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Check out the study website at: <http://www.mdt.mt.gov/pubinvolve/winifred/>

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using three different scenarios:

- Spot improvements only
- Reconstruct/rehabilitate to gravel
- Reconstruct/rehabilitate to pavement

Under the first scenario, only the improvements for specific locations (spot improvements) contained within the project bundles would be implemented. The second and third scenarios would include construction of spot improvements as well as reconstruction of the roadway to a gravel or paved surface in the remaining portions of the segment.

Project Bundle Rankings

Project bundle rankings were developed for each of the implementation scenarios (see Pages 2 and 3). The actual order of implementation, however, will depend on future funding and county priorities. The rankings were developed using the Secondary Roads Ranking System agreed upon by Montana's counties in 2005. The ranking criteria included:

- Crash rate along the segment
- Size and character of the project
- Geometrics - number of hills, curves, or intersections that would be improved
- Volume of traffic
- Amount of additional maintenance that would be required with the proposed project

Final Public Meeting

Wednesday, April 13, 2011
7:00 pm – 9:00 pm
Winifred Community Center
210 Main Street, Winifred

Thursday, April 14, 2011
7:00 pm – 9:00 pm
Big Sandy High School Auditorium
398 1st Avenue, Big Sandy

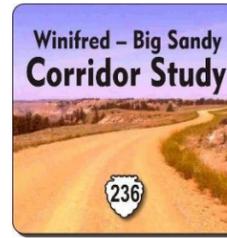
The public is encouraged and welcome to attend. We hope to see you there!

The MDT and DKS attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request. For further information, call (503) 243-3500 or TTY (800) 335-7592 or by calling Montana Relay at 711. Accommodations requests must be made at least 48 hours prior to the scheduled activity and/or meeting.



What's Next

After the **Corridor Study** is complete, funding will need to be identified and secured before entering into the next phase of project development, which would consist of the appropriate environmental documentation and preliminary engineering activities.



WINIFRED TO BIG SANDY CORRIDOR STUDY NEWSLETTER 2

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Study Background

Fergus and Chouteau Counties, in cooperation with the Montana Department of Transportation (MDT), initiated the Winifred to Big Sandy Corridor Study to investigate improvement options on a portion of Secondary 236 between reference post (R.P.) 24.0 and R.P. 89.5. This effort is strictly a planning study meant to identify improvement options and provide recommendations to decision makers.

The corridor study includes the following elements:

- Analysis of transportation and environmental conditions.
- Consultation and coordination with local officials, stakeholders, and the public.
- Identification of corridor needs and improvement options.
- Development of planning level cost estimates and investigation of potential funding sources.

Areas of concern identified along the corridor included:

- Poor roadway geometry, including 90-degree curves
- Poor roadway surface conditions
- Maintenance and operational issues

Improvement Options

A preliminary list of improvement options

was developed to address the identified concerns. The general improvement types identified for issue locations along the corridor included:

- Roadway widening
- Replacing existing roadway base and surface
- Flattening hills
- Reducing sharp curves
- Removing roadside hazards
- Improving intersection sight distance and turning radii
- Straightening skewed intersections

The improvement options were screened using a process that considered factors such as cost, constructability, environmental impacts, and how well the improvement would meet the identified issue.

Project Bundles

Improvements adjacent to each other were grouped into logical packages called project bundles. Eight project bundles were created covering five to ten mile segments along the corridor. There is no bundle for the northernmost portion of the corridor (R.P. 83.5 to R.P. 90.0) because no improvements were identified for this area.

Implementation Scenarios

The project bundles could be implemented (Text continues on Page 4)



Corridor Needs:

- Improve roadway safety
- Improve roadway surface conditions

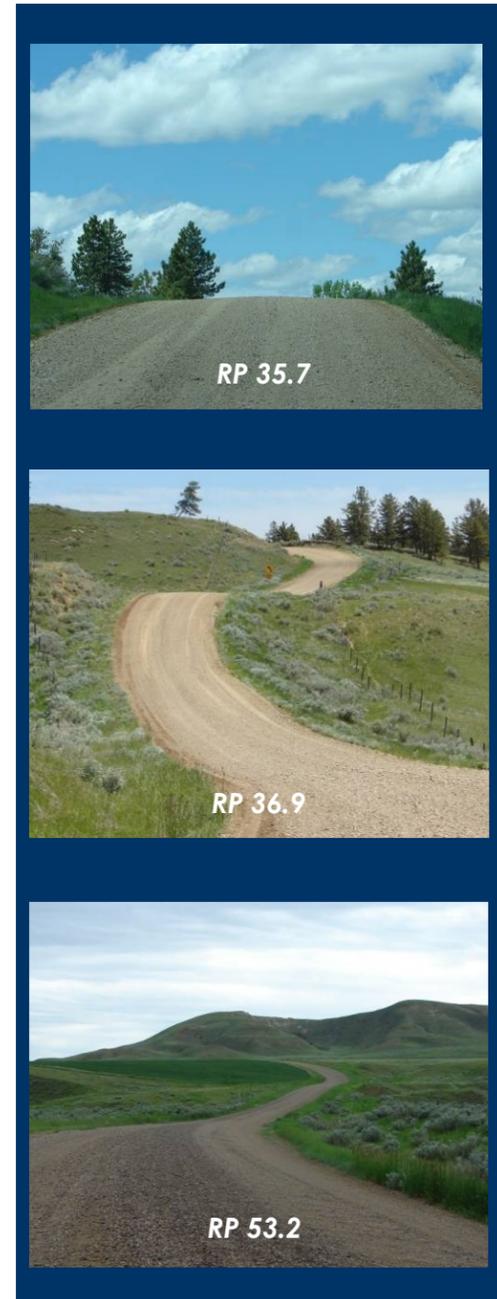
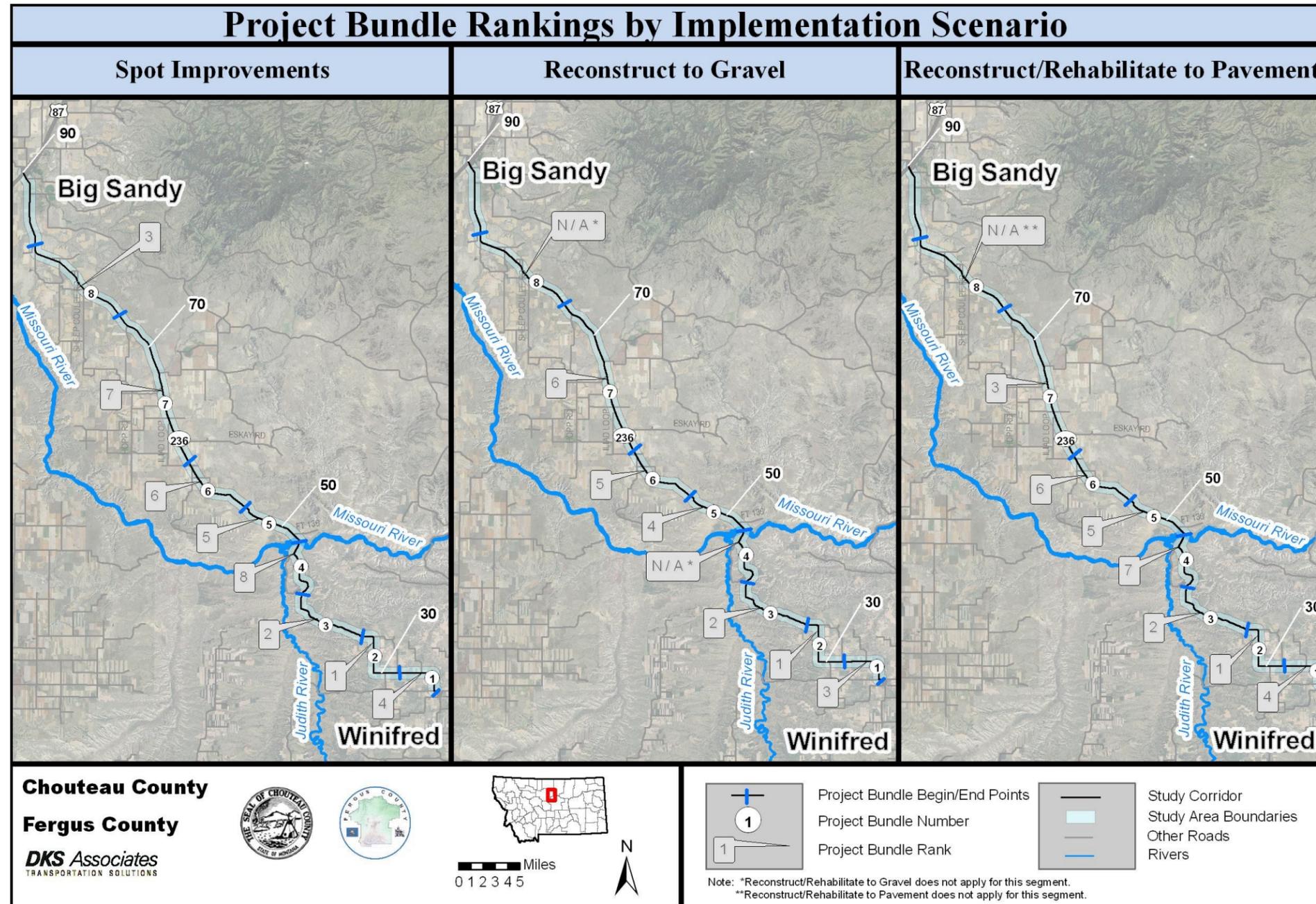


The **public draft of the Corridor Study** will be made available on April 6, 2011 for review and comment. Copies of the draft can be accessed via the study website at:

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

Hard copies of the study will be available at the Winifred Community Center and the Big Sandy City Hall.

The deadline for receiving comments is April 28, 2011.



Project Bundle	County	Scope	Estimated Cost*	Rank
Spot Improvements Only				
1	Fergus	Spot Improvements	\$2,240,000	4
2	Fergus	Spot Improvements	\$3,400,000	1
3	Fergus	Spot Improvements	\$5,710,000	2
4	Fergus	Spot Improvements	\$60,000	8
5	Chouteau	Spot Improvements	\$2,170,000	5
6	Chouteau	Spot Improvements	\$950,000	6
7	Chouteau	Spot Improvements	\$2,280,000	7
8	Chouteau	Spot Improvements	\$140,000	3

Project Bundle	County	Scope	Estimated Cost*	Rank
Reconstruct/Rehabilitate to Gravel (incl. Spot Improvements)				
1	Fergus	Reconst. to Gravel	\$4,470,000	3
2	Fergus	Reconst. to Gravel	\$5,430,000	1
3	Fergus	Reconst. to Gravel	\$8,670,000	2
4	Fergus	Spot Improvements	\$60,000	N/A
5	Chouteau	Reconst. to Gravel	\$4,400,000	4
6	Chouteau	Reconst. to Gravel	\$3,580,000	5
7	Chouteau	Rehab. to Gravel	\$3,080,000	6
8	Chouteau	Spot Improvements	\$140,000	N/A

Project Bundle	County	Scope	Estimated Cost*	Rank
Reconstruct/Rehabilitate to Pavement (incl. Spot Improvements)				
1	Fergus	Reconst. to Pavement	\$6,690,000	4
2	Fergus	Reconst. to Pavement	\$7,450,000	1
3	Fergus	Reconst. to Pavement	\$11,620,000	2
4	Fergus	Rehab. to Pavement	\$4,660,000	7
5	Chouteau	Reconst. to Pavement	\$6,620,000	5
6	Chouteau	Reconst. to Pavement	\$6,210,000	6
7	Chouteau	Rehab. to Pavement	\$9,920,000	3
8	Chouteau	Spot Improvements	\$140,000	N/A

*Note: The costs shown on this page are planning level cost estimates only (2010 dollars) and do not include right of way costs.