

# Newsline

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## TECHNOLOGY HELPS IMPROVE QUALITY OF LIFE AND TRUCK ENFORCEMENT IN CULBERTSON MONTANA



The old Culbertson, Montana Weigh Station, located at the junction of Montana Highway 16 and US Highway 2, provided a strategic commercial vehicle enforcement presence in the northeast corner of the State for almost sixty years.

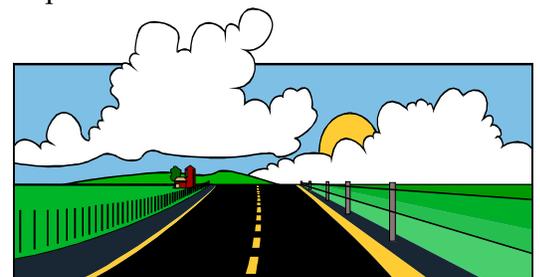
Located inside the city limits, the old weigh station was both a blessing and a curse. Although the trucks passing through the weigh station were big and noisy and sometimes caused traffic snarls, the truckers bought fuel and food and contributed to the local economy. The good continued to out weigh the bad until truck traffic increased during the 1980's. Concerns about the closeness of the old weigh station to Culbertson's high school convinced residents and Montana Department of Transportation (MDT) officials the time had come to find a new site. The site selection process took almost nine years.

This site was acceptable to Culbertson officials because it reduced truck congestion and noise within the city limits, moved the weigh station away from the high school and provided the opportunity to include a spacious rest area as part of the project. This site was also generally acceptable to MDT because it maintained the necessary truck enforcement presence on Highway 2 and provided the space necessary to safely process big trucks. How to accomplish truck enforcement on Highway 16 remained the only unresolved issue.



Normally, the solution could have been to simply post signs requiring all Highway 16 truck traffic to proceed to the new weigh station for weighing. No one liked this idea, however, because it required all trucks traveling Highway 16 to turn east onto Culbertson's busiest street (Highway 2) and proceed through town to the weigh station, then double back over the same route to reconnect with Highway 16 after being weighed. Everyone agreed the resulting traffic, noise and safety concerns would not promote the quality of life improvements Culbertson desired. The site selection process again stood at an impasse.

Everyone agreed a new site should address Culbertson "quality of life" issues by improving safety and reducing truck traffic and noise within the city. MDT priorities for a new site included more space for trucks to maneuver as they passed through the weigh station, and the ability to maintain adequate truck enforcement on both Highways 2 and 16. A number of potential sites were considered during the nine year selection process, but all were rejected by one or both parties. A site on Highway 2 east of the city was suggested.



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After review of the issues, MDT Motor Carrier Services Division (MCS) Administrator Dave Galt suggested that Intelligent Transportation System (ITS) technology held the answer. Working with an ITS engineering consultant, Montana Transportation Commissioner Ed Smith, and Mick Johnson, Administrator of MDT's Glendive District, an ITS application was developed for Culbertson. It allowed an MCS officer working at the new Highway 2 weigh station to remotely monitor truck traffic traveling south on Highway 16. The Automated Enforcement System (AES), as it came to be known, employs high speed Weigh-In-Motion (WIM) equipment to remotely monitor truck weight. Changeable message signs allow an MCS officer to direct any truck into the weigh station if the truck appears height or width non-compliant, or requires a random safety inspection. Three separate, strategically placed cameras would give the weigh station officer "real time" visual information about any truck failing to obey the signs.

The AES compromise addressed Culbertson quality of life concerns by requiring only non-compliant Highway 16 truck traffic to travel back and forth through Culbertson to the weigh station. MDT's Highway 16 enforcement concerns were satisfactorily addressed because the AES gave weigh station officers the ability to provide "real time" enforcement action.

After finalization of the AES design and funding approval by the Montana Transportation Commission in late 1995, the Culbertson Project, with the AES as a primary component, was let-to-bid in the Spring of 1997. Diamond Construction of Helena received the award, and the grand opening of the Culbertson Rest Area/Weigh Station complex took place on January 7, 1998.



During this same time period, sugar beet farming was growing in popularity in northeastern Montana and a new sugar beet transfer site near Culbertson was established to service the sugar beet industry. Agricultural truck traffic around Culbertson increased dramatically as a result of the beet harvest. Without relocation of the old Culbertson Weigh Station and development of the AES, the city of Culbertson would experience far greater truck-related noise, congestion and safety problems than exists today. Although the sugar beet industry was not a major factor in the nine year Culbertson Weigh Station relocation process, the emerging importance of sugar beets to the regional economy now makes it appear as though everyone who worked so hard to accomplish the goal's of the Culbertson Project could see into the future.

## John Lewis

**John Lewis, a long time employee of the Department of Transportation, passed away August 10, 1998. John worked in various positions in the Planning Division from 1964 until 1991. At the time of his death, John was the manager of the Rail/Highway Safety program in the Utilities Section.**

**John was an avid fisherman and spent countless hours in his boat and on the ice of Canyon Ferry and Hauser Lakes. He shared his catch with friends and co-workers, who were treated to samples of his smoked fish and fresh fish fillets. John will be missed by both his family and friends. In honor of John's love of fishing, a memorial has been established in his name with the Big Brothers and Sisters of Helena, 33 Neill Ave., Suite 101, Helena, MT 59601. The John Lewis Memorial Fishing Event will be an annual event to help children learn about and enjoy the sport of fishing.**



**EXPERIENCE IS NOT WHAT HAPPENS TO A MAN, IT IS  
WHAT A MAN DOES WITH WHAT HAPPENS TO HIM.**

**-ALDOUS HUXLEY**

# TEA-21 MEANS MORE PROJECTS IN THE PROGRAM

As outlined in the July issue of the NEWSLINE, the new federal transportation legislation known as TEA-21 has resulted in an increase to Montana of \$100 million annually in transportation funding. With this substantial increase in federal funds comes the need to identify additional projects to be added to Montana's transportation program.

Enclosed is a list of proposed projects MDT is considering as potential additions to the transportation program. Our goal from now through the end of the year is to seek public input on these proposed transportation projects. **THIS IS YOUR OPPORTUNITY TO COMMENT ON MONTANA'S TRANSPORTATION PROJECTS.** In particular, MDT seeks specific ideas concerning individual projects shown on the enclosed list, or suggestions for new projects not yet proposed.

If you have input on Montana's transportation program you would like to share with us, or if you have any questions concerning the transportation construction program, please contact:

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## MONTANA DEPARTMENT OF TRANSPORTATION PROPOSED HIGHWAY PROJECTS

MAP KEY	PROJECT NUMBER	PROJECT NAME	COUNTY	ROUTE	REF POST	PROJECT LENGTH	PROJECT SCOPE
<b>MISSOULA DISTRICT 1</b>							
	BR 9027 ( )	GRAVES CR. - 7 KM N OF FORTINE	LINCOLN				REPLACEMENT
	BR 9032 ( )	SWAN R. BR-.5 KM W OF CONDON	MISSOULA				REPLACEMENT
	IM 0002 ( )	D1 - MEDIAN RAIL	VARIOUS	I-90			PLACE MEDIAN RAIL
	IM 0002 ( )	SHOULDER REHAB-MISSOULAAREA	MINERAL	I-90	0	25.5	SHOULDER REHAB
	IM 0002 ( )	D1 - BRIDGE END GRINDING	VARIOUS	I-90			C P R
	IM 0002 ( )	D1- INTERCHANGE REHAB	VARIOUS	I-90			OVERLAY
1-1	IM 90-1 ( ) 43	SUPERIOR-TARKIO	MINERAL	I-90	43.5	21.8	SEAL & COVER
1-2	IM 90-2 ( ) 105	MISSOULA - BONNER	MISSOULA	I-90	105.6	4.6	CRACK & SEAT
1-3	IM 90-2 ( ) 119	CLINTON - EAST	MISSOULA	I-90	119.1	15.7	SEAL & COVER
1-4	IM 90-3 ( ) 142	BEARMOUTH RESTAREA	GRANITE	I-90	142	0	RECONSTRUCTION
1-5	NH 1-2 ( ) 112	KALISPELL - WEST	FLATHEAD	US 2	111.8	7.8	RECONSTRUCTION
1-6	NH 1-2 ( ) 141	HUNGRY HORSE - WEST	FLATHEAD	US 2	140.8	1.9	RECONSTRUCTION
1-7	NH 1-2 ( ) 153	W GLACIER - STANTON	FLATHEAD	US 2	153.3	15.8	RECONSTRUCTION
1-8	NH 1-2 ( ) 99	KILA - WEST	FLATHEAD	US 2	99.4	12.2	RECONSTRUCTION
1-9	NH 1-3 ( ) 198	SUMMIT - EAST	GLACIER	US 2	198	6.4	RECONSTRUCTION
1-10	NH 5-1 ( ) 15	DIRTY CR N - RAVALLI	MISSOULA	US 93	15.3	12.2	RECONSTRUCTION
1-11	NH 5-1 ( ) 6	EVARO - DIRTY CR N	MISSOULA	US 93	6.3	9	RECONSTRUCTION
1-12	NH 5-2 ( ) 27	RAVALLI - POST CREEK	LAKE	US 93	27.5	9.9	RECONSTRUCTION

CONTINUED FROM PAGE 3.

MAP KEY	PROJECT NUMBER	PROJECT NAME	COUNTY	ROUTE	REF POST	PROJECT LENGTH	PROJECT SCOPE
<b>MISSOULA DISTRICT 1</b>							
1-13	NH 5-2 ( ) 37	RONAN - SOUTH	LAKE	US 93	37.4	10	RECONSTRUCTION
1-14	NH 5-2 ( ) 47	RONAN - POLSON	LAKE	US 93	47.4	11.8	RECONWIDEN
1-15	NH 5-2 ( ) 61	POLSON - NORTH	LAKE	US 93	61	6.2	RECONSTRUCTION
1-16	NH 5-3 ( ) 127	US 93 - WHITEFISH	FLATHEAD	US 93	127	2	RECONSTRUCTION
1-17	NH 5-3 ( ) 128	SECOND & BAKER - WHITEFISH	FLATHEAD	US 93	127.7		SIGNALAND INTERSECT
1-18	NH 5-3 ( ) 129	WHITEFISH - WEST	FLATHEAD	US 93	129	5	RECONSTRUCTION
1-19	NH 7-1 ( ) 14	CONNER - SOUTH	RAVALLI	US 93	14.2	9	RECONSTRUCTION
1-20	NH 7-1 ( ) 60	VICTOR - FLORENCE	RAVALLI	US 93	60	14.2	RECONWIDEN
1-21	NH 93-1 ( ) 22	LOLO - WEST	MISSOULA	US 12	22	12.5	RECONSTRUCTION
	STPHS 0002( )	1997-D1-MISC-SAFETY					SAFETY
	STPHS 0002( )	1997-D1-G'RAIL/SLOPE FLTN					SAFETY
1-22	STPHS 1-2( ) 118	FLASHER-W OF KALISPELL	FLATHEAD	US-2	117.6	0.9	SAFETY
1-23	STPHS 52-2( ) 51	MT 35 / S 317 INT-KALISPELL	FLATHEAD	MT-35	50.8		SAFETY
1-24	STPHS 5-3( ) 135	SIGNAL-N OF WHITEFISH	FLATHEAD	US-93	134.8	0.4	SAFETY
1-25	STPHS 90-1( ) 53	GUARDRAIL-E OF SUPERIOR	MINERAL	I-90	53.4	0.3	SAFETY
1-26	STPP 19-1 ( ) 27	FLINT CREEK HILL	GRANITE	MT 1	26.9	4	RECONSTRUCTION
1-27	STPP 33-1 ( ) 65	EUREKA - WEST	LINCOLN	MT-37	64.9	2	RECONSTRUCTION
1-28	STPP 36-1 ( ) 0	PLAINS - NORTH	SANDERS	MT 28	0	7.5	PULVERIZATION
1-29	STPP 36-1 ( ) 7	HOT SPRINGS - SOUTH	SANDERS	MT 28	7.5	8.8	PULVERIZATION
1-30	STPP 52-1 ( ) 27	BIGFORK - N & S	FLATHEAD	MT 35	27	4.1	RECONSTRUCTION
1-31	STPP 6-1 ( ) 56	THOMPSON RIVER - EAST	SANDERS	MT 200	56.1	5.9	RECONSTRUCTION
1-32	STPP 6-1 ( ) 69	PLAINS - WEST	SANDERS	MT 200	68.7	7	RECONSTRUCTION
1-33	STPP 83-2 ( ) 65	SWAN LAKE - N & S	LAKE	MT 83	65.2	12.6	PULVERIZATION, WIDEN

**BUTTE DISTRICT 2**

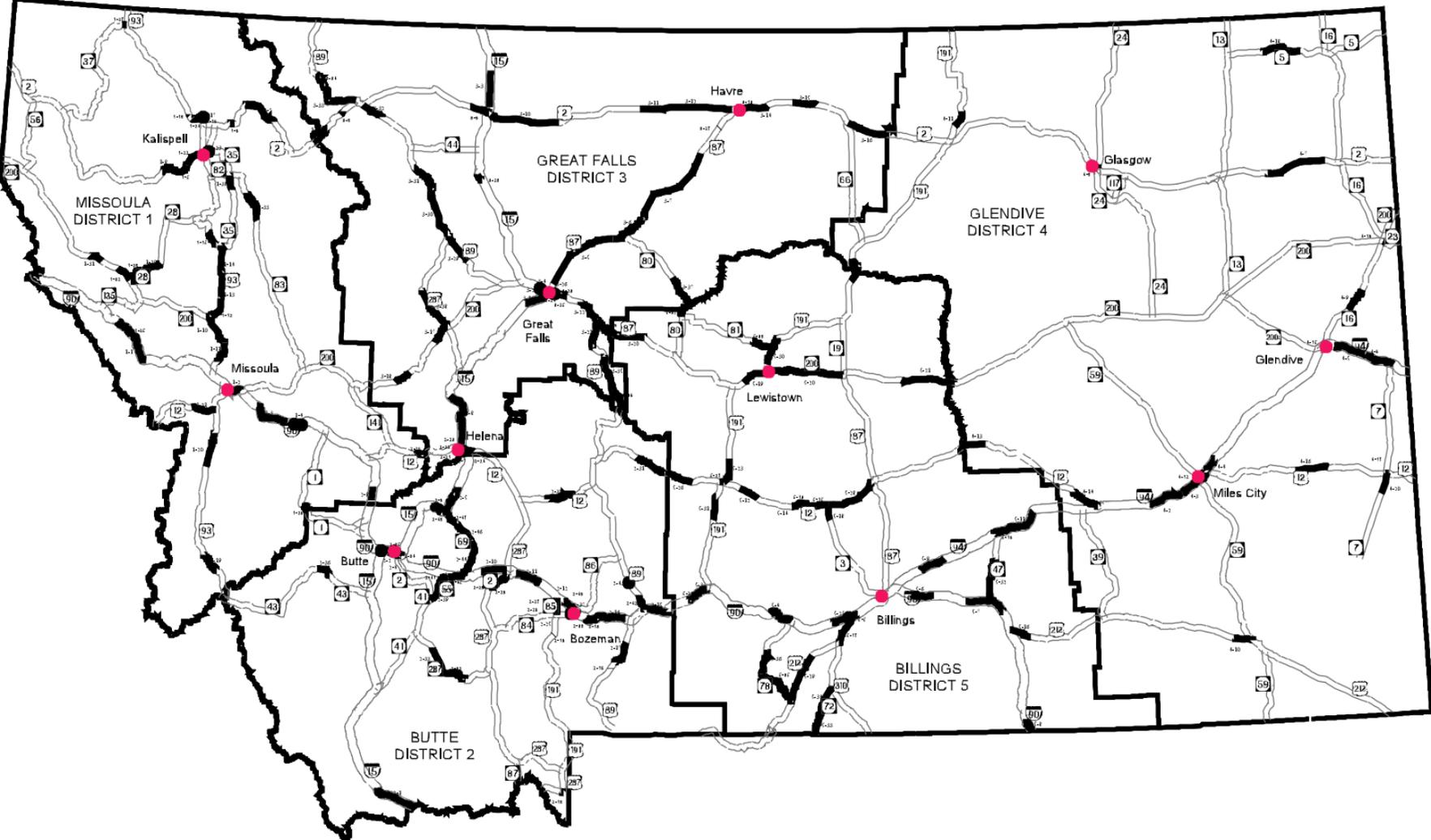
	BR 9022 ( )	BOULDER R - 6 KM E OF BASIN	JEFFERSON				REPLACEMENT
	CM 29-4 ( ) 83	HARRISON AVE SIGNALS - BUTTE	SILVER BOW	HARRISON	83	7	UPGRADE SIGNALS
	CM 1801 ( )	EXCELSIOR & PLATINUM-BUTTE	SILVER BOW	EXCELSIOR	3		UPGRADE SIGNALS
	CM 1804 ( )	PARK STREET SIGNALS-BUTTE	SILVER BOW	PARK ST.	0	0.9	UPGRADE SIGNALS
	CM 1805 ( )	S MONTANA SIGNALS - BUTTE	SILVER BOW	S MONTANA	0	0.8	UPGRADE SIGNALS
	CM 1805 ( )	MONTANA & ROWE RD - BUTTE	SILVER BOW	MONTANA	0.8	0.4	REALIGN & NEW SIGNAL
	CM 1806	FRONT ST & MAIN ST - BUTTE	SILVER BOW	FRONT ST	0.3		UPGRADE SIGNALS
2-1	IM 15-1 ( ) 0	MONIDA-LIMA	BEAVERHEAD	I-15	0	17.1	SEAL & COVER
2-2	IM 15-2 ( ) 121	NISSLER INT - W OF ROCKER	SILVER BOW	I-15	120.6	0	WIDEN&SEISMIC
2-3	IM 15-2 ( ) 122	ROCKER SCALE SITE	SILVER BOW	I-15	122.5	1	NEW W.I.M. & RAMPS
2-4	IM 15-2 ( ) 124	BUTTE AREA STRUCTURES	SILVER BOW	I-15	124		WIDEN&SEISMIC
2-5	IM 15-3 ( ) 163	BOULDER - HILL	POWELL	I-15	163.1	12.4	SEAL & COVER
2-6	IM 15-4 ( ) 158	BASIN - BOULDER	JEFFERSON	I-15	157.7	5.4	SEAL & COVER
2-7	IM 15-4 ( ) 192	I-15 AND BROADWAY UNDERPASS	LEWIS & CLARK	I-15	191.7	0	BORE PED TUNNEL
2-8	IM 15-4 ( ) 194	LINCOLN ROAD - SIEBEN	LEWIS AND CLARK	I-15	194.4	23	SEAL & COVER
2-9	IM 90-3 ( ) 189	DEER LODGE - SOUTH	POWELL	I-90	188.6	5.4	SEAL & COVER
2-10	IM 90-5 ( ) 264	MILLIGAN CANYON	JEFFERSON	I-90	264	10.3	SEAL & COVER
2-11	IM 90-6 ( ) 279	THREE FORKS - MANHATTAN	GALLATIN	I-90	278.6	10.8	SEAL & COVER
2-12	IM 90-6 ( ) 301	BOZEMAN - E & W	GALLATIN	I-90	301.3	5.8	CRACK&SEAT, PC O'LAY
2-13	IM 90-6 ( ) 313	ROCKY CANYON	GALLATIN	I-90	313.4	5	SEAL & COVER
2-14	IM 90-6 ( ) 318	BOZEMAN HILL	GALLATIN	I-90	318.4	12.3	SEAL & COVER
2-15	IM 90-7 ( ) 341	MISSION INTERCHANGE-SPRINGDALE	PARK	I-90	341	9.1	OVERLAY, S&C
2-16	NH 11-1 ( ) 31	EMIGRANT - TURNBAY	PARK	US 89	30.9	0.2	CONST LEFT TURN BAY
2-17	NH 11-1 ( ) 34	EMIGRANT - NORTH	PARK	US 89	34	10	OVERLAY
2-18	NH 12-1 ( ) 8	CANYON&FIREHOLE	GALLATIN	US 20	8.57	0.8	RECONST INTERSECTION
2-19	NH 50-2 ( ) 73	LITTLE BEAR RD-22 KM S OF BZMN	GALLATIN	US 191	73.5	0.2	CONSTRUCT LEFT TURN
2-20	NH 8-1 ( ) 23	MCDONALD PASS - WEST	LEWIS AND CLARK	US 12	23.2	4.2	SEAL & COVER
2-21	NH 8-2 ( ) 42	BENTON & LYNDALE - HELENA	LEWIS AND CLARK	US 12	42.47	0.6	RECONST INTERSECTION
2-22	NH 8-2 ( ) 43	LAST CHANCE TO PROSPECT-HELENA	LEWIS AND CLARK	US 12	42.99	0.9	MILL AND OVERLAY
2-23	NH 8-2 ( ) 44	PROSPECT AVE - HELENA	LEWIS AND CLARK	US 12	43.92	1.1	SEAL & COVER
2-24	NH 8-2 ( ) 46	HELENA - EAST HELENA	LEWIS AND CLARK	US 12	46.4	3.5	REPL. MEDIAN&SHLDRS

MAP KEY	PROJECT NUMBER	PROJECT NAME	COUNTY	ROUTE	REF POST	PROJECT LENGTH	PROJECT SCOPE
<b>BUTTE DISTRICT 2</b>							
2-25	NH 85-1 ( ) 0	FOUR CORNERS N-ACCESS	GALLATIN	MT 85	0	6.5	PURCHACCESS CONTROL
2-26	NH 85-1 ( ) 0	FOUR CORNERS N TO JCT 347	GALLATIN	MT 85	0	6.5	CONST LEFT TURN LANE
	STPHS 0002( )	1997-D2/D3-SIGNING					SAFETY
	STPHS 0002( )	1997-D2/D3-ELECTRICAL					SAFETY
2-27	STPHS 85-1 ( ) 5	TURN BAYS-S OF BELGRADE	GALLATIN	MT-85	4.8	0.4	SAFETY
2-28	STPP 13-3 ( ) 84	SAPPINGTON JCT-THREE FORKS	MADISON	US 287	83.3	0.7	RECONSTRUCTION
2-29	STPP 13-3 ( ) 84	SAPPINGTON JCT-THREE FORKS	GALLATIN	US 287	83.9	9.1	RECONSTRUCTION
2-30	STPP 14-1 ( ) 12	DEEP CREEK CANYON	BROADWATER	US 12	11.7	11.8	RECONSTRUCTION
2-31	STPP 14-2 ( ) 63	CHECKERBOARD-MARTINSDALE	MEAGHER	US 12	63.1	12.9	RECONSTRUCTION
2-32	STPP 29-1 ( ) 13	VIRGINIA CITY - ALDER	MADISON	US 287	13	10	RECONSTRUCTION
2-33	STPP 29-1 ( ) 23	ALDER - SHERIDAN	MADISON	US 287	23	11.1	RECONSTRUCTION
2-34	STPP 29-4 ( ) 86	N HARRISON AVE - BUTTE	SILVER BOW	MT 2	86.5	1.8	RECONSTRUCTION
2-35	STPP 29-4 ( ) 89	PARK STREET CONVERSION - BUTTE	SILVER BOW	MT 2	88.8	1.4	1-WAY TO 2-WAY ST
2-36	STPP 46-5 ( ) 51	SPORTSMAN CAMPGROUND - EAST	SILVER BOW	MT 43	51.48	6.5	RECONSTRUCTION
2-37	STPP 50-2 ( ) 88	19TH & MAIN - BOZEMAN	GALLATIN	US 191	88.05	0	NEW SIGNAL/RECON
2-38	STPP 50-2 ( ) 88	MAIN STREET - BOZEMAN	GALLATIN	US 191	87.8	3	MILL AND OVERLAY
2-39	STPP 55-1 ( ) 0	WHITEHALL - WATERLOO	JEFFERSON	MT 55	0	12.1	RECONSTRUCTION
2-40	STPP 55-3 ( ) 12	LEGION AVE W - WHITEHALL	JEFFERSON	MT 55	12.1	0.4	SEAL AND COVER
2-41	STPP 55-3 ( ) 12	WHITEHALL STREET - WHITEHALL	JEFFERSON	MT 55	12.5	0.6	RECONSTRUCTION
2-42	STPP 59-1 ( ) 0	MISSION INTERCHANGE - NORTH	PARK	US 89	0	7	RECONSTRUCTION
2-43	STPP 59-1 ( ) 13	PIPES - S OF CLYDE PARK	PARK	US 89	13.2		NEW CULVERT, 2 LOC's
2-44	STPP 69- 1 ( ) 1	WHITEHALL - E & N	JEFFERSON	MT 69	0.67	21.3	LEVEL, SEAL&COVER
2-45	STPP 69-1 ( ) 0	LEGION AVE E - WHITEHALL	JEFFERSON	MT 69	0	0.7	SEAL & COVER
2-46	STPP 69-1 ( ) 22	24 KM S OF BOULDER-NORTH	JEFFERSON	MT 69	22.1	9.4	RECONSTRUCTION
2-47	STPP 69-1 ( ) 31	9 KM S OF BOULDER - NORTH	JEFFERSON	MT 69	31.5	5.8	RECONSTRUCTION
2-48	STPP 69-1 ( ) 37	BOULDER - URBAN	JEFFERSON	MT 69	37.3	1.1	RECONSTRUCTION
2-49	STPP 86-1 ( ) 0	ROUSE AVE - BOZEMAN	GALLATIN	ROUSE AVE	0	2	RECONSTRUCTION
	STPX 81064 ( )	ACCESS CONTROL - BIG SKY	GALLATIN	MT 64	0	3	PURCHACCESS CONTROL

### GREAT FALLS DISTRICT 3

	BH 9025 ( )	DEARBORN R-20 KM S OF AUGUSTA	LEWIS AND CLARK				REHABILITATION
	BR 9008 ( )	SHONKIN CR-5 KM SE FT. BENTON	CHOUTEAU				REPLACEMENT
3-1	IM 15-5 ( ) 270	GREAT FALLS - N & S	CASCADE	I-15	270.4	12.1	PCCP REHAB, O'LAY
3-2	IM 15-5 ( ) 282	EMERSON JUNCTION INTERCHANGE	CASCADE	I-15	282.5		REBUILD FULL INTCHNG
3-3	IM 15-8 ( ) 366	SHLEBY - NORTH	TOOLE	I-15	365.6	14.6	PAVEMENT PRESERVATIO
3-4	NH 10-1 ( ) 4	GREAT FALLS - NORTH	CASCADE	US 87	4.182	15.9	RECON TO 12 M
3-5	NH 10-2 ( ) 20	CARTER - N & S	CHOTEAU	US 87	20.05	15.9	RECON TO 12 M
3-6	NH 10-2 ( ) 36	FT. BENTON - LOMA	CHOUTEAU	US 87	36	15.3	RECON TO 12 M
3-7	NH 10-2 ( ) 52	LOMA - BOX ELDER	CHOUTEAU	US 87	52.22	36.8	PAVEMENT PRESERVATIO
3-8	NH 1-3 ( ) 213	SNOW FENCE EAST OF E GLACIER	GLACIER	US 2	213	1.6	NEW SNOW FENCE
3-9	NH 1-4 ( ) 271	SHELBY - WEST	TOOLE	US 2	271	8.2	RECON
3-10	NH 1-4 ( ) 280	SHELBY - EAST	TOOLE	US 2	280.1	27.9	MINOR REHAB
3-11	NH 1-6 ( ) 342	RUDYARD - EAST	HILL	US 2	341.9	11.2	OVERLAY & WIDEN
3-12	NH 1-6 ( ) 353	GILDFORD - EAST	HILL	US 2	353.1	25.9	OVERLAY & WIDEN
3-13	NH 1-6 ( ) 382	HAVRE - URBAN	HILL	US 2	382	1.7	RECON W/PCCP
3-14	NH 1-6 ( ) 384	HAVRE - EAST	HILL	US 2	383.6	10.2	RECON TO 12 METERS
3-15	NH 1-7 ( ) 404	CHINOOK - ZURICH	BLAINE	US 2	404.1	9.9	RECON TO 12 m
3-16	NH 1-7 ( ) 429	FORT BELKNAP - EAST	BLAINE	US 2	429	17.2	PAVEMENT PRESERVATIO
3-17	NH 24-3 ( ) 100	JCT MT 434 TO US 287	LEWIS AND CLARK	MT 200	100.5	8.5	RECON & ADD CL. LANE
3-18	NH 24-3 ( ) 76	LINCOLN - EAST	LEWIS AND CLARK	MT 200	75.76	7.2	MINOR RECON TO 12 M
	NH 5205 ( )	NORTHEAST BYPASS - GREAT FALLS	CASCADE	RIVER DR.	5.491	2	RECONST TO 3-LANE
3-19	NH 57-1 ( ) 0	17 KM W OF RAYNESFORD-WEST	CASCADE	US87.MT200	0	10.4	RECON & WIDEN
3-20	NH 57-2 ( ) 10	RAYNESFORD - EAST	JUDITH BASIN	US 87	10.42	11.3	RECONSTRUCT
3-21	NH 60-2 ( ) 60	RICEVILLE - ARMINGTON JCT	CASCADE	US 89	60.34	10.7	PAVEMENT PRESERVATIO
3-22	NH 60-2 ( ) 71	BELT - N & S	CASCADE	US 89/87	71.01	10.2	RECON TO 12 m TOP

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MAP KEY	PROJECT NUMBER	PROJECT NAME	COUNTY	ROUTE	REF POST	PROJECT LENGTH	PROJECT SCOPE
<b>GREAT FALLS DISTRICT 3</b>							
3-23	NH 60-2 ( ) 87	GREAT FALLS - EAST	CASCADE	US 87	87.28	3.1	PCCP REHAB, O'LAY
3-24	NH 60-2 ( ) 92	10THAVE S, 20TH TO 26TH - GTF	CASCADE	US 87	92	0.2	6 LN'S-20TH TO 26T
3-25	NH 60-2 ( ) 92	10THAVE S, 26TH TO 38TH-GTF	CASCADE	10TH AVE S	92.18	0.8	MILL, FILL & O'LAY
3-26	NH 60-2 ( ) 92	10THAVE S & 32ND STREET - GTF	CASCADE	10THAVE S	91.7		RECONSTRUCT
3-27	STPHS 10-3( )102	SIGNING-SW OF HAVRE	HILL	US-87	101.7	0.3	SAFETY
	STPHS 21( )	SAFETY STUDY-HILL COUNTY	HILL				SAFETY
	STPHS 5299( )	1997 GT FALLS-ELECTRICAL	CASCADE				SAFETY
3-28	STPP 21-1 ( ) 0	JCT I-15 - CONRAD	PONDERA		0.175	3.5	PULV,O'LAY,WIDEN
3-29	STPP 3-2 ( ) 28	FAIRFIELD - CHOUTEAU	TETON	US 89	28.32	12.4	PULV,O'LAY, WIDEN
3-30	STPP 3-2 ( ) 42	CHOUTEAU - PENDROY	TETON	US 89	41.95	20.6	RECONSTRUCT
3-31	STPP 3-2 ( ) 62	PENDROY - DUPUYER	TETON	US 89	62.59	12.4	RECONSTRUCT
3-32	STPP 3-4 ( ) 101	18 KM SE OF BROWNING - SE	GLACIER	US 89	101	9.6	SLOPE FLT, O'LAY
3-33	STPP 58-1 ( ) 0	BROWNING - KIOWA JCT	GLACIER	US 89	0	12.1	RECONSTRUCT
3-34	STPP 58-1 ( ) 12	KIOWA JCT-HUDSON BAY DIVIDE	GLACIER	US 89	12.05	13.5	RECONSTRUCT
3-35	STPP 60-2 ( ) 39	NEIHART-MONARCH	CASCADE	US 89	38.99	14.4	PULV,O;LAY,WIDEN
3-36	STPP 60-2 ( ) 30	KINGS HILL - NEIHART	CASCADE	US 89	29.63	9.4	PULV,O'LAY,WIDEN
3-37	STPP 80-1 ( ) 29	GERALDINE - SE	CHOUTEAU	MT 80	29.12	17	OVERLAY
3-38	STPP 9-1 ( ) 20	BOWMAN'S CORNER - AUGUSTA	LEWIS AND CLARK	US 287	20.14	18.4	RECONSTRUCT
	STPU 5206 ( )	NORTHWEST BYPASS-WEST	CASCADE	NW B.P.	0	1.4	RECON&WIDEN TO 4 LN

**GLENDIVE DISTRICT 4**

	BR 9006 ( )	TIE CR-20 KM NW OF CAPITOL	CARTER				REPLACEMENT
	BR 9010 ( )	POPLAR R-6 KM NW OF SCOBAY	DANIELS				REPLACEMENT
	BR 9036 ( )	BEAVER CR-5 KM NW OF SACO	PHILLIPS				REPLACEMENT
4-1	IM 0002 ( )	D4 - LIGHTING & GUARDRAIL	VARIOUS	I94	93.6	148.9	13 LOCATIONS
4-2	IM 94-3 ( ) 114	HATHAWAY - E & W (WB)	ROSEBUD	I94	114.5	14.3	MILL OGFC, O'LAY
4-3	IM 94-4 ( ) 129	RADAR INTERCHANGE - EAST (EB)	CUSTER	I94	128.8	12.7	MILL OGFC, OVERLAY
4-4	IM 94-4 ( ) 143	6 KM E OF MILES CITY - EAST	CUSTER	I94	142.5	5.2	MICRO-MILL,FULLWIDTH
4-5	IM 94-6 ( ) 218	4 KM E OF GLENDIVE - EAST	DAWSON	I94	217.9	13.5	MILL OGFC, O'LAY
4-6	IM 94-6 ( ) 231	WIBAUX - E & W	WIBAUX	I94	231.4	12.3	MILL, FILL, O'LAY
4-7	NH 1-10 ( ) 625	BROCKTON - EAST	ROOSEVELT	US 2	615.1	14.1	RECONSTRUCTION
4-8	NH 1-9 ( ) 541	GLASGOW - E & W	VALLEY	US 2	541	3	MILL, O'LAY
4-9	NH 20-1 ( ) 18	30 KM NE OF GLENDIVE - NE	DAWSON	MT 16	18.6	10.3	RECONSTRUCTION
4-10	NH 37-3 ( ) 96	EPSIE - EAST	POWDER RIVER	US 212	95.8	7.8	MINOR RECONSTRUCTION
4-11	NH 99-1 ( ) 7	11 KM N OF MALTA - NORTH	PHILLIPS	US 191	7	7	RECONSTRUCTION
4-12	STPHS 2-1( ) 4	ELECTRICAL-MILES CITY	CUSTER	US-12	4.3	1	SAFETY
4-13	STPP 14-6 ( ) 207	ROSEBUD CO LINE - EAST	ROSEBUD	US 12	207.2	10	RECONSTRUCTION
4-14	STPP 14-6 ( ) 259	FORSYTH - NORTHWEST	ROSEBUD	US 12	258.7	11.8	LEVELING, O'LAY
4-15	STPP 20-1 ( ) 0	GLENDIVE - NORTH	DAWSON	MT 16	0	0.6	CONCRETE O'LAY
4-16	STPP 2-1 ( ) 45	CUSTER/FALLON CO LINE - E & W	CUSTER & FALLON	US 12	45.5	13.5	LEVEL, O'LAY
4-17	STPP 2-2 ( ) 83	US 12 AND MT 7 JCT - BAKER	FALLON	US 12/MT 7	82.6	1.4	PCC RESURFACE, M & F
4-18	STPP 22-1 ( ) 14	REDSTONE - EAST & WEST	SHERIDAN&DANIEL	MT 5	14	16.3	RECONSTRUCTION
4-19	STPP 26-1( ) 0	SIDNEY-EAST	SIDNEY	MT 23	0	0.8	WIDEN AND OVERLAY
4-18	STPP27-2 ( ) 27	BAKER-SOUTH	FALLON	MT 7	27	8.3	RECONSTRUCTION

**BILLINGS DISTRICT 5**

	BR 9002 ( )	FLY CR-25 KM W OF HARDIN	BIG HORN				REPLACEMENT
	BR 9014 ( )	S.F. MCDONALD CR-SW GRASSRANGE	FERGUS				REPLACEMENT
	BR 9052 ( )	MUGGINS CR - 2 KM N OF MYERS	TREASURE				REPLACEMENT
	IM 0002 ( )	D5 — I-90 INTCH UPGRADES	VARIOUS	I-90			UPGRADE 4 INTCH'S
5-1	IM 0002 ( )	D5- INTERSTATE FENCING		I-90	0	50	REHABILITATION
	IM 0002 ( )	UPGRADE ONE DUAL REST AREA		I-90			REHABILITATION
5-2	IM 90-7 ( ) 360	DEHARDT - EAST & WEST	SWEET GRASS	I-90	360	4	RECONSTRUCTION
5-3	IM 90-7 ( ) 364	16 KM E OF SWEET GRASS CO L-E	SWEETGRASS	I-90	364	5	MILL AND FILL
5-4	IM 90-8 ( ) 398	REEDPOINT - COLUMBUS	STILLWATER	I-90	398.4	10.5	MILL AND FILL

MAP KEY	PROJECT NUMBER	PROJECT NAME	COUNTY	ROUTE	REF POST	PROJECT LENGTH	PROJECT SCOPE
<b>BILLINGS DISTRICT 5</b>							
5-5	IM 90-8 ( ) 426	PARK CITY - MOSSMAIN	STILLWATER	I-90	426.6	10.9	MILLAND FILL
	IM 90-8 ( ) 446	WEST BILLINGS INTCH PHASE 2	YELLOWSTONE	KING AVE	0	0.4	REHABILITATION
	IM 90-8 ( ) 446	WEST BILLINGS INTCH PHASE 3	YELLOWSTONE	MULLOWNEY	0	0.4	REHABILITATION
5-6	IM 90-8 ( ) 464	PRYOR CREEK-BIG HORN CO LINE	YELLOWSTONE	I-90	463.9	9.3	MILL, FILL, RESURFAC
5-7	IM 90-9 ( ) 486	TOLUCA - EAST	BIG HORN	I-90	486.3	17	MILLAND FILL
5-8	IM 90-9 ( ) 549	8 KM S OF WYOLA - SOUTH	BIG HORN	I-90	549.2	5.2	MILLAND FILL
5-9	IM 94-1 ( ) 13	BALLANTINE INTCH - E & W	YELLOWSTONE	I-94	13.1	10.8	MILLAND FILL
5-10	IM 94-1 ( ) 47	BIG HORN INTCH - E & W	YELLOWSTONE	I-94	46.7	10	MILLAND FILL
5-11	IM 94-1 ( ) 47	BIG HORN INTERCHANGE - E & W	YELLOWSTONE	I-94	46.7	20.3	M & F @ VARIOUS LOC.
5-12	NH 14-3 ( ) 108	SHAWMUT-WEST	WHEATLAND	US-12	108	8.4	WIDEN AND RESURFACE
5-13	NH 14-4 ( ) 139	RR OVERPASS - E OF RYEGATE	GOLDEN VALLEY	US 12	139.3	1	REMOVE&REPLACE STRCT
5-14	NH 14-4 ( ) 130	RYEGATE - EAST	GOLDEN VALLEY	US 12	130.4	7.1	WIDEN/RESURFACE
5-15	NH 14-4 ( ) 137	LAVINA - WEST	GOLDEN VALLEY	US 12	137.5	8.5	WIDEN AND RESURFACE
5-16	NH 37-1 ( ) 0	BATTLE FIELD - EAST	BIG HORN	US 212	0	8.9	REHABILITATION
5-17	NH 4-2 ( ) 42	ROCKVALE - LAUREL	YELLOWSTONE	US 212/310	42.76	10.2	RECONSTRUCTION
5-18	NH 53-2 ( ) 40	LAVINA - SOUTH	GOLDEN VALLEY	MT 3	40.51	6.2	WIDEN AND OVERLAY
5-19	NH 57-3 ( ) 70	LEWISTOWN - EAST	FERGUS	MT200/US87	70	11	NEW RR OVERPASS
	NH 57-3 ( )	CULVERTS - LEWISTOWN AREA	FERGUS				CLEAN/REPAIR/REPLACE
5-20	NH 57-3 ( ) 83	LEWISTOWN - GRASSRANGE	FERGUS	MT 200	83.16	29.8	RECONSTRUCTION
5-21	NH 57-4 ( ) 137	WINNETT - EAST	PETROLEUM	MT 200	137.6	20.7	RECONSTRUCTION
5-22	NH 61-3 ( ) 83	FERGUS CO LINE - N & S	FERGUS	MT 19	83.41	11	RECONST/WIDEN
5-23	NH 63-1 ( ) 0	HARLOWTON - NORTH	WHEATLAND	US 191	0	10.5	RESURFACE-WIDEN
	STPHS 0002 ( )	1997-D5-SIGNING					SAFETY
	STPHS 1099 ( )	SIGNAL STUDY-BILLINGS	YELLOWSTONE				SAFETY
5-24	STPHS 90-7 ( ) 354	1997-D5-RUMBLE STRIPS-I-90		I-90	354	84.6	SAFETY
5-25	STPHS 90-8 ( ) 434	SIGNALS-LAUREL INT	YELLOWSTONE	I-90	434.1		SAFETY
5-26	STPP 14-2 ( ) 77	TWODOT - WEST	WHEATLAND	US 12	77.21	10.8	RECONSTRUCT
5-27	STPP 14-3 ( ) 99	SECOND STREET - HARLOTOWN	WHEATLAND	SECOND ST	99.33	1.6	RESURFACE
5-28	STPP 14-4 ( ) 146	LAVINA - ROUNDUP	GOLDEN VALLEY	US 12	146.1	21	WIDEN/OVERLAY
5-29	STPP 28-2 ( ) 70	RED LODGE - NORTH	CARBON	MT 212	70.18	19.8	WIDEN/OVERLAY
5-30	STPP 43-1 ( ) 3	LEWISTOWN - NORTH	FERGUS	US 191	3.018	11.8	WIDEN/OVERLAY
5-31	STPP 45-2 ( ) 28	WHEATLAND COUNTY LINE - N	WHEATLAND	US 191	28.29	9.6	WIDEN/OVERLAY
5-32	STPP 48-1 ( ) 1	HARDIN - NORTH	BIG HORN	MT 47	1.321	17	WIDEN/OVERLAY
5-33	STPP 72-1 ( ) 0	WYOMING LINE - BELFRY	CARBON	MT 72	0	10	WIDEN/OVERLAY
5-34	STPP 72-1 ( ) 10	BELFRY - NORTH	CARBON	MT 72	10	11.5	RECONSTRUCT
5-35	STPP 78-1 ( ) 0	RED LODGE - ROSCOE	CARBON	MT 78	0	19.3	WIDEN/OVERLAY
5-36	STPP 78-1 ( ) 19	ROSCOE - JCT 419	CARBON	MT 78	19.31	10.7	WIDEN/OVERLAY
5-37	STPP 80-1 ( ) 46	ARROW CREEK - N & S	CHOUTEAU	MT 80	46.2	3.7	RECONSTRUCT
5-38	STPP 81-1 ( ) 32	DANVERS - EAST & WEST	FERGUS	MT 81	32.64	9.8	WIDEN/OVERLAY
	STPX 0002 ( )	MOSSMAIN - BILLINGS	YELLOWSTONE	MT 429	0	5.3	OVERLAY / S & C
	STPX 0002 ( )	PARK CITY - LAUREL	YELLOWSTONE		0	8.2	OVERLAY, S&C
	STPX 56788	BILLINGS - HUNTLEY	YELLOWSTONE	MT 429	0.3	9.2	OVERLAY, S&C
	STPX 56788 ( )	HUNTLEY - WORDEN	YELLOWSTONE		9.547	7.9	OVERLAY S&C
	STPX 81016 ( )	LOCKWOOD - SOUTH	YELLOWSTONE	LOCKWOOD?	0	13.5	OVERLAY, S&C

# MONTANA'S DAYTIME SPEED LIMIT

Montana's "basic rule" speed limit means driving in a **reasonable and prudent manner**. It means adapting your driving speed to variable weather, road, vehicle and traffic conditions.

Table 1 shows the history of daytime speed limits in Montana.

**Table 1**

MONTANA'S DAYTIME MAXIMUM SPEED LIMITS	
1956	BASIC RULE
1956-1959	65 mph*
1959-1974	BASIC RULE
1974-1985	55 mph**
1985-1995	55mph (65 mph rural freeways)**
1995-Present	BASIC RULE

\* Adopted in 1956 by the Montana Highway Patrol Board, rescinded in 1959 by the Board yielding to the will of the legislature.

\*\* Federal Mandate following the 1973 oil embargo.

Here are some common statistics relating to traffic speed and safety:

Figure 1 (pg. 11) shows yearly growth trends in Montana for population, tourism and vehicle miles traveled for the 1980-1996 period. The Montana Department of Transportation has a statewide speed monitoring program. Figure 2 (on pg. 11) presents the yearly median and 85 percentile speeds on major two-lane rural highways. Note the increasing speeds since 1995. Similar trends are observed on the Interstates. The number of recorded crashes and injuries on Montana highways from 1970 through 1997 are in Figure 3 (on pg. 11).

Figure 4 (on pg. 11) shows the yearly traffic deaths in Montana. For the ten-year period 1988-1997, the Montana Highway Patrol records show:

- > **201,936** traffic crashes
- > **2,056** traffic fatalities
- > **91,923** persons injured in traffic crashes

To put these numbers in perspective, over half of the population in Montana has been involved in a traffic crash over the last ten years.

In 1996, with the rising number of fatalities on Montana highways, Marv Dye, Director of the Montana Department of Transportation, appointed an Ad Hoc Committee to look at the speed issues. The Committee had representation from the Montana Highway Patrol, the Federal Highway Administration and the

Department of Transportation. Input was received from the Montana Motor Carriers Association, the AARP, AAA, and county prosecutors. Data was gathered and issues debated. The Ad Hoc Committee suggested unanimously the following daytime numerical speed limits:

- > **75** mph on the interstate
- > **65** mph on paved rural roads
- > **55** mph on gravel rural roads

The nighttime speed limits would remain as presently posted. There would be no speed differential between cars and trucks. The "basic rule" speed law would remain in the traffic code as drivers have always had to adjust their speed to variable weather, road, vehicle and traffic conditions.

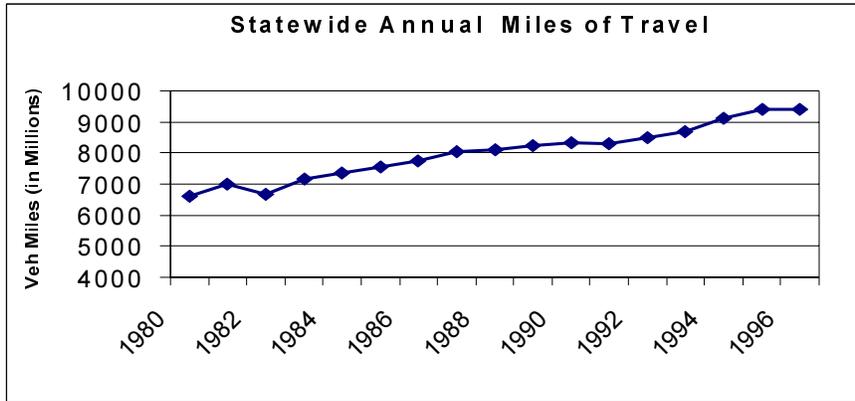
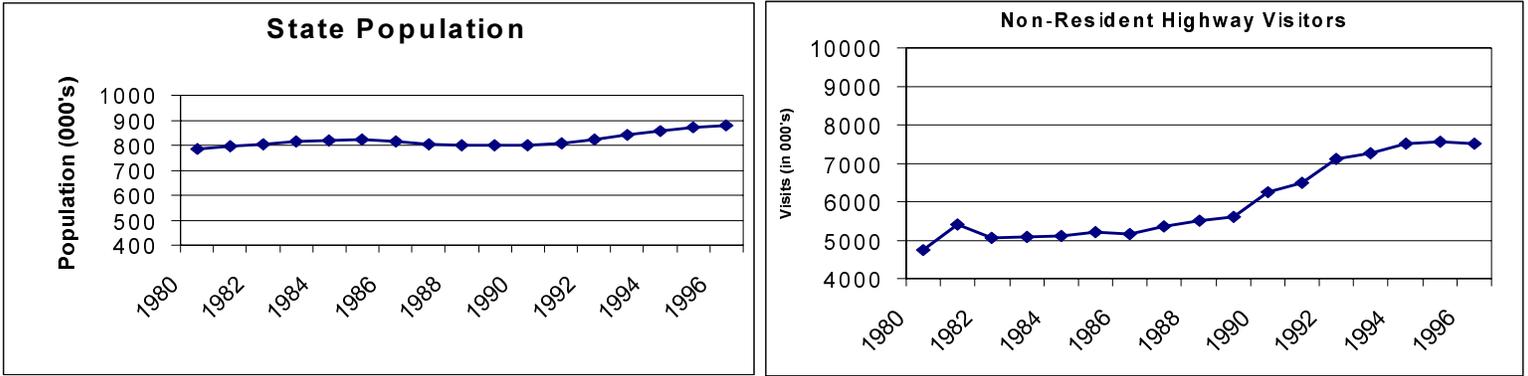
**Governor Marc Racicot, Attorney General Joe Mazurek and MDT Director Marvin Dye are reviewing these recommendations.**

In conclusion, please drive defensively at all times and make sure that everyone in your car is buckled up or in a properly installed infant seat.

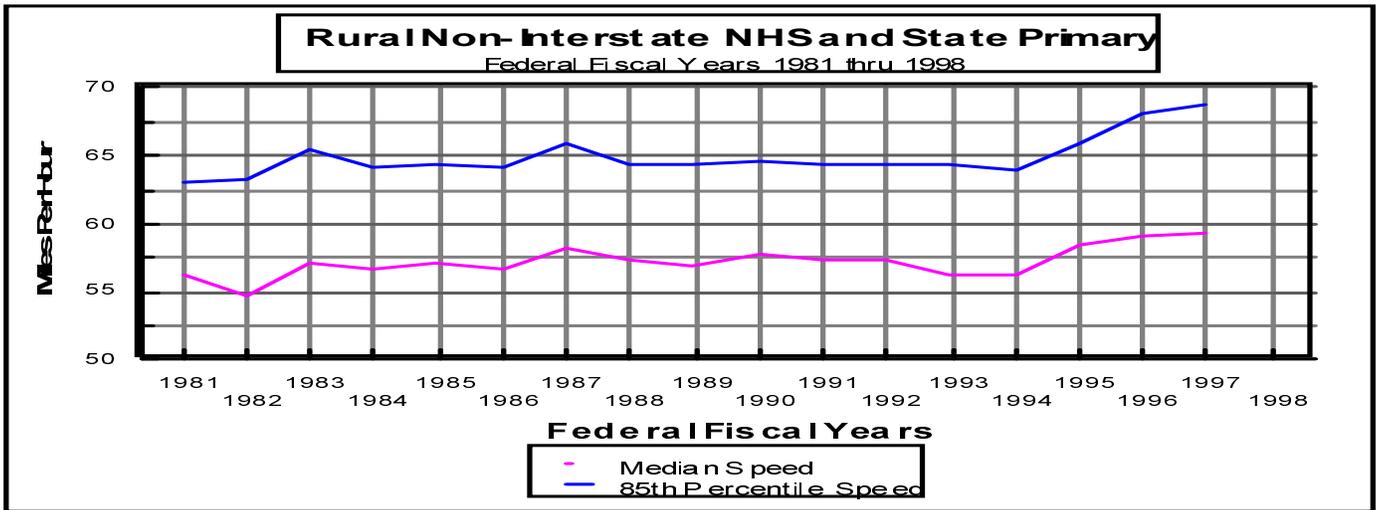


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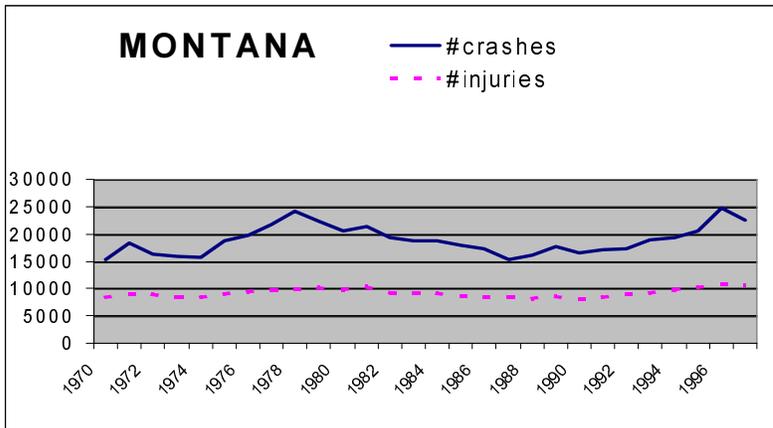
### Figure 1



### Figure 2



### Figure 3



### Figure 4



## MDT Upcoming Events....

NHTSA & Montana Traffic Safety  
Bureau Occupant Protection  
Workshop

Oct 27 - Helena

Assessment, Course, & Treat-  
ment (ACT) Training for Chemi-  
cal Dependency Counselors

Oct 28-30 - Billings

Training for Intervention in  
Alcohol Procedures (TIPS)

Nov 5-6 - Billings

For More Information on Any of These  
Events Call 1-800-714-7296

## Transportation Planning Division Telephone Numbers

Only the most frequently requested numbers are listed here. For an area or person not listed, call

**1-800-714-7296** (in Montana only), or **(406) 444-3423**. TDY (406) 444-7696 or 1-800-335-7592

Administrator (Patricia Saindon) .....	444-3143
Bike/Pedestrian (Jennifer Dalrymple) .....	444-9273
CTEP (Mike Davis) .....	444-4383
Mapping (Jim Erickson) .....	444-6119
Multimodal Planning (Dick Turner) .....	444-7289
Projects (Jeff Ebert) .....	444-7639
Public Involvement (Dave Dreher) .....	444-6245
Safety Programs (Drug/Alcohol, Occupant Protection) (Priscilla Sinclair) .....	444-7417
Secondary Roads(Gary Larson) .....	444-6110
Statistics .....	444-6111
Traffic Safety (Albert Goke) .....	444-7301
Traffic Statistics (Dan Bisom) .....	444-6122
Transit (Janis Winston).....	444-4210
Urban Planning (Lynn Zanto) .....	444-3445
ITS Planning (Ross Tervo) .....	444-9248
<i>Newsline</i> Editor .....	444-7307

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