Sidney Truck Route Study

City of Sidney
Project Team

- City of Sidney
- Richland County
- Montana Department of Transportation
- Federal Highway Administration
- DOWL HKM
Project Development Process

- Policy Direction
  - Statewide/Local Transportation Plan/Other

- Corridor Study/Plan
  - Alternatives Analysis
  - Purpose and Need

- NEPA/MEPA

- Implementation

We Are Here
Project History

- West and East Truck Routes proposed in 1983 County Transportation Plan as two-lane, minor arterials
- City officials contacted the state in 2007 to initiate a truck route study
- Assessment of existing conditions and future development
- Corridor Modeling – Quantm
- Public Meeting – May ’08 (Initial Scoping Meeting)
- Stakeholder Committee Established – June ‘08
- Stakeholder Meetings – August and December ’08
- Agency Meeting – December ’08
- MDT-District Presentation to City Council – January ’09
- Public Meeting – March ’09 (Range of Alternatives)
- Stakeholder Meeting – June ‘09
Purpose of the Truck Route Study

- To assess the need for a truck route
- To gauge the level of public support for a truck route
- To identify potential corridors for a truck route
- To generate planning-level cost estimates
- To explore private/local/state/federal funding mechanisms and financial feasibility of a truck route
Public Scoping Meeting

We asked:

- Is a truck route around Sidney needed?
- What are the primary transportation needs for the truck route?
- What are the travel concerns?
- Are the travel concerns seasonal?
- What are the most logical termini?
- What are some major opportunities and constraints?
Quantm

- New corridor and route alignment planning tool
- Successfully used in other areas of the country, and on other MDT projects
Environmental Constraints
Proposed Sidney Truck Route Study Area & Potential Corridors
2008 Traffic Volumes

Legend

Annual Average Daily Traffic
Percent Commercial Traffic*

*Note: Data not available for all locations
Truck Traffic Patterns

Legend

- M: Node (major entry point)
- ###: Number of trucks traveling between nodes
Second Public Meeting

Intent was to discuss corridor opportunities and screening process aiming to:

- Minimize truck volume impacts on existing roadway network
- Minimize cost
- Minimize impacts
- Avoid environmentally sensitive areas
Multiple Alignments
Selected Alignments
Urban Typical Section

- Started with 12 Urban Typical Sections

Option #1

Option #2

Option #3

Note: All views oriented looking easterly on 14th Street SE and northerly on 9th Avenue SE
Rural Typical Section

- Match Existing MT16 from Sidney to Culbertson
## Cost and Impacts

<table>
<thead>
<tr>
<th>Alignment</th>
<th>Option</th>
<th>LENGTH (MILES)</th>
<th>WETLAND IMPACTS (ACRES)</th>
<th>RESIDENTIAL URBAN (ACRES)</th>
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<th>AGRICULTURAL NON-IRRIGATED (ACRES)</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>9th Avenue East Rehab</strong>*</td>
<td>No Sidewalk</td>
<td>1.1</td>
<td>0</td>
<td>0.2 to 0.7</td>
<td>0</td>
<td>0.3 to 1.2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$3,500,000 to $6,500,000</td>
</tr>
<tr>
<td></td>
<td>Sidewalk on 1 side</td>
<td>1.1</td>
<td>0</td>
<td>0.6 to 0.9</td>
<td>0</td>
<td>0.5 to 1.1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$4,000,000 to $7,000,000</td>
</tr>
<tr>
<td></td>
<td>Sidewalk on 2 sides</td>
<td>1.1</td>
<td>0</td>
<td>1.0 to 1.3</td>
<td>0</td>
<td>1.6 to 1.9</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$5,000,000 to $8,000,000</td>
</tr>
<tr>
<td>Central Avenue (S of 14th St.) to the intersection of 14th Street &amp; 9th Avenue</td>
<td>No sidewalk</td>
<td>1.0</td>
<td>1.6 to 1.8</td>
<td>0</td>
<td>4.5 to 5.2</td>
<td>0</td>
<td>0 to 0.1</td>
<td>7.9 to 8.5</td>
<td>0</td>
<td>$2,000,000 to $5,000,000</td>
</tr>
<tr>
<td>14th Street Southeast*</td>
<td>No sidewalk</td>
<td>0.6</td>
<td>0 to 0.2</td>
<td>0</td>
<td>0 to 0.2</td>
<td>0</td>
<td>0 to 0.1</td>
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<td>0 to 0.5</td>
<td>0.1 to 0.5</td>
<td>0 to 0.1</td>
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</tr>
<tr>
<td>Intersection of 9th Avenue and East Holly Street to the intersection of MT 200 and CR 126</td>
<td>No sidewalk</td>
<td>1.1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$1,500,000 to $4,500,000</td>
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<td>2.9</td>
<td>0 to 0.3</td>
<td>0</td>
<td>0.9 to 2.8</td>
<td>0</td>
<td>1.0 to 1.1</td>
<td>15.3 to 17.6</td>
<td>28.3 to 31.8</td>
<td>$5,500,000 to $8,500,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>0.6 to 6.7</td>
<td>0 to 2.3</td>
<td>0 to 1.5</td>
<td>0 to 8.5</td>
<td>0 to 2.4</td>
<td>0 to 1.3</td>
<td>0 to 42.9</td>
<td>0 to 31.8</td>
<td>Up to $32,000,000</td>
</tr>
</tbody>
</table>

Note: Preliminary estimates of cost for rehabilitation of Holly Street East range from $3.0 to $7.0 million.

*All urban sections will require curb and gutter.

** This row represents the range from the minimum (one alignment) to the maximum (all alignments at their highest value).
Preferred Long Range Plan
Recommendations

1. **Rehab Intersection**
2. **Rehab 9th Ave East**
3. **New Southeast OR Rehab 14th Ave SE**
4. **New Northeast**
5. **New North**

*Note: Rehabilitation of the Holly/Central intersection will be completed under MDT’s Central Avenue Project.*
# Cost and Impacts of Preferred Alignments

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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>14.5 to 16.8</td>
<td>0</td>
</tr>
<tr>
<td>Intersection of MT 200 and CR 126 to MT 16 NW of Sidney</td>
<td></td>
<td>2.9</td>
<td>0 to 0.3</td>
<td>0</td>
<td>0.9 to 2.8</td>
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Next Steps

- Comments received by June 26, 2009 will be considered in final study report; comments received after this date will be kept on file
- City of Sidney, MDT, and FHWA to review comments on draft document
- Finalize document for City Council approval
- City to initiate strategies for obtaining funding
Further Opportunities for Involvement

- Website –
  www.mdt.mt.gov/pubinvolve/sidneytruckroute/
- Comment Sheets
- Contacts:

  Ray Mengel 406.345.8200 or rmengel@mt.gov
  Carol Strizich 406.444.9240 or cstrizich@mt.gov
  Jamie Jespersen 406.442.0370 or jjespersen@hkminc.com