

Tuesday, October 23, 2007 • 5:00-7:00 P.M.

Butte Civic Center

1. Please list your contact information and select the best way to contact you.

   ☐ Phone
   ☐ Mail
   ☒ E-mail

   Name Bob + Cindy Carlson
   Address 2630 Meadowbrook
   Butte Mt
   494-8379
   Phone/E-mail bcarlson@cplcmtlaw.com
   Cindycarlson@bigskyhsd.com

2. What are your overall thoughts about this project?
   I think overall it is positive step

3. How did you hear about this meeting? Newspaper

4. Please tell us how we can improve the information presented and the best way to keep you informed.
   - Thought you did a good job
   - Just need to keep the information in the local media

5. Additional comments Our primary concern is noise abatement with the highway as it moves through Butte -
   - removal of concrete + sound wall would be great.

For more information, contact:

Corey Lang
PBS&J
3810 Valley Commons Drive, Suite 4
Bozeman, MT 59718
406.599.1479
celang@pbsj.com

Jeff Ebert, District Administrator
MDT
3751 Wynne, PO Box 3068
Butte, MT 59702
406.494.9600
jebert@mt.gov

Please place in comment box or mail to address on back.

THANK YOU FOR YOUR PARTICIPATION!

RECEIVED

OCT 2 2007

DEPT. OF TRANSPORTATION
BUTTE, MONTANA 59701

RR. 3 Nissler Rd.
Box 122142
Butte, Montana 59701
October 23, 2007

Mr. Jeff Ebert
Butte District Office
Box 3068
Butte, Montana 59702-3068

BUTTE INTERSTATE TRAFFIC STUDY
IM 0002 (672)
CN 5098

Mr. Ebert:

My husband and I had a previous commitment and were unable to make the meeting at the Civic Center regarding the existing conditions along the interstate system through Butte. We appreciate the opportunity to express our concerns by mail.

We live on the access road that runs from Rocker to Ramsay. Our road is officially referred to as Nissler Road. We have resided here for the last 35 years. In addition to our home, there are at present 11 families, plus a new residence in the process of construction, School Busses, and people from the Silver Bow area using this road on a daily basis.

Since the Town Pump Truck Stop was erected in Rocker, travel on this road for local residents has become a nightmare to say the least. It has become a safety factor for anyone driving a passenger vehicle. There is NO regard for the right-of-way access by semi trucks, stop signs are worthless, right-of-way is ignored by patrons of the Motel 6 on a regular basis, customers driving in and out of the gas pump areas disregard traffic restrictions, junked cars (For Sale) are left for months at a time in No Parking areas, truckers park on the road at will, night or day, this road is narrow at best and difficult for trucks to make turns in any direction after leaving the parking areas, or coming off the interstate. Trying to negotiate Nissler Road between trucks and a fenced area used for junk vehicles is extremely scary. This somewhat sums up the problems we are having on this road. Neighbors tell me no one will do anything about our problems because the Town Pump provides jobs and business is excellent. I did call the Highway Patrol office this last summer to report semi trucks were parked on the road daily. This prohibits trucks leaving the parking lot from seeing oncoming traffic. We have been forced on numerous occasions to turn completely into the opposite lane of traffic to avoid being hit. This happens frequently, yet trucks continue to park on this road and not in the designated parking lot.

It is with all sincerity that we submit our concerns to the Department of Transportation in the hopes that a remedy for all parties involved can be reached in the near future.

Sincerely,

Terry & Shelley Wold

BUTTE DISTRICT
DISTRICT ADMINISTRATOR
DIST. CONST. SUPVR.
ASST. DIST. CONST. SUPVR.
FIELD PROJ. MGRS.
SAFETY OFFICER
1 ENGR. SERV. SUPVR.
ROW
DESIGN
3 TRAFFIC
UTILITIES
2 DIST. PROJ. ENG.
PERSONNEL SPEC.
DIST. FINAN. OFFICER
FLD. MAINT. BT. SO.
MAINT. SUPTS. BT. SO. H.
SHOP SUPTS. BT. SO.
ADM. SEC. SUPVR. BT. SO.
MOTOR CARRIER SRVS.
AND SURVEYOR
ENV. ENGR.

✓ MIKI LLOYD
✓ PAUL GRANT

11/6/07

Im 0002(672) CN 5098

RECEIVED

2007

...PORTATION
...TANA 59701

serving you with pride

Lloyd

BUTTE INTERSTATE TRAFFIC STUDY

Public Open House #1 Comment Form

Tuesday, October 23, 2007 • 5:00-7:00 P.M.

Butte Civic Center

1. Please list your contact information and select the best way to contact you.

☐ Phone
☒ Mail
☐ E-mail

Name ANTONE MATULE
Address 2710 WALNUT ST
BUTTE, MT 59701
Phone/E-mail

2. What are your overall thoughts about this project? QUITE IMPORTANT. SHOULD LEAD TO IMPROVEMENTS WHICH WILL OBVIATE TRAFFIC ACCIDENTS AND PROVIDE DEVELOPMENT ENHANCEMENTS FOR BUTTE-SILVER BOW VIA USER-FRIENDLY ACCESS TO LOCAL BUSINESS ESTABLISHMENTS.

3. How did you hear about this meeting? NEWSPAPER

4. Please tell us how we can improve the information presented and the best way to keep you informed. INFO PRESENTED WAS VERY GOOD AND EASEL BOARD PRESENTATIONS CLEAR & FOCUSED. SETTING UP THE EASELS IN THE MALL & COURTHOUSE WITH SLIDE PRESENTATION WOULD BE DESIRABLE.

5. Additional comments AT THE MEETING, I GAVE COREY LANG A COPY OF A LETTER I SENT TO SHERIFF WALSH NOTING AN IMPROVEMENT WHICH COULD BE MADE ON THE I-90 HARRISON AVE INTERCHANGE.
I WOULD LIKE A CD-ROM COPY OF THE PHASE 1 REPORT.

For more information, contact:

Corey Lang
PBS&J
3810 Valley Commons Drive, Suite 4
Bozeman, MT 59718
406.599.1479
celang@pbsj.com

Jeff Ebert, District Administrator
MDT
3751 Wynne, PO Box 3068
Butte, MT 59702
406.494.9600
jebert@mt.gov

Please place in comment box or mail to address on back.

THANKS FOR HOLDING THE MEETING AND PROVIDING OPPORTUNITY FOR INPUT.

✓ MIKI LLOYD
✓ PAUL GRANT

THANK YOU FOR YOUR PARTICIPATION!

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Butte Interstate Traffic Study Overview

Presentation for:

Public Open House Meeting #1

October 23, 2007

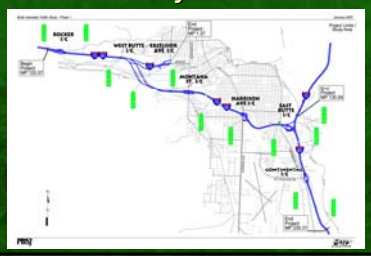
Presentation Outline

- Overall Study Background & Goals
- Present Phase 1 Findings
- Review Phase 2 Elements

Project Background

- 2005 Butte-Silver Bow Transportation Plan Update
  - Committed Project CM4 – Butte Interstate Traffic Study
  - Recommended Committed Project RCM6 – Interstate Collaboration
- Additional projects with interstate access

Study Area



Project Goals

- Analyze existing conditions and identify deficiencies (Phase 1)
- Develop conceptual treatments, cost estimates and prioritize list of projects (Phase 2)
- Provide a long-range planning document for the Butte Interstate system

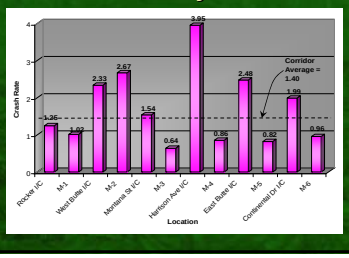
Phase 1 Study Elements

- Safety Analysis
- Traffic Capacity & Operation Analysis
- Noise Study
- Geometric Features

Safety Analysis

- Reviewed crash data (2001-2005)
  - 442 crashes
  - 128 Injuries
  - 4 fatalities
- 81% were single vehicle crashes
- 58% were weather related
- ~50% caused by inattentive or careless driving

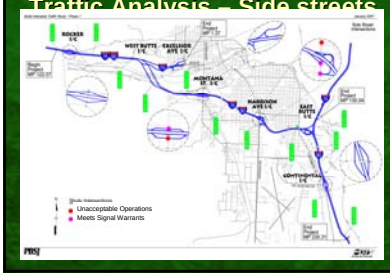
Safety



Traffic Analysis - Interstate

- Interstate Operation Analysis
  - All interstate mainline and merge/diverge areas operate within acceptable standards

Traffic Analysis – Side streets



Noise Study

- Analyzed existing and future (2025) noise levels
- Evaluated 83 noise sensitive receptors
- Several neighborhoods currently experience traffic noise impacts
  - 15 receptors (existing)
  - 18 receptors (future)
- Noise mitigation and abatement may be considered on future projects

Geometric Features

- Analyzed existing elements, including:
  - Horizontal and vertical alignment
  - Ramp features
  - Interchange/ramp spacing
  - Access
  - Turning movements
  - Intersection sight distance

Common Geometric Deficiencies

- Acceleration and Deceleration Length
- Turning Movements
- Functionally Obsolete Structures
- Ramp Geometry
- Intersection Sight Distance
- Non-recoverable Side Slopes

Ramp Geometry Deficiency

Functionally Obsolete Structure

Turning Movement Deficiency

Phase 2 Elements

- Public involvement opportunities
- Develop list of safety/minor projects
- Develop conceptual designs to address deficiencies identified in Phase 1
- Prepare cost estimates
- Prioritize projects
- Prepare Phase 2 Report
- Future Steps (Identify funding / MDT programs projects)

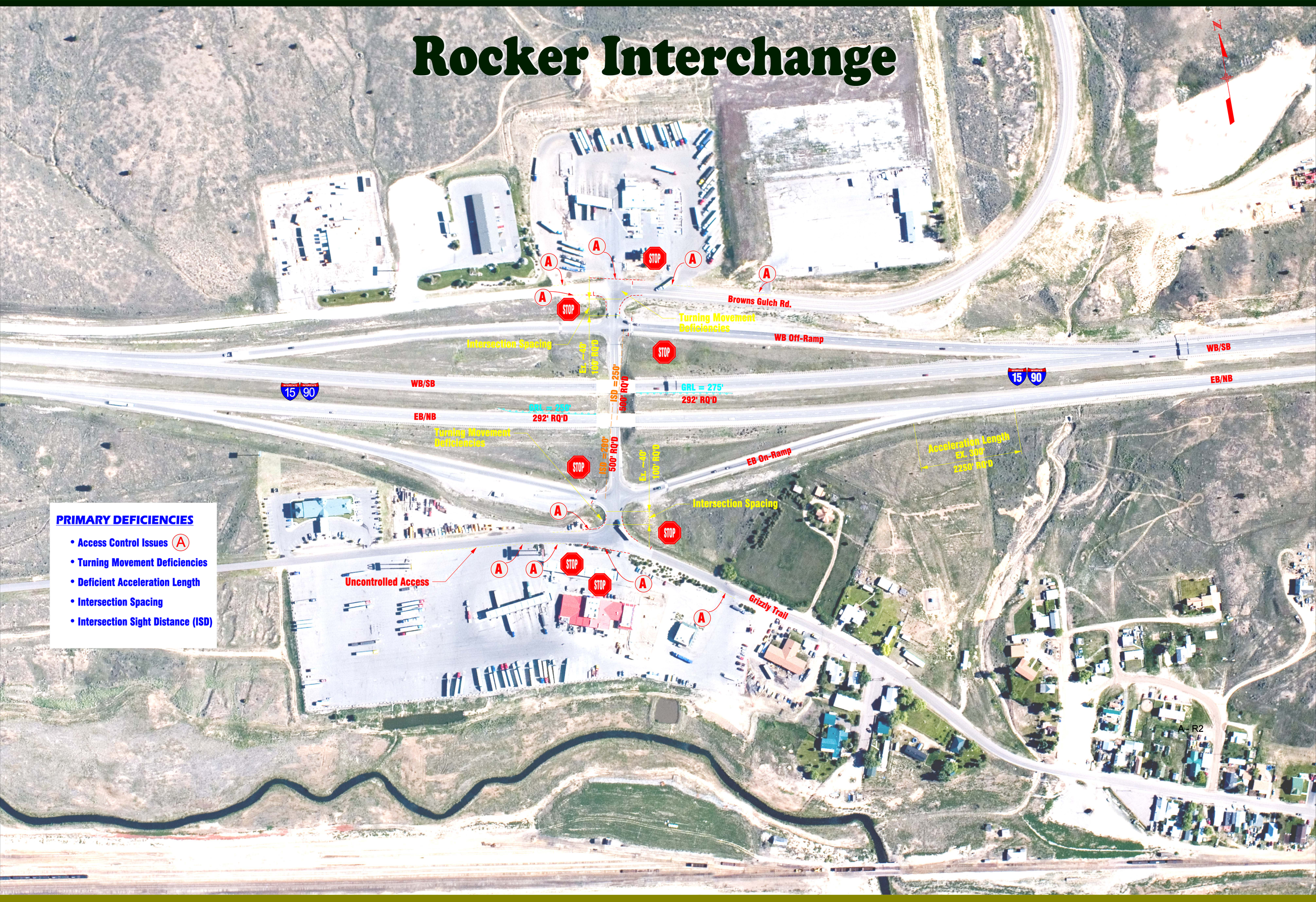
Next Steps

- Develop concept designs / Identify projects – Fall 2007/ Winter 2008
- Public Open House #2 – Late Spring/Early Summer 2008
- Complete Phase 2 – Late Summer 2008

Butte Interstate Traffic Study

MONTANA DEPARTMENT OF TRANSPORTATION

Rocker Interchange



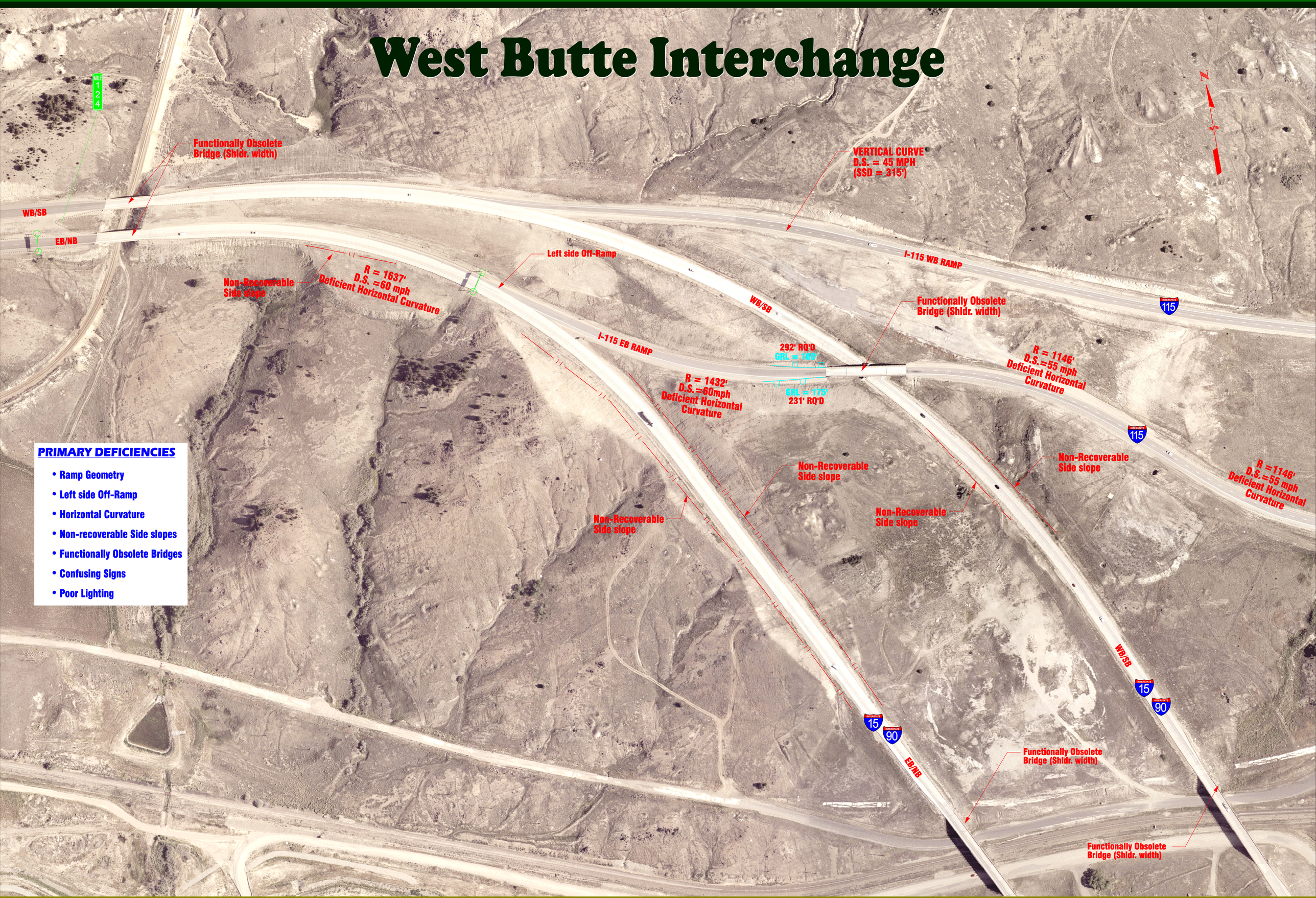
PRIMARY DEFICIENCIES

- Access Control Issues (A)
- Turning Movement Deficiencies
- Deficient Acceleration Length
- Intersection Spacing
- Intersection Sight Distance (ISD)

Butte Interstate Traffic Study

MONTANA DEPARTMENT OF TRANSPORTATION

West Butte Interchange



PRIMARY DEFICIENCIES

- Ramp Geometry
- Left side Off-Ramp
- Horizontal Curvature
- Non-recoverable Side slopes
- Functionally Obsolete Bridges
- Confusing Signs
- Poor Lighting

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Butte Interstate Traffic Study

MONTANA DEPARTMENT OF TRANSPORTATION

Excelsior Ave. Interchange

PRIMARY DEFICIENCIES

- Ramp Geometry (Tight Curvature)
- Deficient Deceleration Length
- Deficient Acceleration Length
- Functionally Obsolete Bridges

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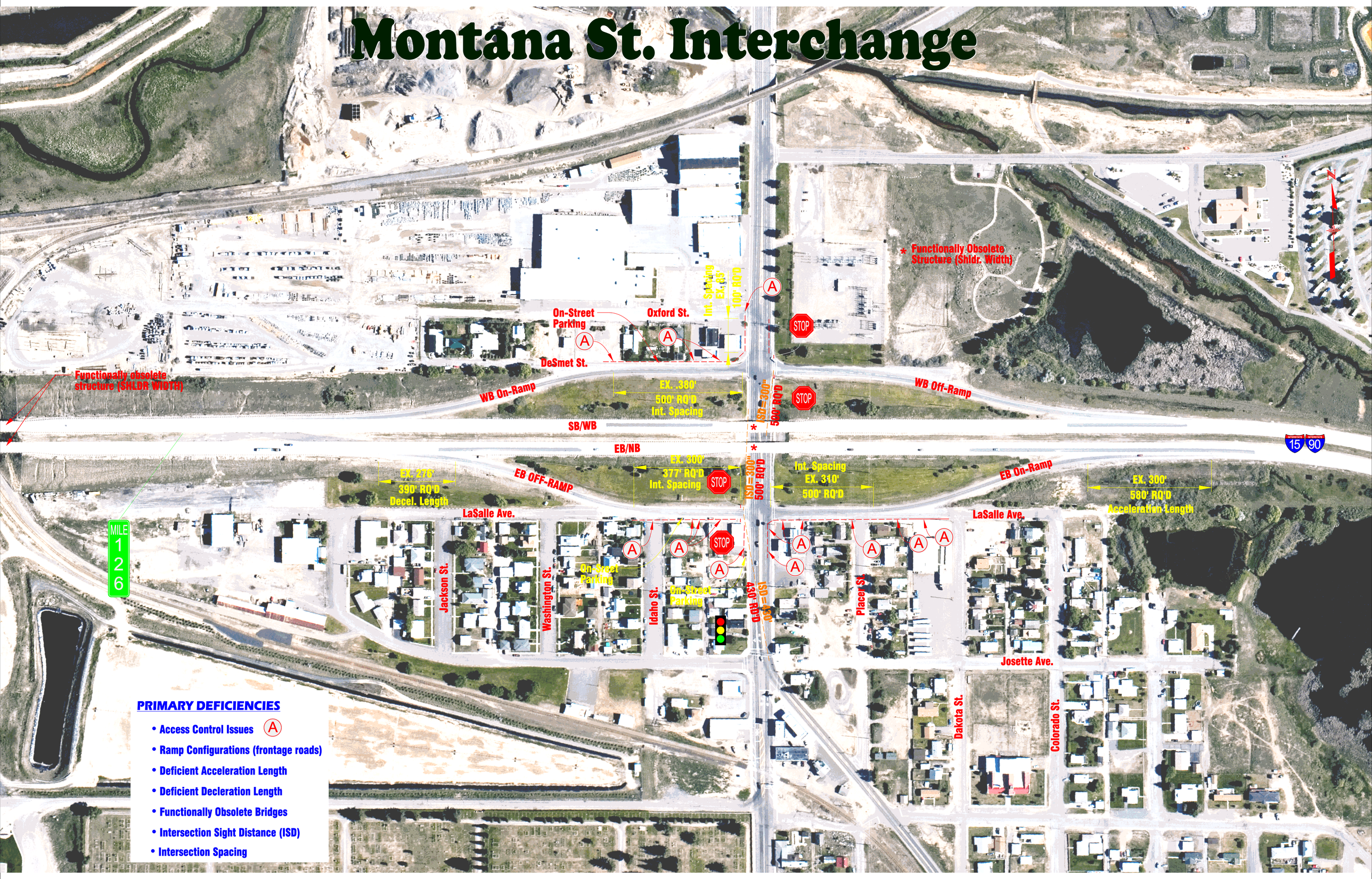
Butte Interstate Traffic Study

MONTANA DEPARTMENT OF TRANSPORTATION

Montana St. Interchange



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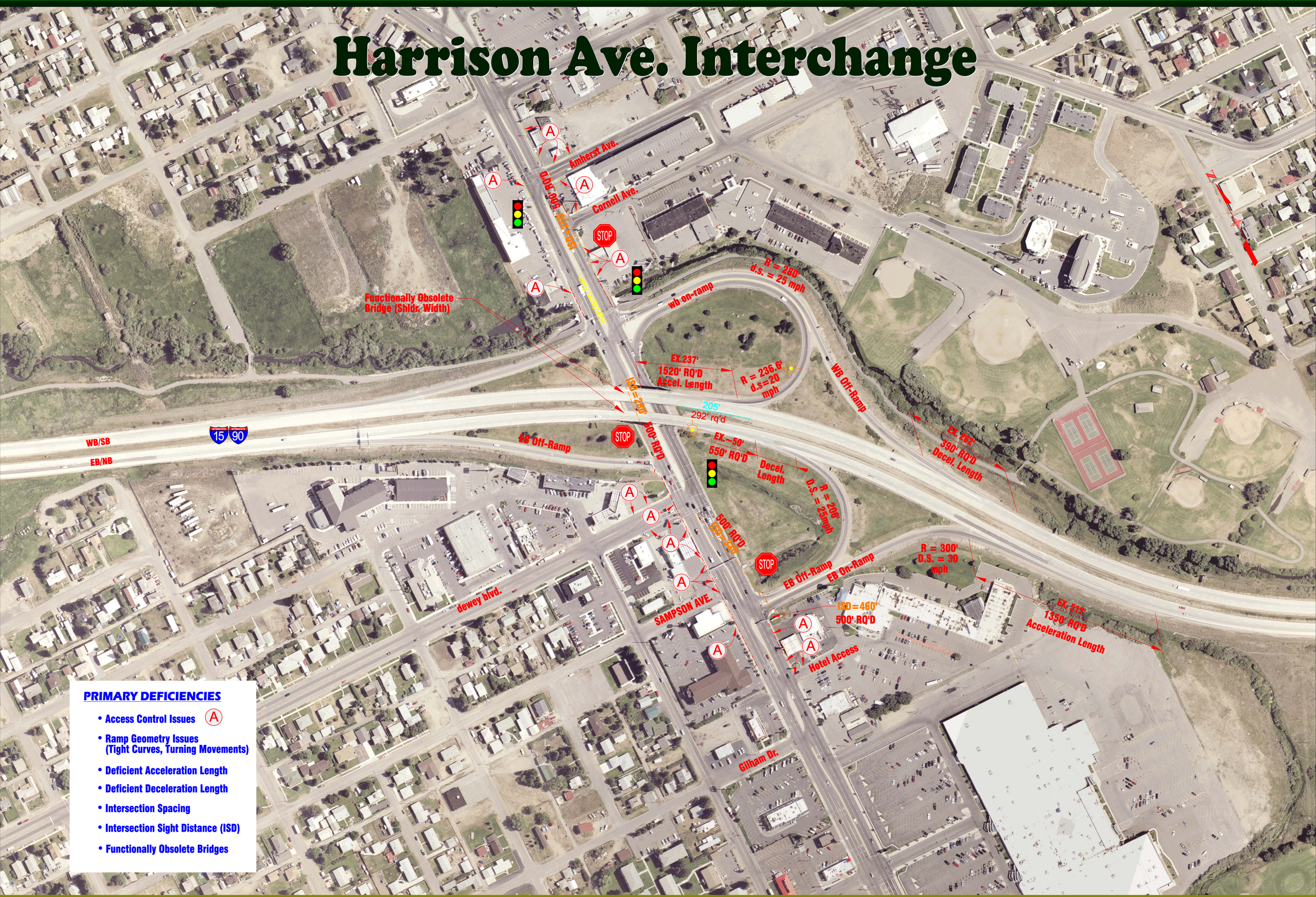
Butte Interstate Traffic Study

MONTANA DEPARTMENT OF TRANSPORTATION

Harrison Ave. Interchange



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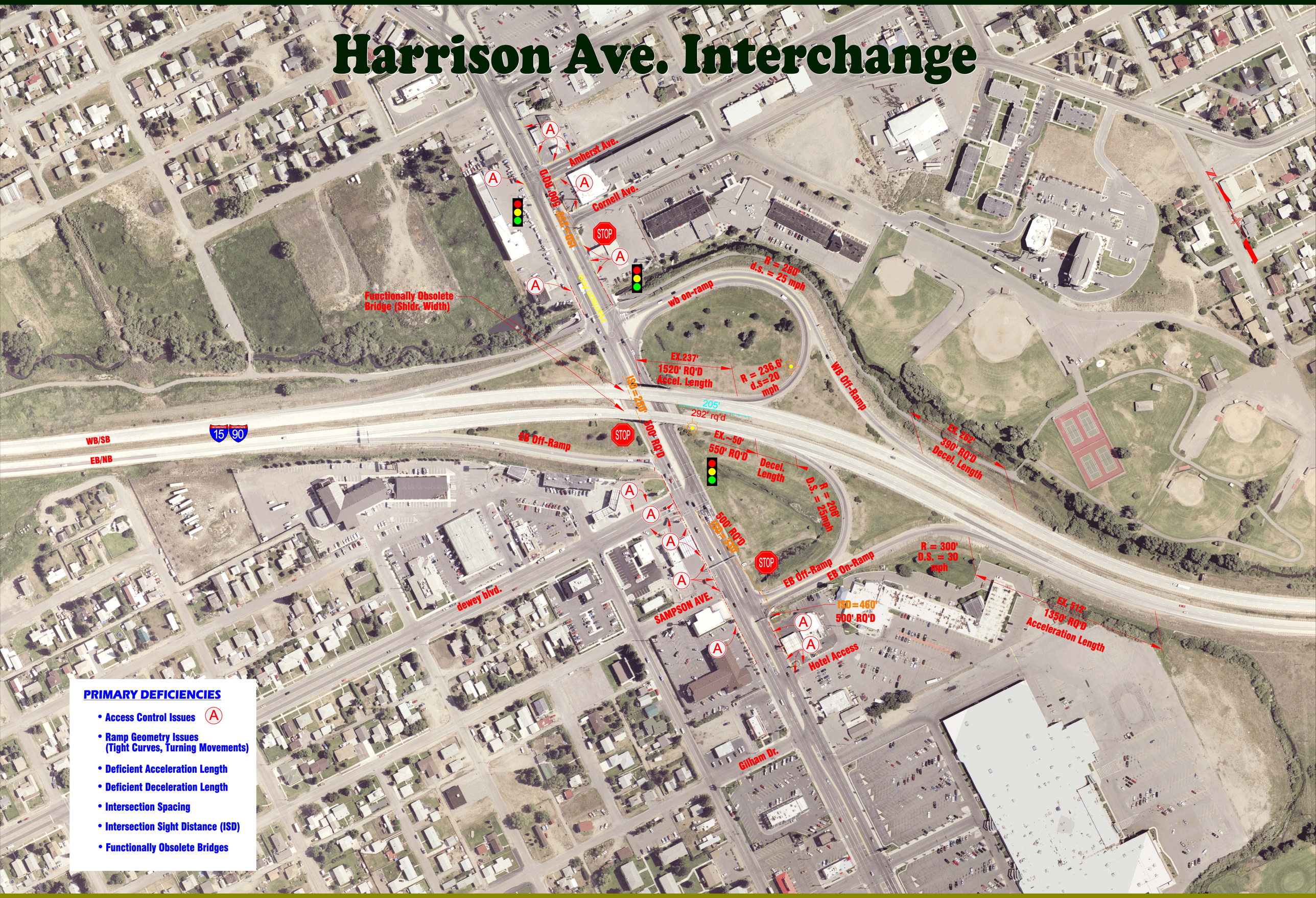
Butte Interstate Traffic Study

MONTANA DEPARTMENT OF TRANSPORTATION

Harrison Ave. Interchange

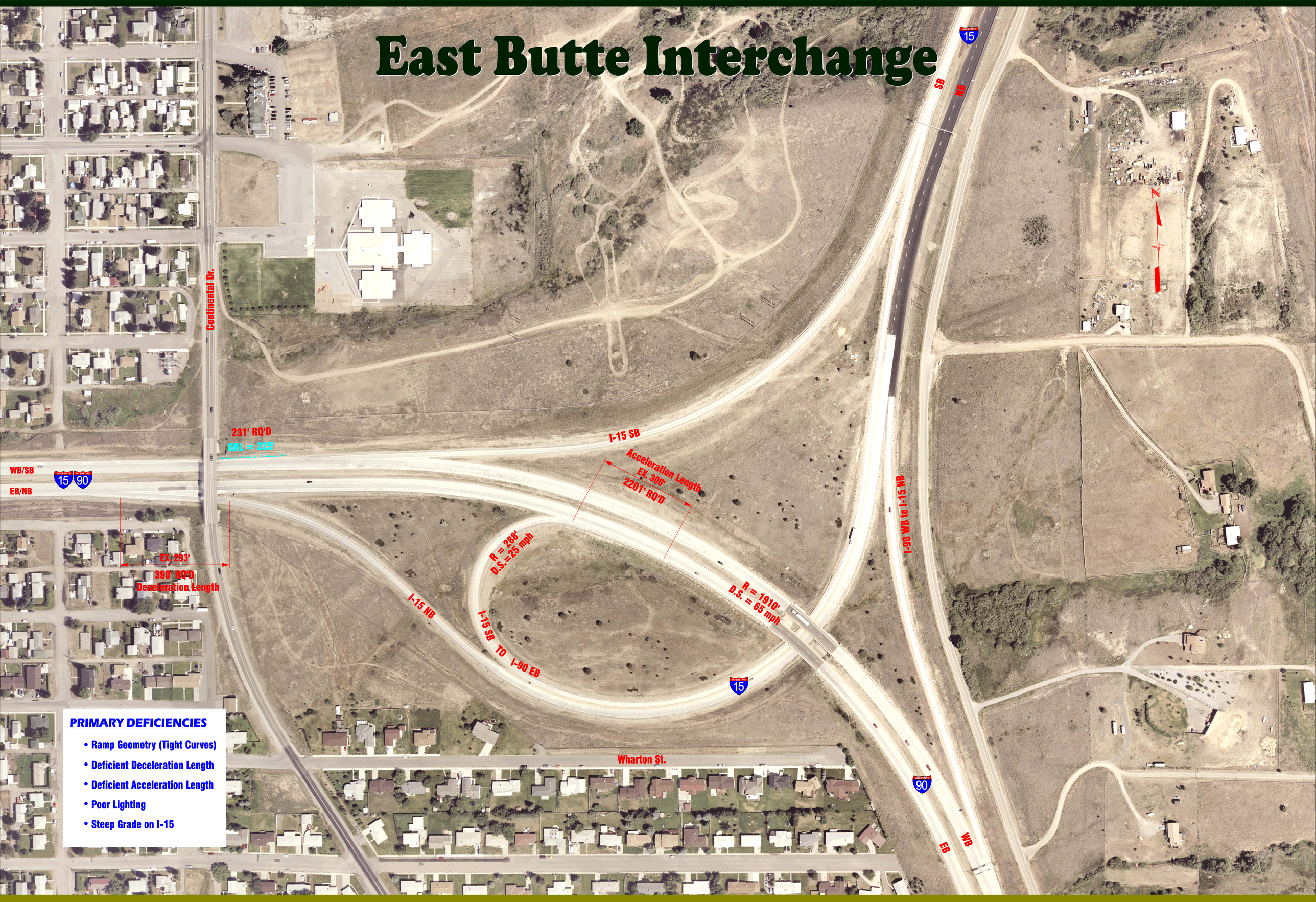


PRIMARY DEFICIENCIES

- Access Control Issues (A)
- Ramp Geometry Issues (Tight Curves, Turning Movements)
- Deficient Acceleration Length
- Deficient Deceleration Length
- Intersection Spacing
- Intersection Sight Distance (ISD)
- Functionally Obsolete Bridges

Butte Interstate Traffic Study

MONTANA DEPARTMENT OF TRANSPORTATION



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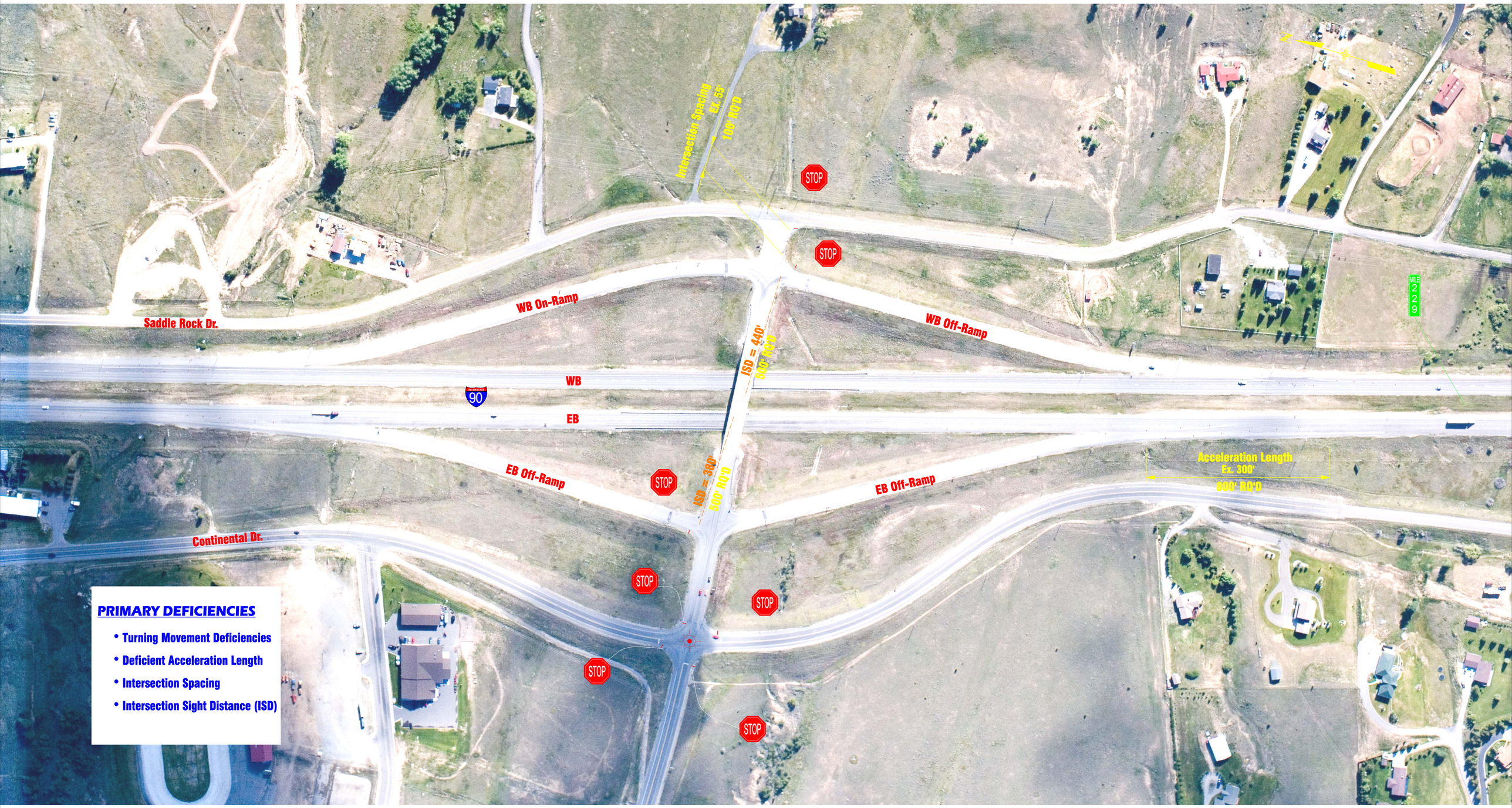
Continental Interchange



PRIMARY DEFICIENCIES

- Turning Movement Deficiencies
- Deficient Acceleration Length
- Intersection Spacing
- Intersection Sight Distance (ISD)