

2010 MDT Infrastructure Needs – 10-year estimate (Highway, Aeronautics, Transit, and Facilities)

To the extent possible, the following pie charts reflect the Montana Department of Transportation (MDT) estimated ten-year infrastructure needs (Highway, Aeronautics, Transit, and Facilities).

MDT's goal is to develop a true ten-year 'needs' dollar amount. However, due to certain limitations and circumstances, not all categories can be expressed in that manner. Some programs have built-in deterioration models and are capable of predicting future 'needs'. Other program areas do not have such models and MDT must rely on program plans that are in place to determine 'needs'. Still other program areas have neither associated predictive capabilities or plans in place and 'needs' are therefore only reported as they are known today. No inflation was built in over the ten-year analysis period. The total 'needs' reflected by these charts are less than what the true 'needs' will be over the next ten years. MDT is continually working to develop processes that will generate a more comprehensive picture of ten-year 'needs'.

If you have any questions regarding these 'needs' amounts and how they were developed, please contact Christopher Dorrington.

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SUMMARY 1 - 2010 NEEDS SUMMARY BY SYSTEM

This chart includes 'needs' identified by highway system. However, many programs involve project 'needs' that are not necessarily roadway projects and cannot be associated with a particular highway system. These programs are labeled "Other needs not identified by system" and include Aeronautics, Transit, Facilities, EIS Completion & Major Projects, Corridor Studies, CTEP, Weigh Stations/Portable Scales, Bike/Ped, RWIS, Guardrail, Culverts, Signing, Pavement Markings, Bridge (Maintenance), Weed Management, Wetland Mitigation, Vegetation Management, Hazardous Waste and Environmental Engineering Management, and At-Grade Railroad Crossings. While By-Passes & New Arterials are highways, they have not yet been assigned to a particular highway system and as such must also be included in this category.

SUMMARY 2 - 2010 NEEDS SUMMARY BY DATA ITEM

This chart indicates the 'needs' by type in forty categories including a 'Miscellaneous' category consisting of Slope Flattening, Slide Correction, Fencing and Lighting 'needs'.

Each individual 'needs' category has a reporting nuance. They include 'needs' which are fiscally constrained based on the funding amount utilized in that analysis. Also, there are situations such as with the CTEP where it is not possible to calculate a true ten-year 'needs' because city and county governments nominate projects based only on their allocated level of funding. Therefore, the annual funding level dedicated to the CTEP program for a specific year is multiplied times ten and reported as an estimated ten year 'needs'.

Definitions

At-Grade RR Crossings: Railroad crossings that physically junction with a road and require motorists to travel over the railroad tracks.

RR Grade Separations (Existing): An existing structure (overpass/underpass) that physically separates the railroad from the intersecting roadway.

RR Grade Separations (Proposed): Same as above except this is a proposed (not yet built) structure.

CTEP: Community Transportation Enhancement Program.

RWIS: Remote Weather Information System.

Habitat Connectivity (Includes Statewide Projects): A linkage zone between secure habitat areas where plants can propagate, genetic interchange can occur, populations can move in response to environmental changes and natural disasters and, threatened species can be replenished from other areas.

Miscellaneous: Includes fencing, lighting, slide correction, and slope flattening.

NI-NHS: Non-Interstate National Highway System: The overall National Highway System (NHS) is comprised of the Interstate system and other principal arterials that serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities, major transportation destinations, meet national defense requirements, and/or serve interstate and interregional travel. The Interstate is a very distinct network of roads in that it has unique design standards, full access control and operational characteristics; therefore, the Interstate and the non-Interstate NHS routes are typically reported separately.

State Highway: The off-system roads throughout the state not located on a defined highway system (Interstate, NI-NHS, Primary, Secondary, Urban) but that are on the state maintenance system.

Off-System: Roads that are not on the Interstate, NI-NHS, Primary, Secondary, Urban systems. State Highways are off-system but, due to the fact the state has maintenance responsibilities for these roads, they are often reported separately.

Other Needs not identified by system: Project 'needs' that aren't necessarily 'roadway' projects and cannot be associated with a particular highway system.

Project Development Costs: Consists of costs incurred during the development of a project above and beyond the cost of construction. Includes Preliminary Engineering (PE), Right of Way (RW), Incidental Construction (IC), Construction Engineering (CE), and Other (OT).