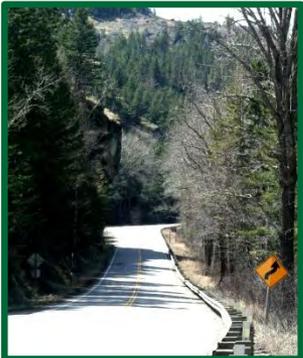


US 2 - Badrock Canyon
Corridor Planning Study

Informational Meeting

Thursday,
May 12, 2011

Council Chambers
Columbia Falls City Hall Building
130 6th Street West

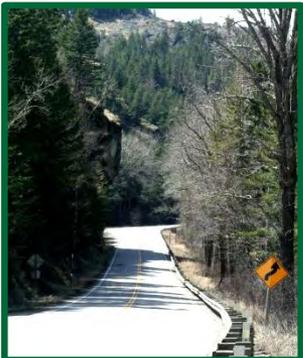


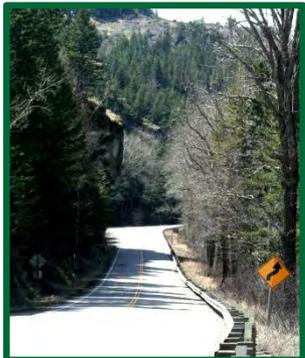
Welcome & Introductions



Purpose of Meeting

- Provide Overview of Corridor Planning Study Process
- Discuss:
 - History of Transportation Planning Efforts in Corridor
 - Traffic and Crash Data
 - Roadway Considerations, Environmental Sensitivities, Cultural / Historical Interests, and Other Considerations
- Gauge Interest in Moving Forward with Corridor Planning Study

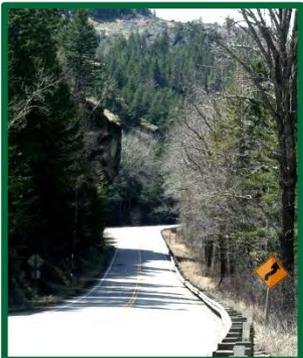
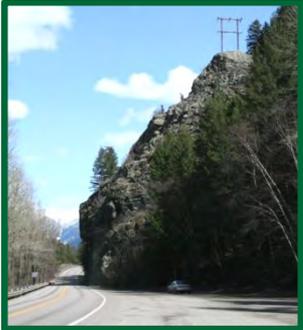




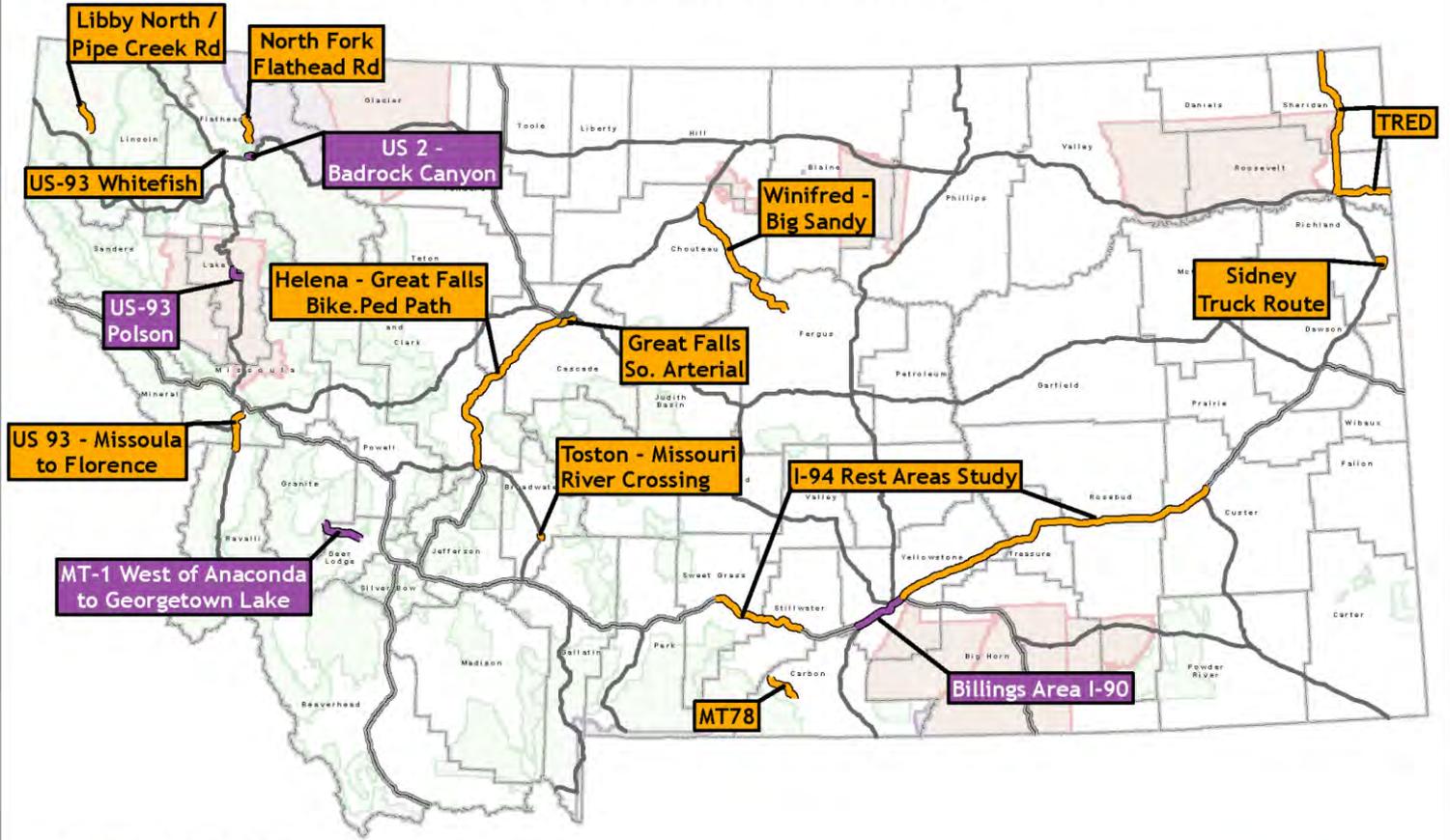
Montana's Corridor Planning Process

This process can generate early consensus, streamline project delivery and lower costs by:

- Scoping project at lowest possible level to meet essential needs
- Helping identify realistic strategies given funding or other constraints
- Identifying fatal flaws before initiation of formal environmental process
- Reducing alternatives from further evaluation
- Identifying different preservation strategies if community opposition exists

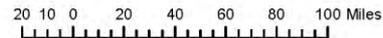


Montana Corridor Planning Studies



Corridor Study Status

- Completed
- Ongoing



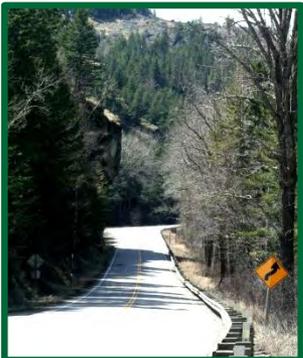
May 2011





Study Area

US 2 – Badrock Canyon Corridor Planning Study

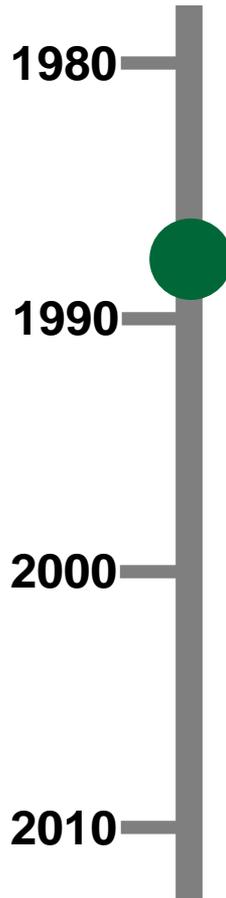
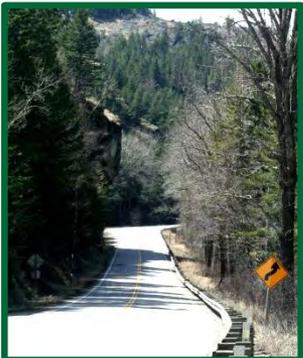
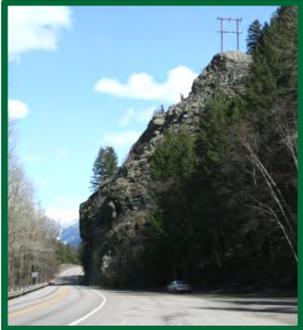


Approximately a 2.5 mile corridor





Corridor History

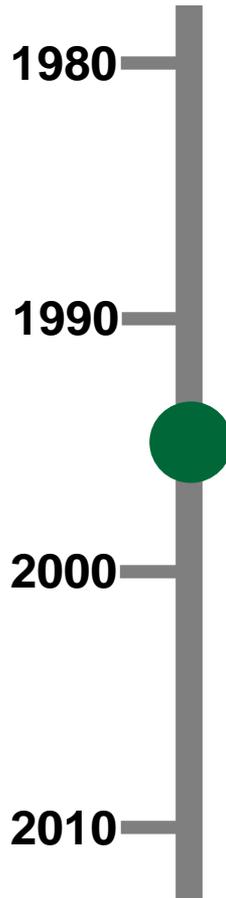
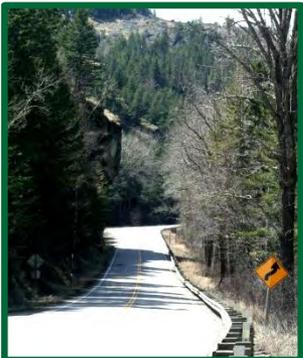


Proposed Reconstruction

- In the late 1980s, MDT nominated a portion of U.S. Highway 2 (US 2) for reconstruction.
- The proposed project extended for 4.5 miles between Columbia Heights and Hungry Horse in Flathead County, MT.

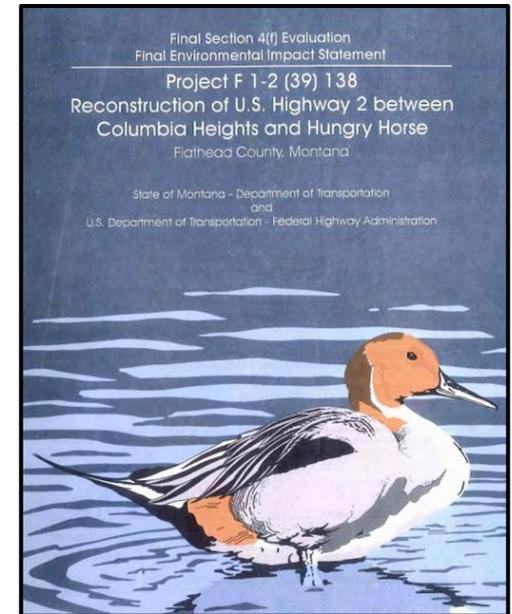


Corridor History



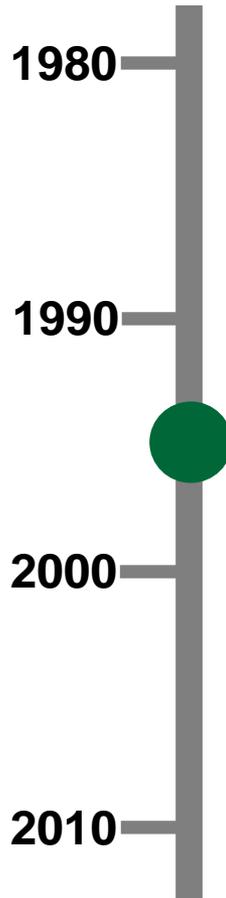
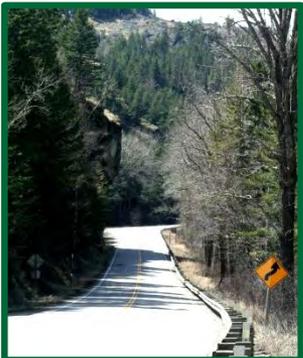
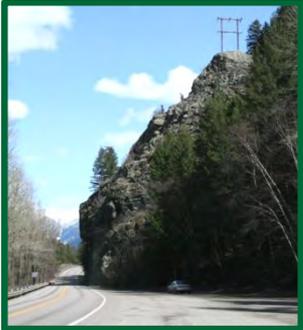
FEIS

- From 1988 to the mid-1990s, MDT assessed the impacts of re-constructing this highway corridor.
- In 1995, a **Final Environmental Impact Statement (FEIS)** / Section 4 (f) Evaluation was completed



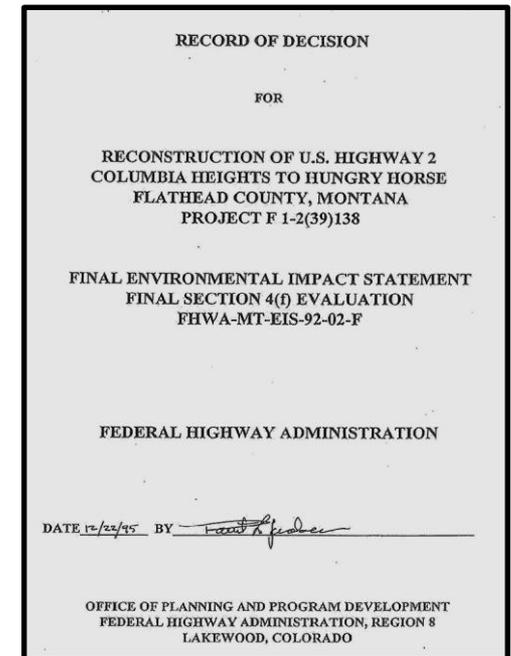


Corridor History



ROD

- A Record of Decision (ROD) on the FEIS was signed by FHWA on December 22, 1995. The ROD approved Alternative 1, which entailed a **four-and five-lane design** for the reconstruction

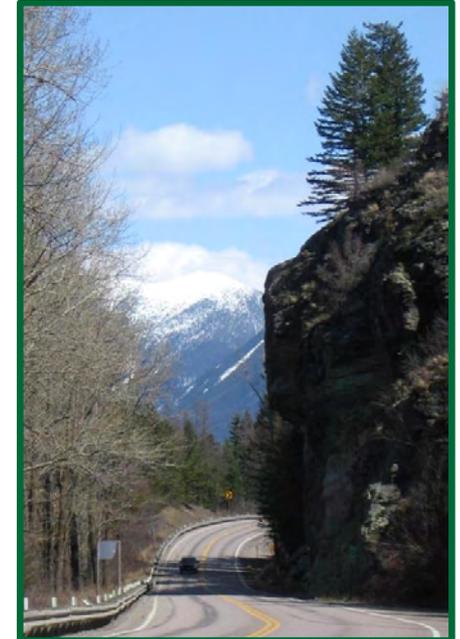
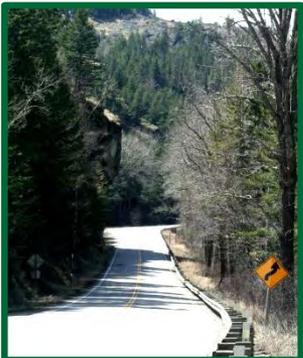
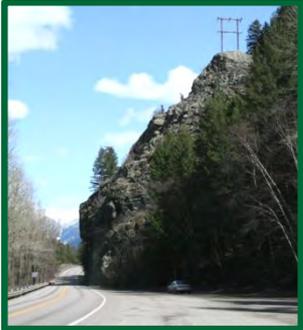
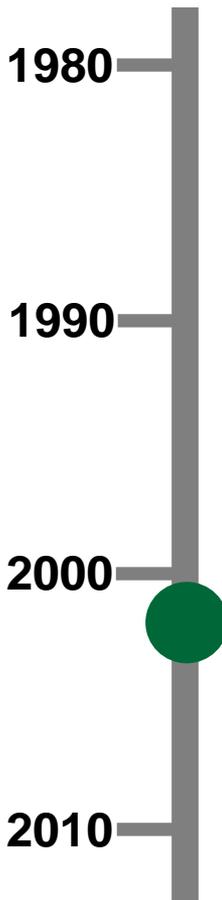




Corridor History

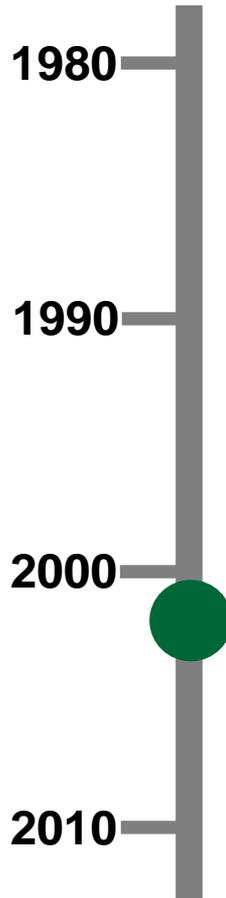
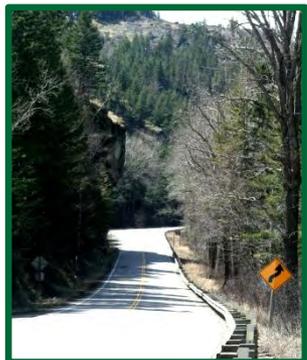
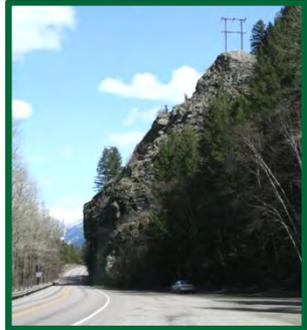
Re-evaluation

- In 2002, MDT and FHWA completed a Re-evaluation. It found:
 - The preferred alternative discussion in the FEIS and ROD **did not adequately address** environmental effects of reconstructing US 2 through Badrock Canyon on an **alignment that minimized or totally avoided rock excavation near Berne Memorial Park.**





Corridor History



Safety and Operational Issues

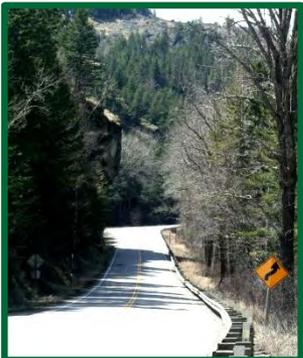
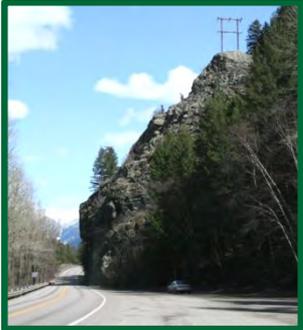
- Limited shoulder area
- Sight distance on curves
- Fixed objects near the roadway (i.e., rock outcroppings, trees)
- Use by pedestrian and cyclists
- Uncontrolled approaches
- Lines of cars during peak travel periods
- Inadequate passing opportunities



Data

Annual Traffic Volumes

AADT Volume Projections Versus Actual Counts



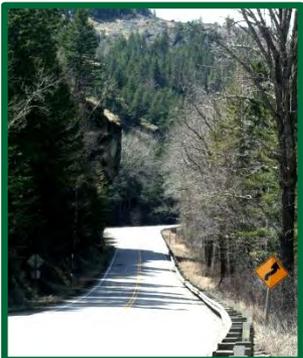
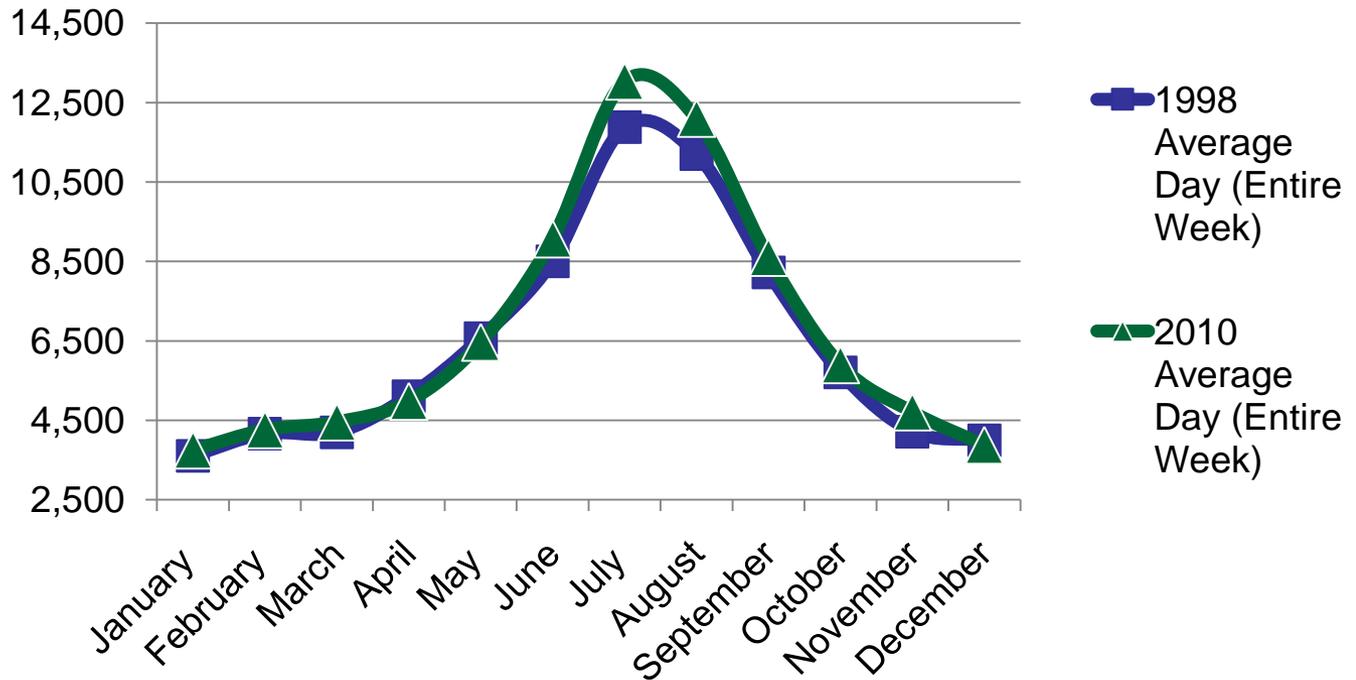
Evaluation	1992	1995	2000	2005	2010
FEIS Projections	5,720	6,010	6,960	7,900	8,850
Re-evaluation Projections	5,720	6,305	6,341	7,580	8,425
Actual Counts	5,720	6,305	7,383	6,520	6,765
Actual Count Variation from Re-evaluation Projections	0.0%	0.0%	16.4%	-14.0%	-19.7%



Data

Seasonal Traffic Volumes

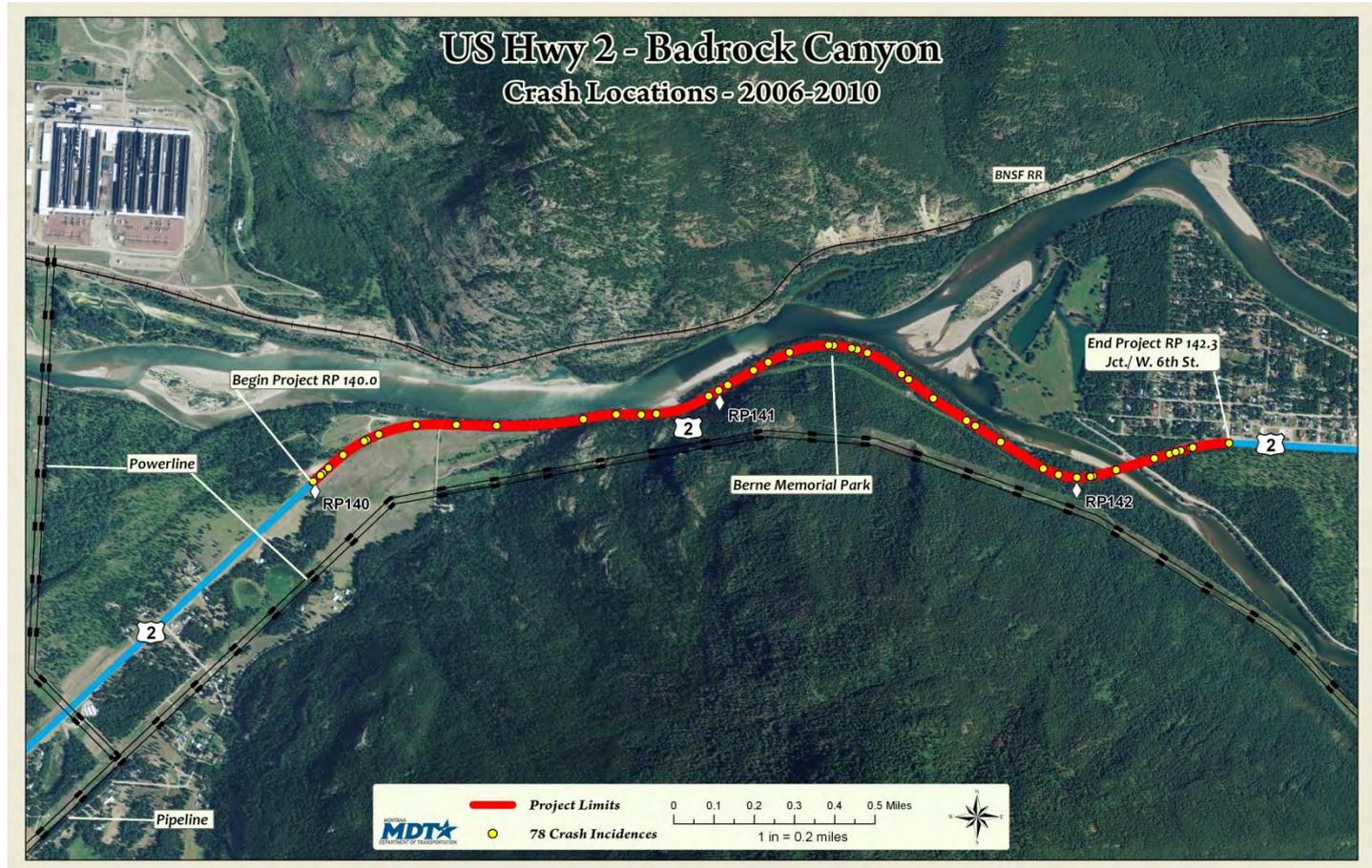
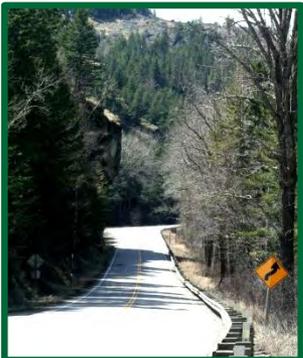
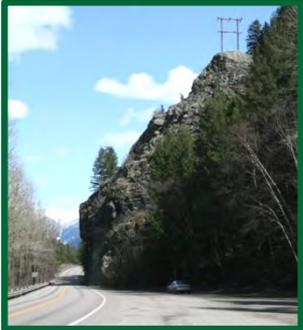
Average Daily Traffic By Month for 1998 and 2010





Data

Crash Locations (2006 – 2010)





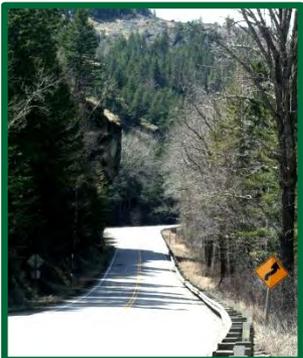
Roadway Considerations



- Design standards
 - Roadway width
 - Horizontal / vertical alignments
 - Slopes



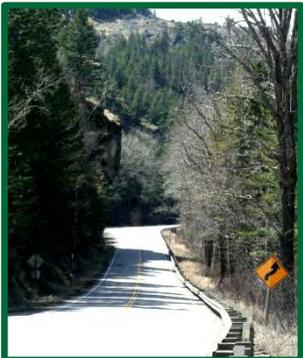
- Operation and performance (i.e., congestion, delay)
- Connection to adjacent sections of US 2
- Accident trends





Environmental Sensitivities

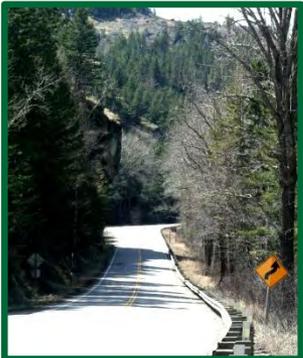
- Wildlife Species and Habitat
- Riparian Vegetation
- Flathead River
- Wetlands





Cultural / Historical Interests

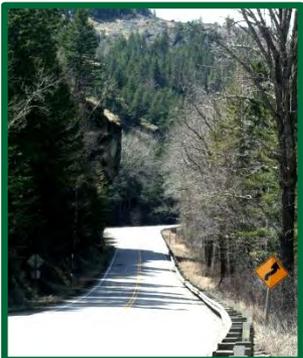
- Badrock Canyon Cultural Landscape, including the rock outcropping along US 2
- Archaeological sites
- Historic Tote Road
- Berne Memorial Park





Other Considerations

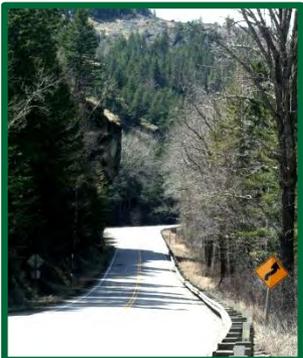
- Visual Resources
- Natural Spring
- Fisherman's Rock
- Access to Glacier National Park
- Buried Utilities
(Gas Transmission Line and Fiber Optic Cable)





Next Steps

Based on community feedback, we will determine if there is an interest in moving forward with a Corridor Planning Study





Contacts



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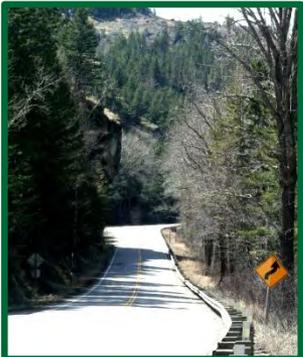
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Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/badrock/default.shtml>

