



# Appendix 2

## *Consultation, Coordination, and Public Involvement*





# BELGRADE to BOZEMAN **corridor** FRONTAGE ROAD **study**

## Public and Agency Involvement Plan (PAIP)

*Technical Memorandum*

July 20, 2016

*Prepared for:*



MONTANA DEPARTMENT OF TRANSPORTATION  
Helena, MT



*Prepared by:*

ROBERT PECCIA & ASSOCIATES  
[www.rpa-hln.com](http://www.rpa-hln.com)



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## 1.0. INTRODUCTION

The Montana Department of Transportation (MDT) has identified a need to develop a corridor study along the Frontage Road between Belgrade and Bozeman, Montana. The study, referred to as the *Belgrade to Bozeman Frontage Road Corridor Study*, will identify feasible improvement options to address safety, operational, and geometrical concerns (i.e. road width, horizontal curves, vertical grades, approach density, etc.) within the study area based on needs identified by the public, the study partners, and resource agencies.

The purpose of the study is to develop a comprehensive, long-range plan for managing the corridor and determining what improvements could be made to improve the corridor based on identified needs, public and agency input, and financial constraints. Data examined will include geometric characteristics, crash history, operational characteristics, land uses, and environmental resources. The study will be a collaborative process between MDT, the Federal Highway Administration (FHWA), the cities of Belgrade and Bozeman, Gallatin County, resource agencies, and the public aimed at identifying transportation needs and potential solutions.

The final study report will include a comprehensive package of feasible short- and long-term improvement options intended to address the transportation needs over the next twenty years. Identifying these improvement options will help the study partners define the most critical needs and allocate resources.

### 1.1. CORRIDOR PLANNING PROCESS

MDT established the corridor planning process to investigate improvement options for the corridor via the Pre-National Environmental Policy Act (NEPA)/Montana Environmental Policy Act (MEPA) Study, as provided for in current federal transportation policy. The corridor planning process will inform any projects that may develop from improvement options identified in the study. The process will help advance viable options for use in the NEPA/MEPA process, while providing an opportunity for partner involvement at all stages.

The corridor study process encourages early communication with interested parties to help identify needs, constraints, and opportunities to determine reasonable improvements given available resources and local support. Community, stakeholder, agency and other interested party involvement are important components in any successful planning process. For this study, a number of proposed involvement strategies will aid in reaching the most people possible to elicit meaningful participation. These opportunities will achieve the following goals:

- Educate corridor users regarding the critical elements included in the Pre-NEPA/MEPA Corridor Planning Study process.
- Provide opportunity for input and to solicit comments throughout the corridor planning study.
- Present findings and recommendations.

### 1.2. STUDY AREA

The study area for the *Belgrade to Bozeman Frontage Road Corridor Study* includes the Frontage Road beginning in Belgrade at the intersection of Main Street and Jackrabbit Lane and extending nine miles to the east to the Interstate 90 Exit 306 westbound ramps. The study area includes a 200-foot buffer from centerline along both sides of the roadway (for a total buffer width of 400 feet). The study area also includes East Valley Center Spur Road. **Figure 1** presents the location of the study corridor.

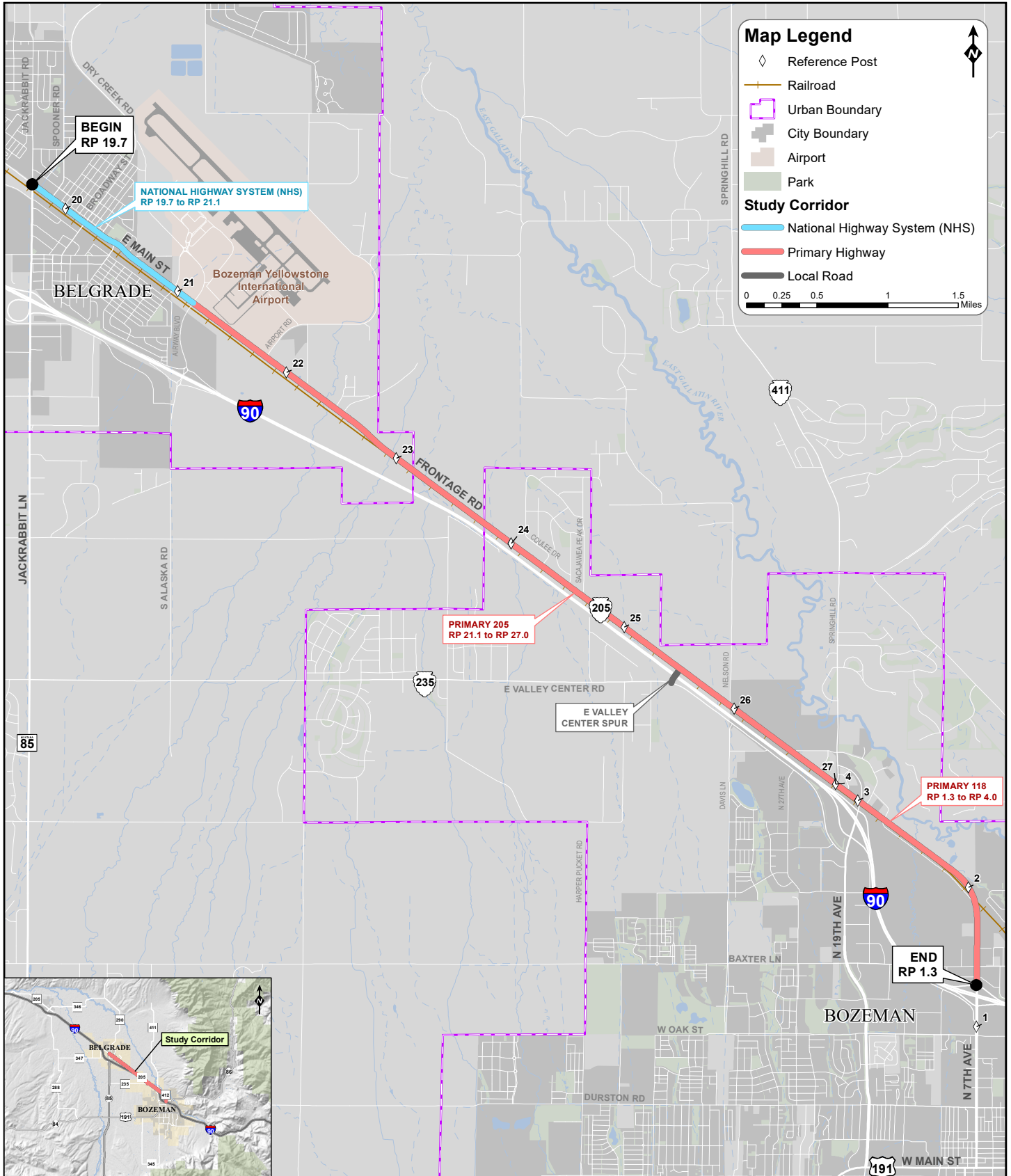


Figure 1: Study Area



### 1.3. GOALS OF PUBLIC AND AGENCY OUTREACH

An initial step in the corridor planning process is to develop a *Public and Agency Involvement Plan (PAIP)* that provides for and identifies public, stakeholder, and other interested party involvement activities needed to communicate information about existing and future corridor needs. The purpose of the *PAIP* is to establish a process that provides opportunities for interested parties to participate in all phases of the corridor planning process.

The primary goal is to provide ongoing opportunities for involvement by members of the public, stakeholders, and resource agency representatives throughout the planning study process. Education and outreach are essential elements in keeping individuals apprised about the planning study process. Providing complete information, timely notices, and opportunities to comment, as well as ensuring full access to key materials/documents, will help achieve this goal.

## 2.0. PARTICIPATION PROCEDURES

Information regarding all aspects of the study will be provided to the public and interested parties. Their input will be solicited throughout the process. Active participation in identifying and commenting on study issues will be encouraged at every stage of the planning process. Participant involvement will include the following:

- The general public – residents of the city of Belgrade, Gallatin County, city of Bozeman, and adjacent areas
- Landowners and business owners within the study area
- Resource agencies
- Stakeholders and outreach groups
- Other interested parties

### 2.1. STUDY CONTACTS

All information published regarding the study will have contact information for MDT and RPA. Comments can be submitted throughout the study process via the website (see **Section 2.4**) or by contacting those individuals listed below:

**Jeff Ebert**  
*MDT Butte District Administrator*  
3751 Wynne  
PO Box 3068  
Butte, MT 59702-3068  
(406) 494-9625  
[jebert@mt.gov](mailto:jebert@mt.gov)

**Katie Potts**  
*MDT Project Manager*  
2960 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
(406) 444-9238  
[kpotts@mt.gov](mailto:kpotts@mt.gov)

**Jeff Key**  
*RPA Project Manager*  
825 Custer Ave  
PO Box 5653  
Helena, MT 59604  
(406) 447-5000  
[jeff.key@rpa-hln.com](mailto:jeff.key@rpa-hln.com)

### 2.2. MEDIA COORDINATION

Public meeting announcements will be developed and advertised at least three weeks prior to informational meetings. The ads will announce the meeting location, time, and date, the format and purpose of the meeting, and the locations where documents may be reviewed (if applicable). The *Bozeman Chronicle* and *Belgrade News* will carry the display ads. Meetings may also be announced on local radio and/or television stations.

Newsletters, flyers, or both, will be published one month before each informational meeting. The newsletters will describe work in progress, results achieved, preliminary recommendations, and other related topics. Newsletters and flyers will be delivered to the local government representatives of the

Advisory Committee, and the MDT Bozeman Area Office for distribution and posting to their respective internet sites. Print copies of newsletters will be available at the informational meetings.

## 2.3. STAKEHOLDERS

Stakeholders will include individuals, businesses, or groups with a direct presence or specific role in the corridor as identified by the Advisory Committee. Identification of stakeholders will enable actively seeking out and engaging them during the study process. Potential stakeholders include:

- Adjacent public and private landowners and businesses – including, but not limited, to:
  - BNSF Railway
  - Montana Rail Link
  - Bozeman Yellowstone International Airport
  - Knife River – Belgrade Division
  - TMC Sand and Gravel
  - Central Valley Fire District
  - Others (as identified throughout the planning process)

### 2.3.1. Other Interested Parties

In addition, there are others that may not have direct roles or responsibilities in the corridor, but nonetheless likely have a project interest and will be included on the study mailing list. Potential other interested parties may include:

- Gallatin Valley Land Trust
- Bozeman Area Bicycle Advisory Board
- Citizens for a Safer Bozeman and Gallatin County
- Bozeman Area Pedestrian and Traffic Safety Committee
- Bozeman Area Transportation Coordinating Committee
- Streamline Transit
- Collin's Coalition
- Montana Motor Carriers Association
- Others (as identified throughout the planning process)

A master email notification list will be created and maintained during the planning process. All individuals who attend informational meetings or other events and provide email addresses on sign in sheets will be added to the list to keep track of those desiring notification of future project related activities.

## 2.4. STUDY WEBSITE

A study website will be developed to encourage public interaction and to provide study information. The website will be updated as needed throughout the study process. The website will contain contact information, meeting announcements, frequently asked questions (FAQs) about the corridor study process, a description of the study, finalized documents, and interim memorandums. Upon completion, the following documents will be made available on the study website:

- Study Schedule
- Study Newsletters
- Public and Agency Involvement Plan
- Environmental Scan
- Existing and Projected Conditions Technical Memorandum
- Needs and Objectives Technical Memorandum

- Improvement Options Technical Memorandum
- Informational Meeting Presentations
- Public Draft Corridor Study Report
- Final Corridor Study Report

To supplement the conventional website format, two additional online public engagement tools will be used to solicit input. These include the use of a WikiMapping commenting platform and development of an ArcGIS Story Map. These tools are described in more detail below:

#### 2.4.1. WikiMapping

MDT has an online commenting system used for all projects statewide that allows users to enter their name, address, phone number, and type written comments electronically. The comments are then forwarded to the appropriate MDT District personnel and public relations staff. To supplement this traditional electronic commenting method, an interactive commenting platform will be utilized which will allow the public to provide feedback on the performance of the existing transportation corridor in many of the same ways as a paper map would serve during a public meeting. Visitors to the WikiMapping platform will be able to leave notes, draw routes and identify areas of concern just as if they were present at an official project event. While this feature will not reach everyone, it will be a convenient way to provide feedback for a large portion of the population. We will also present our draft improvement options in a similar web-based map format that will be more user friendly to the public than a document map. A link will be included on the project website to allow users to view this platform online and comment accordingly.

#### 2.4.2. ArcGIS Story Map

An ArcGIS Online Story Map will also supplement the traditional website to harness the power of maps and graphics to discuss constraints and opportunities for the study area. Story Maps will be created to allow users to see a variety of important information, such as maps, images, video and web content in a series to disseminate information and engage the interested audience. Story Maps are useful to present data, constraints and opportunities in a simple, graphical manner. They are very useful in showing a sequence of steps, such as the steps involved in arriving at improvement options for a corridor study, and are easily customizable.

### 2.5. DOCUMENT AVAILABILITY

Electronic copies of study deliverables and technical memorandums will be posted on the study website. Additionally, study newsletters and the draft corridor study report will be made available at the following locations:

**City of Belgrade**

*Planning Department*  
91 East Central  
Belgrade, MT 59714

**Gallatin County**

*Planning Department*  
311 West Main Street, Room 108  
Bozeman, MT 59715

**City of Bozeman**

*Department of Public Works*  
20 East Olive Street, Suite 202  
Bozeman, MT 59715

**Montana Department of Transportation**

*Bozeman Area Office*  
100 Nelson Road  
Bozeman, MT 59722-3028



## 3.0. MEETINGS

There will be various planning and informational meetings throughout the corridor study process. The following sections will describe the various functions that each meeting type will serve.

### 3.1. ADVISORY COMMITTEE MEETINGS

Advisory Committee meetings will be scheduled once a month over the 12-month study period. Groups included in the meetings will be the cities of Belgrade and Bozeman, Gallatin County, MDT, FHWA, and RPA. The meetings will track progress and address study development issues and questions. The meetings are important for the exchange of technical information and ideas during the development of the study. Throughout the meetings, the Advisory Committee will identify and discuss issues, problems, and possible solutions.

The Advisory Committee will consider all public comments received for the duration of the study. Public comments received on the draft report during the public comment period will be logged into a public comment matrix for consideration by the Advisory Committee. Written responses will not be offered to the individual making the comment unless a specific question response is warranted. Following publication of the draft report, an additional public comment matrix will be created to log public comments received specific to the draft report. The matrix will contain written responses as applicable. All public comments received, and any provided responses, will be considered and placed in the appendices to the final report.

### 3.2. INFORMATIONAL MEETINGS

Three informational meetings will take place during the study. The first informational meeting will occur very soon after our initial Advisory Committee meetings and after the website has been made available. The purpose of this meeting will be to explain the corridor study process and inform the public how to become involved.

The second informational meeting will occur following evaluation of the existing and projected conditions of the study area. The meeting will focus on introducing the study, presenting existing and projected conditions, and discussing preliminary issues and concerns within the study area. The meeting will allow members of the public to provide information about existing conditions and provide input for the needs and constraints of the corridor.

The third informational meeting will occur following completion of the draft *Corridor Study Report*. The purpose of this meeting will be to present the draft report and to discuss the recommended improvement options. Members of the public will be encouraged to provide feedback on the improvement options and draft report.

Comments will be considered throughout the planning process. An official 30-day comment period will be provided after the release of the draft report. Additionally, comments and concerns will be recorded at all informational meetings for consideration throughout the planning process.

### 3.3. RESOURCE AGENCY MEETING/INVOLVEMENT

A resource agency meeting will be scheduled and held at the MDT Planning office in Helena. Polycorn arrangements will be provided at the MDT Bozeman Area Office, as appropriate. The purpose of the meeting will be to present the findings of the draft *Environmental Scan* developed by MDT as well as the initial findings of the *Existing and Projected Conditions Technical Memorandum*. The resource agencies will be asked to confirm the accuracy and completeness of the information and to help identify initial avoidance areas, mitigation needs, and opportunities.

### 3.4. STAKEHOLDER WORKSHOPS

Coincident to informational meetings number 2 and 3, two workshops may be held with interested stakeholders either in conjunction with the Bozeman TCC regular meetings, or at a neutral site. These workshops would be more intimate and informal than the regular informational meetings, and would allow the interested stakeholders a more collaborative role in giving their comments and learning about the planning process and conclusions.

### 3.5. CONSIDERATIONS FOR TRADITIONALLY UNDERSERVED POPULATIONS

Additional efforts are necessary to involve traditionally underserved segments of the population, including disabled, minority, and low-income residents. Including these groups will help to ensure planning that reflects everyone's needs. The following steps will help with these efforts:

- Plan meeting locations carefully: We will hold informational meetings in locations that are accessible and compliant with the Americans with Disabilities Act (ADA). If a targeted population is located in a certain geographic part of a city or county, then the meeting location should be close to the area for convenience.
- Seek help from community leaders and organizations: To facilitate involvement of traditionally underserved populations, we will consult with community leaders and organizations representing these groups about the most effective ways to reach their members.
- Be sensitive to diverse audiences: At informational meetings, study partner staff and RPA will attempt to communicate as effectively as possible. Presenters will avoid using technical jargon, and staff will wear appropriate dress and adhere to common rules of conduct.

### 3.6. ACCESSIBILITY

The State of Montana attempts to provide accessible information and services to all individuals. We will employ the following measures for this study:

- We will host informational meetings in locations that are accessible and compliant with the Americans with Disabilities Act (ADA).
- We will confer with the leaders of the communities and representative organizations about how best to involve traditionally underserved populations.

The following required ADA statement will be included on all published materials:

*Alternative accessible formats of this document will be provided on request. Persons who need an alternative format should contact the Office of Civil Rights, Department of Transportation, 2701 Prospect Avenue, PO Box 201001, Helena, MT 59620. Telephone 406-444-9229. Those using a TTY may call 1(800)335-7592 or through the Montana Relay Service at 711.*

## 4.0. OVERALL STUDY COMMUNICATION

The following communication strategies and techniques will be used to distribute study information to the community at large and to seek a higher level of engagement.

- All draft and final deliverables and associated materials will be posted on the study website.
- Newsletters will be provided at least one month before each informational meeting.
- Press releases for the newspaper or other widely circulated publications will be developed.

- Technical memorandums will be posted to the study's website. They will also be distributed to the Advisory Committee to provide a better understanding of proposed issues and recommendations and, in return, to provide the study partners with feedback and an opportunity for continual comment.
- An interactive online commenting platform will be created and embedded in the study website.
- An ArcGIS Online Story Map will be created and embedded in the study website.
- Hard copies of all materials can be made available at the locations described previously.
- Upon request, special presentations may be made to groups and organizations.

Questions and comments from interested parties concerning the participation process, draft technical memorandums, draft Corridor Study documents, and other work products will be included in an appendix to the actual documents.

## 5.0. STUDY SCHEDULE

Adherence to the study schedule is important to stay on track and to keep all participating parties engaged. **Figure 2** contains the study schedule.

### Belgrade to Bozeman Frontage Road Corridor Study

#### STUDY SCHEDULE

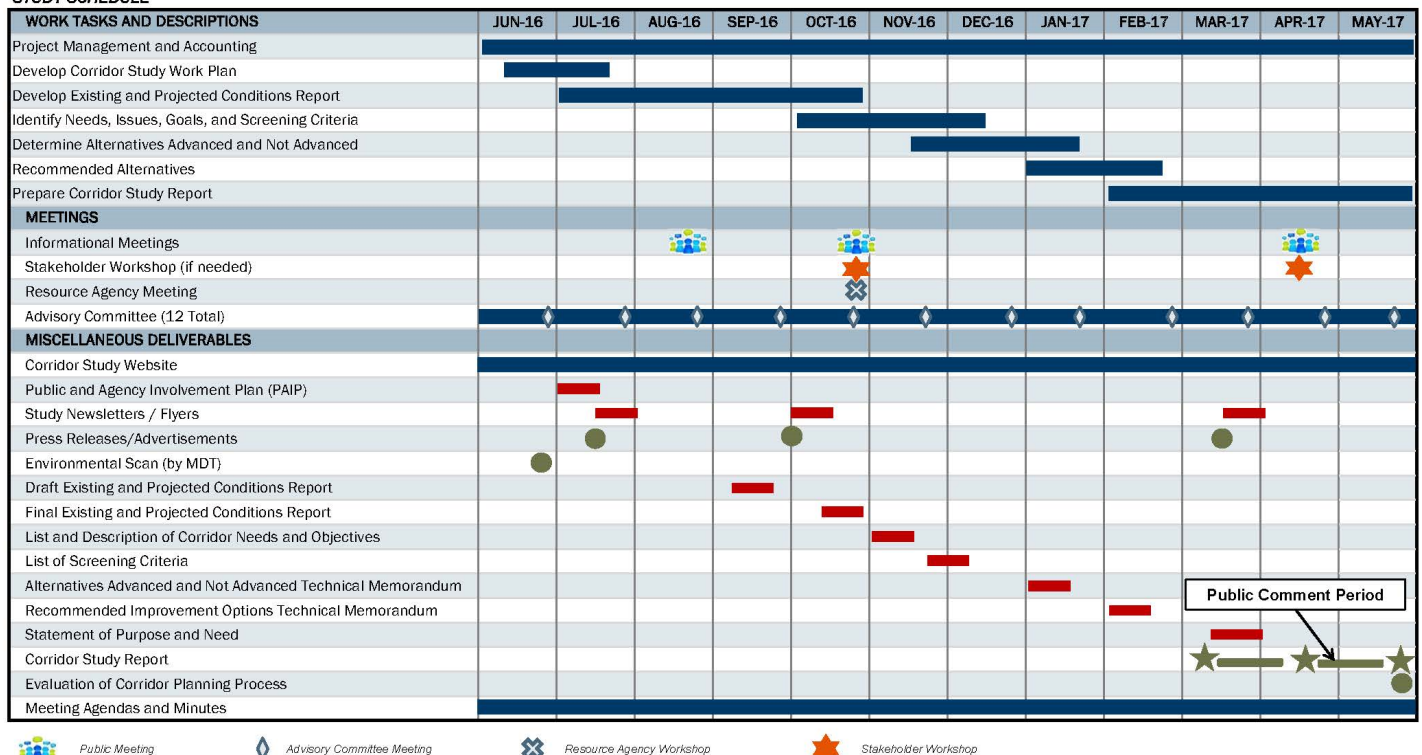


Figure 2: Study Schedule



August 17, 2016

FOR IMMEDIATE RELEASE

Lori Ryan, Public Information Officer, MDT, (406) 444-6821; lryan@mt.gov

**Montana Department of Transportation  
Schedules Informational Meeting for the  
Belgrade to Bozeman Frontage Road Corridor Study**

Gallatin County — The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration and in coordination with Gallatin County and the cities of Belgrade and Bozeman, is developing a corridor study of the Frontage Road between Jackrabbit Lane in Belgrade and the Interstate 90 westbound on- and off-ramps at North 7<sup>th</sup> Avenue in Bozeman.

This informational meeting will be held on Thursday, Aug. 25, in the Hyalite Room of the Best Western Plus GranTree Inn, 1325 North 7th Avenue, in Bozeman. The meeting will begin with a presentation at 6:00 p.m., followed by a question-and-answer period. The purpose of the meeting is to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing conditions and issues within the study area that may be relevant to the planning effort. Project team members will be available during the meeting to discuss the study.

The Belgrade to Bozeman Frontage Road Corridor Study is a planning-level study and is not a design or construction project. The study allows for early planning-level coordination with the public, stakeholders, and environmental resource agencies. The study will help ensure a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on needs and funding availability.

The study will identify potential short- and long-term improvements to address safety, geometric, and environmental concerns based on needs identified through the planning process. This analysis will support a future environmental review process if a project or projects are forwarded from the study.

A study website has been developed and can be accessed at:  
<http://www.mdt.mt.gov/belgradetobozean/>

Alternative accessible formats of this information will be provided upon request by contacting the Office of Civil Rights, P.O. Box 201001, Helena, MT 59620; (406) 444-9229; fax (406) 444-7243, or e-mail to [aflesch@mt.gov](mailto:aflesch@mt.gov). Those using a TTY may call (800) 335-7592 or through the Montana Relay Service at 711.

Project name: Belgrade to Bozeman Frontage Road Corridor Study  
Cities of Belgrade and Bozeman & Gallatin County

### What are Pre-NEPA/MEPA Corridor Studies?

- Studies based on existing social, economic, environmental, and roadway data and available reports
- High level scans of the study area
- Identify transportation needs and objectives
- Consider social, economic, and environmental constraints at an early stage
- Identify cost-effective and feasible strategies
- Provide opportunities for early and continuous public involvement

### What Pre-NEPA/MEPA Corridor Studies are not?

- A NEPA/MEPA study or environmental review
- A preliminary engineering or final design report
- A construction or maintenance project
- A right-of-way acquisition project

### Why Perform a Pre-NEPA/MEPA Corridor Study?

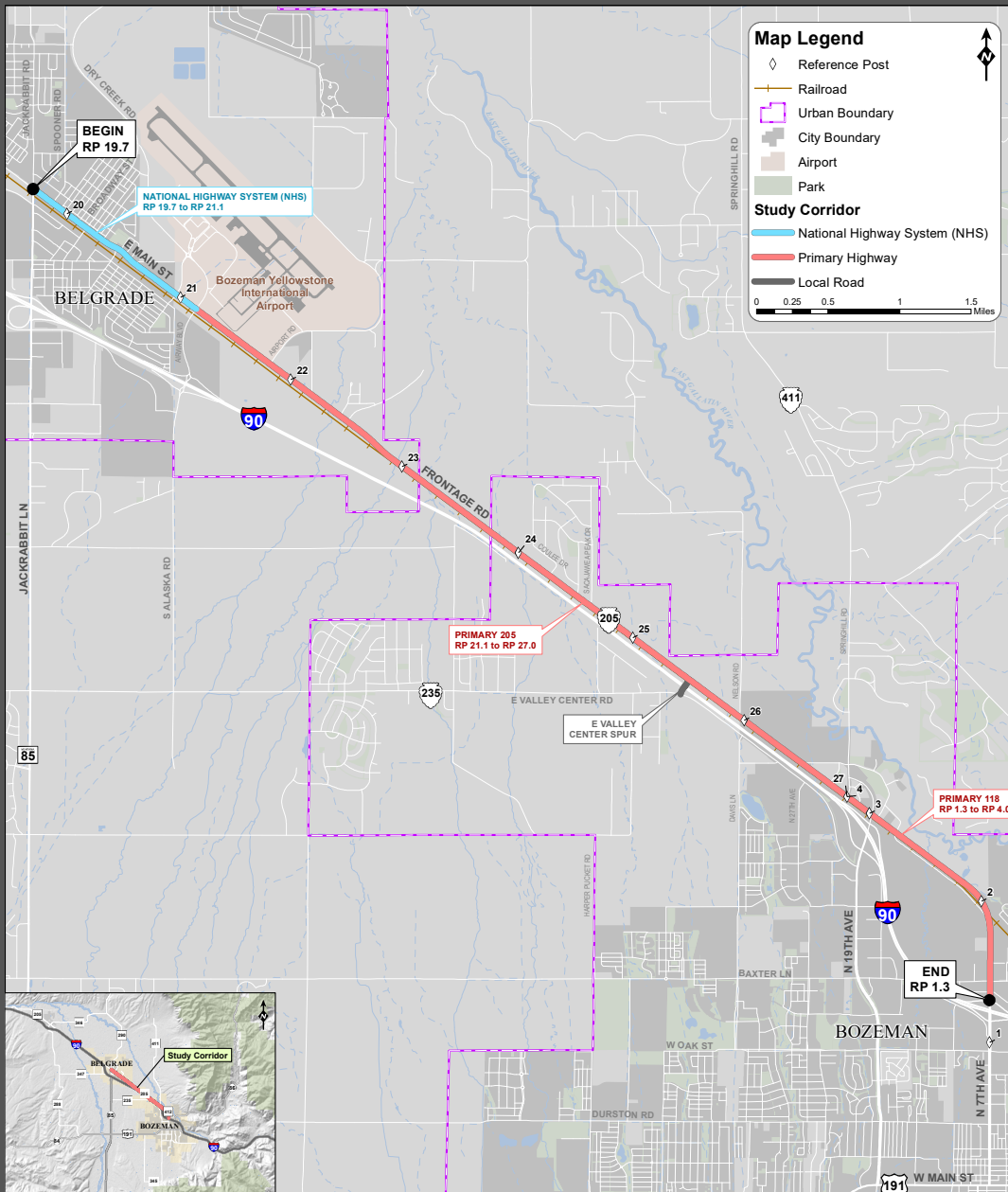
- The Montana Department of Transportation (MDT) established the corridor planning process to investigate improvement options for a corridor via a Pre-NEPA/MEPA study.
- The corridor planning process will inform any projects that may develop from improvement options identified in the study.
- The process will help advance viable options to use in the NEPA/MEPA process, while providing an opportunity for partner involvement at all stages.
- The corridor study process encourages early communication with interested parties to help identify needs, constraints, and opportunities to determine reasonable improvements given available resources and local support.

*NEPA: National Environmental Policy Act  
MEPA: Montana Environmental Policy Act*



# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

## Study Area



## Study Area

- Study begins at Jackrabbit Lane and Main Street in Belgrade (RP 19.7)
- Study includes the Valley Center Spur Road (RP 25.5)
- Study ends at I-90 Exit 306 westbound ramps and 7<sup>th</sup> Avenue in Bozeman

RP: Reference Post

# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

## Corridor Photos



Intersection of Jackrabbit Lane and Main Street in Belgrade (looking west)



Main Street near Grogan Street in Belgrade (looking east)



Main Street near Weaver Street in Belgrade (looking east)



Intersection of Main Street and Broadway in Belgrade (looking east)



Main Street near Kennedy Street in Belgrade (looking east)



Crosswalk at Main Street and Oregon Street in Belgrade (looking east)



Main Street near Birch Lane (looking east)



Frontage Road near Wings Way (looking west)



Intersection of Frontage Road and Airway Boulevard (looking east)



Frontage Road near Airport Road (looking east)



Frontage Road near Dollar Drive (looking east)



Frontage Road near Sundown Meadow Road (private) (looking east)



# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

## Corridor Photos



Frontage Road near Coulee Drive  
(looking east)



Frontage Road west of Sunset Memorial  
Cemetery Street in Belgrade (looking  
east)



Intersection of Frontage Road and Valley  
Center Spur Road (looking east)



Intersection of Frontage Road and Valley  
Center Spur Road (looking east)



Intersection of Frontage Road and  
Nelson Road (looking east)



Intersection of Frontage Road and Spring  
Hill Road (looking west)



Frontage Road near Reeves Road West  
(looking east)



Frontage Road east of Red Wing Road  
(looking west)



Frontage Road near Cherry River Fishing  
Access (looking east)



Frontage Road near Red Wing Road  
(looking north)



Intersection of 7<sup>th</sup> Avenue and Griffin  
Drive in Bozeman (looking north)



Intersection of 7<sup>th</sup> Avenue and I-90 WB  
(looking south)



# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

Public Informational Meeting #1



# Welcome and Introductions





# Title VI Considerations

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*This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination on the basis of a protected status during any MDT project.*

# Meeting Agenda


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## Presentation

- ▣ What is a Corridor Study?
- ▣ Historic & Projected Traffic Volumes
- ▣ Next Steps

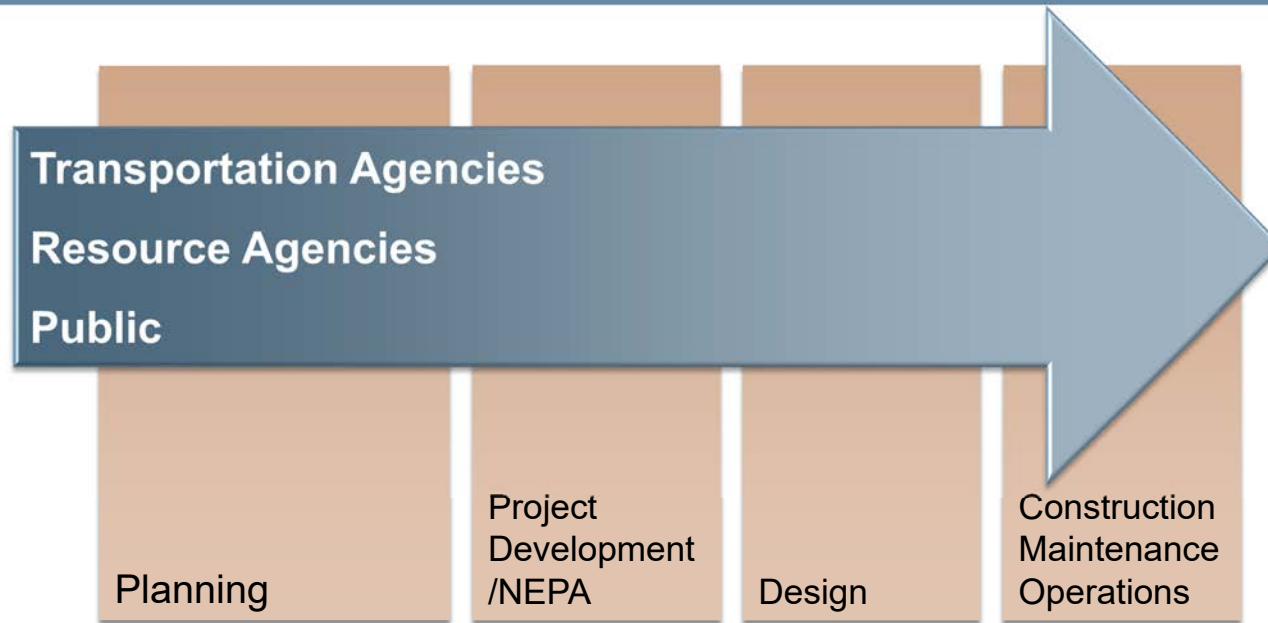
## Discussion Period





# What is a Corridor Study?

# What is a Corridor Study?



**A corridor study is conducted before design, right-of-way acquisition, environmental compliance, and construction.**



## 7

- **BEGIN:** Jackrabbit Lane
- **END:** Interstate 90 (Exit 306) Westbound Ramps
- Includes Valley Center Spur Road



# Background

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## Past Planning

- ▣ LRTPs
- ▣ PROST Plan
- ▣ East Belgrade Interchange
- ▣ Others

## Existing Concerns

- ▣ Congestion
- ▣ Intersections
- ▣ Safety
- ▣ Non-motorized Transportation

## Future Concerns

- ▣ Growth
- ▣ Development

*LRTP – Long Range Transportation Plan  
PROST – Parks, Recreation, Open Space and Trails*



# Goals and Purpose of Study

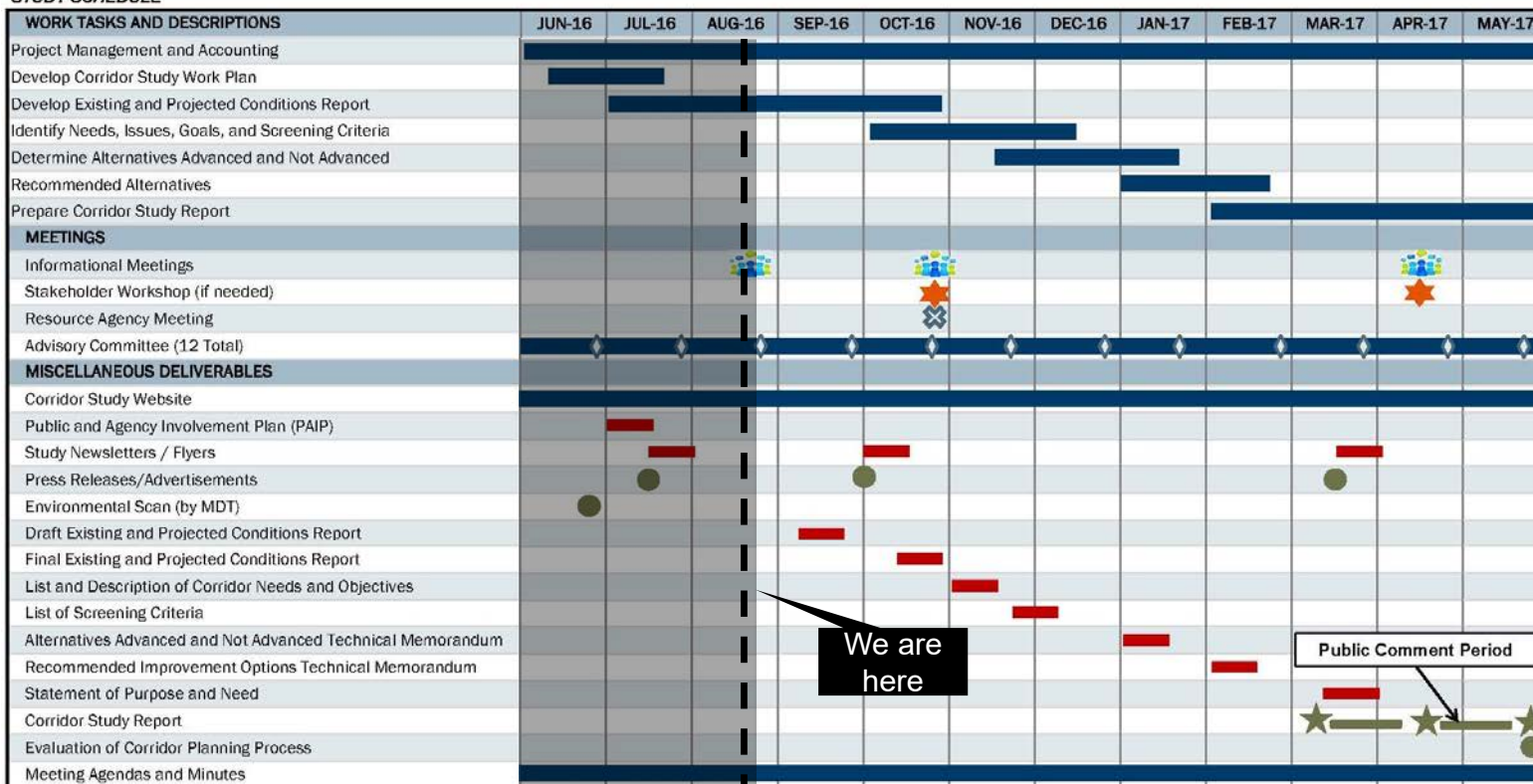
- Document existing conditions within the corridor
- Identify needs and objectives
- Identify potential impacts and constraints
- Identify feasible short- and long-range improvements
- Develop planning level cost estimates
- Develop information and data to be forwarded into the environmental process if a project moves forward from the study (dependent on available funds)

# Study Schedule

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## Belgrade to Bozeman Frontage Road Corridor Study

### STUDY SCHEDULE



We are here

Public Comment Period



Public Meeting



Advisory Committee Meeting



Resource Agency Workshop



Stakeholder Workshop

# Public Involvement

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- Three informational meetings
  - ▣ August 25, 2016
  - ▣ Fall, 2016
  - ▣ April, 2017
- Outreach to interested parties and resource agencies, as warranted
- Study newsletters
- Website
  - ▣ [www.mdt.mt.gov/belgradetobozeaman](http://www.mdt.mt.gov/belgradetobozeaman)
- Other as needed

**BELGRADE to BOZEMAN corridor FRONTAGE ROAD study**

An informational meeting is scheduled for **6:00 PM on Thursday, August 25th**, in the Hyalite Room of the Best Western Plus GranTree Inn, 1325 North 7th Avenue, in Bozeman. Please select the following link for more information:

[Meeting Information](#)

**Overview**

The Montana Department of Transportation (MDT) has identified a need to develop a corridor study along the Frontage Road between Belgrade and Bozeman, Montana. The study, referred to as the Belgrade to Bozeman Frontage Road Corridor Study, will identify feasible improvement options to address safety, operational, and geometrical

**Links**

- [Overview](#)
- [Comment on this Study](#)
- [Documents and Maps](#)
- [Frequently Asked Questions \(FAQs\)](#)
- [Related Links](#)
- [Schedule](#)

**Contacts**

**Jeff Ebert**  
Butte District Administrator  
3751 Wynne  
PO Box 3068  
Butte, MT 59702-3068  
[406-494-9625](#) | [Email](#)

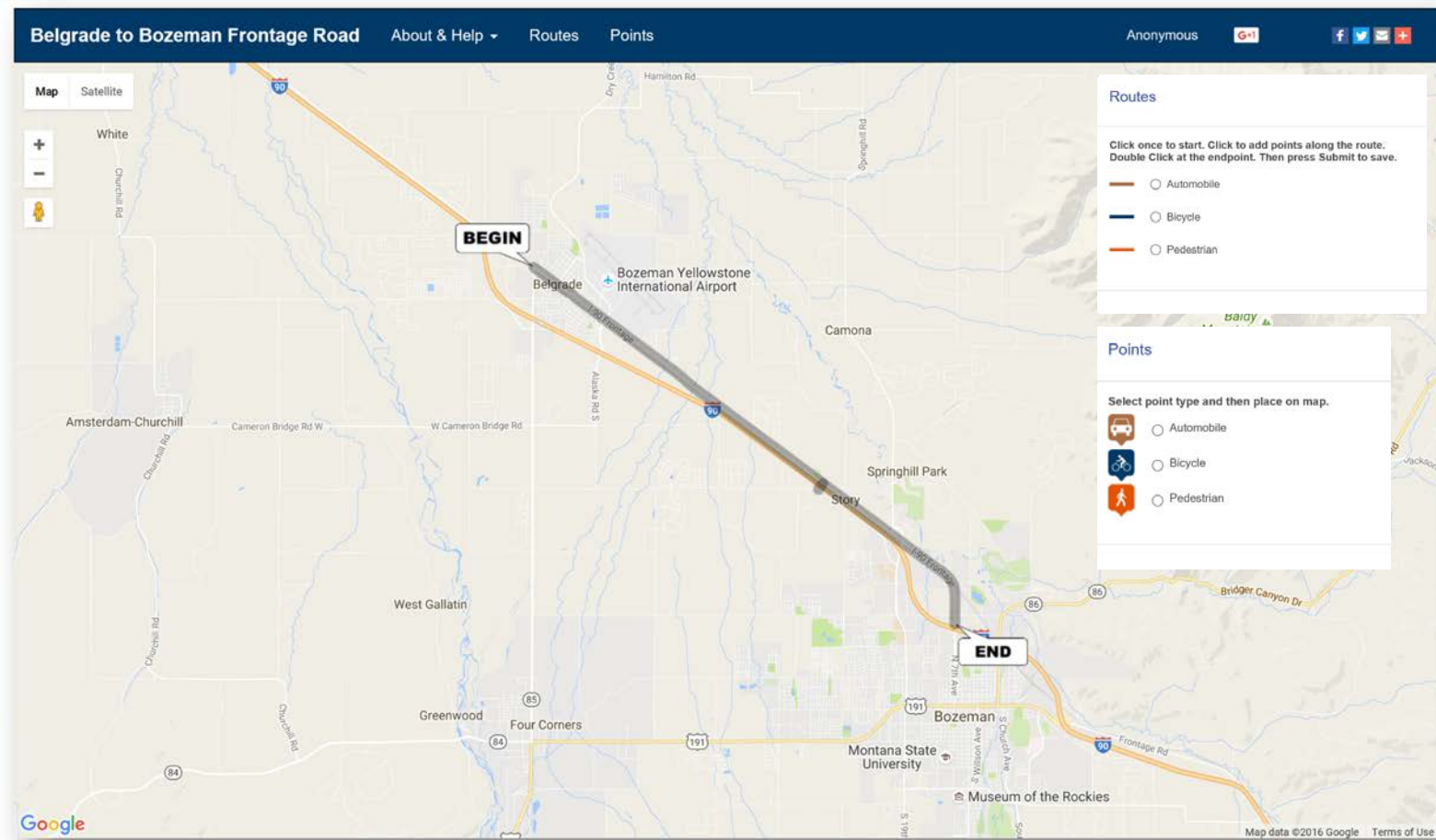
**Katie Potts**  
MDT Project Manager  
2960 Prospect Avenue  
PO Box 201001  
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[406-444-9238](#) | [Email](#)

**Jeff Key**  
Consultant Project Manager  
825 Custer Ave  
PO Box 5653  
Helena, MT 59604  
[406-447-5000](#) | [Email](#)

**Comments will be received through the study!**

# 'WikiMap' Commenting Platform

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# Historic and Projected Traffic Volumes



# Existing AADT (2015)

14





# Change between 2014 and 2015

15

Location	2014 AADT	2015 AADT	% Difference
East of Jackrabbit Lane	9,460	8,348	-11.8%
West of Broadway Street	7,210	5,250	-27.2%
East of Broadway Street	9,980	8,670	-13.1%
East of Madison Avenue	11,510	9,550	-17.0%
West of Valley Center Spur Road	11,360	7,478	-34.2%
West of Springhill Road	10,100	5,760	-43.0%
East of Springhill Road	8,370	5,300	-36.7%
North of Red Wing Drive	8,160	6,090	-25.4%
North of Griffin Drive	9,540	9,930	4.1%
South of Griffin Drive	14,410	12,520	-13.1%
<b>Average for Corridor</b>			<b>-21.2%</b>

# Projected AADT (2040)

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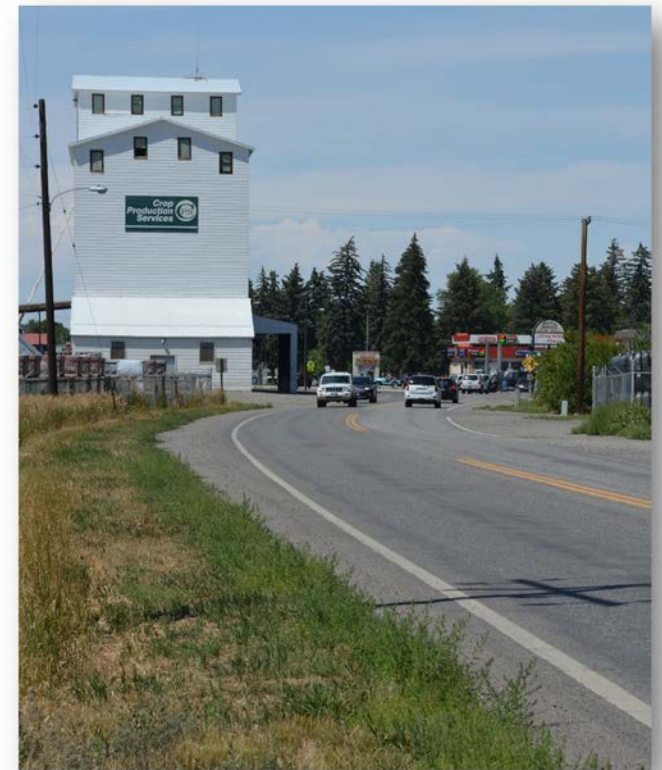


# Conclusion and Next Steps

# Upcoming Milestones

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- Existing & Projected Conditions Report
  - ▣ Mid-September, 2016
- Informational Meeting Number 2
  - ▣ Late-October, 2016
- Identify feasible improvement options
  - ▣ January/February, 2017
- Draft corridor study report
  - ▣ April, 2017



# Submit Comments

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## □ Comment sheets

## □ Study website:

[www.mdt.mt.gov/belgradetobozeaman](http://www.mdt.mt.gov/belgradetobozeaman)

## □ Study Contacts:

**Katie Potts**

*MDT Project Manager*

(406) 444-9238

[kpotts@mt.gov](mailto:kpotts@mt.gov)

**Jeff Ebert**

*MDT Butte District Administrator*

(406) 494-9625

[jebert@mt.gov](mailto:jebert@mt.gov)

## □ Info on newsletter

**BELGRADE to BOZEMAN**  
**FRONTAGE ROAD**  
**corridor study**



**Informational Meeting Scheduled for the Belgrade to Bozeman Frontage Road Corridor Study**

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration and in coordination with Gallatin County and the cities of Belgrade and Bozeman, is developing a corridor study of the Frontage Road between Belgrade and Bozeman. The study area includes the Frontage Road beginning in Belgrade at the intersection of Main Street and Jackrabbit Lane and extends nine miles to the east to the Interstate 90 Exit 306 westbound ramps. The study area also includes East Valley Center Spur Road.

An informational meeting will be held on Thursday, August 25th in the Hyalite Conference Room at the Gran Tree Inn, 1325 N. 7th Avenue, Bozeman. The meeting will begin with a presentation at 6:00 PM, followed by a question and answer period. Time for informal discussion with the project team will also be available.

The meeting is intended to inform interested parties about the scope and purpose of the planning study and to solicit input on existing conditions and concerns that may be relevant to the planning effort. We encourage you to attend and provide feedback about your issues, concerns, and/or support for the study.

Public input is a very important part of the process. Interested parties are encouraged to attend and participate. Comments and concerns may be submitted in writing at the meeting or sent to:

Katie Potts  
Project Manager  
MDT Statewide and Urban Planning  
PO Box 201001  
Helena MT 59620-1001  
[kpotts@mt.gov](mailto:kpotts@mt.gov)

Issue 1  
August,  
2016

Please join us for an informational meeting on Thursday, August 25th at 6:00 PM. The meeting will be held in the Hyalite Conference Room at the Gran Tree Inn, Bozeman.

**Study Description**

The Belgrade to Bozeman Frontage Road Corridor Study is a planning-level analysis undertaken before conducting project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The study involves early communication with interested agencies and the public to help identify needs, constraints, and opportunities for a corridor and to determine if there are implementable improvements, given available resources and local support.

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what improvements can be made to improve the corridor based on identified needs, public and agency input, and financial constraints. The study will include a package of feasible short- and long-term improvement options intended to address the transportation needs over the next twenty years. Identifying these improvement options will help the study partners define the most critical needs and allocate resources.

Corridor studies are planning activities rather than design or construction projects. The studies are designed to facilitate a smooth and efficient transition from transportation planning to project development and environmental review if a project is forwarded. The studies include consideration of multiple improvement options to address the needs and objectives within the study area. The planning process is distinct from NEPA/MEPA environmental compliance documentation and from the design, right-of-way acquisition, and construction phases of an individual project.

For more information, visit:  
[www.mdt.mt.gov/belgradetobozeaman](http://www.mdt.mt.gov/belgradetobozeaman)



MDT  
DEPARTMENT OF TRANSPORTATION

Alternative accessible formats of this information will be provided upon request by contacting the Office of Civil Rights, P.O. Box 201001, Helena, MT 59620, (406) 444-9232, fax (406) 444-7243, or e-mail to [afrc@mt.gov](mailto:afrc@mt.gov). Those using a TTY may call (800) 333-7562 or through the Montana Relay Service at 711.

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# SIGN-IN SHEET

BELGRADE to BOZEMAN corridor  
FRONTAGE ROAD study

## Informational Meeting #1 – August 25, 2016

Name	Address	Email
Sandra Close	22569 Frontage Rd.	N/A
Paul D Newby	411 Mountain View Dr	agwine@littleappletech.com
Keith Mainwaring	2330 Linnegan Ln Belgrade	
Georgia Jenkins	24111 Frontage Rd	NA
Leona Atchison	24231 Frontage Rd	NA
Marilee Brown	2411 Kid Curry Dr. Boz.	saferbozeman@gmail.com
Dan Mahony	345 COULEE DRIVE, BOZEMAN.	
Rick Dendinger	12 W. Hayes H2, BZN	rickdendinger@yahoo.com
Ed & Laura Larocco	161 Banner Rd / Belgrade	larocco.laura@yahoo.com
Kristine Menicucci	505 Quaw Blvd. Belgrade	kmenicucci@yahoo.com
Jeff Hough	212 S. Wallace St Suite 102	jeff@gult.org
Linda Dupriest	1139 N. Spruce Dr BZN 59715	linda.dupriest@gmail.com
Stephen A. Iker	76 Clithorne Mtn Rd	SteveAE@comcast.net
Jason Karp	91 E Central - Belgrade - city	JKarp@cityofbelgrade.net
Jeff Key		
Ralph Zinner		
Rob Buczala	26633 Frontage Rd 59718	rbuczala@gmail.com



# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

[illegible]

# SIGN-IN SHEET

# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

## Informational Meeting #1 – August 25, 2016

[illegible]

# SIGN-IN SHEET

# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

## Informational Meeting #1 – August 25, 2016

[illegible]

# Meeting Minutes

## *Informational Meeting – Number 1*

### MEETING DETAILS

**Location:** Best Western Plus GranTree Inn, Hyalite Room  
1325 North 7th Avenue, Bozeman, MT

**Date:** August 25, 2016

**Time:** 6:00 PM – 8:00 PM

### MEETING NOTIFICATION AND OUTREACH

A press release for the meeting was released to area media outlets on August 17, 2016. Display ads were printed in the *Bozeman Daily Chronicle* on August 7<sup>th</sup> and 21<sup>st</sup>, and the *Belgrade News* on August 4<sup>th</sup> and 18<sup>th</sup>. Information about the meeting was posted to the study website at:

<http://www.mdt.mt.gov/belgradetobozeaman/>

A study newsletter was developed and mailed to 103 property owners directly adjacent to the corridor, and also sent electronically to those stakeholders and interested parties identified in the Public and Agency Involvement Plan (PAIP). After the newsletter was distributed electronically, one individual emailed on August 9, 2016 and asked to be added to the study distribution list for future meeting announcements. This individual was already in receipt of the newsletter announcing the informational meeting.

*Meeting minutes are intended to capture the general content of meeting discussions and to document decisions made by attendees. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.*

### ATTENDANCE

Approximately 39 people attended the meeting, 33 of which signed the sign in sheet (see attached). The following Advisory Committee Members attended the meeting:

- Joe Walsh (MDT)
- Katie Potts (MDT)
- Jeff Patten (FHWA)
- Steve White (Gallatin County)
- Jason Karp (City of Belgrade)
- Ralph Zimmer (Pedestrian and Traffic Safety Committee)
- Jeff Key (RPA)
- Scott Randall (RPA)
- Shane Forsythe (RPA)

### AGENDA

The first informational meeting for the Belgrade to Bozeman Frontage Road Corridor Study was held on Thursday, August 25, 2016. The purpose of the meeting was to inform interested parties about the scope and purpose of the planning study, to solicit input on the existing conditions, and to



understand roadway concerns in the study area that may be relevant to the planning effort. The meeting began at 6:00 PM and concluded at 8:00 PM.

## INFORMATIONAL MEETING #1

Jeff Key provided a 30-minute PowerPoint presentation focused on the purposes of a corridor planning study, the study area being analyzed, and the anticipated schedule. Also reviewed were draft traffic projects for the corridor out to the planning year horizon (year 2040). A discussion period was held following the presentation. Attendees were asked for questions and comments on the presentation. In addition, comment sheets were available for all member of the audience. A summary of the comments and questions received during the meeting is presented below.

## DISCUSSIONS

- Curious if you will be looking at AADT volumes on the interstate as part of the study, and how they fluctuate in relation to the Frontage Road? Are there counts on the Frontage Road and the interstate for different times of the year? You should pay attention to volumes on Valley Center Road and how those may have changed due to the East Belgrade Interchange. *Traffic counts are available on the MDT website for the different facilities. Our focus for this corridor study is the Frontage Road.*
- What part of the study will take MRL property into account? Is it known exactly where MRL property is located? *The exact property lines aren't clear at this point; but most if not all of the Frontage Road is in an easement given by the railroad (i.e. the roadway lies entirely in MRL land). MRL has stated that all roadway widening has to occur to the north of the existing roadway and therefore if widening is a recommended improvement, R/W would be needed.*
- At what point will we determine how cooperative MRL will be? Can MDT force MRL to accept projects or help with improvements? *MRL has agreed to review major deliverables associated with the study. MDT cannot force MRL to participate on projects.*
- Will the study take into account the increasing train traffic due to the coal shipments to the west coast from southeastern Montana, and how that affects adjacent intersection operations? *We won't be focusing on train frequency per se, but will be examining intersection operations under both existing and projected traffic volumes.*
- Drivers stop on the tracks at several of the at-grade railroad crossings. Will the study address the need for educating drivers to not stop on the tracks? *That could be an outcome / recommendation for a safety improvement in the corridor.*
- Why is the whole system, i.e. the interstate and Valley Center Road, not included in this study? What has to happen to get all these roads into one study? *The study is only looking at the Frontage Road at this time. Larger planning efforts, such as the Long Range Transportation Plan, examine how the entire system operates and what the needs are out to a defined planning horizon.*



- How was the separated path on Valley Center Road paid for? How about the one on Jackrabbit Lane? *The path on Valley Center Road was paid with funds from the ARRA and was a mitigation identified in an EA. The Jackrabbit Lane path was paid for with CTEP funds.*
- If the surrounding community had a better transit system, and it helped to reduce traffic on the Frontage Road (or the interstate, Valley Center Road, etc.), and MDT found that projects to increase capacity are no longer needed, would the state then reimburse the locals for money saved? *No, MDT funding isn't allocated to one city or county, and funding not spent in one geographic area is needed in other communities statewide.*

## COMMENTS

- Ralph Zimmer made the following three comments:
  - Hypothesize that 20% of the vehicle traffic on the Frontage Road is through traffic between Belgrade and Bozeman. This means that 80% of the traffic is using the Frontage Road for travel to destinations in between.
  - The widening of roadway shoulders are a good thing. They should occur regardless of whether there is a separated path or not.
  - It will take a lot of time to build the infrastructure that comes out of this study. Maybe a separated path can be framed in terms of a short-term option to improve travel for everybody in the corridor.
- A comment was made that for small children and people with disabilities, using a wide shoulder is a huge safety issue at all times of the day.
- A comment was made thanking MDT for implementing the 50 mph speed limit, and that it has been a positive change in the corridor.
- There was comment that if this path potentially costs \$7 million, and only 500 people will use it, why are we spending so much money for a small amount of users?
- Marilee Brown presented a petition from Citizens for a Safer Bozeman and Gallatin County. *(attached after sign-in sheets; note that only the petition transmittal letter and first page of the petition are included. The remaining 64 pages of the petition are the electronic signatures and names. A total of 3,054 electronic signatures are contained in the petition.)*

After concluding the question/answer portion of the meeting, the attendees were invited to review the displays and ask any further questions. The meeting concluded at 8:00 PM.

## Citizens for a SAFER BOZEMAN & Gallatin County



Commuter traveling to Belgrade along Frontage Road P-205 5/18/16 2:15 p.m. at Nelson Road and MDT facility.



Recreational Cyclist on Frontage Road P-205 5/18/16 2:10 p.m. near where Kevin O'Brien was killed in 2014 on his bike.



Unconnected segment of Separated Multi-Use Pathway next to Highway Patrol Facility. Cyclist and Traffic on Frontage Road P-205 at right side of photo.

Marilee Brown, Director  
saferbozeman@gmail.com  
406-579-5447

[www.frontagepathway.com](http://www.frontagepathway.com)

Aug. 25, 2016

Dear Mr. Key,

Presented here in person is our petition to have a separated multi-use pathway built between Bozeman and Belgrade along Frontage Road signed by over 3,000 people from all over the Gallatin Valley.

We received an overwhelmingly positive response from the community requesting a separated bike path on Frontage Road. While some of these signatures are from cyclists, we made great effort to collect names in public places such as grocery stores, schools, shopping areas, restaurants, and in neighborhoods adjacent to Frontage Road to accurately reflect the whole community. These signatures were gathered over a very short period of time in less than 6 weeks. More complete information such as physical addresses and/or e-mail addresses is available upon request.

Will you please add this petition as public comment to the ongoing Corridor Study on Frontage Road?

Below is the petition wording:

*"We the undersigned people of Gallatin County urge the Cities of Belgrade and Bozeman, Gallatin County, and the Montana Department of Transportation to work together to include a shared-use paved pathway on any projects upon the old U.S. 10 highway running from Bozeman through Belgrade (the frontage road).*

*To maximize safety, the pathway should be outside the edge of the paved shoulder and preferably beyond the drainage ditch along the side of the road. If necessary, additional right of way should be acquired.*

*This pathway should be incorporated in all construction and reconstruction projects on the highway including any that already are in planning and/or design.*

*The pathway should be extended as far west and east as possible and connected to other paths wherever feasible."*

Sincerely,

*Marilee Brown*  
Marilee Brown, Director

Citizens for a Safer Bozeman and Gallatin County

cc: Ebert, Potts

**Belgrade to Bozeman Frontage Road Bike/Pedestrian Pathway**

Petition published by Safer Bozeman on Mar 09, 2016

**Background (Preamble):**

The Golden Opportunity for a Belgrade to Bozeman Bike/Pedestrian Pathway is NOW!

Road improvements along Frontage Road between Belgrade and Bozeman Montana are currently in design and we don't want to miss this once in a lifetime opportunity to add a pathway now or on future projects.

The Cities, County, and MDT need to know that this is vital - and smart.

Please sign the Petition!

**Petition Text:****Petition for Frontage Pathway**

We the undersigned people of Gallatin County urge the Cities of Belgrade and Bozeman, Gallatin County, and the Montana Department of Transportation to work together to include a shared-use paved pathway on any projects upon the old U.S. 10 highway running from Bozeman through Belgrade (the frontage road).

To maximize safety, the pathway should be outside the edge of the paved shoulder and preferably beyond the drainage ditch along the side of the road. If necessary, additional right of way should be acquired.

This pathway should be incorporated in all construction and reconstruction projects on the highway including any that already are in planning and/or design.

*The pathway should be extended as far west and east as possible and connected to other paths wherever feasible.*

Total signatures 3054

#	FirstName	Surname	Email	Address	Zip/PC
3054	Erin	Johnson	erin.e.johnson8@gmail.com	N/G	59715
3053	Suzanne	Galinac	u42boo@aol.com	99 N. Quaw Blvd.	59714
3052	William	Galinac	wgalinac@gmail.com	99 N. Quaw Blvd.	59714
3051	Thomas	Naberhaus	thomasnaberhaus@hotmail.com	3310 West Hollyhock Drive	59714
3050	Tracy	Krushensky	krushtlaree@gmail.com	1237 new holland drive	59718
3049	Melis	Edwards	melisgedwards@gmail.com	258 E. Tobiano Trl.	59714
3048	Matt	Barnes	mattk.barnes@gmail.com	PO Box 6744	59771
3047	Mackenzie	Johnson	mackenzierjohnson@gmail.com	34 N Hunters Way	59718
3046	Nancy	Flikkema	nancyflikkema@gmail.com	86 Mint Trail	59718
3045	Rob	Pertzborn	rpertz@msn.com	433 North Black Ave	59715
3044	Karen	Stanley	74dsk@gmail.com	N/G	59714
3043	Morgan	Close	morgan.close@hotmail.com	2641 Kid Curry Dr	59718
3042	Christian	Mason	mason_christian@hotmail.com	514 west spring creek	59715
3041	Emily	Mason	emilykmason@gmail.com	514 W Spring Creek Dr.	59715
3040	Vince	Close	vinceclose@hotmail.com	2641 Kid Curry Dr	59718
3039	Chris	Bakwin	bakwinranch@hotmail.com	PO Box 1542	59771
3038	Kayla	Toohey	koohey13@gmail.com	5101 Toohey Road	59715
3037	Michelle	Kirsch	kirsch_michelle@yahoo.com	718 S. 14th Ave.	59715

October 24, 2016

**DRAFT**

FOR IMMEDIATE RELEASE

Lori Ryan, Public Information Officer, MDT, (406) 444-6821; lryan@mt.gov

**Montana Department of Transportation  
Schedules Informational Meeting for the  
Belgrade to Bozeman Frontage Road Corridor Study**

Gallatin County — The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration and in coordination with Gallatin County and the cities of Belgrade and Bozeman, is developing a corridor study of the Frontage Road between Jackrabbit Lane in Belgrade and the Interstate 90 westbound on- and off-ramps at North 7<sup>th</sup> Avenue in Bozeman.

This informational meeting will be held on Tuesday, Nov. 1, in the Lewis/Madison Room of the Best Western Plus GranTree Inn, 1325 North 7th Avenue, in Bozeman. The meeting will begin at 6:00 p.m. with an open house to review and discuss the existing and projected conditions followed by a short presentation at 6:45 p.m.. Project team members will be available during the meeting to discuss the study.

The purpose of the meeting is to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing and projected conditions and concerns within the study area that may be relevant to the transportation planning effort.

The Belgrade to Bozeman Frontage Road Corridor Study is a planning-level study and is not a design or construction project. The study allows for early planning-level coordination with the public, stakeholders, and environmental resource agencies. The study will help ensure a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on needs and funding availability.

The study will identify potential short- and long-term improvements to address safety, geometric, and environmental concerns based on needs identified through the planning process. This analysis will support a future environmental review process if a project or projects are forwarded from the study.



<http://www.mdt.mt.gov/belgradetobozezan/>

Public input is a very important part of the process, and interested parties are encouraged to attend and participate. Comments and concerns may be submitted in writing at the meeting, by mail to Katie Potts, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at: [www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml). Please indicate comments are for the Belgrade to Bozeman Frontage Road Corridor Study. MDT considers all comments regarding the potential issues and concerns within the study area.

Future announcements will be made prior to all events through the local media and the study mailing list. Interested parties are encouraged to join the study mailing list by submitting their name and contact information via the aforementioned study website.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Katie Potts at (406) 444-9238 at least two days before the meeting.

Alternative accessible formats of this information will be provided upon request by contacting the Office of Civil Rights, P.O. Box 201001, Helena, MT 59620; (406) 444-9229; fax (406) 444-7243, or e-mail to [aflesch@mt.gov](mailto:aflesch@mt.gov). Those using a TTY may call (800) 335-7592 or through the Montana Relay Service at 711.

-----END-----

Project name: Belgrade to Bozeman Frontage Road Corridor Study  
Cities of Belgrade and Bozeman & Gallatin County

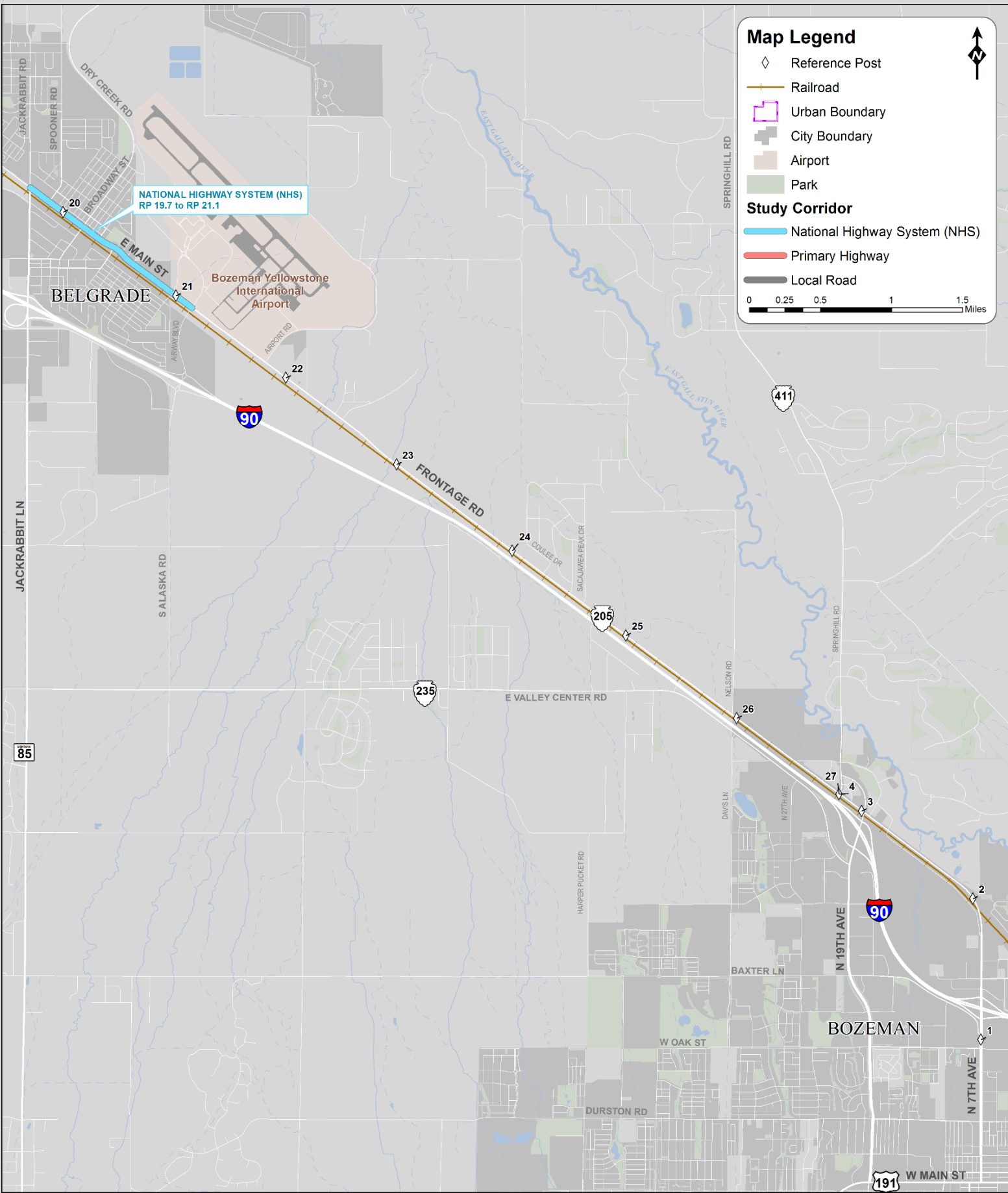


# BELGRADE to BOZEMAN corridor

## FRONTAGE ROAD study

### Jackrabbit Lane to Airway Boulevard

Segment Characteristics



#### Jackrabbit Lane to Airway Boulevard

- 1.4 miles in length
- National Highway System (NHS)
  - N-205
  - Principal Arterial
- Speed Limits:
  - 25 mph to 45 mph
- Typical Sections:
  - 3 lane from Jackrabbit Lane to Hoffman Street
  - 2 lane from Hoffman Street to Airway Boulevard

Looking west near Grogan Street



Looking east at Broadway Street



Looking east near Kennedy Street



Looking west near Madison Avenue



Bicyclist in crosswalk at Oregon Street



Looking east at Airway Boulevard



Traffic Operations

#### Major Intersection Operations and Level of Service (LOS)

INTERSECTION	2016				2040			
	AM PEAK		PM PEAK		AM PEAK		PM PEAK	
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS
Jackrabbit Lane (Signalized)	23.8	C	21.1	C	31.4	C	24.2	C
Broadway Street (AWSC)	9.2	A	15.5	C	11.0	B	57.7	F
Oregon Street (TWSC)	16.8	C	27.1	D	22.3	C	98.9	F
Airway Boulevard (Signalized)	20.8	C	21.8	C	21.7	C	23.6	C

#### Existing and Projected Average Annual Daily Traffic (AADT)

SITE LOCATION	2015 AADT	2040 AADT*
East of Jackrabbit Lane	8,348	11,350
West of Broadway Street	5,250	7,250
East of Broadway Street	8,670	11,970
East of Madison Avenue	9,550	13,190

\* Projections based on an average annual growth rate of 1.3 percent

Transportation System

#### Access Points

- 39 access points
  - 16 Public
  - 23 Private
- 27.9 access points per mile

#### Railroad Crossings

- Average of 21 trains per day
  - Jackrabbit Lane
  - Broadway Street
  - Oregon Street

#### Non-Motorized

- Crosswalks at multiple intersections
- Sidewalks from Jackrabbit Lane to Kennedy Street
- Buffered pedestrian area from Kennedy Street to east of Central Valley Fire Station
- Sidewalk from east of Central Valley Fire Station to Oregon Street

Environmental Conditions

#### Surface Waters

- Spain Ferris Fork Ditch (RP 21.0)
- Mammoth Ditch (RP 19.8)

#### Groundwater

- 3 public water supply wells
- Multiple private wells
- One active leaking underground storage tank site

#### Adjacent Land Use

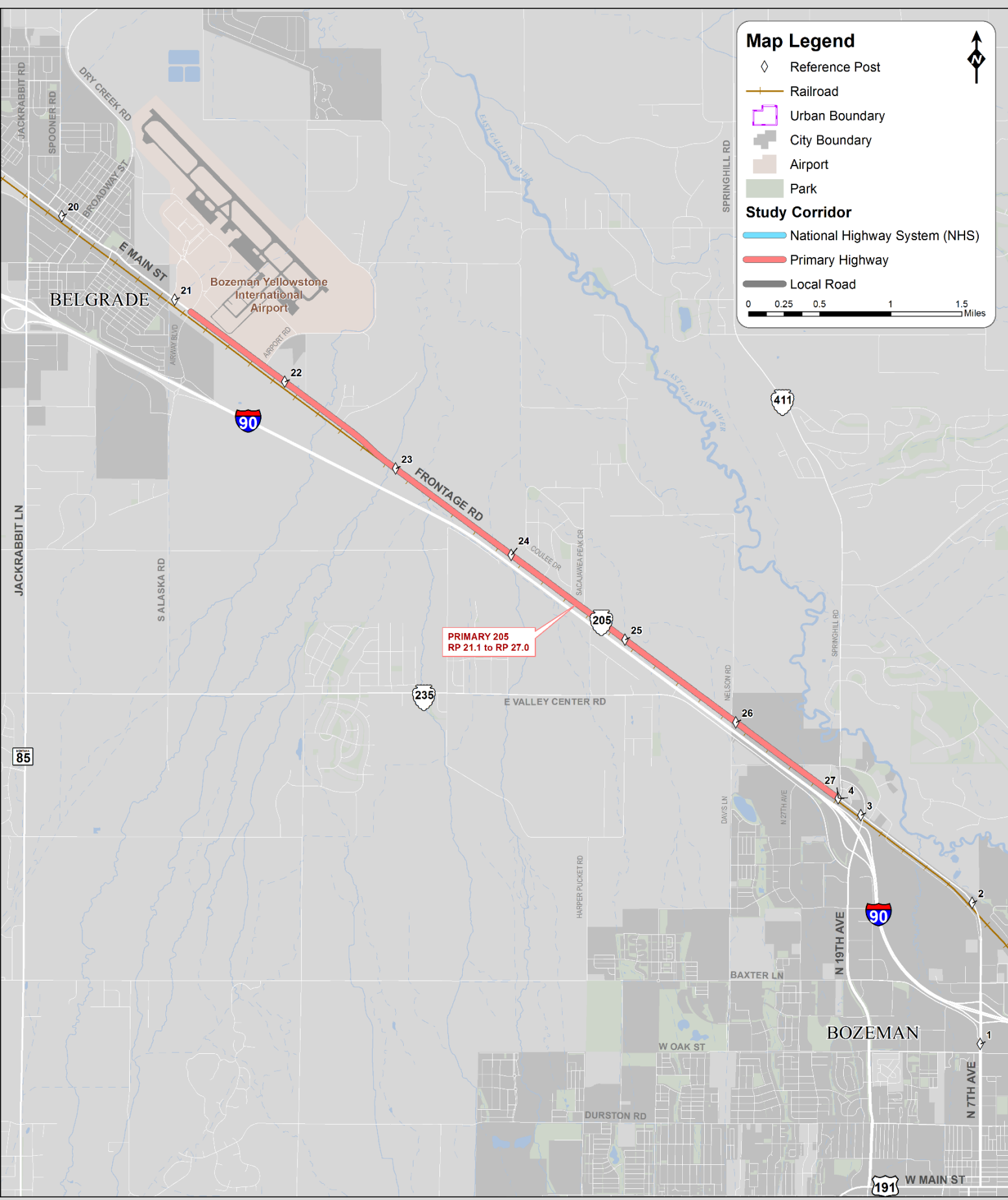
- Commercial
- Mixed use residential/commercial
- Potential historic district between Weaver and Kennedy Streets
- 4(f)/6(f) properties:
  - Lewis and Clark Park



# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

## Airway Boulevard to Springhill Road

Segment Characteristics



### Airway Boulevard to Springhill Road

- 6.9 miles in length
- State Primary Highway
  - P-205
  - Minor Arterial
- Speed Limits:
  - 45 mph to 50 mph
- Typical Sections:
  - 2 lane rural road from Airway Boulevard to Springhill Road with left- and right-turn bays at select intersections

Traffic Operations

### Major Intersection Operations and Level of Service (LOS)

INTERSECTION	2016				2040			
	AM PEAK		PM PEAK		AM PEAK		PM PEAK	
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS
Airway Boulevard (Signalized)	20.8	C	21.8	C	21.7	C	23.6	C
Airport Road (TWSC)	15.7	C	17.6	C	19.1	C	24.8	C
Valley Center Spur (TWSC/Sig.*)	15.8	C	23.1	C	12.8	B	13.4	B
Nelson Road (TWSC)	13.2	B	13.8	B	15.8	C	17.8	C
Springhill Road (Signalized)	11.7	B	14.9	B	12.4	B	19.1	B

\*Intersection modeled as Signalized for 2040 projections

### Existing and Projected Average Annual Daily Traffic (AADT)

SITE LOCATION	2015 AADT	2040 AADT*
West of Valley Center Spur Road	7,478	10,330
West of Springhill Road	5,760	7,960

\* Projections based on an average annual growth rate of 1.3 percent

Transportation System

### Access Points

- 43 access points
  - 12 Public
  - 31 Private
- 6.2 access points per mile

### Railroad Crossings

- Average of 21 trains per day
  - Two at-grade crossing on private roads
  - Valley Center Spur Road

### Non-Motorized

- No dedicated non-motorized facilities are present between Airway Boulevard and Springhill Road

### Bridges

- Unknown Creek (RP 26.6)
  - Poor structural condition



Environmental Conditions

### Surface Waters

- Spain Ferris Ditch (RP 22.3)
- Hyalite Creek (RP 22.3)
- Baxter Creek (RP 23.2)
- Miscellaneous irrigation ditches (RP 25-27)

### Groundwater

- 1 public water supply well
- Multiple private wells

### Adjacent Land Use

- Primarily agricultural
- Some residential
- Some commercial
- Cemetery located west of Valley Center Spur Road

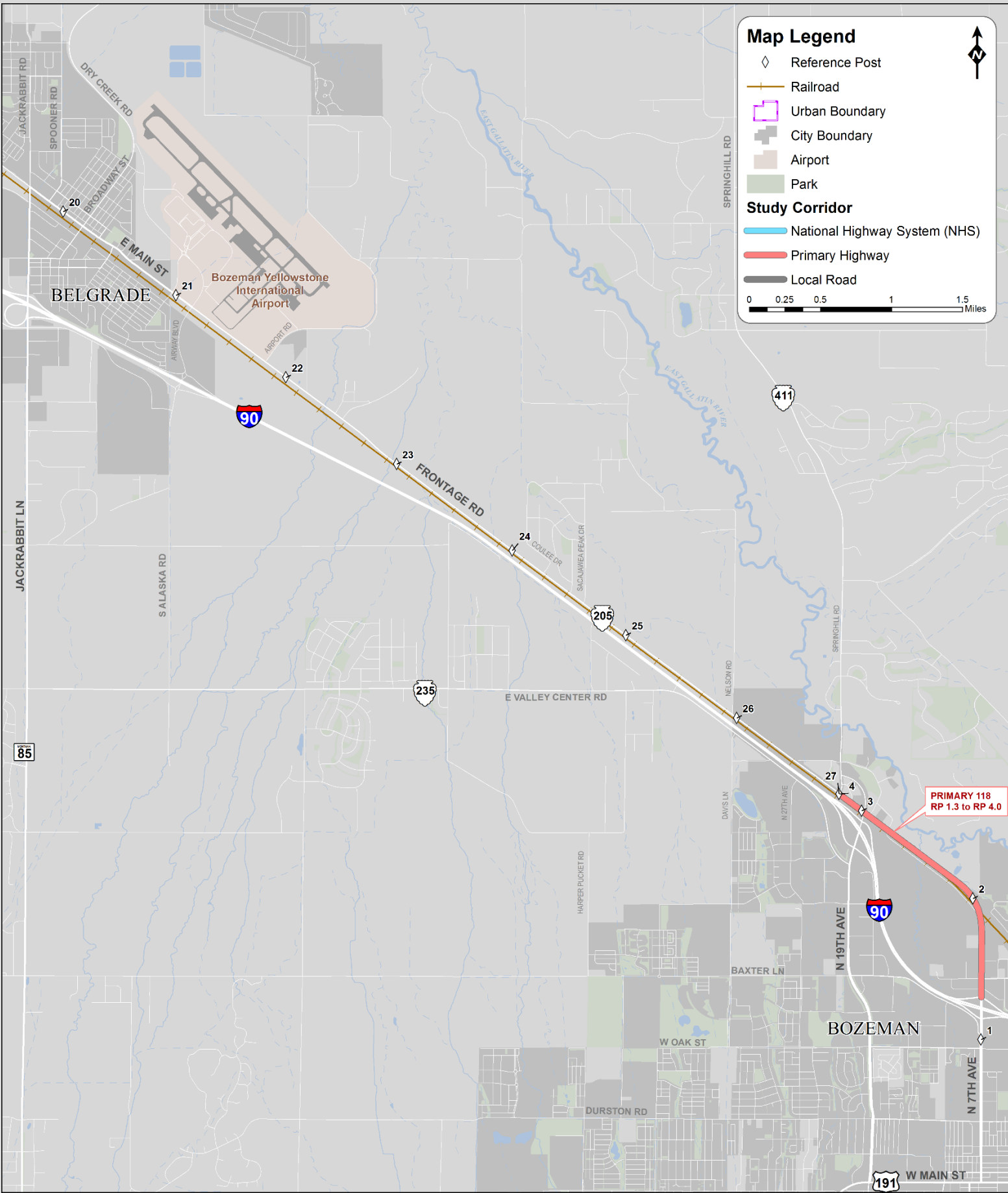


# BELGRADE to BOZEMAN corridor

## FRONTAGE ROAD study

### Springhill Road to I-90 Westbound Ramps

Segment Characteristics



#### Springhill Road to I-90 Westbound Ramps

- 1.8 miles in length
- State Primary Highway
  - P-118
  - Minor Arterial
- Speed Limits:
  - 45 mph to 50 mph
- Typical Sections:
  - 2 lane rural road Springhill Road to south of railroad viaduct

Looking east near Springhill Road



Looking east at Red Wing Drive



Looking east toward Cherry River Fishing Access



Looking south near Red Wing Drive



Looking north near Red Wing Drive



Looking north at Griffin Drive



Traffic Operations

#### Major Intersection Operations and Level of Service (LOS)

INTERSECTION	2016				2040			
	AM PEAK		PM PEAK		AM PEAK		PM PEAK	
	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS	DELAY (S)	LOS
Springhill Road (Signalized)	11.7	B	14.9	B	12.4	B	19.1	B
Griffin Drive (Signalized)	30.9	C	54.3	D	45.2	D	184.3	F

#### Existing and Projected Average Annual Daily Traffic (AADT)

SITE LOCATION	2015 AADT	2040 AADT*
East of Springhill Road	5,300	7,320
North of Red Wing Drive	6,090	8,410
North of Griffin Drive	9,930	13,710
South of Griffin Drive	12,520	17,290

\* Projections based on an average annual growth rate of 1.3 percent

Transportation System

#### Access Points

- 29 access points
  - 9 Public
  - 20 Private
- 16.1 access points per mile

#### Railroad Crossings

- Average of 21 trains per day
  - Red Wing Drive

#### Non-Motorized

- No dedicated non-motorized facilities are present between Springhill Road south of the railroad viaduct
- Areas with sidewalks south of the railroad viaduct to I-90 westbound Ramps

#### Bridges

- Railroad Viaduct (RP 2.1)
  - Good structural condition

#### Surface Waters

- Mandeville Creek (RP 2.5)

#### Groundwater

- 1 public water supply well
- Multiple private wells
- 1 active leaking underground storage tank site

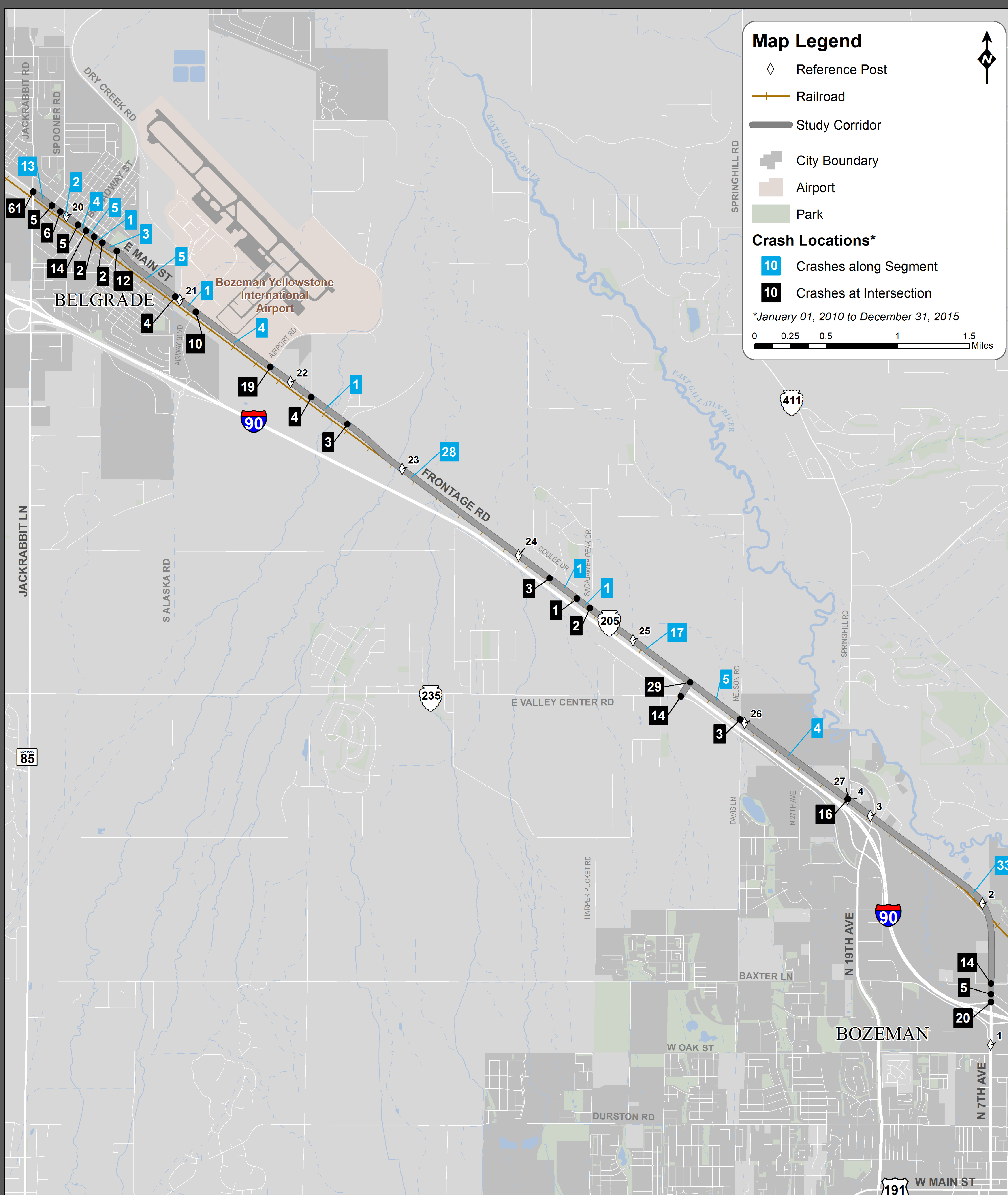
#### Adjacent Land Use

- Mixed Use/Urban
- Commercial
- 4(f)/6(f) property:
  - Cherry River Fishing Access Site
- Cemetery located near Griffin Drive

Environmental Conditions



# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study



## Crash Trends

- 382 crashes during 6-year analysis period
- Nearly 75 percent of crashes involved multiple vehicles
  - Rear-end and right-angle crashes accounted for nearly 58 percent of all crashes
  - Junction crashes accounted for about 66 percent of crashes
- 3 fatal and 8 incapacitating injury crashes were reported
  - 5 fatalities
  - 14 incapacitating injuries
- Approximately 83 percent of crashes occurred on a weekday
- Approximately 40 percent of crashes occurred during the winter months (November through February)
- The majority of crashes (66 percent) occurred during clear weather on dry roads under daylight conditions

Crash analysis period between January 01, 2010 and December 31, 2015









# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

November 1, 2016

Public Informational Meeting 2





# **Welcome and Introductions**



# Title VI Considerations

3

*This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination on the basis of a protected status during any MDT project.*

# Meeting Format

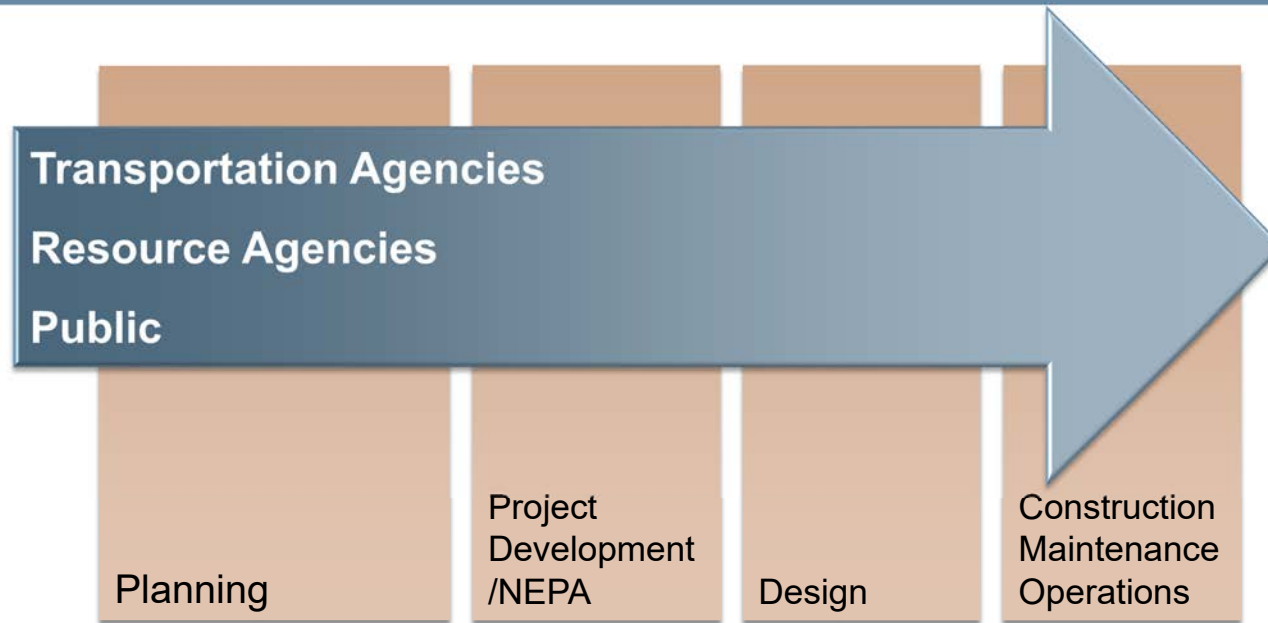
## Presentation

- ▣ Overview of corridor study process
- ▣ Key existing and projected condition findings
  - *Transportation System*
  - *Environmental Conditions*
- ▣ Next Steps

## Discussion Period



# What is a Corridor Study?



**A corridor study is conducted before design, right-of-way acquisition, environmental compliance, and construction.**

# Corridor Study Overview

- ▣ Environmental Scan
- ▣ Informational Meeting #1
- ▣ Existing and Projected Conditions
- ▣ Resource Agency Meeting
- ▣ **Informational Meeting #2**
- ▣ Needs and Objectives
- ▣ Improvement Option Identification & Screening
- ▣ Informational Meeting #3
- ▣ Draft Study Report
- ▣ Public/Agency Review Period
- ▣ Final Study Report

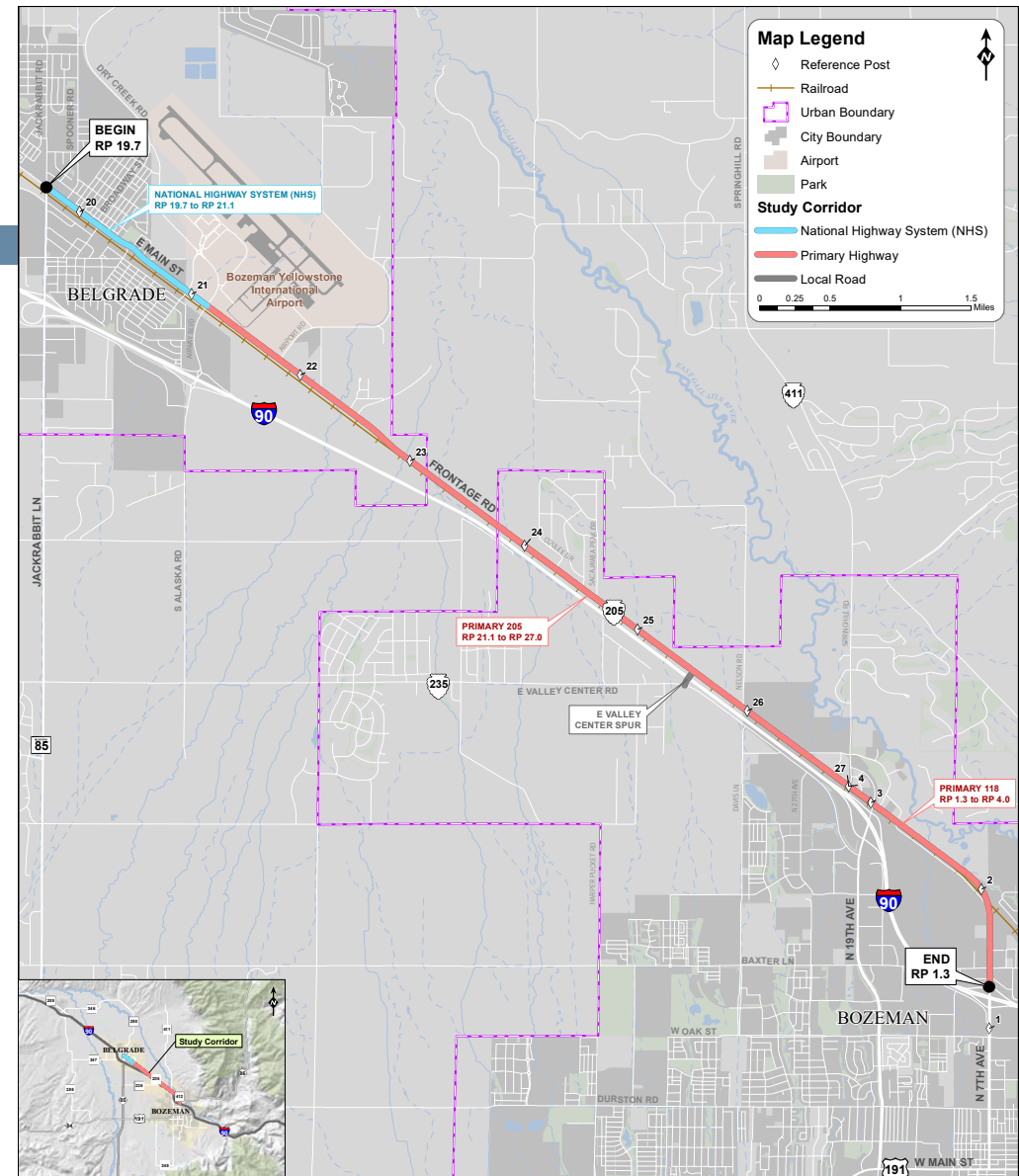




# Study Area

## Frontage Road (9 Miles)

- **BEGIN:** Jackrabbit Lane
- **END:** Interstate 90 (Exit 306) Westbound Ramps
- Includes Valley Center Spur Road





# Transportation System

# Physical Characteristics

## Various functional classifications

- ▣ **Principal Arterial** (National Highway System): Jackrabbit Lane to Airway Boulevard [N 205]
- ▣ **Minor Arterial** (Primary Highway System): Airway Boulevard to Springhill Road [P 205]
- ▣ **Minor Arterial** (Primary Highway System): Springhill Road to I-90 Exit 306 Ramps [P 118]

## Existing constraints

- ▣ Existing buildings (Downtown Belgrade)
- ▣ Rail infrastructure (south of roadway)
- ▣ Future private development (north of roadway)

## Two travel lanes

- ▣ 24' to 27' pavement width (in rural portion)
- ▣ Steep side slopes
- ▣ Generally no shoulders; some exceptions in recently constructed areas
- ▣ Generally “poor” overall pavement index (OPI)

## 25 to 50 mph speed limit



# Existing AADT (2015)

10





# Change between 2014 and 2015

11

Location	2014 AADT	2015 AADT	% Difference
East of Jackrabbit Lane	9,460	8,348	-11.8%
West of Broadway Street	7,210	5,250	-27.2%
East of Broadway Street	9,980	8,670	-13.1%
East of Madison Avenue	11,510	9,550	-17.0%
West of Valley Center Spur Road	11,360	7,478	-34.2%
West of Springhill Road	10,100	5,760	-43.0%
East of Springhill Road	8,370	5,300	-36.7%
North of Red Wing Drive	8,160	6,090	-25.4%
North of Griffin Drive	9,540	9,930	4.1%
South of Griffin Drive	14,410	12,520	-13.1%
<b>Average for Corridor</b>			<b>-21.2%</b>

# Projected AADT (2040)

12

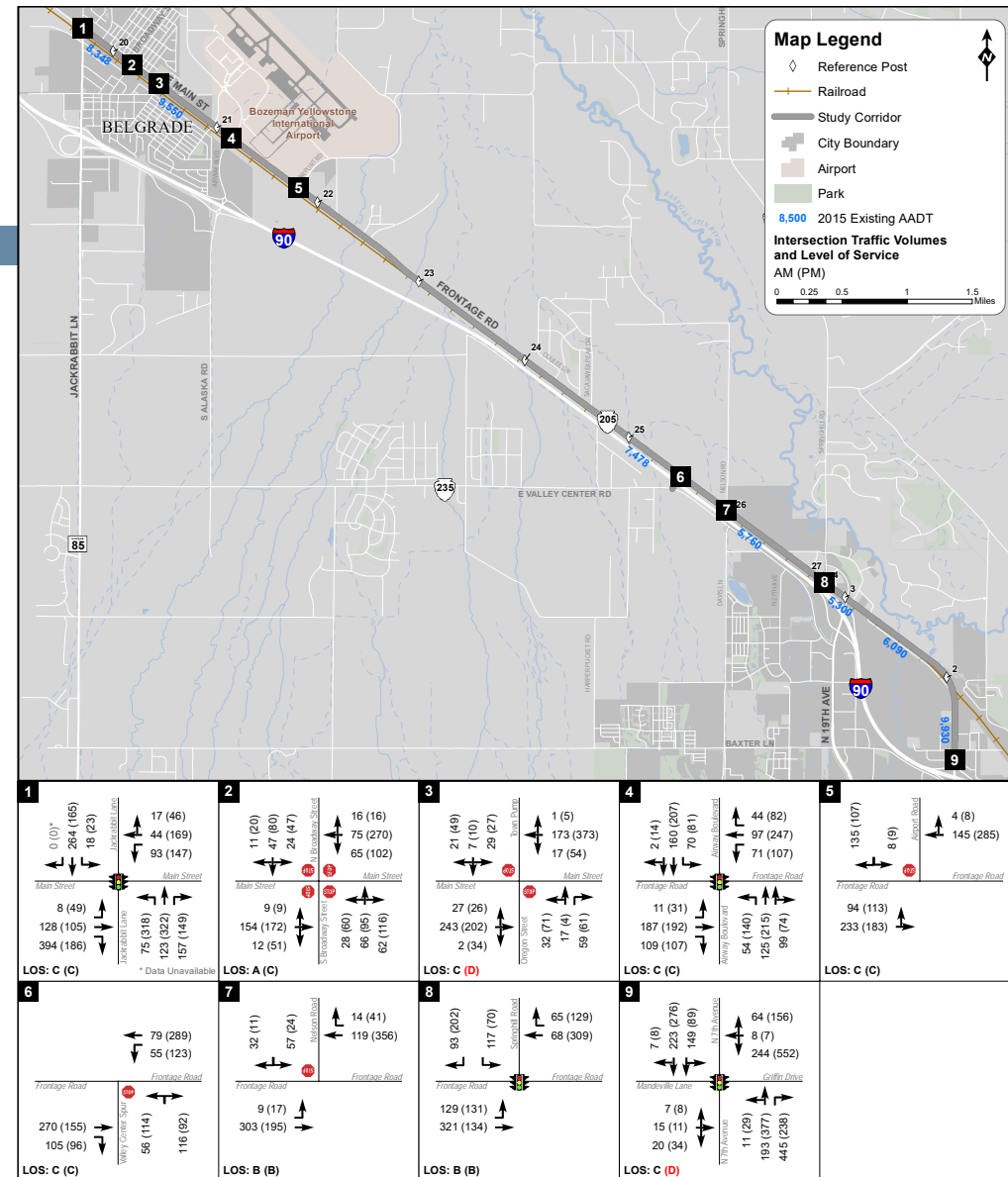


# Intersection LOS

13

## Existing (2016) Conditions

1 – Jackrabbit Lane	LOS C(C)
2 – Broadway Street	LOS A(C)
3 – Oregon Street	LOS C(D)
4 – Airway Boulevard	LOS C(C)
5 – Airport Road	LOS C(C)
6 – Valley Center Spur	LOS C(C)
7 – Nelson Road	LOS B(B)
8 – Springhill Road	LOS B(B)
9 – Griffin Drive	LOS C(D)

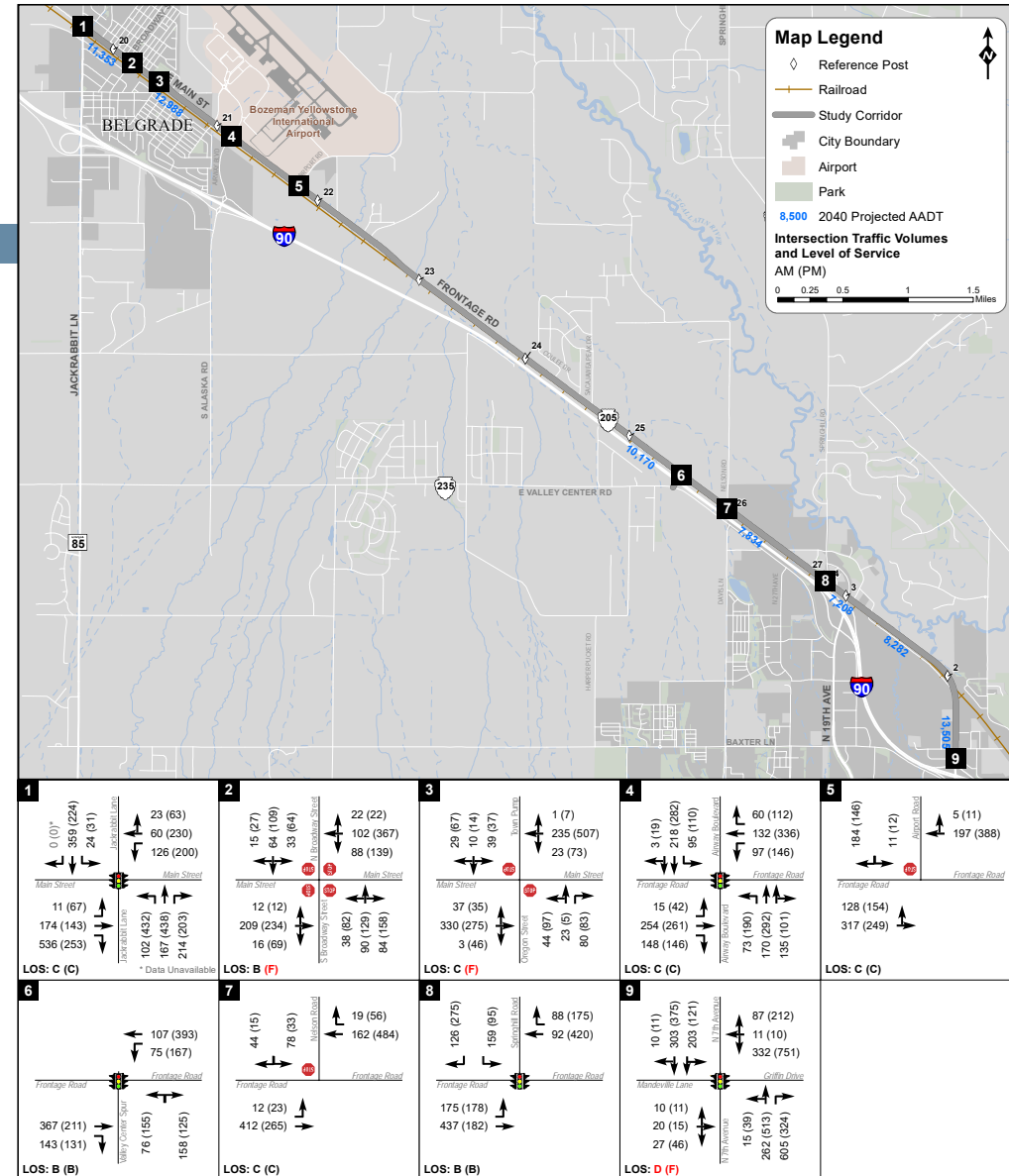


# Intersection LOS

14

## Projected (2040) Conditions

1 – Jackrabbit Lane	LOS C(C)
2 – Broadway Street	LOS B(F)
3 – Oregon Street	LOS C(F)
4 – Airway Boulevard	LOS C(C)
5 – Airport Road	LOS C(C)
6 – Valley Center Spur	LOS B(B)
7 – Nelson Road	LOS C(C)
8 – Springhill Road	LOS B(B)
9 – Griffin Drive	LOS D(F)





# Pavement Condition

15

## Pavement Condition

### ▣ Overall Pavement Index

- Jackrabbit Lane to Airway Boulevard – OPI 53.7
- Airway Boulevard to Springhill Road – OPI 59.9
- Springhill Road to I-90 – OPI 52.1

- ▣ OPI indicates **POOR** pavement conditions throughout

#### OPI

80 to 100 - good

60 to 79.9 - fair

0 to 59.9 - poor

# Non-Motorized Facilities

16

## Existing

- Limited sidewalks in Belgrade
- Trails at Cherry River FAS

## Future Recommendations

- Bozeman Area LRTP (2007 Update) – widened road shoulder
- Belgrade Transportation Plan (2002) – shared use path (on south side)
- Bozeman PROST Plan – shared use path (side not identified)
- Draft Bozeman TMP Recommendations – shared use path (on north side)

**NOTE:** Union Pacific Railroad - BNSF Railway *Railroad Design Guidelines (May 2016)* DO NOT allow any trails parallel to the track on railroad right-of-way, and do not permit the use of railroad access roads for trail use.

# Safety

17

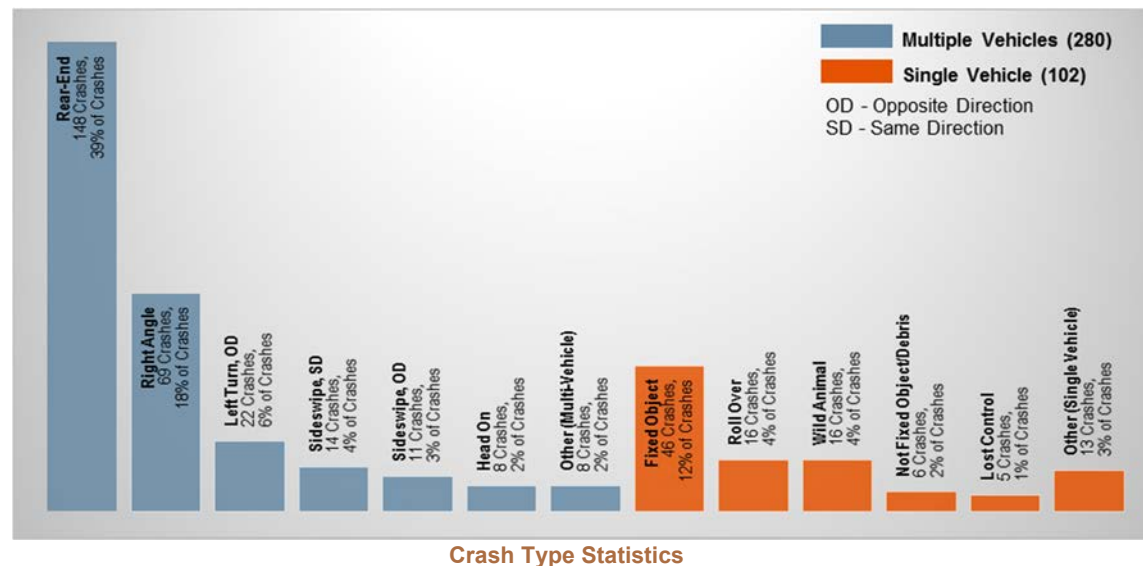
## 6 years of data\*

- Three fatal
- Eight incapacitating injury
- 32 non-incapacitating injury

## 382 total reported crashes

- 73% multi-vehicle
- 27% single-vehicle
- No environmental trends noted

\*Jan 01, 2010 to Dec 31, 2015



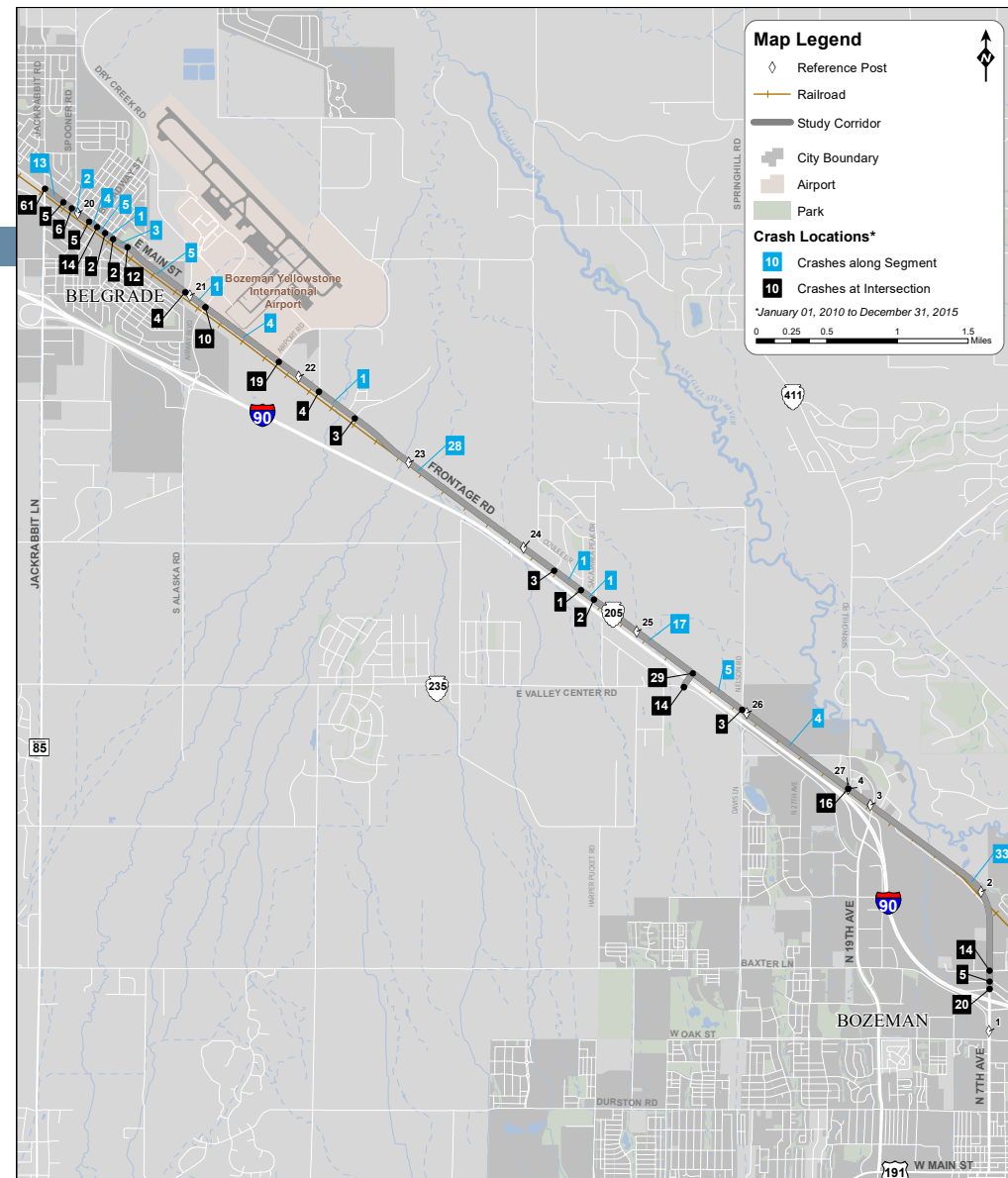


# Safety

18

## Noted clusters:

- ❑ Jackrabbit Lane to Oregon Street
- ❑ Valley Center Spur Road
- ❑ Springhill Road
- ❑ Griffin Drive





# Environmental Conditions



# Farmland and Soils

20

## Farmland

- ▣ Some farmland of local importance
- ▣ Some farmland of statewide importance
- ▣ Some prime farmland if irrigated
  - Developed land is not subject to the FPPA

## Soils

- ▣ Gallatin Valley has an organic lean clay layer
- ▣ Zero to eight feet thick
- ▣ Can be moisture sensitive
  - Consider permanent erosion and sediment control (PESC)

# Surface Water and Floodplains/Floodways

## Stream Crossings

- ▣ Mammoth Ditch
- ▣ Spain Ferris Fork Ditch
- ▣ Dry Creek
- ▣ Hyalite Creek
- ▣ Aajker / McDonald Creek
- ▣ Baxter Creek
- ▣ Unnamed

## Floodplains/Floodways Floodplain

- ▣ Zone A: Special Flood Hazard Area (SFHA)
  - 100-Year Flood, Base Flood Elevations NOT Determined
- ▣ Zone AE: SFHA
  - 100-Year Flood, Base Flood Elevations Determined, Floodway Areas
- ▣ Zone X:
  - Areas of 0.2% annual chance flood
  - Areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile
  - Areas protected by levees from 1% annual chance flood
  - Areas outside 500-year flood

Our Corridor



Floodplains in Study Area: None



# Groundwater and Hazardous Substances

## Groundwater

- ▣ Public water supply wells
  - Beaumont Supper Club
  - Everybodys Gym Southwest
  - The Friendly Tavern
  - Kid Kart Sunrise Medical
  - City of Belgrade
  - Blue Basket Market
  - Pump-N-Pak
- ▣ Numerous private wells

## Hazardous Substances

- ▣ Five active UST sites
  - Two gas stations
- ▣ Two active LUST sites
  - Potential for contamination
- ▣ Two pipelines
  - One crude oil / one natural gas
  - Update location mapping if a project is forwarded
- ▣ One remediation response site (inactive)
  - 1995 fuel spill
  - “no further action” ranking

# T and E Species and Wildlife Distribution

## Threatened and Endangered Species

- ▣ Wolverine (Proposed Threatened)
- ▣ Whitebark Pine (Candidate)
- ▣ Grizzly Bear (Threatened)
- ▣ Canada Lynx (Threatened, and Critical Habitat)
- ▣ Ute Ladies' Tresses (Threatened)

## Wildlife Distribution

- ▣ Whitetail Deer (General)
- ▣ Mule Deer (Winter)
- ▣ Black Bear (Transient)
- ▣ Moose (Transient)
- ▣ Others



# Species of Concern

24

## Animal Species of Concern

- ▣ Little Brown Myotis
- ▣ Bobolink
- ▣ Bald Eagle
- ▣ Great Blue Heron
- ▣ Pacific Wren
- ▣ Veery
- ▣ Hooked Snowfly
- ▣ Western Pearlshell Mussel

## Plant Species of Concern

- ▣ Small Dropseed
- ▣ Slender Wedgegrass
- ▣ Rocky Mountain Twinpod

These species have potential to occur and breed in study area based on presence of suitable habitat

# Recreational and Cultural & Historical Resources

25

## Recreational Resources

- ▣ Lewis and Clark Park
  - Located at approximately RP 20.4
- ▣ Cherry River Fishing Access Site
  - Located at approximately RP 2.25

Site	Site No.	Sec.	Tsp	Rge
Northern Pacific Railway	24GA1096	Parallels Belgrade to Bozeman Frontage Road on the south		
<i>Farmers' Canal Co.</i>	24GA0998	21, 22, 27	1S	5E
<i>Spain-Ferris Ditch Co.</i>	24GA0743	17, 7, 8	1S	5E
<i>Mammoth Ditch Co.</i>	24GA0741	17	1S	5E
<i>Spain-Ferris Ditch Co.</i>	24GA0743	1, 12	1S	4E
<i>Mammoth Ditch Co.</i>	24GA0741	12	1S	4E
<i>Farmers' Canal Co.</i>	24GA0998	1	2S	5E

## Cultural & Historical Resources

- ▣ Known historic resources
- ▣ Belgrade: 39 historic-age properties face onto the Frontage Road
  - 20 are residences
  - 19 are commercial businesses
  - A historic district potentially exists along Main Street in Belgrade.



# Submit Comments

- **Leave a comment sheet with us tonight**

- **Study website:**

[www.mdt.mt.gov/belgradetobozean](http://www.mdt.mt.gov/belgradetobozean)

- **Mail/e-mail comments to:**

**Katie Potts**

*Project Manager*

*Montana Department of Transportation*

*2701 Prospect Avenue*

*PO Box 201001*

*Helena, MT 59620-1001*

*(406) 444-9238*

[kpotts@mt.gov](mailto:kpotts@mt.gov)

# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

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# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

[illegible]



# SIGN-IN SHEET

BELGRADE to BOZEMAN corridor  
FRONTAGE ROAD study

## Informational Meeting #2 – November 01, 2016

Name	Address	Email
Gina Jones	207 Spooner Rd Belgrade, MT	gj@ginajepa.com
Sharon Lodge	235 Cirque Drive, Bozeman, MT	pomsmt@yahoo.com
Bob Smaus	651 ADIRONDACK HAMILTON MT	Smaus@cybernet1.com
Terr Balaghi/Derry	503 Coulee Drive	
Kris Menicucci	505 Quaw Belgrade	kmenicucci@yahoo
Sharon Lodge	235 Cirque Drive	
TOM FOSTER	6928 BRISTOL LN BOZEMAN	Zefoster2@yahoo.com
David Bob Ostrowski	1280 Nelson Rd Boz MT	
CARL + INEZ KUSATIA	625 PAINTED Canyon Dr. Bozeman	CKICUJ28@GMAIL
Jason Karp	91 East Central Belgrade	JKarp@cityofbelgrade.net
Mike McGinley	4535 East Valley Center Rd. Boz.	mikemcginley@gg.com
JENNISSE SCHULE	1015 WALDERSON ST. Bozeman	njschule@gmail.com
Lynn Swain	136 Marks Way Belgrade	lynn@lynnswain.com
Nancy & Steve Davis	629 Mountain View Dr. Bozeman	nancyodavis53@gmail.com
Dillon Warn	655 Mattheson Way Bozeman	dillon.warn@gmail.com
Joe Dahinden	710 Painted Canyon Dr Bozeman	joe.dahinden@hotmail.com
Terry Hungerford	710 Ridgeview Drive	
Barbara Geller	610 Hunters Way	gellerbj@gmail.com
Graham Vanderloos	1982 Stadium Dr, Bozeman	
Carolynne Calvin	3336 Foxtail St 59718	emailcarolynne@gmail



# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

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# Meeting Minutes

## *Informational Meeting – Number 2*

### MEETING DETAILS

**Location:** Best Western Plus GranTree Inn, Hyalite Room  
1325 North 7th Avenue, Bozeman, MT

**Date:** November 1, 2016

**Time:** 6:00 PM – 7:30 PM

*Meeting minutes are intended to capture the general content of meeting discussions and to document decisions made by attendees. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.*

### MEETING NOTIFICATION AND OUTREACH

A press release for the meeting was released to area media outlets on October 19<sup>th</sup>, 2016. Display ads were printed in the *Bozeman Daily Chronicle* on October 16<sup>th</sup> and 30<sup>th</sup>, and the *Belgrade News* on October 13<sup>th</sup> and 27<sup>th</sup>. Information about the meeting was posted to the study website at:

<http://www.mdt.mt.gov/belgradetobozeaman/>

A study newsletter was developed and mailed to 103 property owners directly adjacent to the corridor, and also sent electronically to those stakeholders and interested parties identified in the Public and Agency Involvement Plan (PAIP). The press release announcing the meeting was also emailed to 25 individuals who signed up for the email distribution list at the first informational meeting in August.

### ATTENDANCE

Approximately 60 people attended the meeting, 52 of which signed the sign-in sheet (see attached). The following Advisory Committee members attended the meeting:

- Jennifer Nelson (MDT)
- Joe Walsh (MDT)
- Katie Potts (MDT)
- Jeff Patten (FHWA)
- Steve White (Gallatin County)
- Jason Karp (City of Belgrade)
- Ralph Zimmer (Pedestrian and Traffic Safety Committee)
- Jeff Key (RPA)
- Scott Randall (RPA)
- Shane Forsythe (RPA)

### AGENDA

The second informational meeting for the Belgrade to Bozeman Frontage Road Corridor Study was held on Tuesday, November 1, 2016. The purpose of the meeting was to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing and projected



conditions and concerns within the study area that may be relevant to the transportation planning effort. The meeting began at 6:00 PM and concluded at 7:30 PM.

## INFORMATIONAL MEETING #2

An open house was held from 6:00 PM to 6:30 PM. Jeff Key, Scott Randall, Shane Forsythe, and Katie Potts were available to discuss the contents of the information on display.

Jeff Key provided a 30-minute PowerPoint presentation focused on the existing and projected conditions within the corridor. A discussion period was held following the presentation. Attendees were asked for questions and comments on the presentation. In addition, comment sheets were available for all members of the audience. A summary of the discussions and comments received during the meeting is presented below.

### DISCUSSIONS

- Are you going to be assessing priorities for the corridor? For example, if there is limited money available will you target one improvement to be done sooner than later? *Priorities will be framed in terms of short (0-2 years), mid (2 to 5 years) and long (greater than 5 years) term timeframes. We will provide an implementation strategy that identifies the timeframes, the costs, where the funding might come from, and which entity may be responsible, as not all projects will be the responsibility of MDT alone.*
- Is there any indication that the railroad might bend on their design guidelines relative to trails within their right-of-way? *We will be asking BNSF Railway and MRL to review and comment on the draft Existing and Projected Conditions Report. Concurrent to that review, we will pose questions about their May 2016 design guidelines and whether there is flexibility in its interpretation.*
- Have you performed any noise studies? *Noise studies are not completed during the corridor planning process. If a planning process results in a project that either increases the number of travel lanes, or alters the alignment of a road to a new location, project specific noise studies may be completed. That would be well into the future and only if a project is identified and moved forward.*
- Has anything happened with regards to the shared use path? *No, identification of potential improvement options has not occurred, but will in the very near future. The next step after this public informational meeting is to develop the needs for the corridor. Subsequent to identifying the needs will be to identify what types of improvement options are necessary and feasible to address the needs.*
- Does the railroad easement go to the private property lines on the north side of the road? *Yes, for most of the rural portions of the corridor the railroad easement does go to the private property lines on the north side of the road.*
- When and where is the next meeting and will it present new information? *Our schedule calls for the third and final public informational meeting to occur in the late-March/early-April 2017 timeframe. The purpose of that meeting will be to unveil the improvement options developed and analyzed, and present which options are feasible to carry forward to address the needs. The draft corridor study report will be available prior to that meeting.*

- Is there any indication of a traffic signal going in at Nelson Road? *MDT will be analyzing this further through the coming months and will be collecting traffic data at the intersection when snow plows begin operating.*

## COMMENTS

- Ralph Zimmer made three observations:
  - Paved shoulders would significantly increase vehicular safety and improve safety for non-motorized users, but a separated shared-use path would further increase safety as well as provide other benefits.
  - Such a path is needed for serving origins and destinations on the north side of the freeway, and most non-motorized users will travel only on some segment of the path and not travel all the way between Belgrade and Bozeman.
  - MDT officials have indicated it might be as long as 20 years before additional shoulders are constructed and thus earlier construction of a separated path would expedite achieving greater safety for non-motorized users.
- Ralph Zimmer announced decisions recently made by five local transportation-oriented advocacy groups (Bozeman Area Bicycle Advisory Board, Bozeman (Area) Pedestrian and Traffic Safety Committee, Collin's Coalition, Citizens for a Safer Bozeman and Gallatin County, and the Gallatin Valley Land Trust):
  - All five groups urge the building of a separated shared-use path.
  - All five groups prefer the path be located laterally outside the road's side slope but understand at various locations restrictions may require the path to be built closer to the traveled way.
  - Four of the groups specifically favor locating the path on the north side of the highway and GVLTP prefers whichever side the designers find most feasible.

After concluding the question and answer portion of the meeting, the attendees were invited to review the displays and ask any further questions. Two written comments were given to project team members at the meeting (see attached). The meeting concluded at 7:30 PM.



BELGRADE to BOZEMAN corridor  
FRONTAGE ROAD study**COMMENT FORM****Informational Meeting #2 – November 01, 2016****Please Submit Your Comments:**

I wish to support the request for the separated path for bike/ped use along this stretch of road. By way of disclosure, I am a member of the Bozeman Area Bicycle Advisory Board, AHD I am not speaking from that role. My comments are as a private citizen & registered nurse to speak on the many health benefits communities get from promoting safety & healthy lifestyles. We have needed a safe Bozeman to Belgrade bicycle route for far too long and this project is ripe for doing it NOW! I commute from home to work by bicycle yearround to maintain fitness & enjoy getting the added benefits of seeing neighbors on the trails and making new friends. PLEASE consider incorporating the bike/ped path in this project.

(Please don't offer cookies at meetings - contributes to obesity & diabetes epidemic.)

See study area map on other side

Please mail or email your comments to:

**Katie Potts, Project Manager**  
MDT Statewide and Urban Planning Section  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9238  
Email: [kpotts@mt.gov](mailto:kpotts@mt.gov)

To receive further study information, please provide your name and address:

Name: Rachel Rockefeller, RN  
Address: 1202 S. Spruce Dr  
Bozeman, MT 59715  
Email: dave\_rack13@gmail.com



BELGRADE to BOZEMAN corridor  
FRONTAGE ROAD study**COMMENT FORM****Informational Meeting #2 – November 01, 2016****Please Submit Your Comments:**

Strongly urge creation of a bike/pedestrian path from Belgrade to Bozeman.

Benefits to the community, include:

- (1) alternative transportation – a path will encourage non-vehicular travel.
- (2) economic development (esp. for Belgrade) – a path will increase visitation to Belgrade, Bozeman encouraging spending in local businesses.
- (3) health/wellness – a path that gets people out of cars, moving, promotes health.
- (4) Safety – current riders must be in the road. Belgrade particularly lacks the system of hiking/biking paths that Bozeman enjoys, so this path would greatly enhance quality of life for Belgrade residents.

See study area map on other side

Please mail or email your comments to:

**Katie Potts, Project Manager**  
MDT Statewide and Urban Planning Section  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9238  
Email: [kpotts@mt.gov](mailto:kpotts@mt.gov)

To receive further study information, please provide your name and address:

Name: Melanie Simmerman  
Address: 15 Loop Lane  
Belgrade, MT 59714  
Email: jennylin@sbc@yahoo.com



March 24, 2017

FOR IMMEDIATE RELEASE

Lori Ryan, Public Information Officer, MDT, (406) 444-6821; lryan@mt.gov

**Montana Department of Transportation  
Schedules Informational Meeting for the  
Belgrade to Bozeman Frontage Road Corridor Study**

Gallatin County — The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration and in coordination with Gallatin County and the cities of Belgrade and Bozeman, is developing a corridor study of the Frontage Road between Jackrabbit Lane in Belgrade and the Interstate 90 westbound on- and off-ramps at North 7<sup>th</sup> Avenue in Bozeman.

This informational meeting will be held on Tuesday, Apr. 18, in the Lewis/Madison Room of the Best Western Plus GranTree Inn, 1325 North 7th Avenue, in Bozeman. The meeting will begin with an open house at 6:00 pm with a presentation to follow at 6:30 p.m. Project team members will be available during the meeting to discuss the study.

The purpose of the meeting is to present the recommended improvement options developed for the corridor and to gather community feedback on the draft corridor planning study report. Beginning on April 14, the draft corridor study report may be viewed at:

[www.mdt.mt.gov/belgradetobozean](http://www.mdt.mt.gov/belgradetobozean)

The *Belgrade to Bozeman Frontage Road Corridor Study* is a planning-level study and is not a design or construction project. The study allows for early planning-level coordination with the public, stakeholders, and environmental resource agencies. The study will help ensure a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on needs and funding availability.

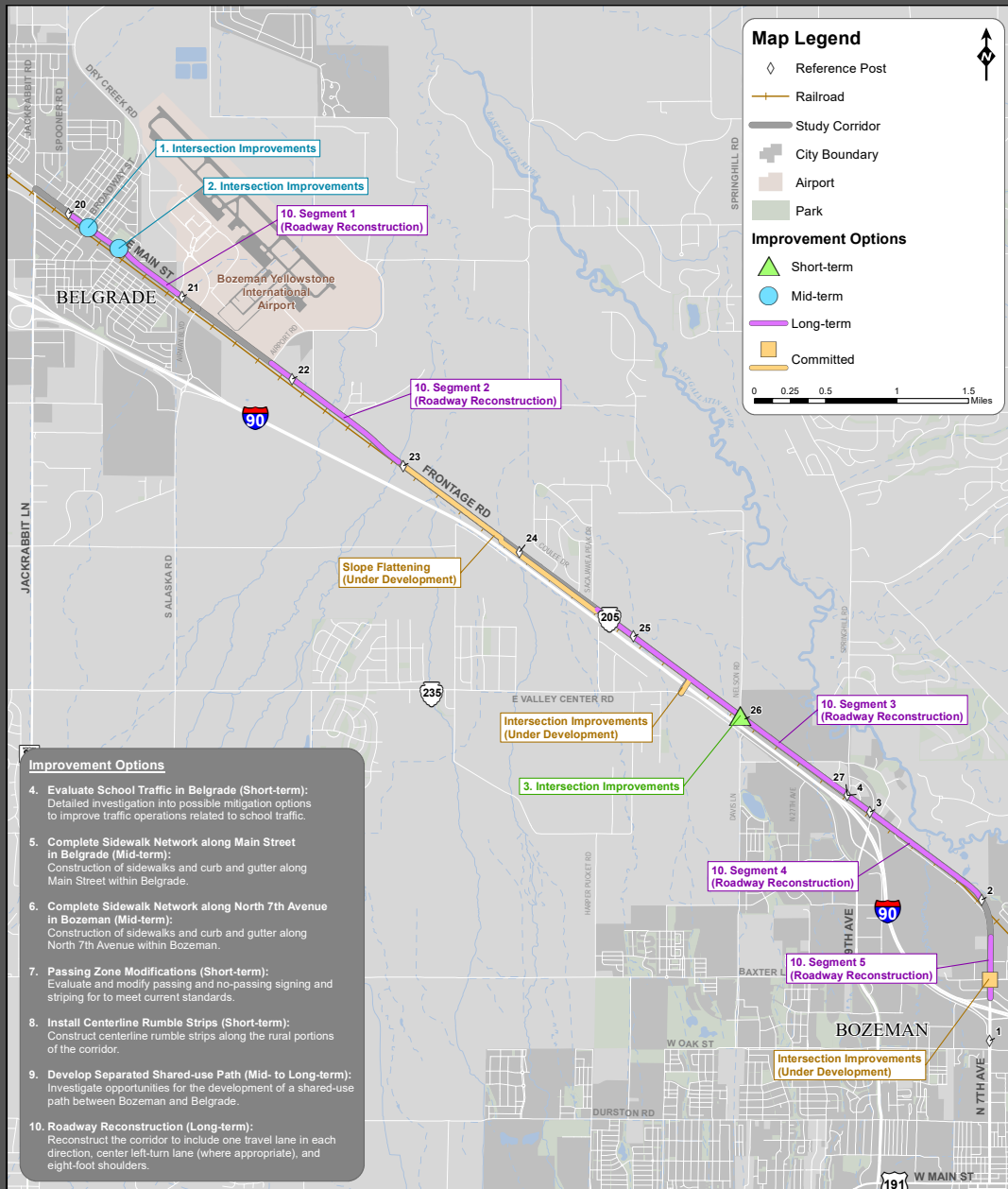
The study identifies potential short- and long-term improvements to address safety, geometric, and environmental concerns based on needs identified through the planning process. This analysis will support a future environmental review process if a project or projects are forwarded from the study.

Project name: Belgrade to Bozeman Frontage Road Corridor Study  
Cities of Belgrade and Bozeman & Gallatin County



# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

## Improvement Options



IMPROVEMENT OPTION	DESCRIPTION	IMPLEMENTATION TIMEFRAME	COST ESTIMATE	POTENTIAL FUNDING SOURCE
<b>INTERSECTION IMPROVEMENTS</b>				
1. Broadway Street Intersection Improvements	Installation of a traffic signal or single lane roundabout at the intersection of Main Street and Broadway Street.	Mid-term	\$1.6M (Traffic signal with left-turn lanes) \$1.3M (Traffic signal without left-turn lanes) \$2.3M (Single lane roundabout)	<ul style="list-style-type: none"> <li>NH</li> <li>MACI</li> <li>STPU</li> <li>Local</li> </ul>
2. Oregon Street Intersection Improvements	Installation of additional traffic control (all-way stop, traffic signal, or single lane roundabout) at the intersection of Main Street and Oregon Street.	Mid-term	\$0.8M (All-way stop) \$1.8M (Traffic signal) \$2.4M (Single lane roundabout)	<ul style="list-style-type: none"> <li>NH</li> <li>MACI</li> <li>STPU</li> <li>Local</li> </ul>
3. Nelson Road Intersection Improvements	Installation of a traffic signal at the intersection of Frontage Road and Nelson Road.	When warranted	\$900,000	<ul style="list-style-type: none"> <li>STP</li> <li>MACI</li> <li>Local</li> </ul>
<b>SPOT IMPROVEMENTS</b>				
4. Evaluate School Traffic in Belgrade	Detailed investigation into possible mitigation options to improve traffic operations related to school traffic.	Short-term	\$30,000	<ul style="list-style-type: none"> <li>Local</li> </ul>
5. Complete Sidewalk Network along Main Street in Belgrade	Construction of sidewalks, curb, gutter, and storm drain along Main Street within Belgrade.	Mid-term	\$1.5M	<ul style="list-style-type: none"> <li>NH</li> <li>TA</li> <li>Local</li> </ul>
6. Complete Sidewalk Network along North 7th Avenue in Bozeman	Construction of sidewalks, curb, gutter, and storm drain along North 7th Avenue within Bozeman.	Mid-term	\$500,000	<ul style="list-style-type: none"> <li>STP</li> <li>TA</li> <li>Local</li> </ul>
<b>CORRIDOR IMPROVEMENTS</b>				
7. Passing Zone Modifications	Evaluate and modify existing passing and no-passing signing and striping to meet current standards.	Short-term	\$30,000	<ul style="list-style-type: none"> <li>STP</li> <li>HSIP</li> </ul>
8. Install Centerline Rumble Strips	Construct centerline rumble strips along the rural portions of the corridor as appropriate.	Short-term	\$30,000	<ul style="list-style-type: none"> <li>STP</li> <li>HSIP</li> </ul>
9. Develop Separated Shared-use Path	Investigate opportunities for the development of a shared-use path between Bozeman and Belgrade.	Mid- to Long-term	\$820,000 to \$1.1M per mile	<ul style="list-style-type: none"> <li>TA</li> <li>Local</li> <li>Private</li> </ul>
10. Roadway Reconstruction	Reconstruct the corridor to include one travel lane in each direction, center left-turn lane (where appropriate), and eight-foot shoulders.	Long-term	\$5.4M (Segment 1) \$5.0M (Segment 2) \$7.8M (Segment 3) \$6.9M (Segment 4) \$4.4M (Segment 5)	<ul style="list-style-type: none"> <li>NH</li> <li>STP</li> <li>HSIP</li> </ul>



# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

April 18, 2017

Public Informational Meeting 3







# Welcome and Introductions

# Title VI Considerations

3

*This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination on the basis of a protected status during any MDT project.*



# Meeting Format

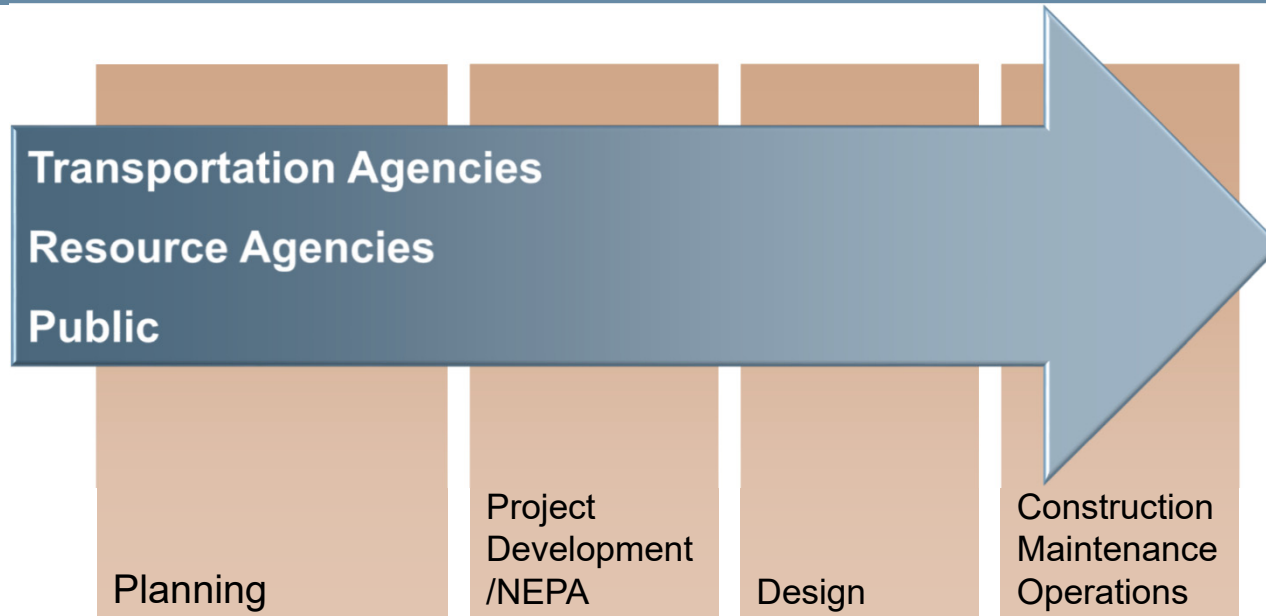
## Presentation

- ▣ Overview of corridor study process
- ▣ Areas of Concern
  - *Transportation System*
  - *Environmental Conditions*
- ▣ Needs and Objectives
- ▣ Recommended Improvement Options
- ▣ Next Steps

## Discussion Period



# What is a Corridor Study?



**A corridor study is conducted before design, right-of-way acquisition, environmental compliance, and construction.**



# Corridor Study Overview

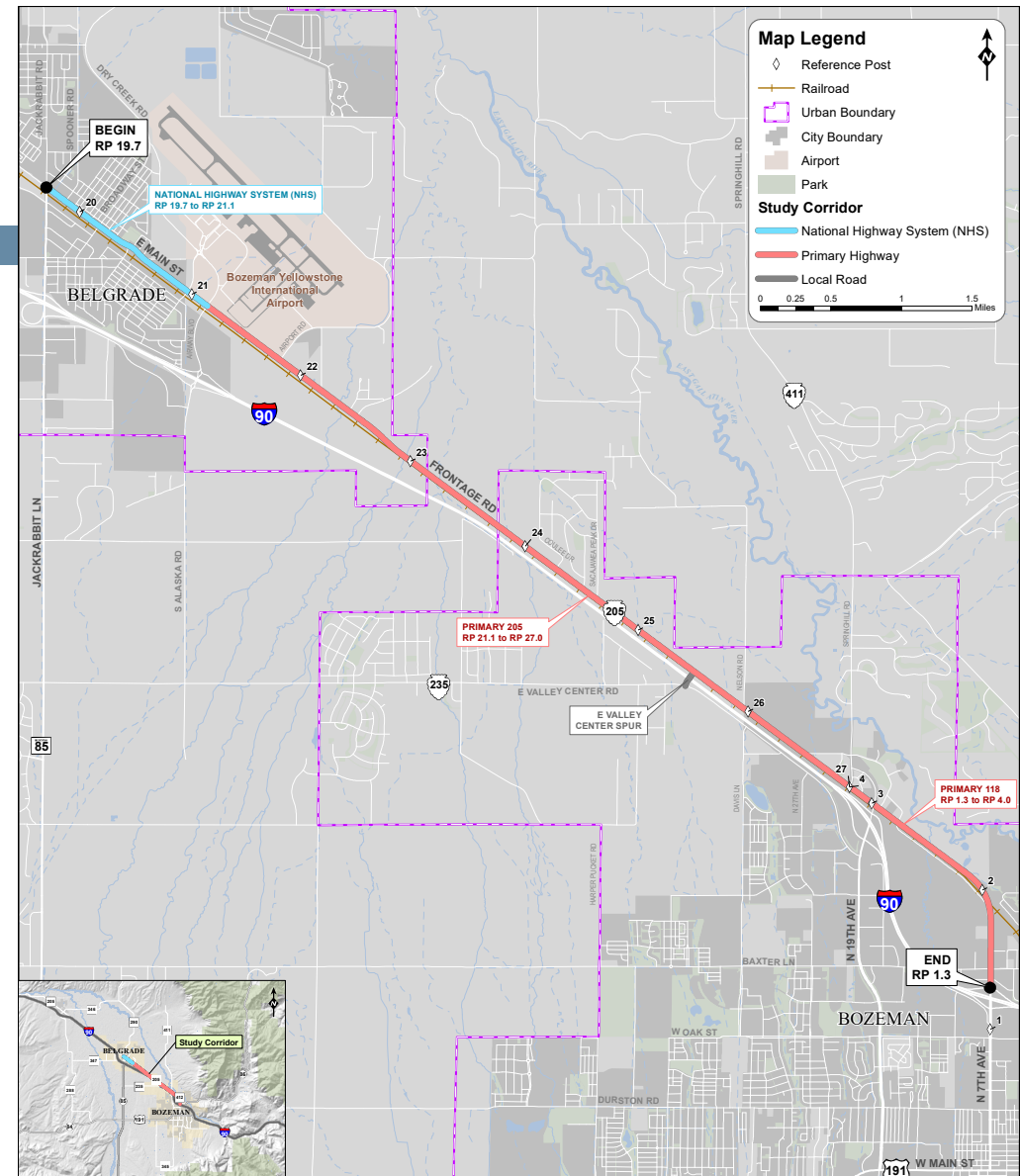
- ▣ Environmental Scan
- ▣ Informational Meeting #1
- ▣ Existing and Projected Conditions
- ▣ Resource Agency Meeting
- ▣ Informational Meeting #2
- ▣ Needs and Objectives
- ▣ Improvement Option Identification
- ▣ Draft Study Report
- ▣ **Informational Meeting #3**
- ▣ Public/Agency Review Period
- ▣ Final Study Report



# Study Area

## Frontage Road (9 Miles)

- **BEGIN:** Jackrabbit Lane
- **END:** Interstate 90 (Exit 306) Westbound Ramps
- Includes Valley Center Spur Road







# Areas of Concern

# Physical Characteristics

## Various functional classifications

- ▣ **Principal Arterial** (National Highway System): Jackrabbit Lane to Airway Boulevard
- ▣ **Minor Arterial** (Primary Highway System): Airway Boulevard to Springhill Road
- ▣ **Minor Arterial** (Primary Highway System): Springhill Road to I-90 Exit 306 Ramps

## Existing constraints

- ▣ Existing buildings (Downtown Belgrade)
- ▣ Rail infrastructure (south of roadway)
- ▣ Majority of the corridor is within railroad right-of-way
- ▣ Future private development (north of roadway)

## Two travel lanes

- ▣ 24' to 27' pavement width (in rural portion)
- ▣ Steep side slopes
- ▣ Generally no shoulders; some exceptions in recently constructed areas
- ▣ Generally “poor” overall pavement index (OPI)

## 25 to 50 mph speed limit



# Physical Characteristics

## Passing Lanes

- ▣ 8 of 14 passing lanes are less than 1,000 feet in length

## Sidewalk Network

- ▣ Several gaps exist in the sidewalk network within the urban portions of the corridor

## Miscellaneous Features

- ▣ Natural gas and crude oil pipelines parallel to and crossing the corridor
- ▣ Many areas, particularly in Belgrade, with poor drainage due to flat slopes and topography
- ▣ Bridge crossing Hyalite Creek is in “poor” condition, bridge over the railroad is in “good” condition

# Traffic Operations

11

## Jackrabbit Lane



### Traffic Signal Controlled

- ▣ Railroad pre-emption
- ▣ Skewed intersection
- ▣ NB/SB right turn slip lanes

### Existing LOS

- ▣ AM – C
- ▣ PM – C

### Projected LOS

- ▣ AM – C
- ▣ PM – C



# Traffic Operations

12

## Broadway Street



### All-way Stop Controlled

- ▣ Railroad nearby

### Existing LOS

- ▣ AM – A
- ▣ PM – C

### Projected LOS

- ▣ AM – B
- ▣ PM – F

# Traffic Operations

13

## Oregon Street



### Stop Controlled

- ▣ Stop control is only on Oregon Street
- ▣ Railroad nearby
- ▣ Crosswalk nearby
- ▣ Gas station to the north

### Existing LOS

- ▣ AM – C
- ▣ PM – D

### Projected LOS

- ▣ AM – C
- ▣ PM – F



# Traffic Operations

14

## Airway Boulevard



### Traffic Signal Controlled

- ▣ Recently re-constructed

### Existing LOS

- ▣ AM – C
- ▣ PM – C

### Projected LOS

- ▣ AM – C
- ▣ PM – C

# Traffic Operations

15

## Airport Road



### Stop Controlled

- ▣ Stop control is only on Airport Road
- ▣ Recently re-configured
- ▣ Three-legged

### Existing LOS

- ▣ AM – C
- ▣ PM – C

### Projected LOS

- ▣ AM – C
- ▣ PM – C



# Traffic Operations

16

## East Valley Center Spur Road



### Stop Controlled

- ▣ Stop control only on Spur Road
- ▣ Overhead flashers at intersection
- ▣ Railroad nearby
- ▣ North approach is private and gated
- ▣ Planned to be signalized

### Existing LOS

- ▣ AM – C
- ▣ PM – C

### Projected LOS\*

- ▣ AM – B
- ▣ PM – B

*\*Signal Controlled*

# Traffic Operations

17

## Nelson Road



### Stop Controlled

- ▣ Stop control only on Nelson Road
- ▣ Overhead flashers at intersection
- ▣ Does not meet signal warrants according to December, 2016 traffic study

### Existing LOS

- ▣ AM – B
- ▣ PM – B

### Projected LOS

- ▣ AM – C
- ▣ PM – C



# Traffic Operations

18

## Springhill Road



### Traffic Signal Controlled

- ▣ Skewed intersection

### Existing LOS

- ▣ AM – B
- ▣ PM – B

### Projected LOS

- ▣ AM – B
- ▣ PM – B

# Traffic Operations

19

## Griffin Drive



### Traffic Signal Controlled

- ❑ Does not have protected left-turn phasing
- ❑ Planned for 2019 reconstruction

### Existing LOS

- ❑ AM – C
- ❑ PM – D

### Projected LOS

- ❑ AM – D
- ❑ PM – F



# Safety

20

## Crash Period

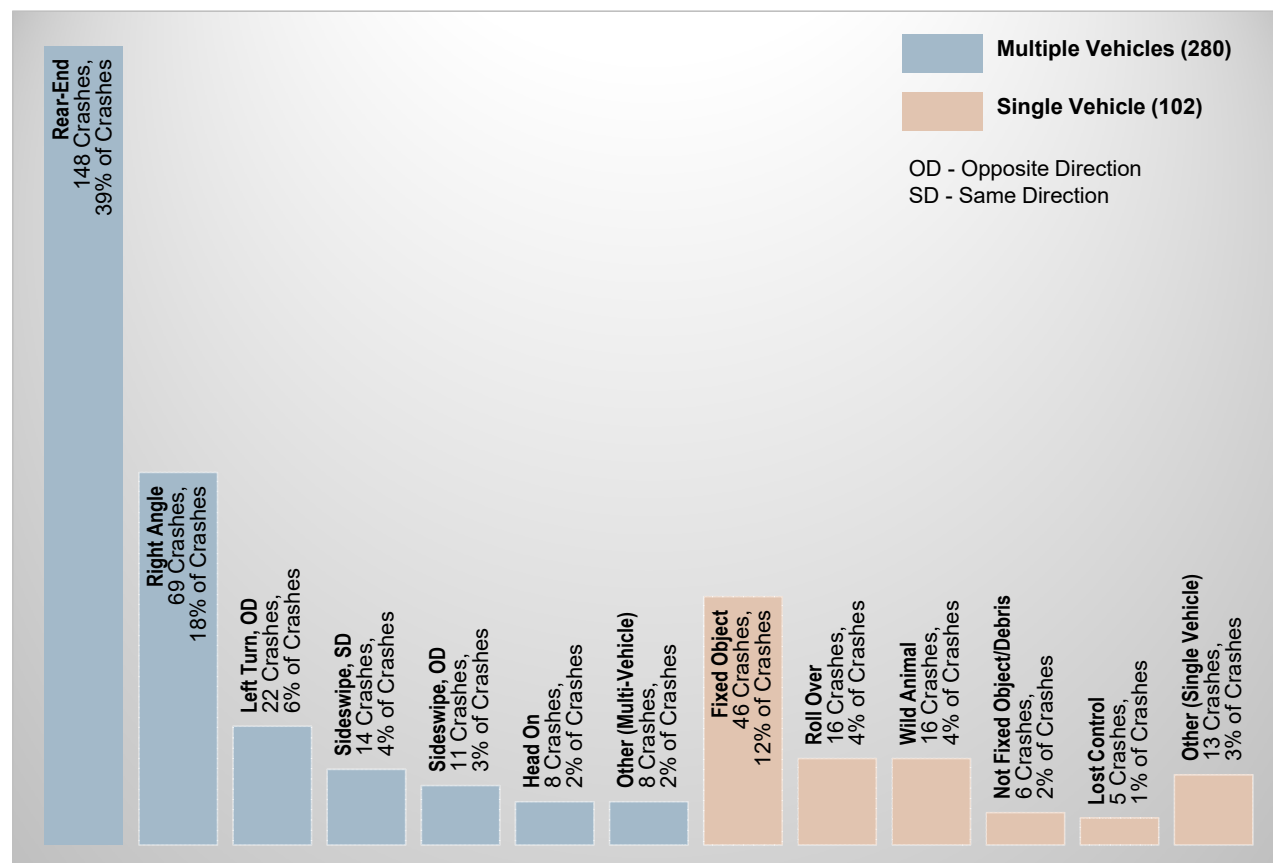
- Jan. 2010 to Dec. 2015

## 382 Total Crashes

- 280 Multi-vehicle
- 102 Single vehicle

## Crash Severity

- 3 Fatal Crashes
- 8 Incapacitating Injury Crashes



# Environmental Resources

21

## Physical Environment

- ▣ Soil Resources and Prime Farmland
- ▣ Geologic Resources
- ▣ **Water Resources**
- ▣ Air Quality
- ▣ Hazardous Substances

## Biological Environment

- ▣ Vegetation
- ▣ General Wildlife
- ▣ Threatened and Endangered Species
- ▣ Species of Concern

## Social and Cultural Environment

- ▣ Population Demographics and Economics
- ▣ **Land Ownership**
- ▣ **Recreational Resources**
- ▣ Cultural Resources
- ▣ Noise
- ▣ Visual Resources







# Needs and Objectives

# Needs and Objectives

23

## **Need 1: Improve the safety of the corridor for all users**

### **Objectives (to the extent practicable)**

- ▣ Reduce the frequency and severity of all crashes
- ▣ Improve roadway elements to meet the current standards
- ▣ Reduce conflicts for all modes



# Needs and Objectives

24

## Need 2: Improve the operations of the roadway

### Objectives (to the extent practicable)

- ▣ Reduce corridor and intersection congestion for existing and future demands
- ▣ Improve operations to meet acceptable LOS guidelines
- ▣ Accommodate alternative transportation modes

# Needs and Objectives

25

## Other Considerations

- ▣ Local and regional planning consistency
- ▣ Funding availability
- ▣ Construction feasibility and physical constraints
- ▣ Truck movements
- ▣ Maintenance costs and responsibility
- ▣ Railroad coordination
- ▣ Impacts to aquatic resources
- ▣ Impacts to environmental resources





# Recommended Improvement Options



# Intersection Improvements

27

## 1. Broadway Street

### Recommendation

- Install a traffic signal or single-lane roundabout at the intersection

### Limitations/Constraints

- Installation of a traffic signal requires a warrant analysis
- Close proximity to railroad
- Signal preemption for railroad would be required
- Right-of-way constraints
- Impacts to on-street parking





# Intersection Improvements

28

## 2. Oregon Street

### Recommendation

- Install a traffic signal or single-lane roundabout at the intersection

### Limitations/Constraints

- Installation of a traffic signal requires a warrant analysis
- Close proximity to railroad
- Signal preemption for railroad would be required
- Existing gas station to the north



# Intersection Improvements

29

## 3. Nelson Road

### Recommendation

- Install a traffic signal

### Limitations/Constraints

- Installation of a traffic signal requires a warrant analysis
- Traffic signal warrants are not currently met
- Continue to monitor over time





# Spot Improvements

30

## 4. Evaluate School Traffic in Belgrade

### Recommendation

- Perform detailed study of school related traffic and possible mitigation options

### Limitations/Constraints

- Operational issues are constrained to a short period of time during school days



# Spot Improvements

31

## 5. Complete Sidewalk Network along Main Street in Belgrade

### Recommendation

- Construct sidewalks within Belgrade to provide for pedestrian travel

### Limitations/Constraints

- There are potential impacts to adjacent business access and parking





# Spot Improvements

32

## 6. Complete Sidewalk Network along 7<sup>th</sup> Avenue in Bozeman

### Recommendation

- Construct sidewalks within Bozeman to provide for pedestrian travel

### Limitations/Constraints

- There are potential impacts to adjacent business access



# Corridor Improvements

33

## 7. Passing Zone Modifications

### Recommendation

- Evaluate and modify passing zones to ensure they meet existing standards

### Limitations/Constraints

- May result in increased driver frustration due to decreased passing opportunities





# Corridor Improvements

34

## 8. Install Centerline Rumble Strips

### Recommendation

- Install centerline rumble strips between Airport Road and Railroad Overpass

### Limitations/Constraints

- The corridor has generally poor pavement condition



# Corridor Improvements

35

## 9. Develop Separated Share-use Path

### Recommendation

- Construct a separated shared-use path along the corridor

### Limitations/Constraints

- Additional right-of-way is needed
- Coordination with the railroad will be needed during project development
- There are physical constraints due to the railroad and existing development





# Roadway Reconstruction

36

## 10. Roadway Reconstruction

### **Recommendation**

- Reconstruct the corridor to include:
  - ▣ One travel lane in each direction,
  - ▣ Center left-turn lane (where appropriate), and
  - ▣ Eight foot shoulders.
  
- Five Segments
  - ▣ Segment 1 – North Quaw Boulevard to Gallatin Field Road
  - ▣ Segment 2 – Airport Road to RP 23.0
  - ▣ Segment 3 – RP 24.6 to Springhill Road
  - ▣ Segment 4 – Springhill Road to Railroad Overpass
  - ▣ Segment 5 – Railroad Overpass to Interstate 90

# Funding Mechanisms

37

## Federal / State

- ▣ National Highway Performance Program
  - National Highway System (NHS)
- ▣ Surface Transportation Block Grant Program
  - Urban Highway System (STPU)
  - Bridge Program (STP)
  - Transportation Alternatives (TA)
- ▣ Highway Safety Improvement Program (HSIP)
- ▣ Montana Air and Congestion Initiative (MACI)

## Local

- ▣ Special Revenue Funds
- ▣ Special Improvement District Revolving Funds

## Private Funding

- ▣ Cost Sharing
- ▣ Private Donation
- ▣ Private Ownership





# Conclusion and Next Steps

# Next Steps

39

- Receive and consider comments on draft corridor study report from:
  - Public
  - Stakeholders
  - Resource agencies
- Review with study planning team
- Prepare final corridor study report
- Post to study website, distribute, and conclude process

Comment Period runs  
from April 14, 2017 to  
May 14, 2017



# Implementation

40

- Depends on availability of funds.
- Required steps:
  - ▣ Identify and secure a funding source(s)
  - ▣ Follow MDT guidelines for project nomination and development
  - or**
  - ▣ Coordinate with MDT via the System Impact Action Process (SIAP)

# Submit Comments

## Comment Sheets

## Study Website

- ▣ [www.mdt.mt.gov/belgradetobozeaman](http://www.mdt.mt.gov/belgradetobozeaman)

## Study Contacts

**Katie Potts**

*Project Manager*

MDT Statewide and Urban Planning

PO Box 201001

Helena MT 59620-1001

[kpotts@mt.gov](mailto:kpotts@mt.gov)

## Info on Newsletter



# SIGN-IN SHEET

BELGRADE to BOZEMAN corridor  
FRONTAGE ROAD study

## Informational Meeting #3 – April 18, 2017

Name	Address	Email
Rob Buczala	26633 Frontage Rd BEN	rbuczala@gmail.com
Marilee Brown	2411 Kid Curry Dr. BEN 59718	saferbozeman@gmail.com
Ralph Zimmer	2103 S. Tracy 59715	ralphzimmer@mcn.net
Steven and Nancy Davis	629 Mountain View Dr. 59718	nancyodavis53@gmail.com
Bob SPRAGUE	340 Coulee Dr. BEN 59718	
KEVIN BOYLES	142 N. ROCKY CREEK RD.	KEVINBOYLES@charl.com
Danielle Scharf	1311 Wildflower Way	dscharf@sandersonstewart.com
Jan Nesset	1304 Wildflower Way	jannisset@yahoo.com
FREA HEINRICH	1023 NELSON RD. 59718	SKIERFWH@G.MAIL.COM
Mark Krumm	188 Sacajawea PK Dr	—
Jeff Hough		jeff@gulf.org

# SIGN-IN SHEET

BELGRADE to BOZEMAN corridor  
FRONTAGE ROAD study

## Informational Meeting #3 – April 18, 2017

Name	Address	Email
Amber Barone	407 N. Broadway Belgrade	ladyluckmatarak@gmail.com
Felix Spinelli	1416 S. 5 <sup>th</sup> Ave. Bozeman, MT	spinelli.felix@gmail.com
JACK Lannen	304 Sacajawea Pk Dr. Bozeman	
Jason Karp	91 E Central Belgrade	JKarp@cityofbelgrade.net
John Faunce	1105 Powers Blvd Belgrade, MT	jfaunce@gmail.com
Peter H. McNair	309 N. 10 <sup>th</sup> Ave, Bozeman, MT	phmcnair1@gmail.com
Diane O'Connor McNair	309 N 10 <sup>th</sup> Bozeman, MT	dKo200@msn.com
DAVID GSTERMAN	PO BOX 913 BOZEMAN MT 59711	DOZLHARSKEDS@gmail.com
Stan Johnson	825 Doane Rd, Bozeman 59718	sjohnson825@msn.com
Troy Bergquist	885 Danavell Rd Bozeman 59718	tberg@msn.com
Linda Sprague	340 Coulee Dr. Bozeman	Lindasprague@yahoo.com
JASON DELMUE	18 E PEACH ST BZN 59715	delmue@yahoo.com
Toni Keck	411 N. Third Ave Boz 59715	rxsci/ardwater@guil.com
Jessica Kurzen	188 Sacajawea Peak Dr.	



# Meeting Minutes

## Informational Meeting – Number 3

### MEETING DETAILS

**Location:** Best Western Plus GranTree Inn, Lewis/Madison Rooms  
1325 North 7th Avenue, Bozeman, MT  
**Date:** April 18, 2017  
**Time:** 6:00 PM – 7:30 PM

*Meeting minutes are intended to capture the general content of meeting discussions and to document decisions made by attendees. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.*

### MEETING NOTIFICATION AND OUTREACH

A press release for the meeting was released to area media outlets on March 24, 2017. Display ads were printed in the *Bozeman Daily Chronicle* on April 2<sup>nd</sup> and 16<sup>th</sup>, and the *Belgrade News* on March 30<sup>th</sup> and April 13<sup>th</sup>. Information about the meeting was posted to the study website at:

<http://www.mdt.mt.gov/belgradetobozeaman/>

A study newsletter was developed and mailed to 103 property owners directly adjacent to the corridor, and also sent electronically to stakeholders and interested parties.

### ATTENDANCE

Approximately 35 people attended the meeting, 25 of which signed the sign-in sheet (see attached). The following Advisory Committee members attended the meeting:

- Jeff Ebert (MDT)
- Joe Walsh (MDT)
- Katie Potts (MDT)
- Steve White (Gallatin County)
- Jason Karp (City of Belgrade)
- Ralph Zimmer (Pedestrian and Traffic Safety Committee)
- Jeff Key (RPA)
- Scott Randall (RPA)
- Shane Forsythe (RPA)

### AGENDA

The third informational meeting for the Belgrade to Bozeman Frontage Road Corridor Study was held on Tuesday, April 18, 2017. The purpose of the meeting was to present the recommended improvement options developed for the corridor and to gather community feedback on the draft corridor planning study report. The meeting began with an open house at 6:00 PM with a presentation at 6:30 PM. The meeting concluded at 7:30 PM.

### INFORMATIONAL MEETING #3

An open house was held from 6:00 PM to 6:30 PM. Jeff Key, Scott Randall, Shane Forsythe, and Katie Potts were available to discuss the contents of the information on display.

Jeff Key provided a 30-minute presentation focused on the recommended improvement options for the corridor and on the draft Corridor Study Report. A discussion period was held following the presentation. Attendees were asked for questions and comments on the presentation and draft report. In addition, comment sheets were available for all members of the audience. A summary of the discussions and comments received during the meeting is presented below.

### DISCUSSIONS

- How does MDT prioritize projects? *There are different funding sources depending on the type of project and facility. Most funding sources are distributed between 5 Districts throughout Montana. The Districts typically identify projects for each funding source based on identified needs and project timelines. Project needs may include operational issues and safety concerns.*
- With regards to the slope flattening project, could safety funds be used for a shared use path? *The slope flattening project is being developed to address an identified safety concern of single-vehicle run off the road crashes. A shared-use path would not address the identified safety concern. Safety funds allocated for this project would therefore not be eligible to develop a shared-use path.*
- The current improvements to Nelson Road and Valley Center Spur Road include lane offsets. Will lane offsets be included on all future improvements? *Any future projects, including turn lanes, will be developed according to current standards. Lane offsets will be used as appropriate.*
- Why is the railroad immune to eminent domain? *Not sure how eminent domain applies to the railroad. In order to use eminent domain, a declaration of public need must be identified. The railroad was developed prior to the highway system and also serves a public need.*
- There is no mention of improvements at Airport Road. People have been using the closed northbound approach as a passing area. Left-turning vehicles must stop in the travel lane and wait for gaps in traffic. *An operational analysis of the intersection with Airport Road was conducted as part of the study. The analysis did not identify operational concerns with the intersection. Since the intersection was recently reconstructed, there was not enough crash data to identify concerns at the intersection. We will take another look at the intersection and will include a recommendation to evaluate for an eastbound left-turn lane.*
- How many people go from Belgrade to Bozeman only? *We did not conduct an origin-destination study to determine how many people along the corridor travel between Belgrade and Bozeman.*
- Valley Center Road has a posted speed limit of 45 mph. Why is the speed limit on Frontage higher even though the roadway is narrower? *A speed study was conducted along the Frontage Road in 2014. Following the results of the speed study, the Montana Transportation Commission voted to reduce the speed limit from 60 mph to 50 mph and to*



83 *extend the 45 mph speed zones on both sides of the corridor. We can't speak to the speed*  
84 *limit on Valley Center Road as it is outside of the study area.*

- 86 • How are speed limits determined? *Speed limits on state highways are set by the Montana*  
87 *Transportation Commission. An engineering speed study is usually conducted which looks at*  
88 *how fast vehicles are traveling on the road. The posted speed limit is typically set close to*  
89 *the speed at which 85 percent of vehicles are traveling at or below (85th percentile speed).*  
90
- 91 • How can the public stay involved after this plan is completed? *The draft report is available for*  
92 *review and comments (due May 14th). After the plan is completed, more involvement will*  
93 *occur as projects are developed along the corridor.*

## 94 COMMENTS

- 95 • Ralph Zimmer made the following comments:
  - 96 ○ The railroad is immune from eminent domain because the land was granted to them
  - 97 ○ under the condition that they cannot sell it.
  - 98 ○ AASHTO states that shoulders are not pedestrian facilities.
  - 99 ○ There are eight factors to justify a shared-use path in the MDT design manual. It is
  - 100 ○ possible that five of them are met on the Frontage Road.
  - 101 ○ Sight impaired individuals cannot safely use the shoulders of any roadway.
  - 102 ○ Vehicles stop at the side of the roadway for a variety of reasons, this could block the
  - 103 ○ shoulder for other users of the road. This could force non-motorized users into the
  - 104 ○ travel lane.
- 105
- 106 • Marilee Brown made the following comments:
  - 107 ○ The use of the shoulder as a location for bicyclists and pedestrians is unsafe.
  - 108 ○ The slope flattening project does not appear to have logical end points.
  - 109 ○ If shoulders were used as a non-motorized facility, eastbound bicycles and
  - 110 ○ pedestrians would have to be on the south side of the road, potentially in
  - 111 ○ contradiction to the railroad guidance documents.
  - 112
- 113 • Jason Karp made the following statement:
  - 114 ○ The City of Belgrade is about to begin a Transportation Plan Update which will
  - 115 ○ include public meetings. Additionally, Airport Road will be included as part of that
  - 116 ○ plan.

117 After concluding the question and answer portion of the meeting, the attendees were invited to  
118 review the displays and ask any further questions. One written comment was given to project team  
119 at the meeting (see attached). The meeting concluded at 7:30 PM.

# COMMENT FORM

## Informational Meeting #3 – April 18, 2017

Please Submit Your Comments:

2 points of interest:

1. I bike to work from the fishing access to MSM & don't see much need, demand or use of frontage to bozeman by working ~~to~~ school ~~begin~~ cyclists. I probably wouldn't even use it all the way from <sup>my</sup> home if you built a separate path. The money to should go to higher safety needs.
2. My larger interest is the safety of cyclist & pedestrians from the warming center on Industrial & Griffin in to bozeman. My husband & I volunteer at the warming center & our community members there use that path daily not only in the winter but Griffin into bozeman is used all year. Please I also bike through that intersection & have to go from cyclist in bikelane to car in lane to get through defensively. I would really love to see our homeless population better protected on this pathway between important resources like the warming center, walmart, bus stop & community cafe. You can't know how many of them have been near missed or hit, because but we know they have troubles on this route.

See study area map on other side

Thank you!

Please mail or email your comments to:

**Katie Potts, Project Manager**  
MDT Statewide and Urban Planning Section  
PO Box 201001  
Helena, MT 59620-1001  
406-444-9238  
Email: [kpotts@mt.gov](mailto:kpotts@mt.gov)

To receive further study information, please provide your name and address:

Name: Jessica Kuzen & Mark Kuzen  
Address: 187 Sycamore Peak Dr  
Email: \_\_\_\_\_





September 23, 2016

To: Resource Agency Distribution

Subject: Belgrade to Bozeman Frontage Road Corridor Study

The Montana Department of Transportation (MDT) has initiated a corridor planning study to explore potential needs for improvements to the Frontage Road between Belgrade and Bozeman, Montana. The study is a collaborative process between MDT, the Federal Highway Administration, Gallatin County, the cities of Belgrade and Bozeman, other agencies, and the public aimed at identifying transportation needs and potential solutions. The study area includes the Frontage Road beginning in Belgrade at the intersection of Main Street and Jackrabbit Lane and extends nine miles to the east to the Interstate 90 Exit 306 westbound ramps. The study area includes a 200-foot buffer on both sides of the roadway (total buffer width of 400 feet), and also includes East Valley Center Spur Road.

MDT invites you to attend a resource agency meeting to discuss and confirm the environmental conditions in the study area. The meeting is intended to identify any issues or concerns regarding environmental resources that may be affected by potential future improvement options.

When: **Thursday, October 20, 2016 from 1:00 p.m. to 3:00 p.m.**

Where: **MDT Planning Division**      **MDT Bozeman Area Office**  
Conference Room A      or      Conference Room  
2960 Prospect Avenue      100 Nelson Road  
Helena, MT 59601      Bozeman, MT 59772-3028

Please review the draft environmental scan report in advance of the meeting. An electronic version of this document (with attachments) is provided on the enclosed CD. Please provide written comments on the enclosed report by **October 31, 2016**. Additional information about the study is available on the study website: <http://www.mdt.mt.gov/belgradetobozean/>.

If you are unable to attend the resource agency meeting, please forward these files to an appropriate agency designee. Please contact Katie Potts, MDT Project Manager, (406) 444-9238, [kpotts@mt.gov](mailto:kpotts@mt.gov), by **October 14, 2016**, to confirm your participation in the resource agency meeting.

Thank you in advance for your agency's input.

Sincerely,

Tom Martin  
MDT Environmental Services Bureau Chief

Enclosure

Resource Agency Distribution:

David Fronczak, U.S. Environmental Protection Agency  
Mike McGrath, U.S. Fish and Wildlife Service  
Robert Cole, U.S. Army Corps of Engineers  
Renee Lemon, MT Fish, Wildlife, and Parks  
Sam Sheppard, MT Fish, Wildlife, and Parks  
Travis Horton, MT Fish, Wildlife, and Parks  
Howard Burt, MT Fish Wildlife, and Parks  
Jonathan Ferree, MT Fish Wildlife, and Parks  
Allan Kuser, MT Fish, Wildlife, and Parks  
Raymond Heagney, MT Fish, Wildlife, and Parks  
Jon Kenning, MT Department of Environmental Quality  
Dean Yashan, MT Department of Environmental Quality  
Stephan Carpenedo, MT Department of Environmental Quality  
Craig Campbell, MT Department of Natural Resources and Conservation  
Sean O'Callaghan, Gallatin County (floodplain administrator)  
Jason Karp, City of Belgrade (floodplain administrator)  
Rick Hixson, City of Bozeman (floodplain administrator)

Copies (without enclosure):

Katie Potts, MDT  
Douglas Lieb, MDT  
File





# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

October 20, 2016

Resource Agency Workshop





# **Welcome and Introductions**



# Workshop Agenda

3

## Presentation

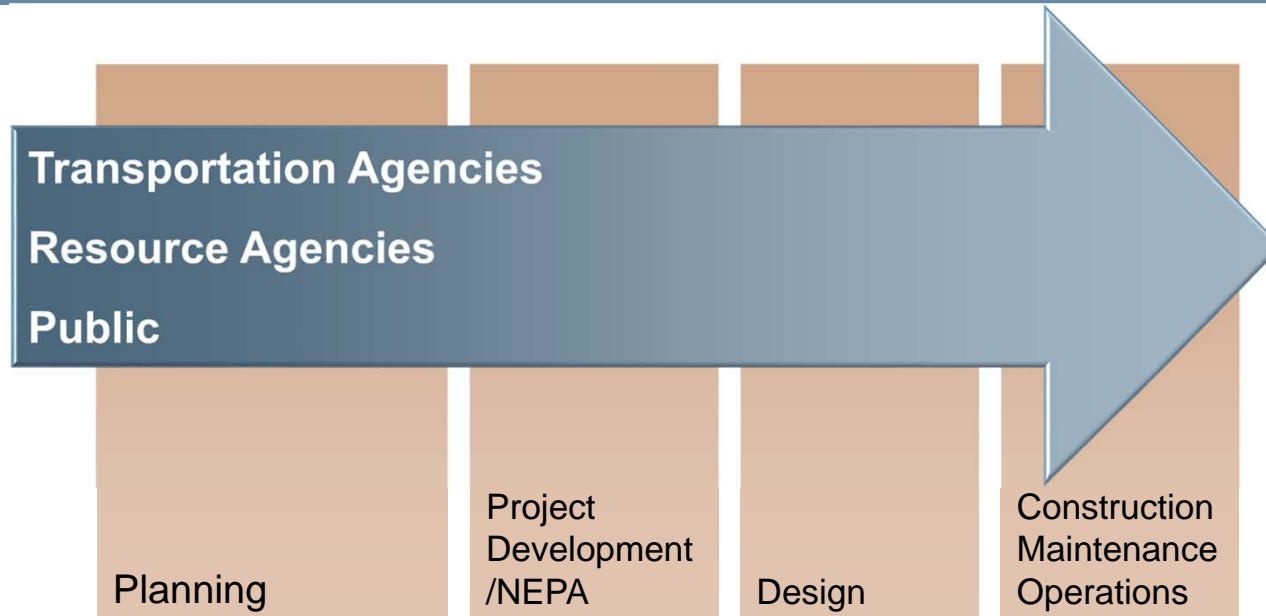
- ▣ Overview of corridor study process
- ▣ Key existing and projected condition findings
  - *Transportation System*
  - *Environmental Conditions*
- ▣ Next Steps

## Discussion Period



# What is a Corridor Study?

4



**A corridor study is conducted before design, right-of-way acquisition, environmental compliance, and construction.**



# Background & Goal of Study

## Past Planning

- ▣ LRTPs
- ▣ PROST Plan
- ▣ East Belgrade Interchange
- ▣ Others

## Existing Concerns

- ▣ Congestion
- ▣ Intersections
- ▣ Safety
- ▣ Non-motorized Transportation

## Future Concerns

- ▣ Growth
- ▣ Development

**Study will identify feasible improvement options to address identified needs.**

*LRTP – Long Range Transportation Plan  
PROST – Parks, Recreation, Open Space and Trails*

# Corridor Study Overview

- ▣ Environmental Scan
- ▣ Informational Meeting #1
- ▣ Existing and Projected Conditions
- ▣ **Resource Agency Meeting**
- ▣ Informational Meeting #2
- ▣ Needs and Objectives
- ▣ Improvement Option Identification & Screening
- ▣ Informational Meeting #3
- ▣ Draft Study Report
- ▣ Public/Agency Review Period
- ▣ Final Study Report



**We Are Here**



## 7

- **BEGIN:** Jackrabbit Lane
- **END:** Interstate 90 (Exit 306) Westbound Ramps
  - Includes Valley Center Spur Road



# Recent and Planned Projects

8

RECENT

PROJECT NAME	UPN	LETTING YEAR	DESCRIPTION
2 Miles East of Belgrade	2444	1996	Curve flattening for 0.5 miles of the Frontage Road approximately 2 miles east of Belgrade.
Main & Jackrabbit Lane – Belgrade	4471	2006	Realignment and signal installation at Main Street and Jackrabbit Lane.
Safety Improvement – West of Bozeman	4433	2007	Turn bay at Nelson Road.
Gallatin Field Road – East	6518	2009	Pavement preservation (from RP 20.9-26.8).
East Belgrade Interchange – North	5897	2013	New I-90 Interchange and associated connections.
2002 Signal – Junction S-411	5373	2015	Signal at intersection with Springhill and Frontage Road.
SF 139 – Butte Advance Signal Flasher	8120	2015	Upgrade advance warning flashers to standardize for uniformity at intersection with Springhill and Frontage Road.
Sidewalks II - Belgrade	8655	2015	CTEP Project: Sidewalk installation at the following locations: West side of Spooner Road (from Mayfair Drive north 580 feet); West side of Broadway Street (from 205 S. Broadway to Main Street); North side of Madison Avenue (from Broadway Street west 820 feet); East side of Jackrabbit Lane (between the Lee & Dads approach and Missoula Avenue); East side of Jackrabbit Lane (between 300 Jackrabbit Lane and Northern Pacific Avenue); and South side of Yellowstone Avenue (between Oregon and Montana Streets).
Valley Center / P-205 Intersection Study	8796	2015	Study Corridor / Traffic (P 205).
Bozeman Signal Upgrades	8036010	2015	Controllers and communication upgrades to promote traffic flow improvements via increased signal connectivity and synchronization. Traffic signal hardware was updated as well. Work on N. 7 <sup>th</sup> Ave was from RP 1.22 to RP 1.5.
N. 7 <sup>th</sup> Ave Signals (Bozeman)	8036012	2016	Signal synchronization to promote traffic flow improvements via increased signal connectivity and synchronization. Traffic signal hardware was updated with 8036010. Work on N. 7 <sup>th</sup> Ave was from RP 0.126 to RP 1.212 and from RP 1.213 to RP 1.43 (overlapped the previous project in the row above).

PLANNED

PROJECT NAME	UPN	LETTING YEAR	DESCRIPTION
SF 129 – Slope Flattening (Belgrade)	8031	Unknown – Currently in design	This project will completely reconstruct the roadway between RP 23.0 and RP 24.6. Wider shoulders, flatter slopes, and turn lanes will be constructed. The turn lanes will include left turn lanes at four approaches, a two-way left-turn lane and four right turn slip lanes. Shoulder rumble strips will be provided. Centerline rumble strips will be provided on the two lane section.
Valley Spur Intersection Improvements	N/A	Unknown – Currently in design	Installation of traffic signals at both ends of Valley Spur Road (at the Frontage Road and East Valley Center Road intersections) just west of Bozeman. Geometric improvements to the intersections are anticipated, including a westbound right turn lane on Valley Center Road. Signal timing will be complex due to proximity of an at-grade railroad crossing. MDT is interested in an accelerated project development schedule for this project.

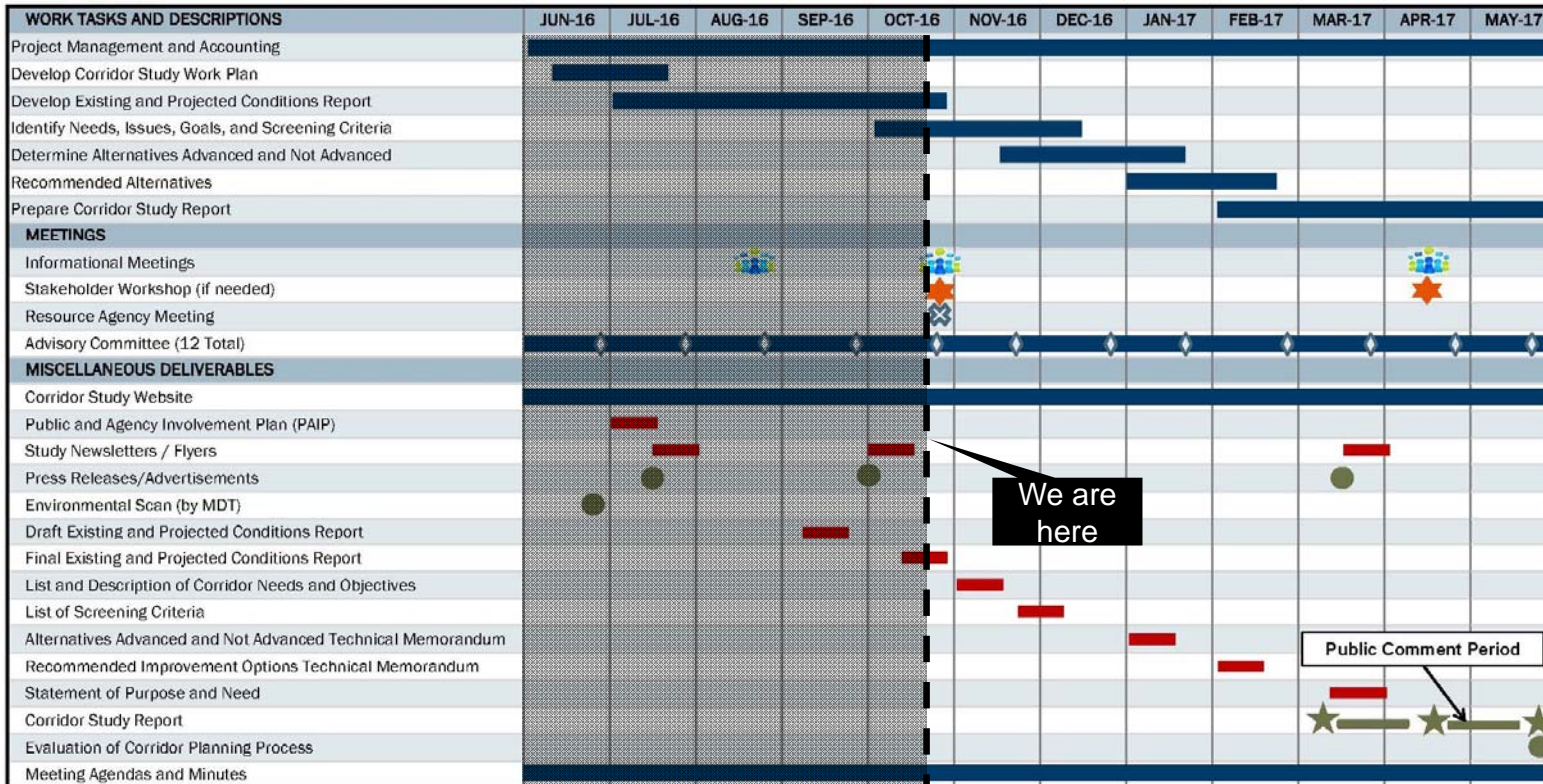


# Study Schedule

9

## Belgrade to Bozeman Frontage Road Corridor Study

### STUDY SCHEDULE



We are here

Public Comment Period







# Transportation System



# Physical Characteristics

## Various functional classifications

- ▣ **Principal Arterial** (National Highway System): Jackrabbit Lane to Airway Boulevard **[N 205]**
- ▣ **Minor Arterial** (Primary Highway System): Airway Boulevard to Springhill Road **[P 205]**
- ▣ **Minor Arterial** (Primary Highway System): Springhill Road to I-90 Exit 306 Ramps **[P 118]**

## Existing constraints

- ▣ Existing buildings (Downtown Belgrade)
- ▣ Rail infrastructure (south of roadway)
- ▣ Future private development (north of roadway)

## Two travel lanes

- ▣ 24' to 27' pavement width
- ▣ Steep side slopes
- ▣ Generally no shoulders; some exceptions in recently constructed areas
- ▣ Generally “poor” overall pavement index (OPI)

## 25 to 50 mph speed limit

# R/W and Access

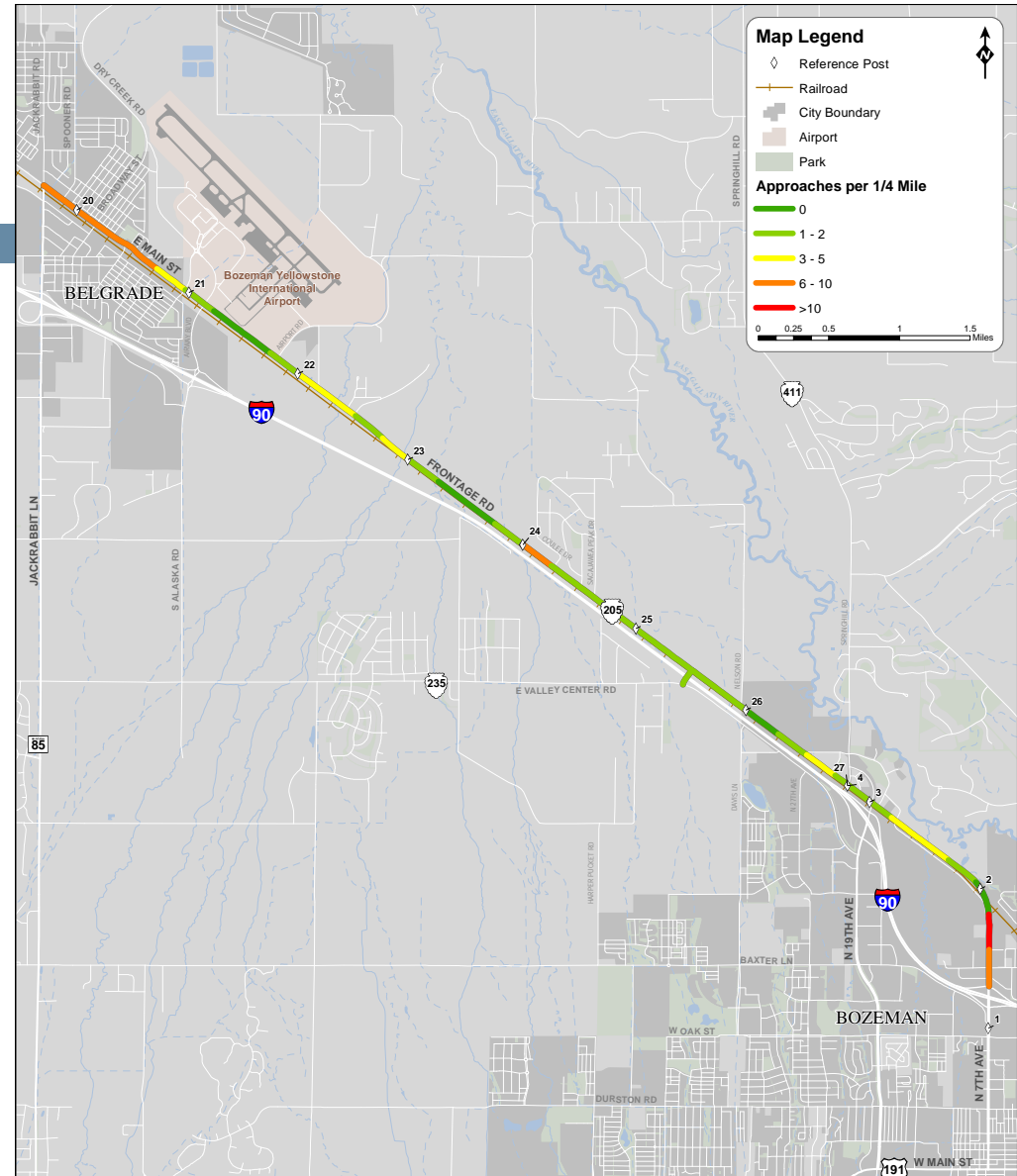
12

## Right-of-Way

- Existing roadway easement is entirely within BNSF (MRL leased) railroad right-of-way
  - MRL has given direction that the horizontal distance from the road to the tracks will not be reduced
  - There are private encroachments on the railroad right-of-way

## Access Density

- See figure





# Bridges

13

## Bridges

- ▣ Two bridges on Frontage Road
  - One on Primary 205 @ RP 26.6 (built in 1950)
  - One on Primary 118 @ RP 2.1 (built in 1993)

LOCATION	FEATURE CROSSED	YEAR BUILT	WIDTH (ft)	LENGTH (ft)	STRUCTURE CONDITION	DECK CONDITION
RP 26.6 (P-205)	Unknown Creek	1950	29.5	42.6	POOR	FAIR-1
RP 2.1 (P-118)	Railroad Track	1993	42.3	391.0	GOOD	FAIR-1

### Structure Condition

Poor: candidate for repair or replacement

Good: candidate for continued preservation

### Deck Condition

Fair-1: candidates for healer/sealer treatments

# Non-Motorized Facilities

## Existing

- Limited sidewalks in Belgrade
- Trails at Cherry River FAS

## Future Recommendations

- Bozeman Area LRTP (2007 Update) – widened road shoulder
- Belgrade Transportation Plan (2002) – shared use path (on south side)
- Bozeman PROST Plan – shared use path (side not identified)
- Draft Bozeman TMP Recommendations – shared use path (on north side)

**NOTE:** Union Pacific Railroad - BNSF Railway *Railroad Design Standards (May 2016)* DO NOT allow any trails parallel to the track on railroad right-of-way, and do not permit the use of railroad access roads for trail use.



# Drainage Conditions

15

## Drainage

- ▣ Varies between urban and rural drainage conditions
- ▣ Curb and gutter in some locations
  - Belgrade / Bozeman
  - Standing water at approaches in some areas

LOCATION	PROJECT NUMBER	CONSTRUCTION DATE	DETAILS
Jackrabbit Lane and Main Street	CN 4471 SFCU-STPS 291-1(5)1	2006	Project included new curb and gutter, storm drain with drainage sumps and new reinforced concrete pipe arch (RCPA) on the Mammoth Ditch crossing both Jackrabbit Lane and Main Street.
Airway Boulevard	UPN 5897001 IM-MT STPU 90-6(112)300	2015	This project eliminated some irrigation and minor drainage culverts crossing Frontage Road and added a significant amount of curb and gutter and a storm drain system with detention/retention ponds to address storm runoff
Spain Ferris Ditch (RP 22.3)	Unknown	Unknown	The Spain Ferris Ditch crosses Frontage Road via a Reinforced Box Culvert (RBC) and includes two laterals east and west of the main crossing that are conveyed across Frontage Road via culverts.
Hyalite Creek (RP 22.3)	STPHS 205-1(16)23	1997	Hyalite Creek crosses Frontage road via RBC with an overflow RCPA.
Baxter Creek (RP 23.2)	UPN 8031000 HSIP 205-1(45)23	Not yet constructed	Project in early stages of design. The project is primarily the replacement of the Baxter Creek culvert.
RP 25-27	UPN 4433 STPHS 205-1(26)26	2004	Miscellaneous irrigation and drainage culverts. Replaced culvert crossing on Spring Creek (RP 25.8).
Springhill Road to I-90 WB ramps	N/A	N/A	Miscellaneous irrigation and drainage culvert crossings. Close proximity to the City of Bozeman Waste Water Treatment Plant and may include several underground utilities.

# Pavement Condition

16

## Pavement Condition

### ▣ Overall Pavement Index

- Jackrabbit Lane to Airway Boulevard – OPI 53.7
- Airway Boulevard to Springhill Road – OPI 59.9
- Springhill Road to I-90 – OPI 52.1

▣ OPI indicates **POOR** pavement conditions throughout

#### OPI

80 to 100 - good

60 to 79.9 - fair

0 to 59.9 - poor



# Safety

17

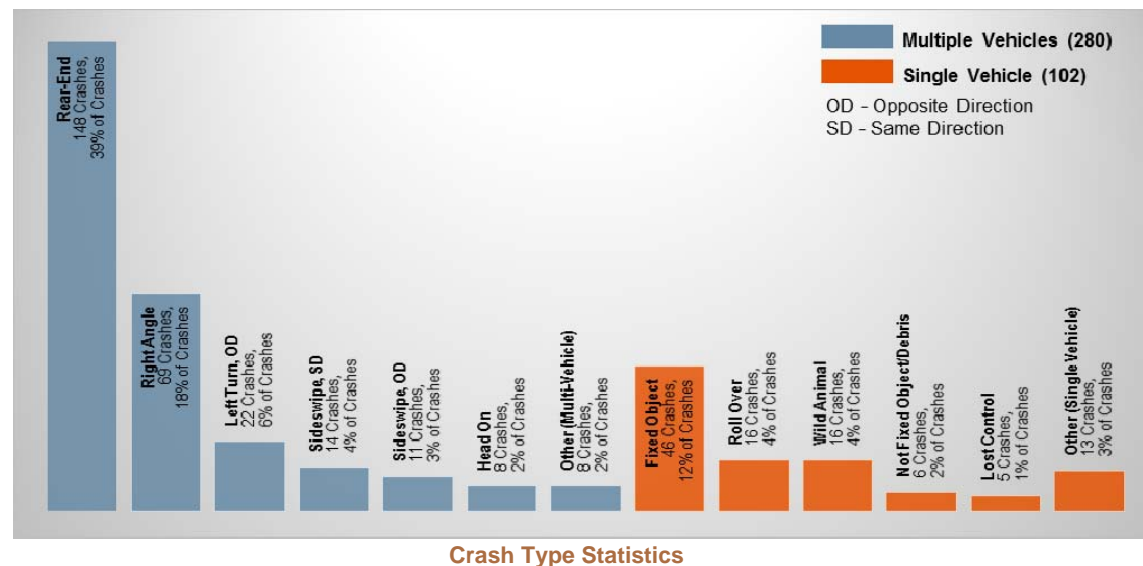
## 6 years of data\*

- Three fatal
- Eight incapacitating injury
- 32 non-incapacitating injury

## 382 total reported crashes

- 73% multi-vehicle
- 27% single-vehicle
- No environmental trends noted

\*Jan 01, 2010 to Dec 31, 2015

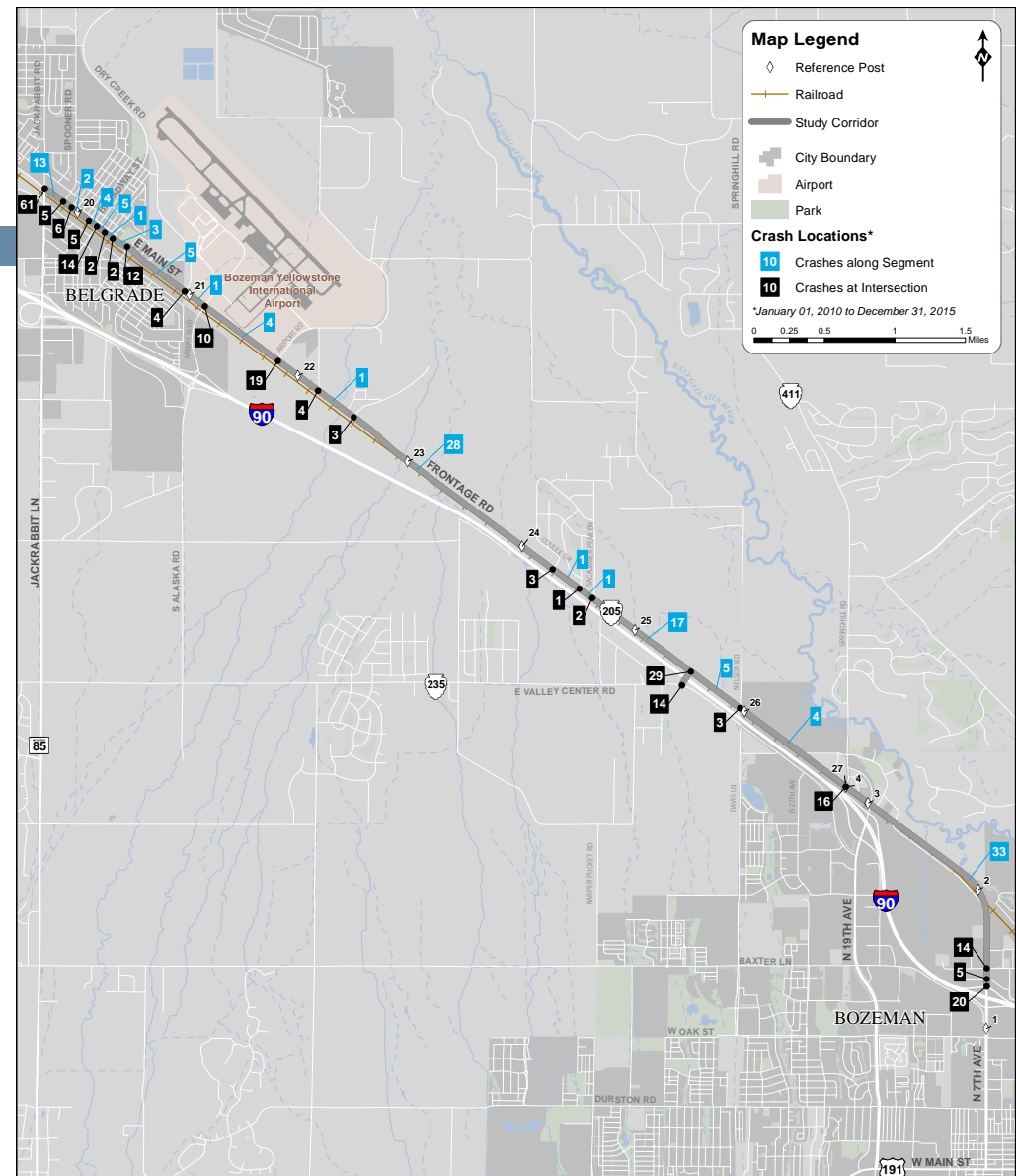


# Safety

18

## Noted clusters:

- ❑ Jackrabbit Lane to Oregon Street
- ❑ Valley Center Spur Road
- ❑ Springhill Road
- ❑ Griffin Drive





# Existing AADT (2015)

19



# Change between 2014 and 2015

Location	2014 AADT	2015 AADT	% Difference
East of Jackrabbit Lane	9,460	8,348	-11.8%
West of Broadway Street	7,210	5,250	-27.2%
East of Broadway Street	9,980	8,670	-13.1%
East of Madison Avenue	11,510	9,550	-17.0%
West of Valley Center Spur Road	11,360	7,478	-34.2%
West of Springhill Road	10,100	5,760	-43.0%
East of Springhill Road	8,370	5,300	-36.7%
North of Red Wing Drive	8,160	6,090	-25.4%
North of Griffin Drive	9,540	9,930	4.1%
South of Griffin Drive	14,410	12,520	-13.1%
<b>Average for Corridor</b>			<b>-21.2%</b>



# Projected AADT (2040)

21



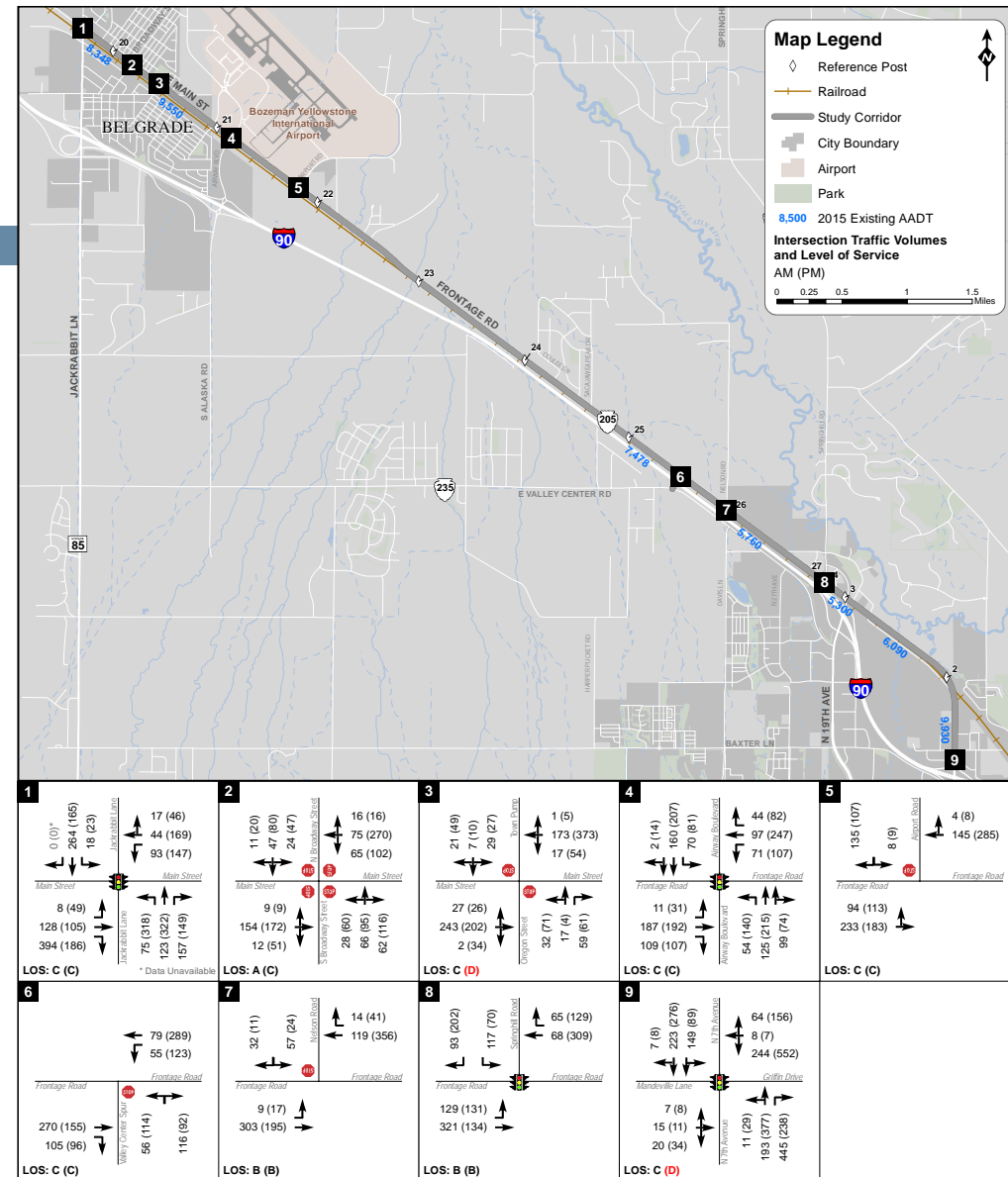


# Intersection LOS

22

## Existing (2016) Conditions

1 – Jackrabbit Lane	LOS C(C)
2 – Broadway Street	LOS A(C)
3 – Oregon Street	LOS C(D)
4 – Airway Boulevard	LOS C(C)
5 – Airport Road	LOS C(C)
6 – Valley Center Spur	LOS C(C)
7 – Nelson Road	LOS B(B)
8 – Springhill Road	LOS B(B)
9 – Griffin Drive	LOS C(D)

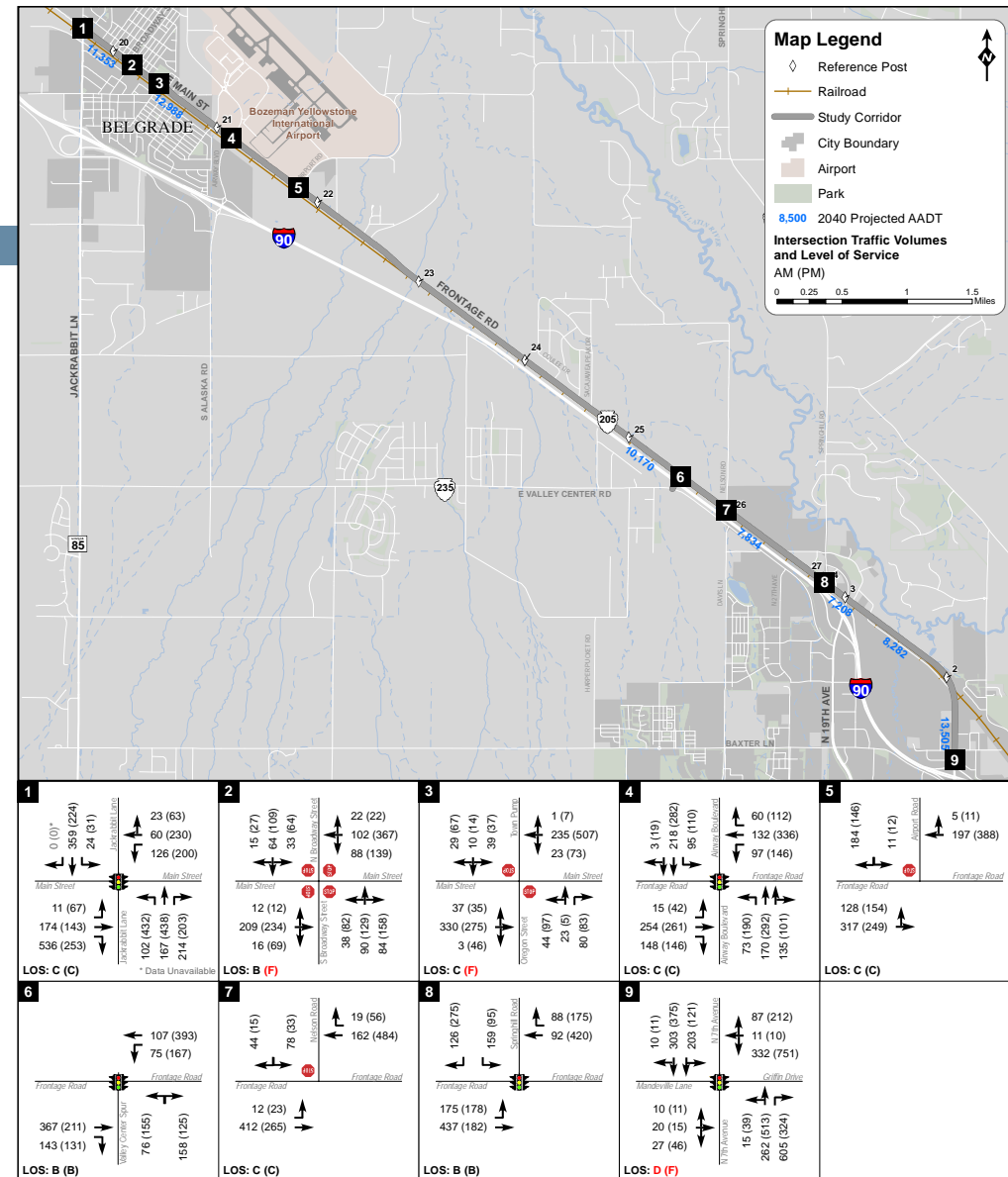




# Intersection LOS

## Projected (2040) Conditions

1 – Jackrabbit Lane	LOS C(C)
2 – Broadway Street	LOS B(F)
3 – Oregon Street	LOS C(F)
4 – Airway Boulevard	LOS C(C)
5 – Airport Road	LOS C(C)
6 – Valley Center Spur	LOS B(B)
7 – Nelson Road	LOS C(C)
8 – Springhill Road	LOS B(B)
9 – Griffin Drive	LOS D(F)





# Environmental Conditions



# Environmental Resources

25

## Physical Environment

- ❑ Soil Resources and Prime Farmland
- ❑ Geologic Resources
- ❑ Surface Water
- ❑ Wells and Water Rights
- ❑ Floodplains and Floodways
- ❑ Hazardous Substances

## Biological Environment

- ❑ Threatened and Endangered Species
- ❑ Wildlife Distribution Areas
- ❑ Animal Carcass Locations
- ❑ Animal Species of Concern
- ❑ Plant Species of Concern

## Social and Cultural Environment

- ❑ Land Ownership
- ❑ Recreational Resources
- ❑ Cultural and Historic Resources

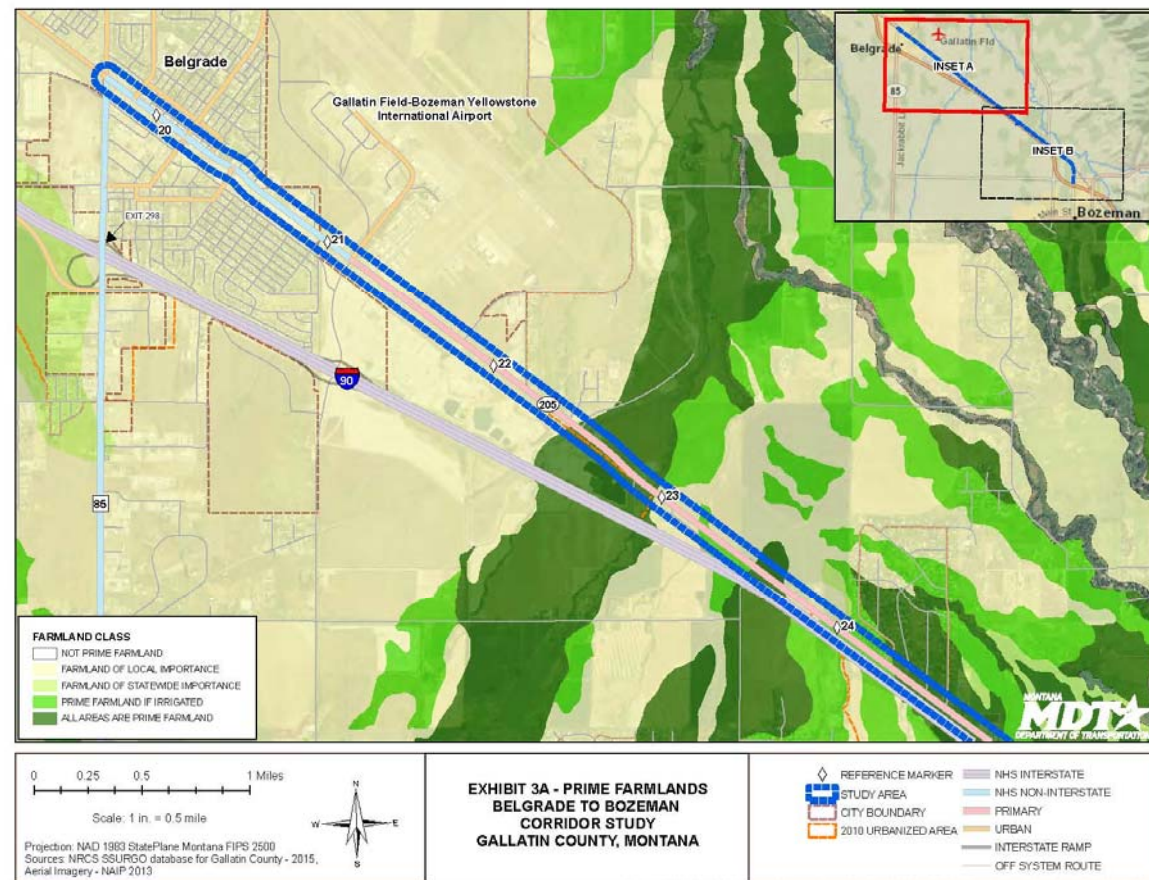


# Soil Resources and Prime Farmland

26

## Farmland

- Some farmland of local importance
- Some farmland of statewide importance
- Some prime farmland if irrigated
  - Developed land is not subject to the FPPA
- High percentages east of RP 22.5



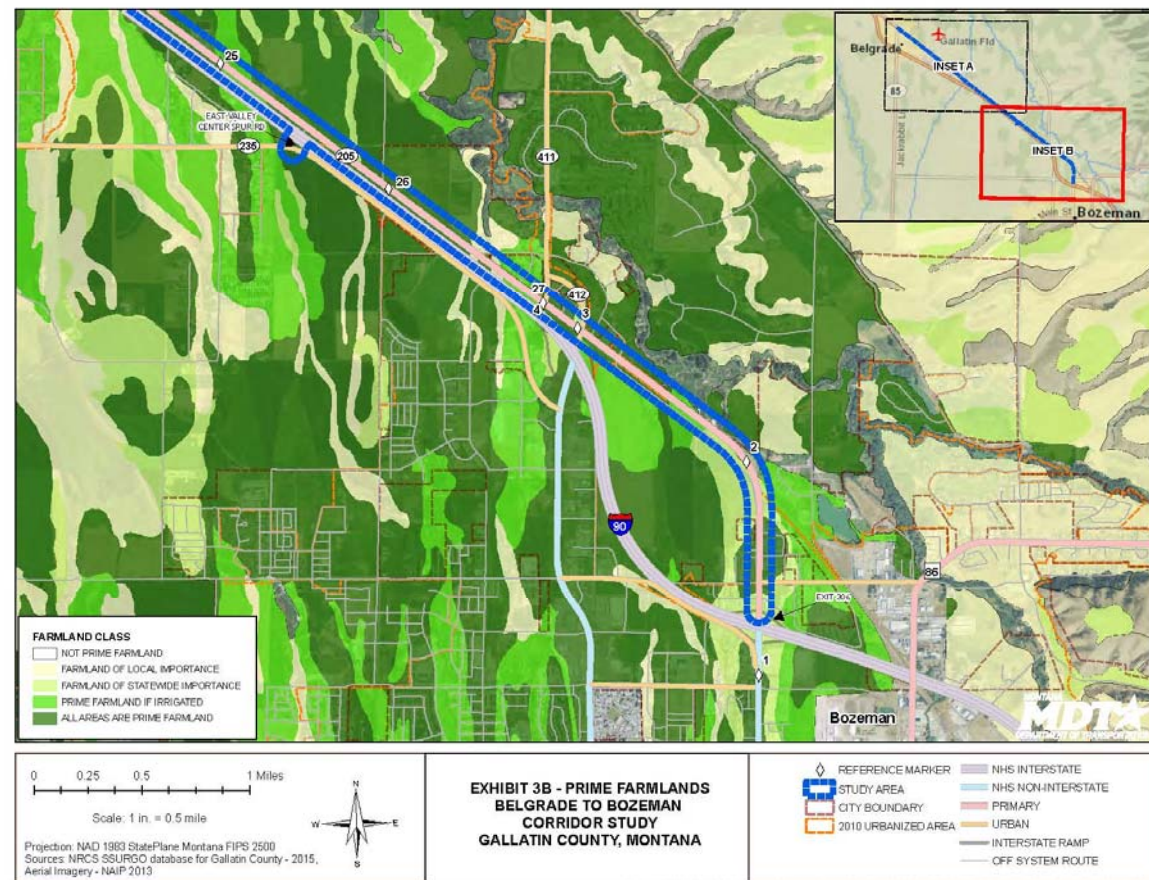


# Soil Resources and Prime Farmland

27

## Farmland

- Some farmland of local importance
- Some farmland of statewide importance
- Some prime farmland if irrigated
  - Developed land is not subject to the FPPA

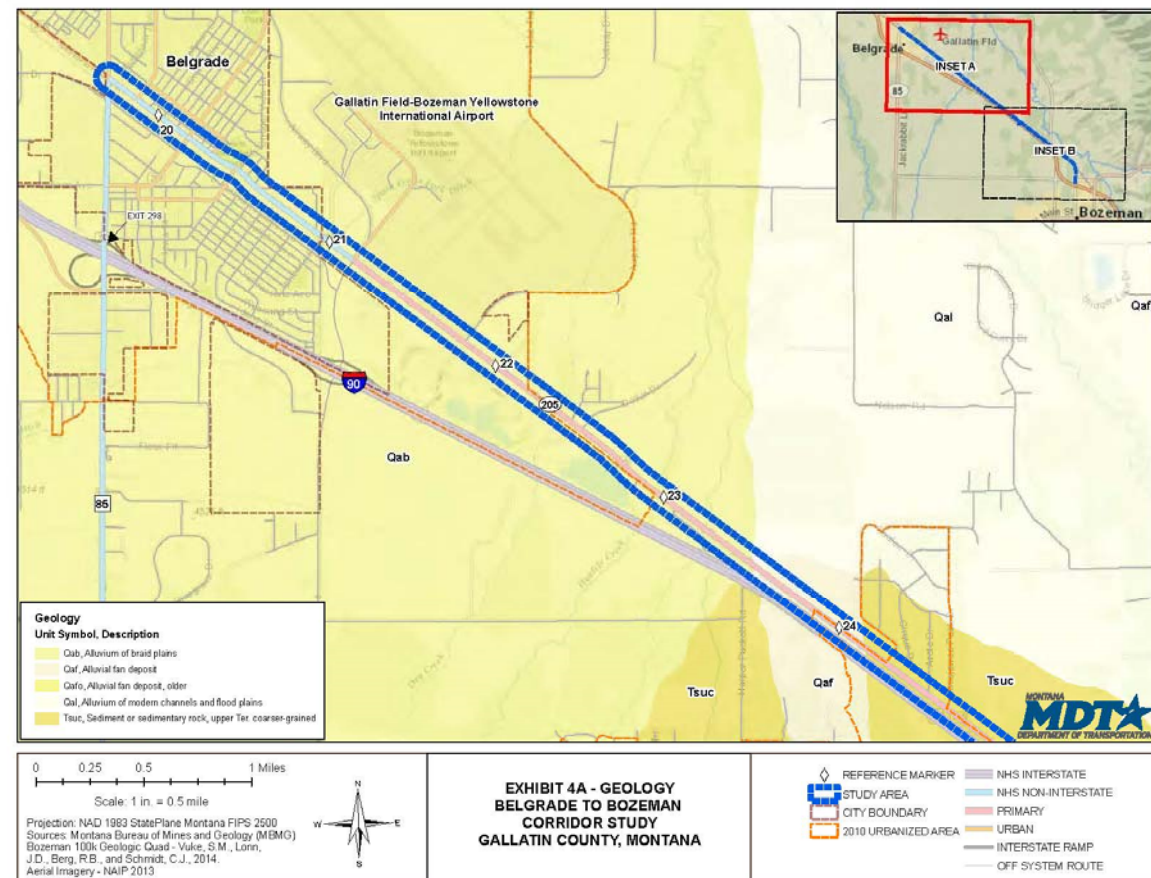


# Geologic Resources

28

## Soils

- Gallatin Valley has an organic lean clay layer
- Zero to eight feet thick
- Can be moisture sensitive
  - Consider permanent erosion and sediment control (PESC)



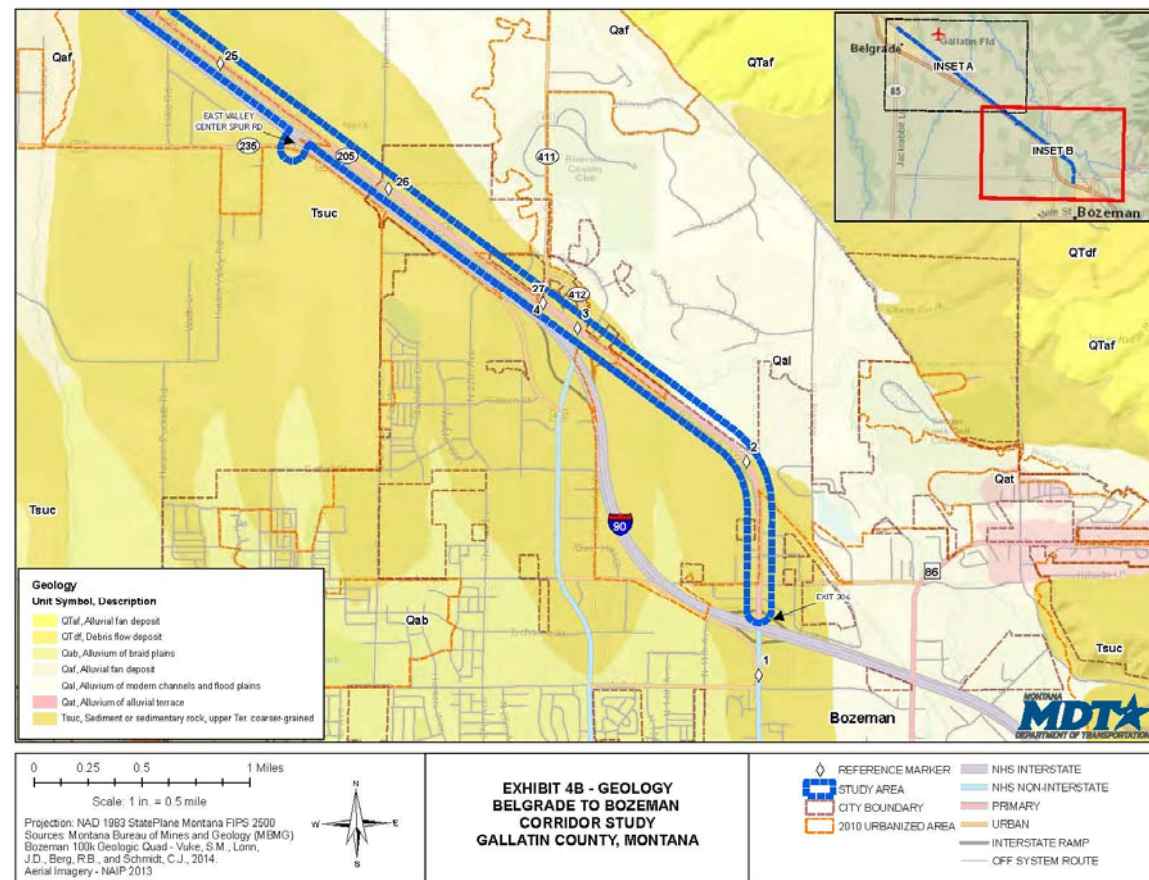


# Geologic Resources

29

## Soils

- Gallatin Valley has an organic lean clay layer
- Zero to eight feet thick
- Can be moisture sensitive
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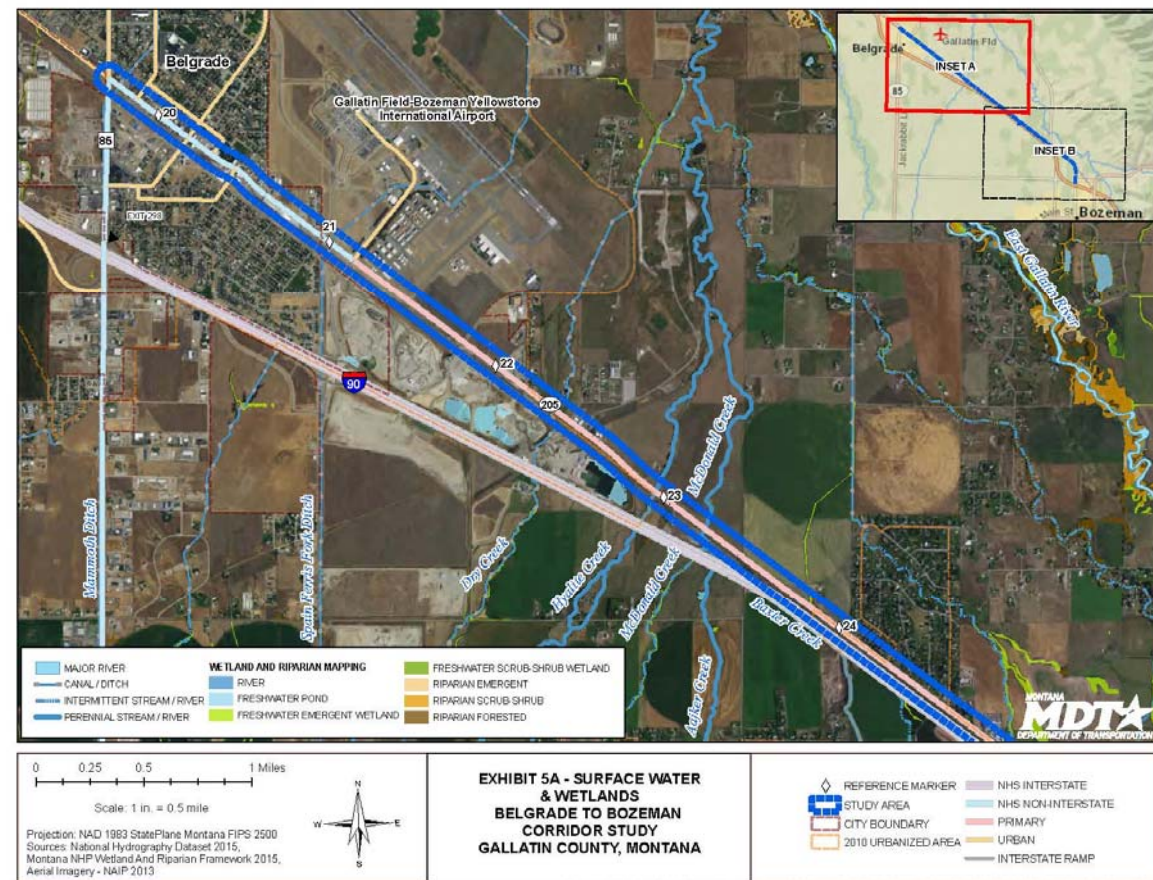


# Surface Water

30

## Stream Crossings

- ▣ Mammoth Ditch (RP 19.8)
- ▣ Spain Ferris Fork Ditch (RP 21.0)
- ▣ Dry Creek (RP 22.3)
- ▣ Hyalite Creek (RP 23.0)
- ▣ Aajker / McDonald Creek (RP 23.2)
- ▣ Baxter Creek (RP 23.2 to 24.1)
- ▣ Unnamed (24.1 to 24.5)



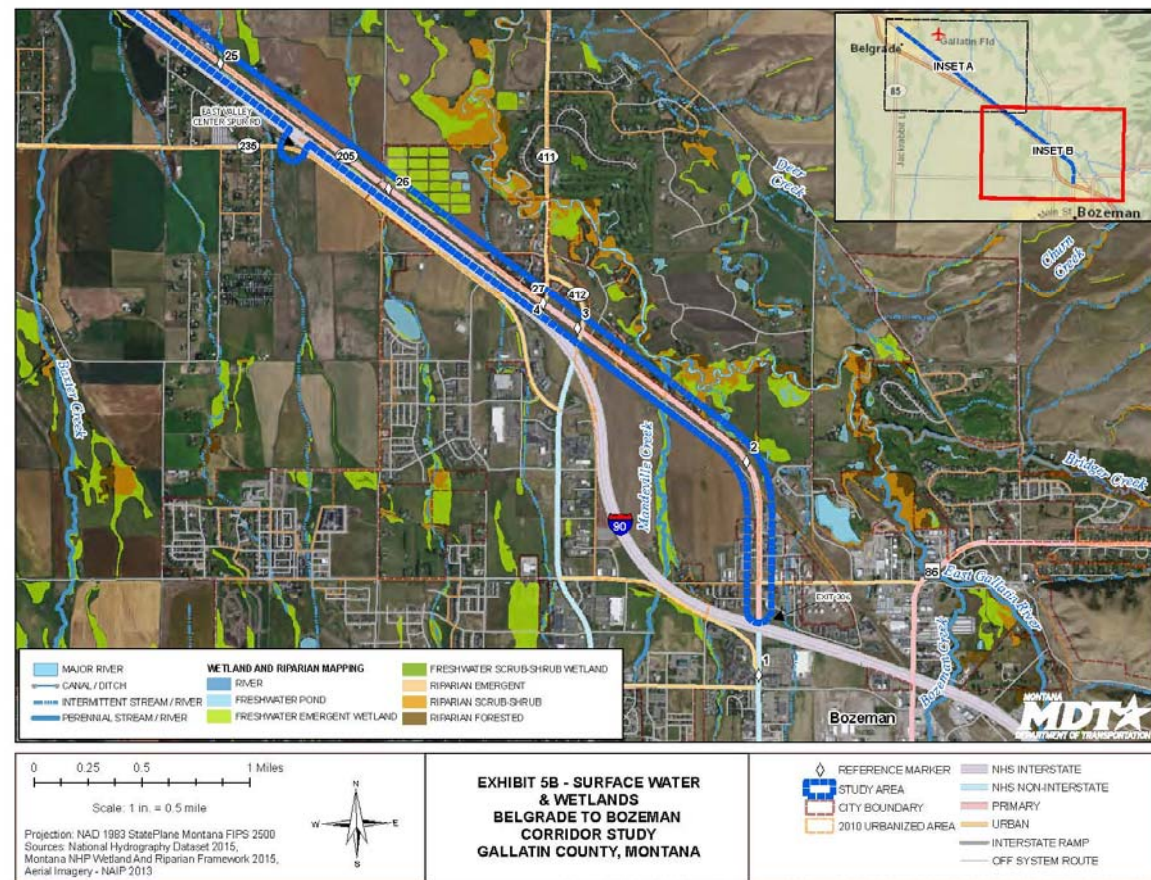


# Surface Water

31

## Stream Crossings

- Mandeville Creek (RP 2.5 - P118)
- Unnamed (25.0 to 25.3; 25.9; 26.7)

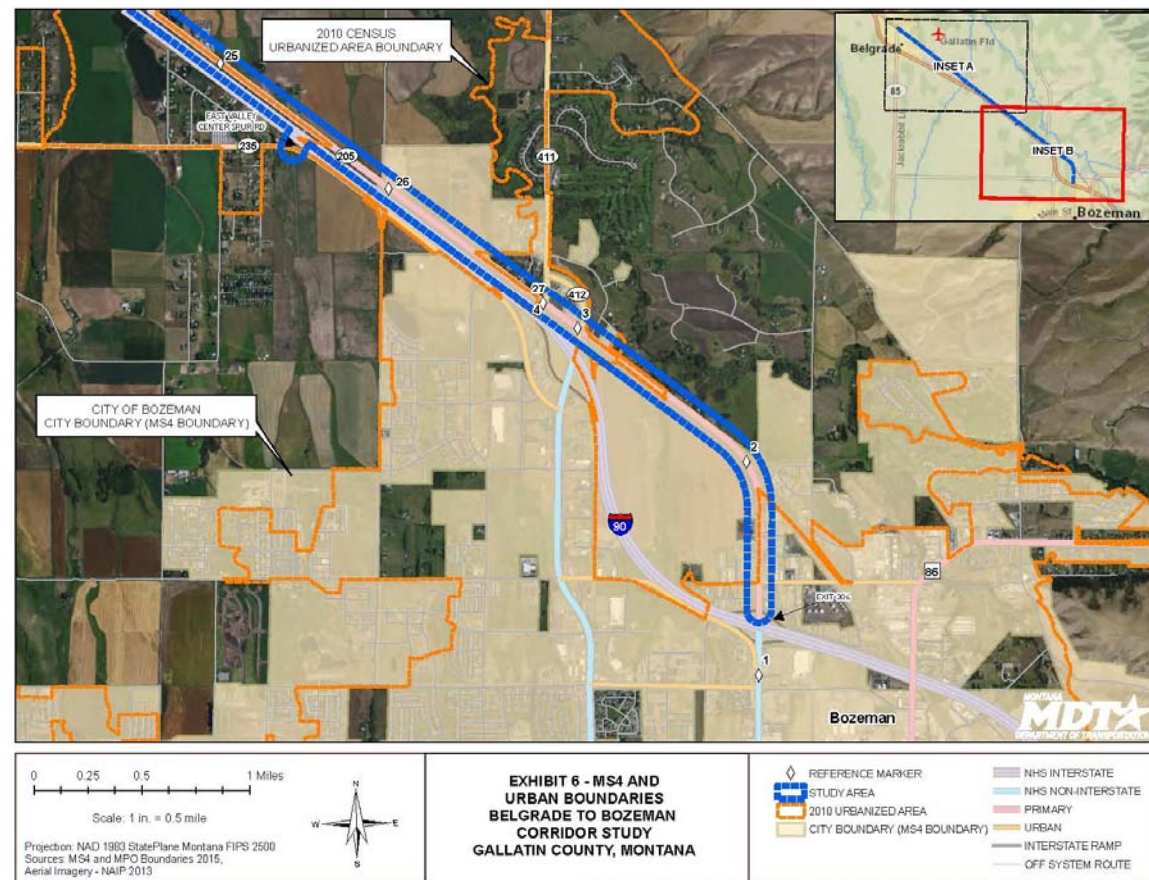


# Surface Water - MS4 Boundary

32

## MS4 Area

- Eastern end of corridor in Bozeman MS4 area
- Current permit holders include City of Bozeman, MSU and MDT
- Projects > 1 acre must implement low impact development (LID) practices



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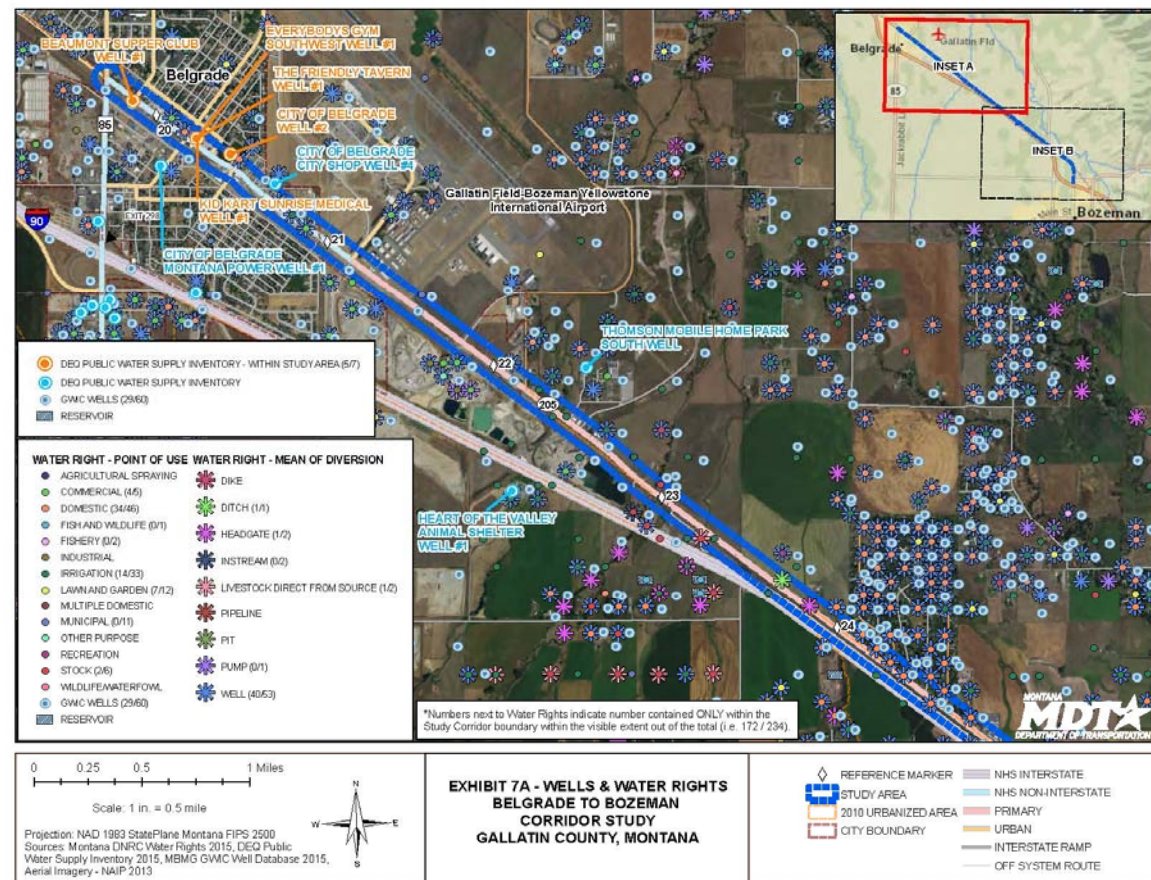


# Wells & Water Rights

33

## Groundwater

- Public water supply wells
  - Beaumont Supper Club (RP 19.8)
  - Everybodys Gym Southwest (RP 20.2)
  - The Friendly Tavern (RP 20.2)
  - Kid Kart Sunrise Medical (RP 20.2)
  - City of Belgrade (RP 20.2)
- Numerous private wells

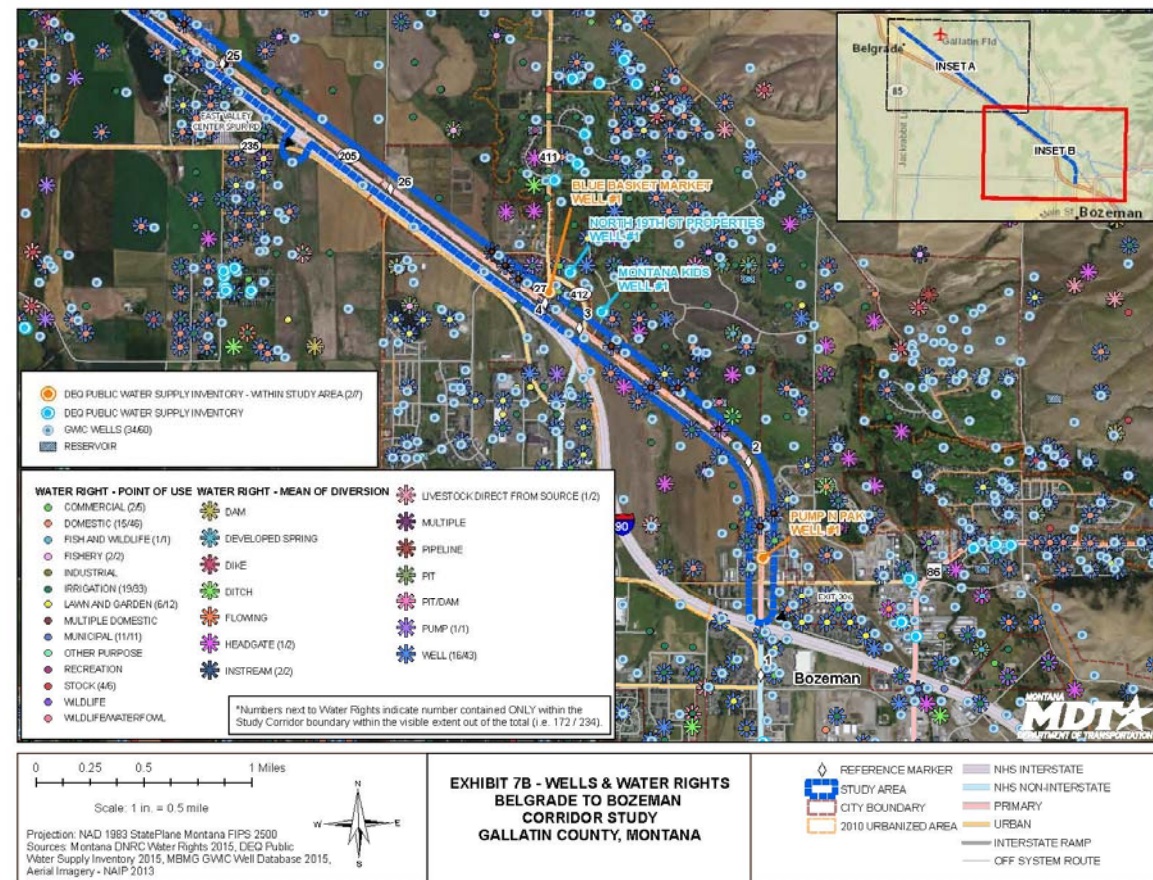


# Wells & Water Rights

34

## Groundwater

- Public water supply wells
  - Blue Basket Market (RP 27.0)
  - Pump N Pak (RP 1.5)
- Numerous private wells



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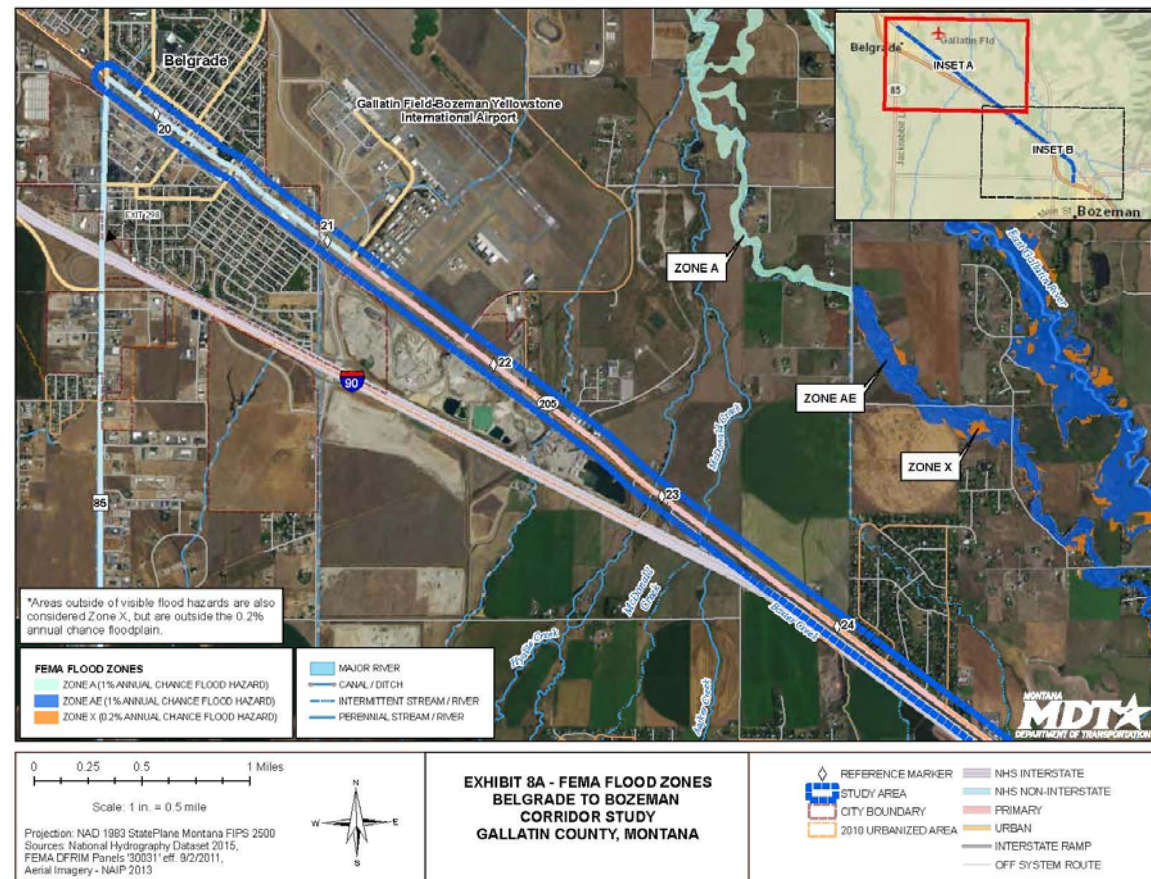
# Floodplains and Floodways

35

## Floodplain

- Zone A: Special Flood Hazard Area (SFHA)
  - 100-Year Flood, Base Flood Elevations NOT Determined
- Zone AE: SFHA
  - 100-Year Flood, Base Flood Elevations Determined, Floodway Areas
- Zone X:
  - Areas of 0.2% annual chance flood
  - Areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile
  - Areas protected by levees from 1% annual chance flood
  - Areas outside 500-year flood

Floodplains in Study Area: None

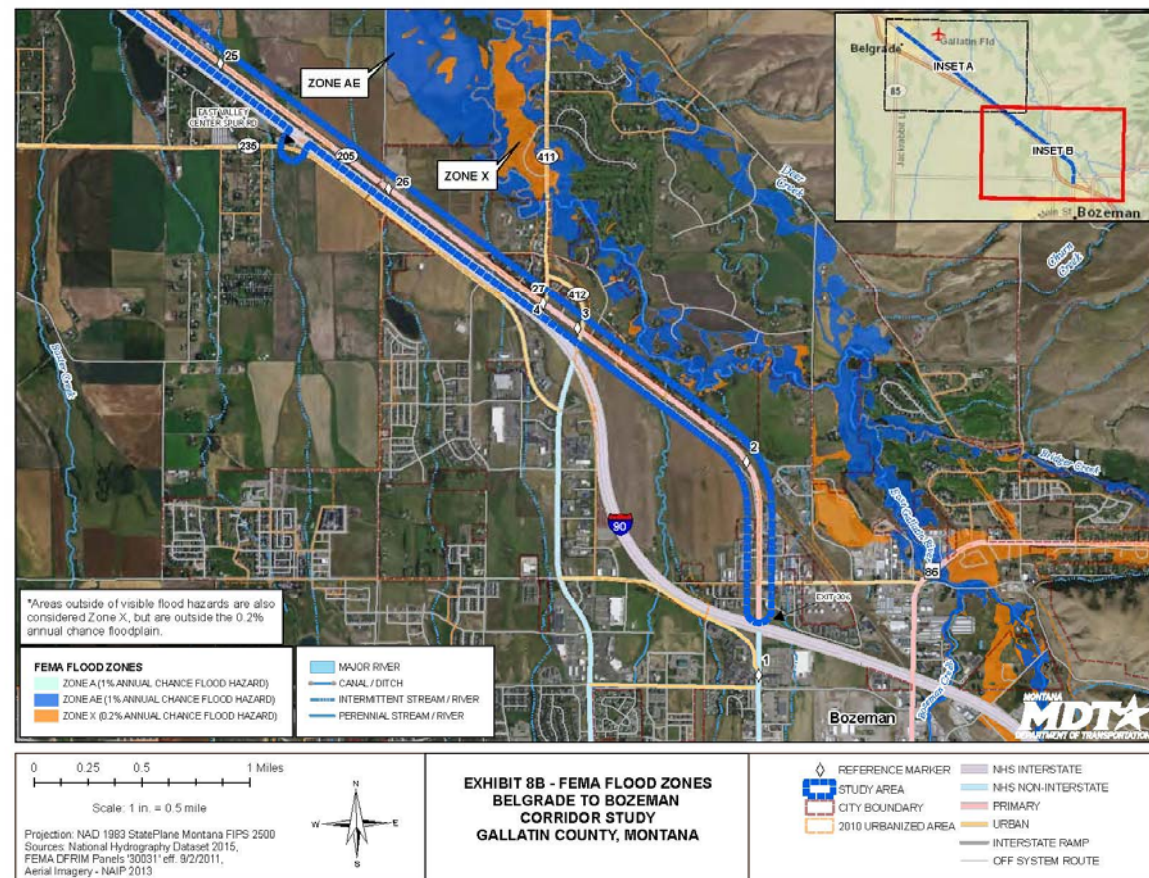


# Floodplains and Floodways

## Floodplain

- **Zone A: Special Flood Hazard Area (SFHA)**
  - 100-Year Flood, Base Flood Elevations NOT Determined
- **Zone AE: SFHA**
  - 100-Year Flood, Base Flood Elevations Determined, Floodway Areas
- **Zone X:**
  - Areas of 0.2% annual chance flood
  - Areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile
  - Areas protected by levees from 1% annual chance flood
  - Areas outside 500-year flood

Floodplains in Study Area: Near Cherry River FAS



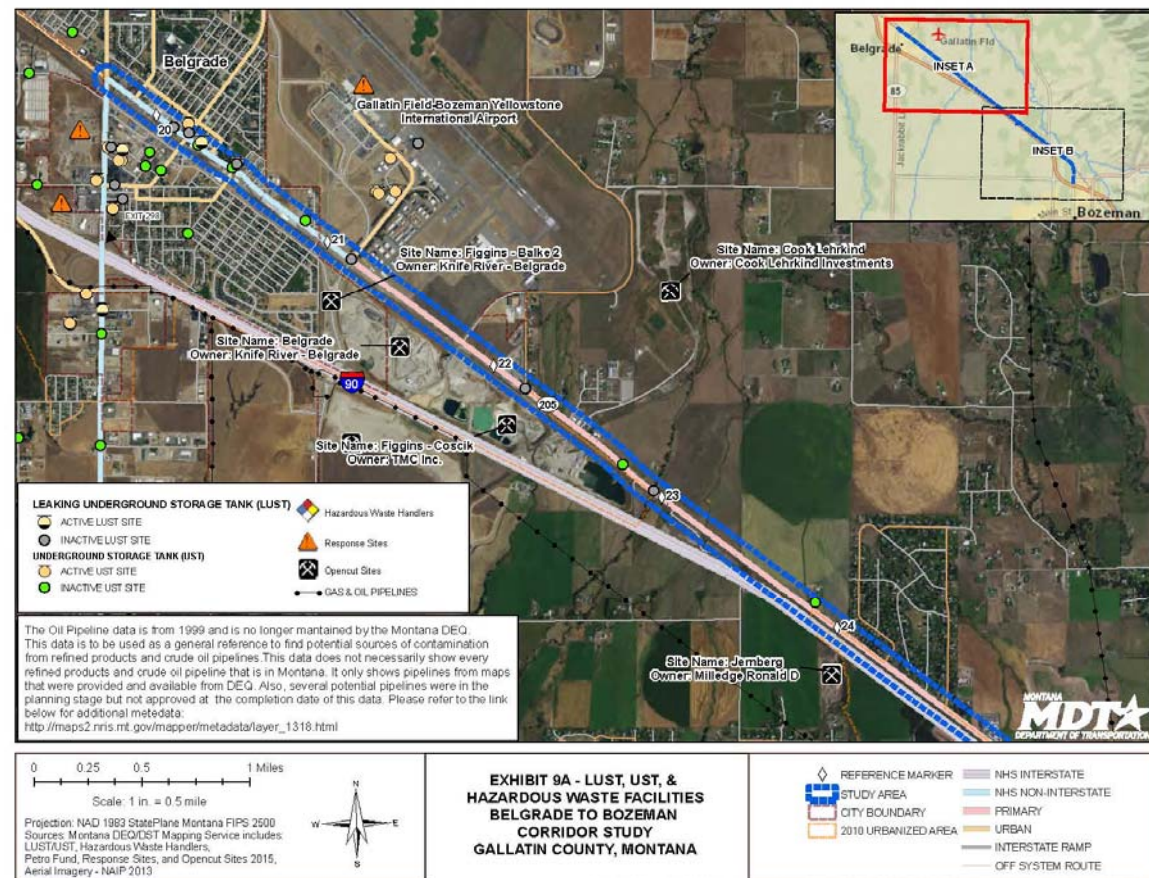


# Hazardous Substances

37

## Hazardous Substances

- RP 20 - active LUST Site
- Potential for contamination

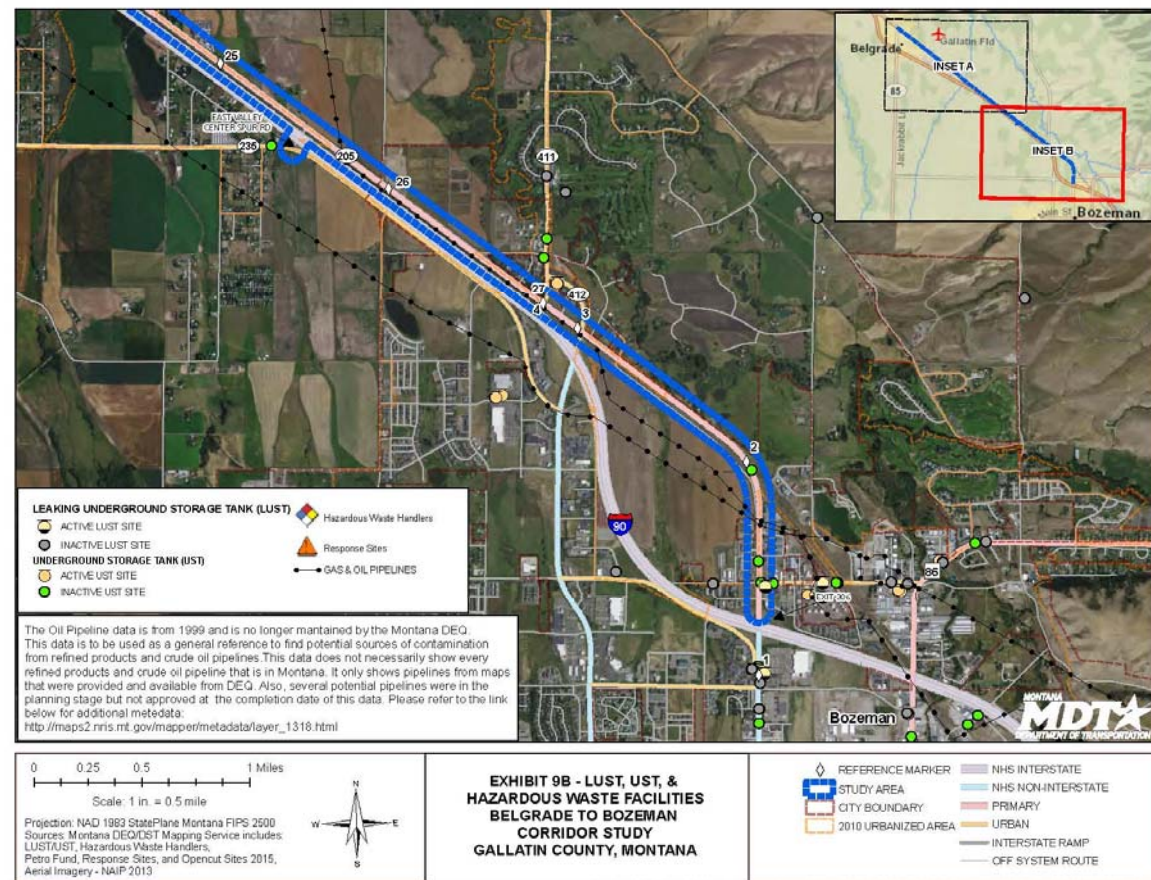


# Hazardous Substances

38

## Hazardous Substances

- RP 1.4 - active LUST Site
  - Potential for contamination
- Two crude oil pipelines
- RP 26.6 - remediation response site (inactive)
  - 1995 fuel spill
  - “no further action” ranking





# Threatened & Endangered Species

39

## Threatened and Endangered Species

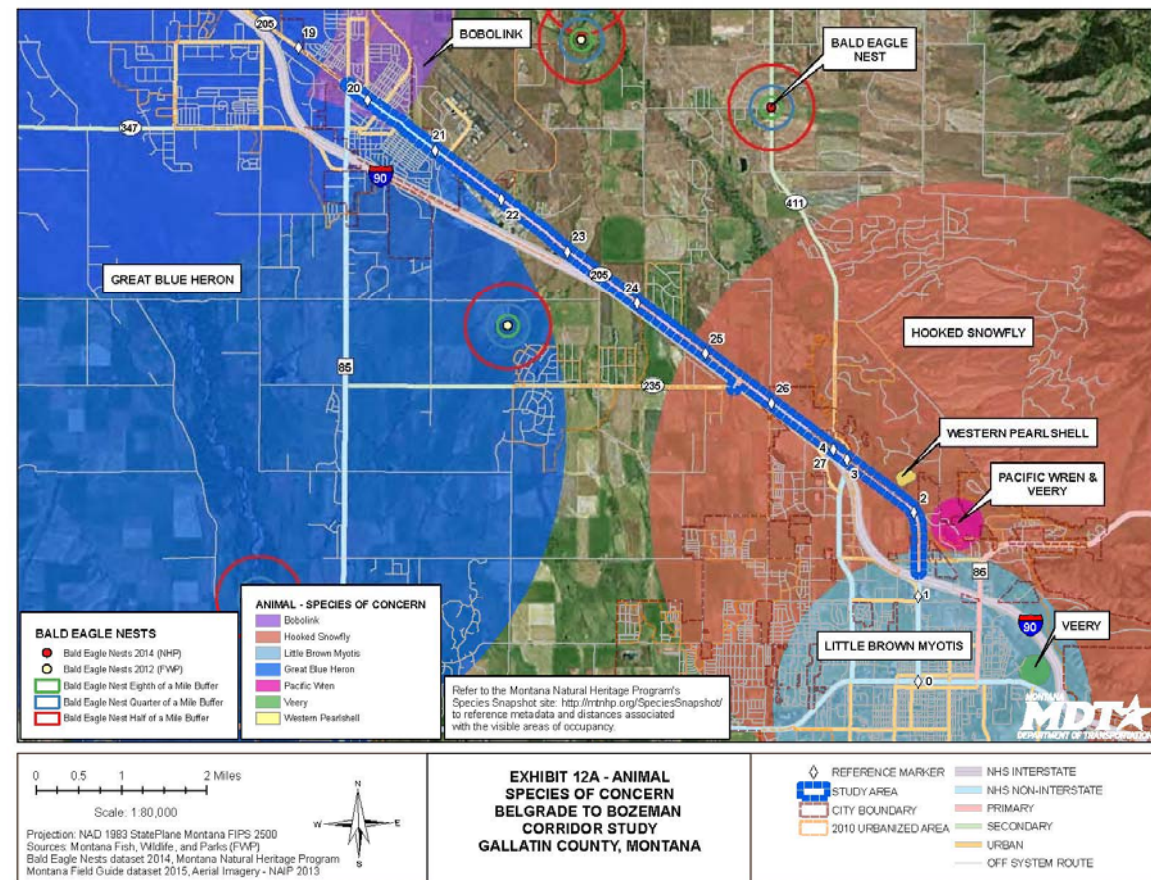
- ▣ Greater Sage-Grouse (Candidate)
- ▣ Sprague's Pipit (Candidate)
- ▣ Whitebark Pine (Candidate)
- ▣ Grizzly Bear (Threatened)
- ▣ Canada Lynx (Threatened, and Critical Habitat)
- ▣ Ute Ladies' Tresses (Threatened)

# Animal Species of Concern

43

## Animal Species of Concern

- ▣ Little Brown Myotis (S3)
- ▣ Bobolink (S3B)
- ▣ Bald Eagle (S4)
- ▣ Great Blue Heron (S3)
- ▣ Pacific Wren (S3)
- ▣ Veery (S3B)
- ▣ Hooked Snowfly (S2)
- ▣ Western Pearlshell Mussel (S2)



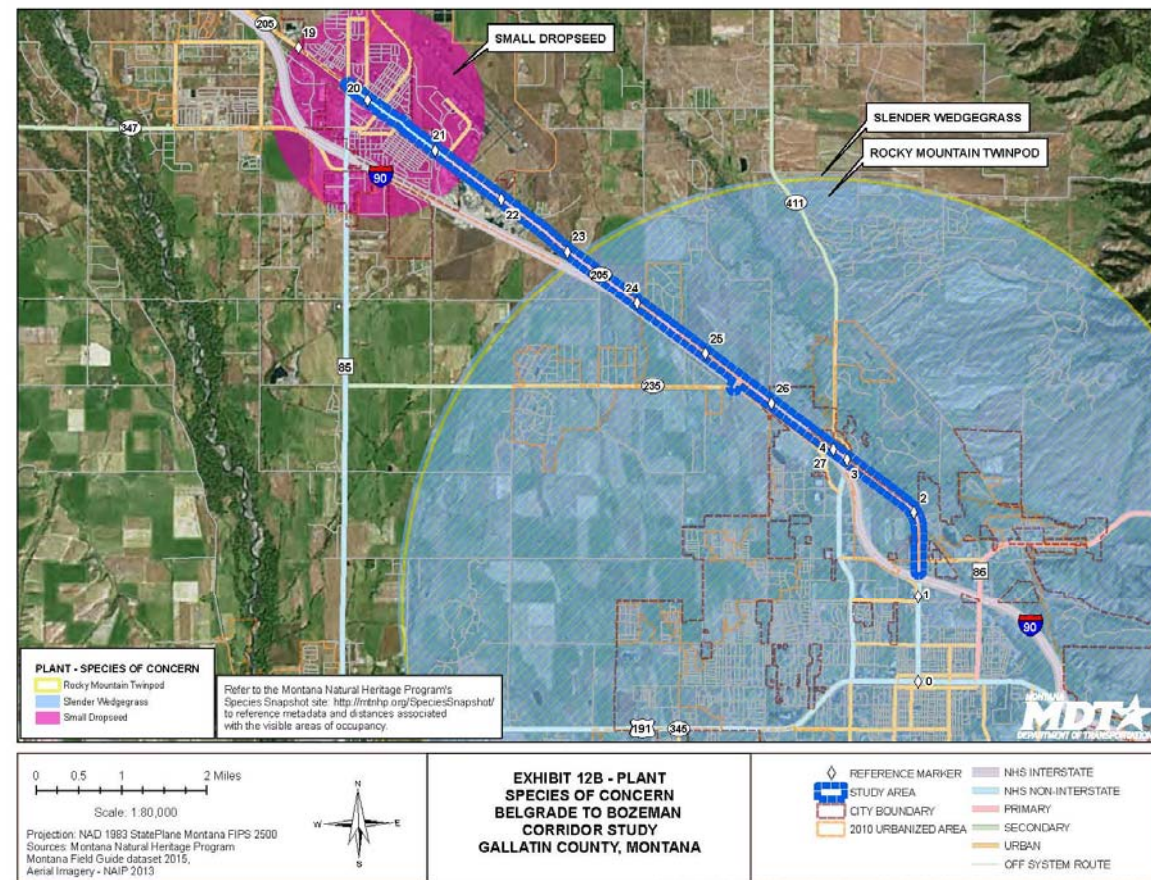


# Plant Species of Concern

44

## Plant Species of Concern

- Small Dropseed (S1S2)
- Slender Wedgegrass (S3S4)
- Rocky Mountain Twinpod (S3)



# Wildlife Distribution Areas

40

## Wildlife Distribution

- ▣ Whitetail Deer (General)
- ▣ Mule Deer (Winter)
- ▣ Black Bear (Transient)
- ▣ Moose (Transient)
- ▣ Others

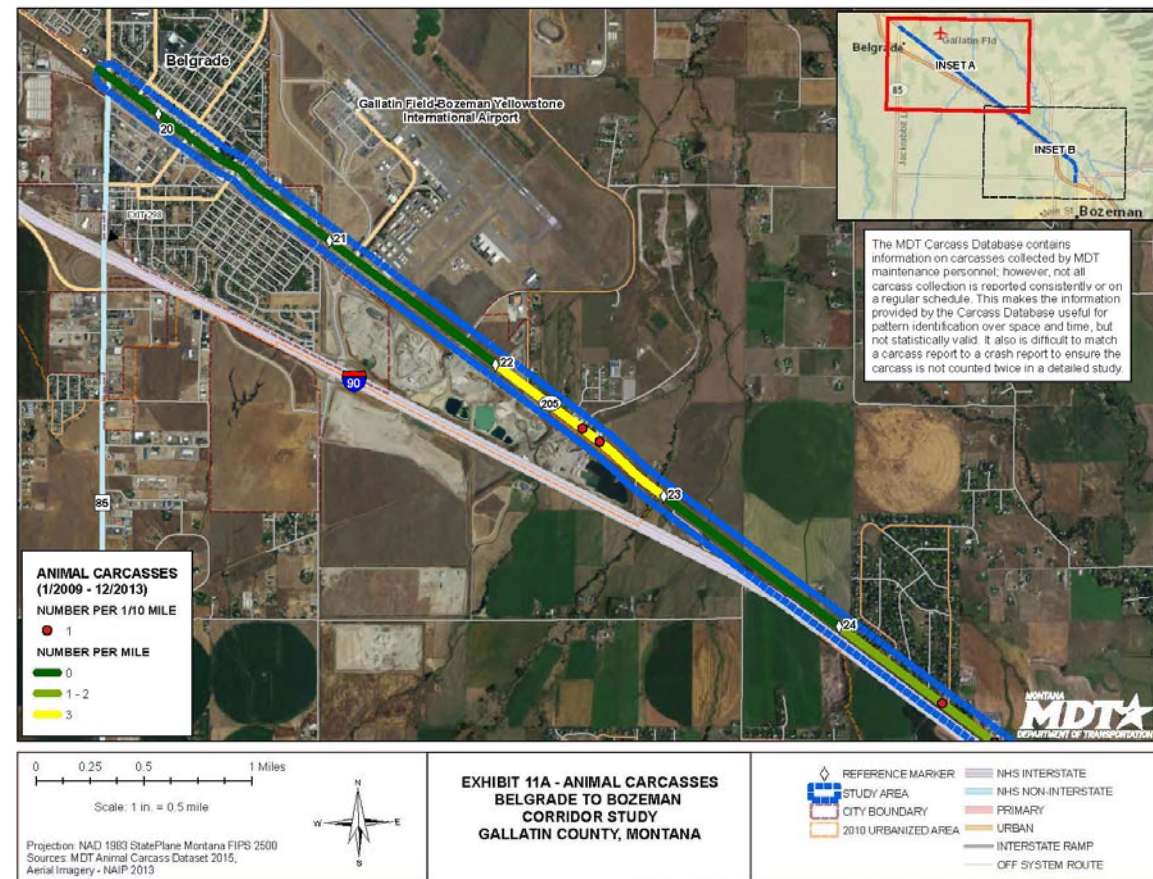


# Animal Carcass Locations

41

Reference Post	Carcass Count	Carcass Count per mile	
22.3	1	22.0-23.0	3
22.5	1		
22.6	1		

Source: MDT Maintenance animal incident database accessed March 2015

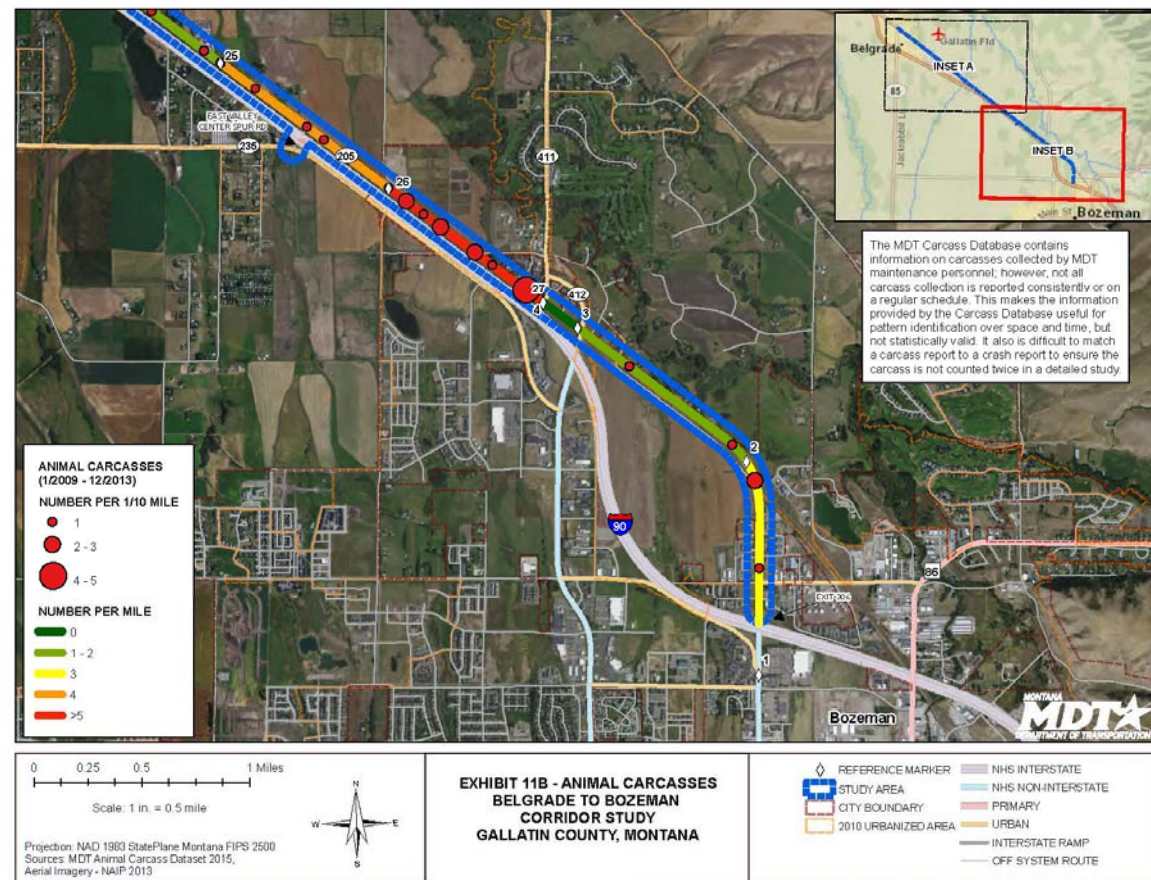


# Animal Carcass Locations

42

Reference Post	Carcass Count	Carcass Count per mile	
24.6	1	24.0-25.0	2
24.9	1		
25.0	1		
25.2	1	25.0-26.0	4
25.5	1		
25.6	1		
26.0	1		
26.1	2	26.0-27.0	15
26.2	1		
26.3	2		
26.5	3		
26.6	1		
26.8	5		
1.5	1	1.0-2.0	3
1.9	2		
2.1	1	2.0 – 3.0	2
2.7	1		

Source: MDT Maintenance animal incident database accessed March 2015



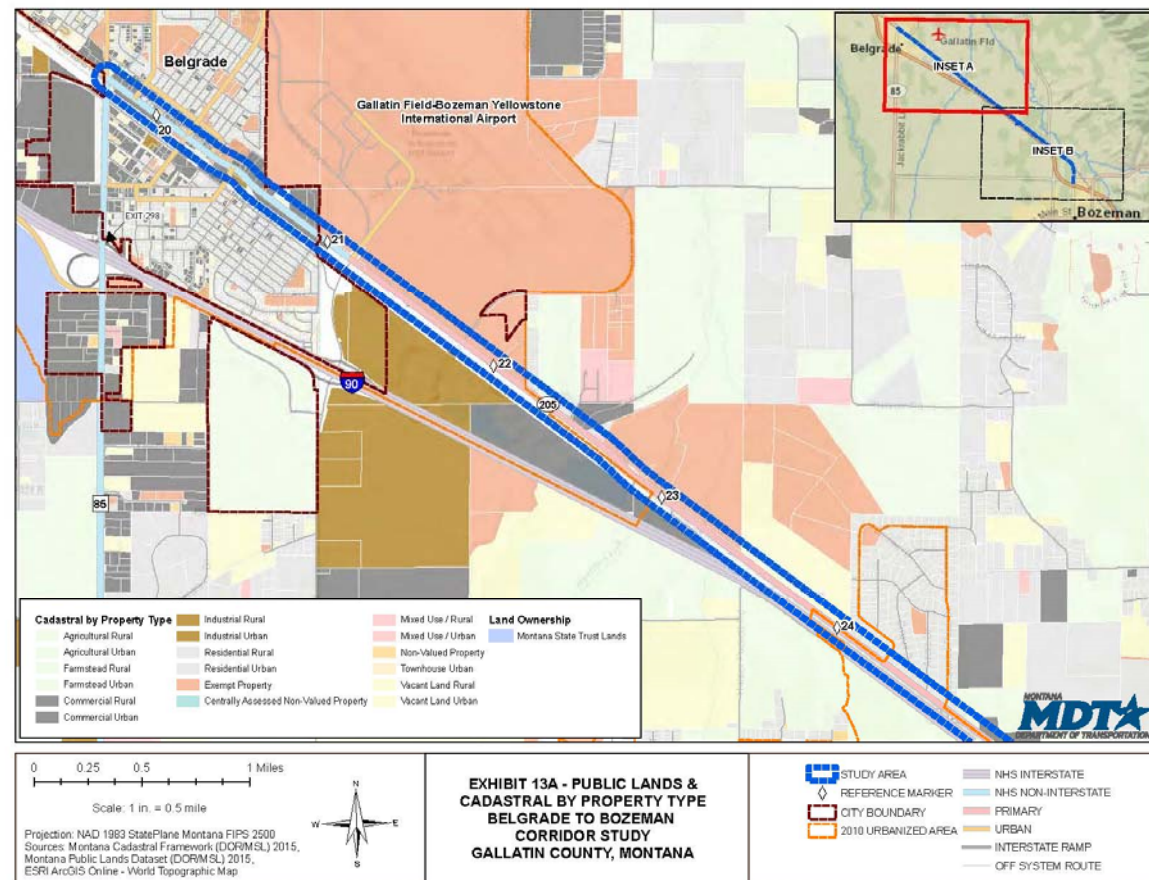


# Land Ownership

45

## Land Ownership

- ▣ Commercial
- ▣ Industrial
- ▣ Park
- ▣ Government
- ▣ Residential

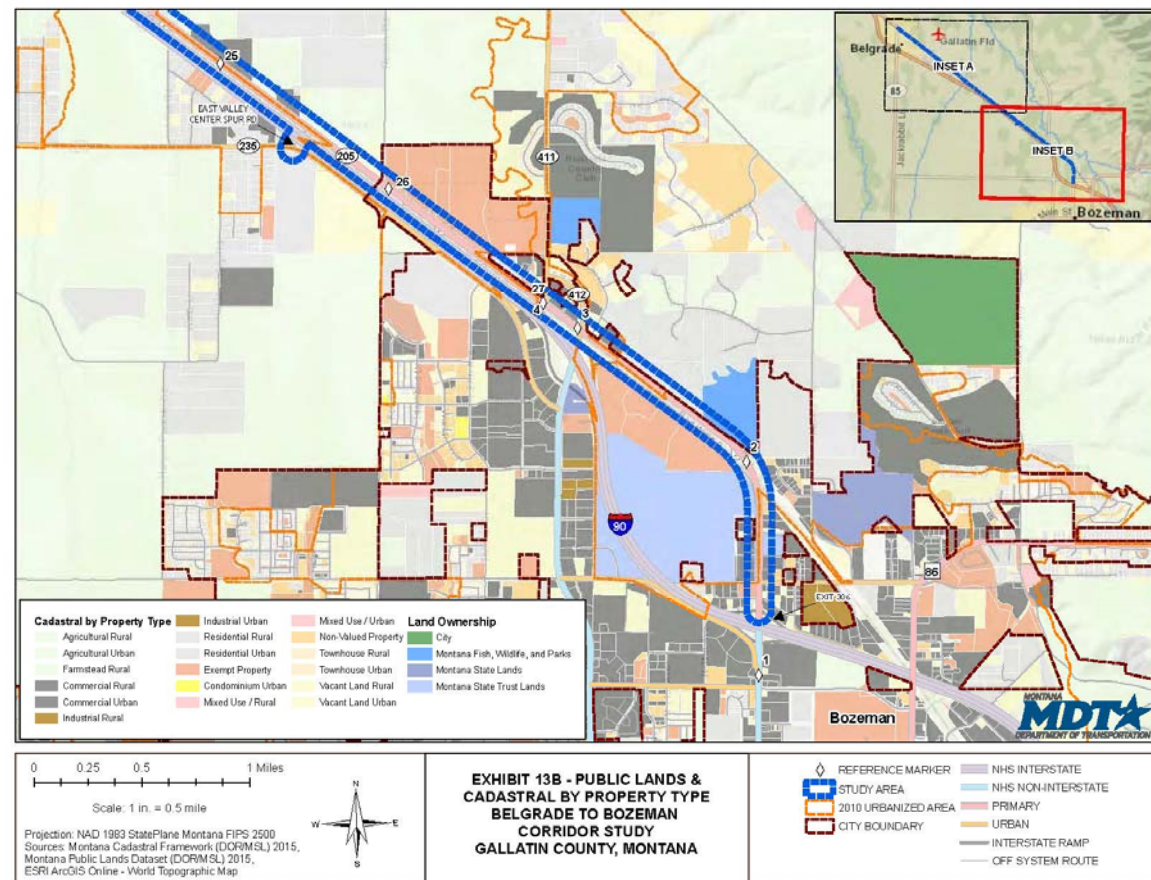


# Land Ownership

46

## Land Ownership

- ▣ Commercial
- ▣ Industrial
- ▣ Park
- ▣ Government
- ▣ Residential



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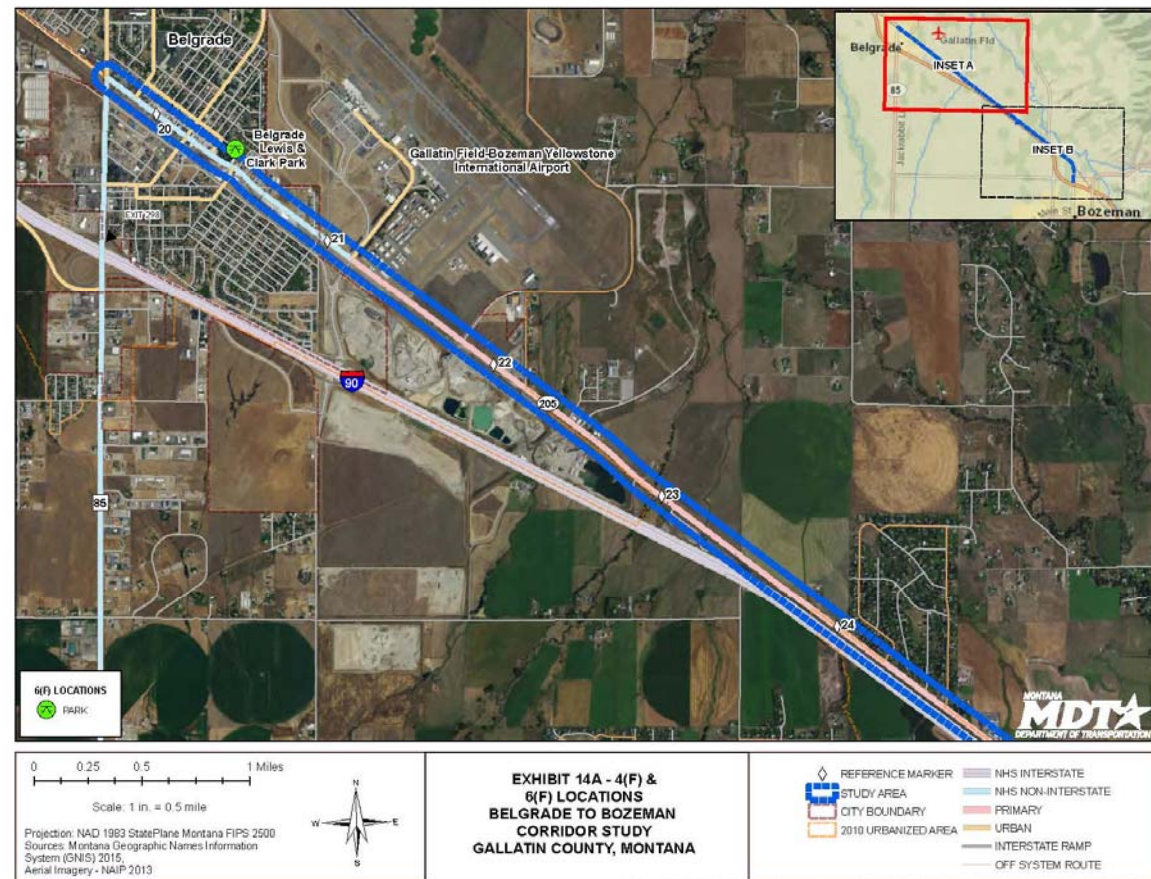


# Recreational Resources

47

## Recreational Resources

- Lewis and Clark Park
  - Located at approximately RP 20.4
- Linear parcel adjacent to the Las Campanas Subdivision owned by the City of Belgrade
  - Not considered significant
  - Section 4(f) does not apply

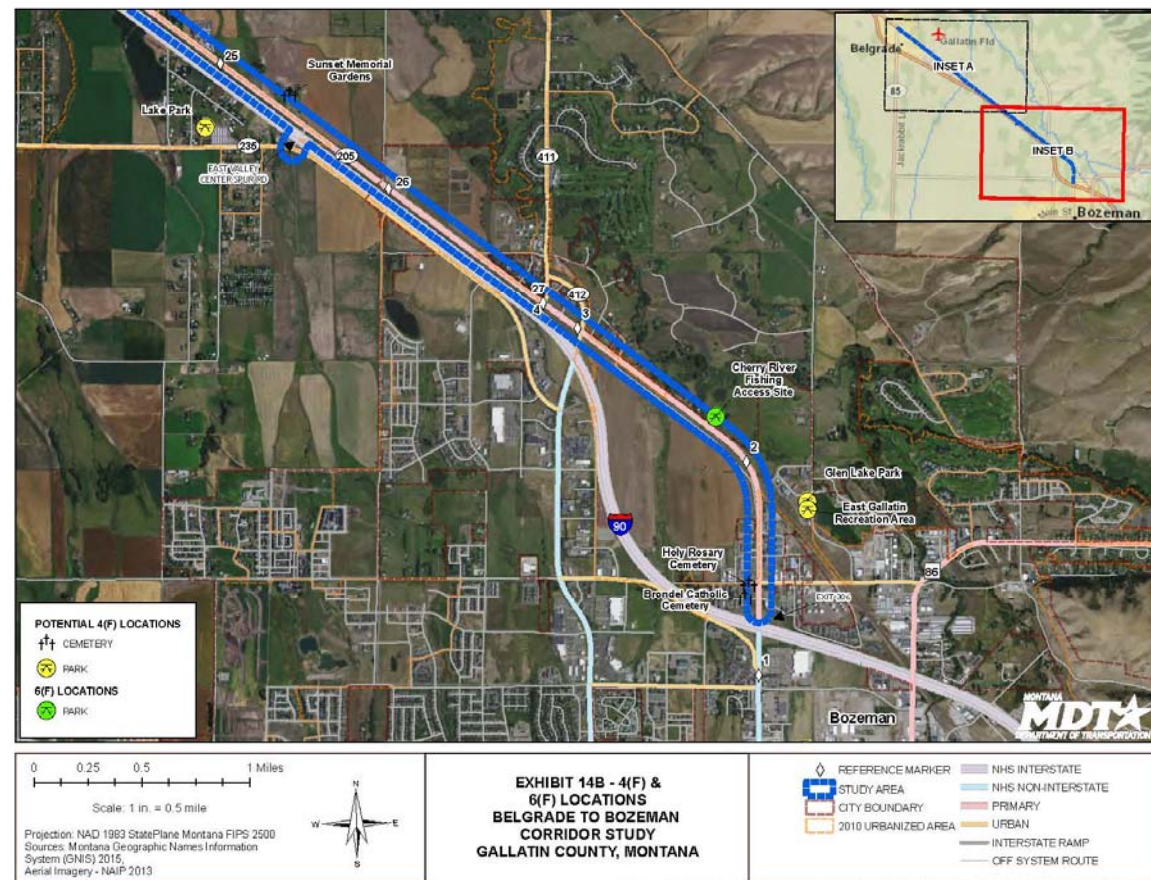


# Recreational Resources

48

## Recreational Resources

- Cherry River Fishing Access Site
  - Located at approximately RP 2.25





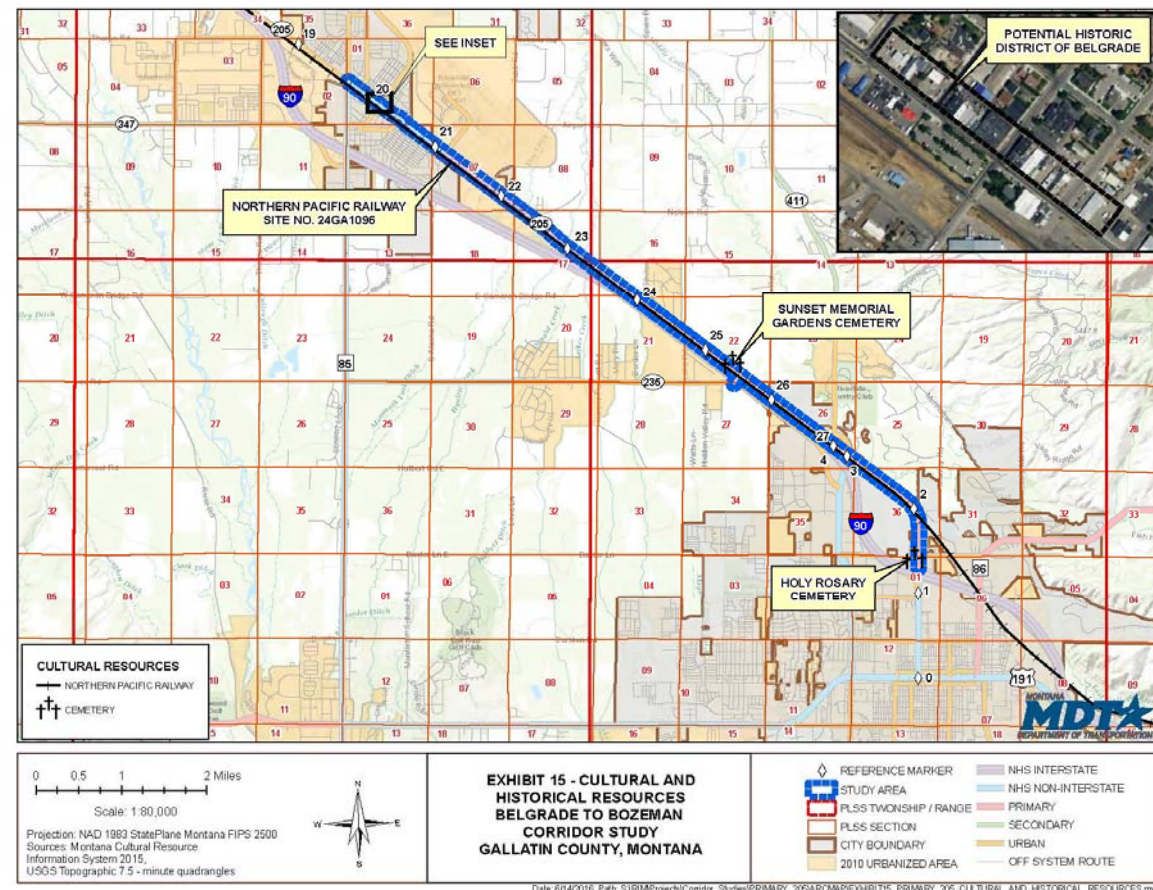
# Cultural and Historical Resources

49

## Cultural and Historical Resources

- ▣ Known historic resources
- ▣ Belgrade: 39 historic-age properties face onto the Frontage Road
  - 20 are residences
  - 19 are commercial businesses
  - A historic district potentially exists along Main Street in Belgrade.

Site	Site No.	Sec.	Tsp	Rge
Northern Pacific Railway	24GA1096	Parallels Belgrade to Bozeman Frontage Road on the south		
Farmers' Canal Co.	24GA0998	21, 22, 27	1S	5E
Spain-Ferris Ditch Co.	24GA0743	17, 7, 8	1S	5E
Mammoth Ditch Co.	24GA0741	17	1S	5E
Spain-Ferris Ditch Co.	24GA0743	1, 12	1S	4E
Mammoth Ditch Co.	24GA0741	12	1S	4E
Farmers' Canal Co.	24GA0998	1	2S	5E



# Submit Comments

50

- Draft Environmental Scan has been completed (dated May 1, 2015)
- **Please provide comments by October 31, 2016**
- Helps provide information to develop needs and compare conceptual improvement options
  - ▣ Areas of concern?
  - ▣ Greater or lesser impacts?
  - ▣ Can potential impacts be avoided, minimized or mitigated – and at what cost?
  - ▣ Procedural requirements and regulatory compliance?



# Submit Comments

51

- **Study website:**

[www.mdt.mt.gov/belgradetobozean](http://www.mdt.mt.gov/belgradetobozean)

- **Mail/e-mail comments to:**

**Katie Potts**

*Project Manager*

*Montana Department of Transportation*

*2701 Prospect Avenue*

*PO Box 201001*

*Helena, MT 59620-1001*

*(406) 444-9238*

[kpotts@mt.gov](mailto:kpotts@mt.gov)

# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study



Please join us for an informational meeting on Thursday, August 25<sup>th</sup> at 6:00 PM. The meeting will be held in the Hyalite Conference Room at the Gran Tree Inn, Bozeman.

## Informational Meeting Scheduled for the Belgrade to Bozeman Frontage Road Corridor Study

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration and in coordination with Gallatin County and the cities of Belgrade and Bozeman, is developing a corridor study of the Frontage Road between Belgrade and Bozeman. The study area includes the Frontage Road beginning in Belgrade at the intersection of Main Street and Jackrabbit Lane and extends nine miles to the east to the Interstate 90 Exit 306 westbound ramps. The study area also includes East Valley Center Spur Road.

An informational meeting will be held on Thursday, August 25<sup>th</sup> in the Hyalite Conference Room at the Gran Tree Inn, 1325 N. 7th Avenue, Bozeman. The meeting will begin with a presentation at 6:00 PM, followed by a question and answer period. Time for informal discussion with the project team will also be available.

The meeting is intended to inform interested parties about the scope and purpose of the planning study and to solicit input on existing conditions and concerns that may be relevant to the planning effort. We encourage you to attend and provide feedback about your issues, concerns, and/or support for the study.

Public input is a very important part of the process. Interested parties are encouraged to attend and participate. Comments and concerns may be submitted in writing at the meeting or sent to:

### Katie Potts

*Project Manager*

MDT Statewide and Urban Planning

PO Box 201001

Helena MT 59620-1001

[kpotts@mt.gov](mailto:kpotts@mt.gov)

## Study Description

The *Belgrade to Bozeman Frontage Road Corridor Study* is a planning-level analysis undertaken before conducting project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The study involves early communication with interested agencies and the public to help identify needs, constraints, and opportunities for a corridor and to determine if there are implementable improvements, given available resources and local support.

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what improvements can be made to improve the corridor based on identified needs, public and agency input, and financial constraints. The study will include a package of feasible short- and long-term improvement options intended to address the transportation needs over the next twenty years. Identifying these improvement options will help the study partners define the most critical needs and allocate resources.

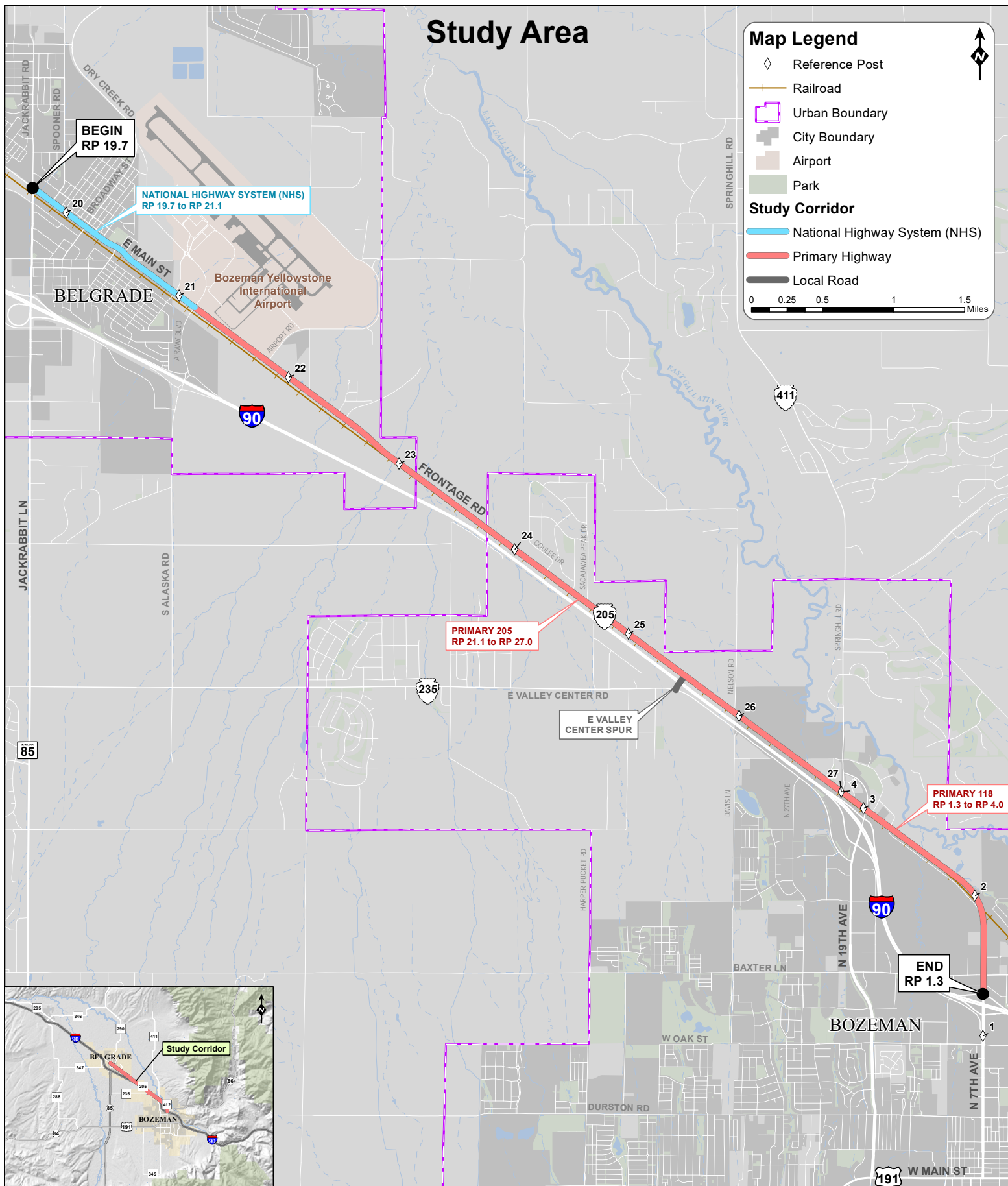
Corridor studies are planning activities rather than design or construction projects. The studies are designed to facilitate a smooth and efficient transition from transportation planning to project development and environmental review if a project is forwarded. The studies include consideration of multiple improvement options to address the needs and objectives within the study area. The planning process is distinct from NEPA/MEPA environmental compliance documentation and from the design, right-of-way acquisition, and construction phases of an individual project.

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For more information, visit:  
[www.mdt.mt.gov/belgradetobozeaman](http://www.mdt.mt.gov/belgradetobozeaman)

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# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

Issue 2  
October 2016



Please join us for an informational meeting on Tuesday, November 1<sup>st</sup> at 6:00 PM. The meeting will be held in the Lewis/Madison Conference Room at the Gran Tree Inn, Bozeman.

## Informational Meeting Scheduled for the Belgrade to Bozeman Frontage Road Corridor Study

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration and in coordination with Gallatin County and the cities of Belgrade and Bozeman, is developing a corridor study of the Frontage Road between Belgrade and Bozeman. The study area includes the Frontage Road beginning in Belgrade at the intersection of Main Street and Jackrabbit Lane and extends nine miles to the east to the Interstate 90 Exit 306 westbound ramps. The study area also includes East Valley Center Spur Road.

An informational meeting will be held on Tuesday, November 1<sup>st</sup> in the Lewis/Madison Conference Room at the Gran Tree Inn, 1325 N. 7th Avenue, Bozeman. The meeting will begin at 6:00 p.m. with an open house to review and discuss the existing and projected conditions, followed by a short presentation at 6:30 p.m. Time for informal discussion with the project team will also be available.

The meeting is intended to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing and projected conditions and concerns within the study area that may be relevant to the planning effort. We encourage you to attend and provide feedback about your issues, concerns, and/or support for the study.

For more information, visit:

[www.mdt.mt.gov/belgradetobozeaman](http://www.mdt.mt.gov/belgradetobozeaman)

## Study Purpose

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what improvements can be made to improve the corridor based on identified needs, public and agency input, and financial constraints. The study will include a package of feasible short- and long-term improvement options intended to address the transportation needs over the next twenty years. Identifying these improvement options will help the study partners define the most critical needs and allocate resources.





## Key Findings

The following initial considerations have been identified through on-site reviews and preliminary data analysis. This list is not all-inclusive and is subject to change over the course of the planning process.

### Transportation System

#### Physical Features and Characteristics

- Roadway surfacing is generally in poor condition.
- A railroad parallels the southern side of the Frontage Road.
- Most of the Frontage Road sits within railroad right-of-way easement.
- Crude oil and natural gas pipelines exist within the study corridor
- A total of 14 passing zones exist along the study corridor. Eight of the passing zones are less than 1,000 feet in length.
- Areas within Belgrade generally have poor drainage due to flat slopes and topography.
- There are two bridges on the Frontage Road. One is a candidate for repair or replacement. The second is a candidate for continued preservation.
- Local planning documents conflict on long-term non-motorized infrastructure for the Frontage Road.
- Railroad guidelines state that trails paralleling the track within railroad right-of-way are not allowed.

#### Traffic Operations

- Traffic volumes are projected to grow at 1.3 percent per year.
- Heavy vehicle traffic accounts for approximately 4.5 percent of vehicles along the study corridor.
- The intersections with Broadway Street, Oregon Street, and Griffin Drive are projected to operate below recommended standards.
- The corridor operates, or is projected to operate, below recommended standards.

#### Geometric Conditions

- The corridor is divided into segments classified as both urban and rural NHS principal arterials and minor arterial roadways.
- The horizontal and vertical alignments are generally flat.

#### Safety

- There were 382 crashes along the study corridor during the six-year analysis period.
- Almost 75 percent of crashes involved multiple vehicles. The most common crash type was rear-end crashes, which accounted for almost 40 percent of all reported crashes.
- There were three fatal crashes resulting in five fatalities and eight incapacitating injury crashes resulting in 14 incapacitating injuries.

### Environmental Considerations

#### Physical Environment

- Most of the study area is either farmland of local or statewide importance, prime farmland if irrigated, or prime farmland.
- There are four perennial streams and one unnamed intermittent stream that parallels and/or crosses the corridor.
- Wetlands are common along the banks of irrigation ditches/canals crossing the Frontage Road.
- Approximately 60 private wells are located within the study area, with hundreds more immediately adjacent to and outside of the boundary.
- Seven public water supply wells are found within the study area boundary.
- There are three primary irrigation ditch crossings of the Frontage Road in the study area.
- There are no floodplain zones located within the study area.

#### Biological Environment

- Several noxious weeds have been observed in the study area.
- A number of wildlife species are found in and adjacent to the study area including white-tailed deer, mule deer, black bear, moose, and other small mammals.
- There are four streams in the area that support fish species.
- There are not Threatened or Endangered Species or Montana Species of Concern that occur within the study area.

#### Social and Cultural Environment

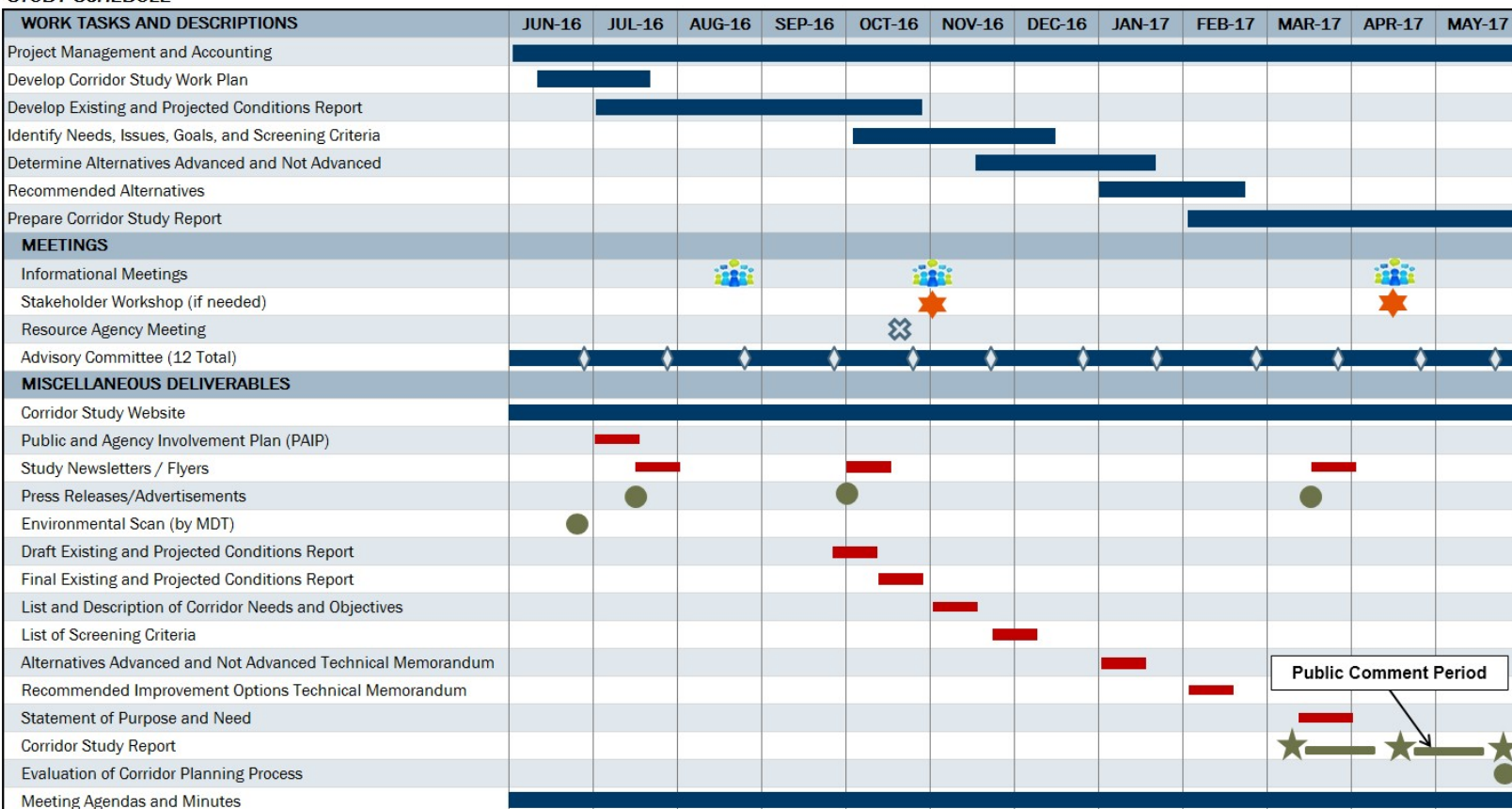
- Future land use growth areas exists north of the study area between Belgrade and Bozeman.
- Recreational resources within the study area include the Lewis and Clark Park in Belgrade and the Cherry River Fishing Access Site (FAS).
- There are two known historic properties which face the Frontage Road, one of which has since been obliterated. There are six irrigation ditches that are historic and likely eligible for registration. There are 39 historic-age properties that face the Frontage Road.

## Schedule

The *Belgrade to Bozeman Frontage Road Corridor Study* began in June, 2016 and is expected to be completed by June, 2017.

### Belgrade to Bozeman Frontage Road Corridor Study

#### STUDY SCHEDULE



## How to Be Involved

### Study Involvement Opportunities

Study information will be published on the project website, in local media venues, and via newsletters throughout the planning study process. Interested parties are encouraged to attend informational meetings and participate. MDT encourages members of the public to join the study mailing list by submitting contact information to Katie Potts by [email](#), or by submitting a comment using the [online comment form](#).

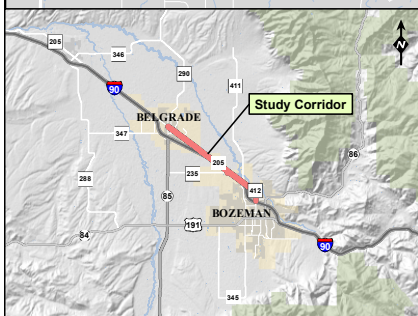
You can also use the ["wikimap" commenting platform](#). This platform allows comments to be made spatially along the Frontage Road using symbols and lines placed at the exact location of interest within the corridor. You will be able to type your written comment on this commenting platform after placing the symbol or line on the map.

### Study Contact

Comments and concerns may be submitted in writing to:

**Katie Potts**  
*Project Manager*  
 MDT Statewide and Urban Planning  
 PO Box 201001  
 Helena MT 59620-1001  
[kpotts@mt.gov](mailto:kpotts@mt.gov)





# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study

Issue 3  
April 2017



Please join us for an informational meeting on Tuesday, April 18<sup>th</sup> at 6:00 PM. The meeting will be held in the Lewis/Madison Conference Room at the Gran Tree Inn, Bozeman.

## Informational Meeting Scheduled for the *Belgrade to Bozeman Frontage Road Corridor Study*

An informational meeting will be held on **Tuesday, April 18<sup>th</sup>** in the Lewis/Madison Conference Room at the Gran Tree Inn, 1325 N. 7th Avenue, Bozeman. The meeting will begin with a presentation at 6:00 p.m., followed by a question and answer period. Project team members will be available during the meeting to discuss the study.

The purpose of the meeting is to present the recommended improvement options and gather feedback on the draft corridor study report. Starting April 14<sup>th</sup>, the draft report will be made available for review on the study website:

[www.mdt.mt.gov/belgradetobozeaman](http://www.mdt.mt.gov/belgradetobozeaman)

Community input is a very important part of the process. Interested parties are encouraged to attend and participate in the informational meeting. Comments and concerns may be submitted in writing at the meeting; by mail to Katie Potts, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT 59620-1001; or online at [www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml). Please submit comments by May 14, 2017 for consideration.

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The draft *Belgrade to Bozeman Frontage Road Corridor Study* will be made available for review and comment on April 14<sup>th</sup>. Copies can be accessed via the study website:

[www.mdt.mt.gov/belgradetobozeaman](http://www.mdt.mt.gov/belgradetobozeaman)

The deadline for receiving comments is May 14, 2017.

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## Corridor Needs and Objectives

Based on the analysis of existing and projected conditions of the study area, the following needs and objectives were established. They were used in the development of improvement options.

### Need 1: Improve the Safety of the Corridor for all Users

#### Objectives (To the Extent Practicable)

- Reduce the frequency and severity of all crashes
- Improve roadway elements to meet current design standards
- Reduce conflicts for all modes

### Need 2: Improve the Operations of the Roadway

#### Objectives (To the Extent Practicable)

- Reduce corridor and intersection congestion for existing and future demands
- Improve operations to meet acceptable level of service guidelines
- Accommodate alternative transportation modes

### Other Considerations

- Local and regional planning consistency
- Funding availability
- Construction feasibility and physical constraints
- Truck movements
- Maintenance costs and responsibility
- Railroad coordination
- Impacts to aquatic resources
- Impacts to environmental resources

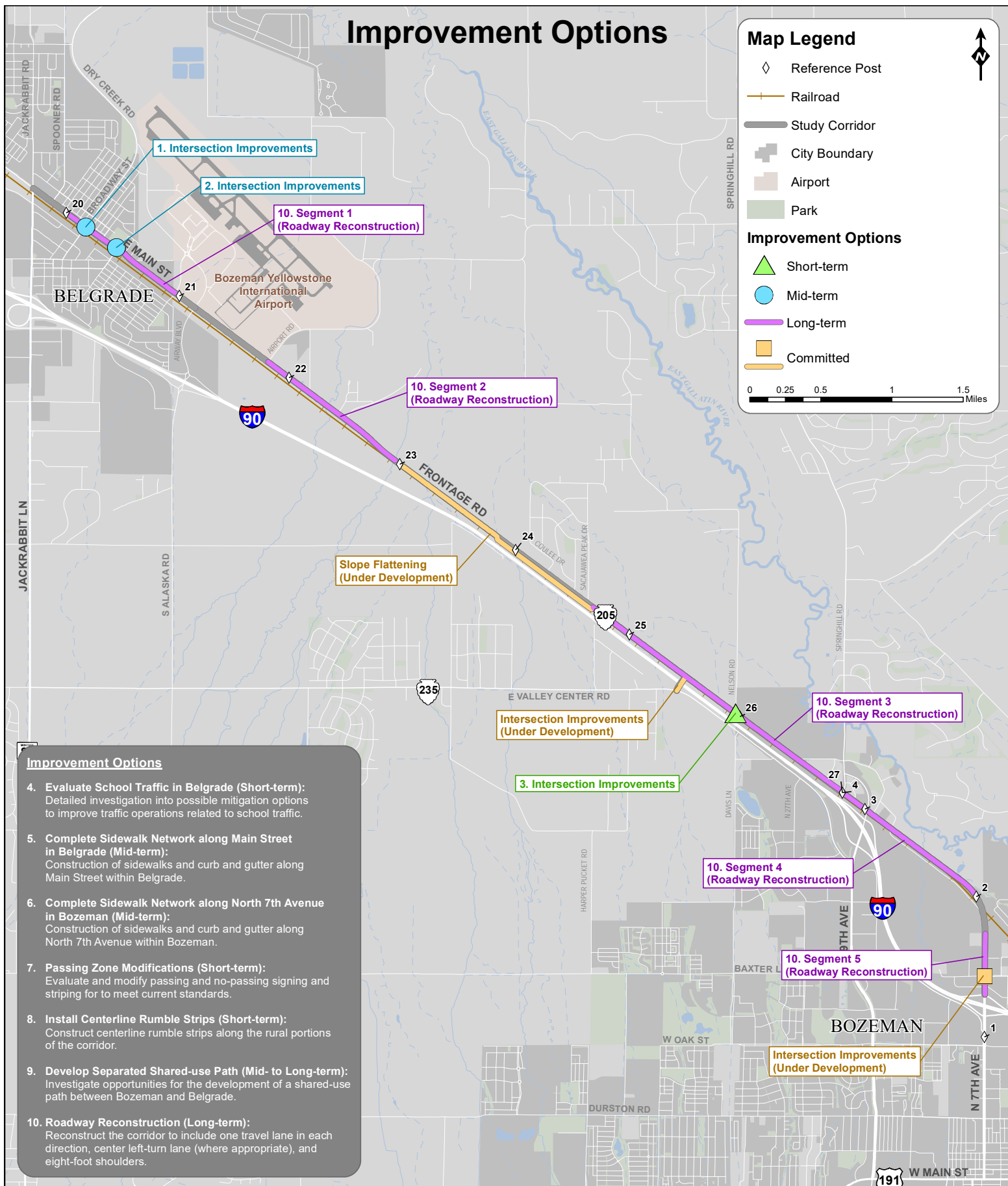


## Improvement Options Summary

The following summarizes the potential improvement options and planning-level cost estimates identified for the study corridor. Implementation of any of the improvement options may require close coordination with resource agencies to identify areas of sensitivity.

Improvement Option		Description	Implementation Timeframe	Cost Estimate
<b>INTERSECTION IMPROVEMENTS</b>				
1.	Broadway Street Intersection Improvements	Installation of a traffic signal or single lane roundabout at the intersection of Main Street and Broadway Street.	Mid-term	\$1.6M (Traffic signal with left-turn lanes) \$1.3M (Traffic signal without left-turn lanes) \$2.3M (Single lane roundabout)
2.	Oregon Street Intersection Improvements	Installation of additional traffic control (all-way stop, traffic signal, or single lane roundabout) at the intersection of Main Street and Oregon Street.	Mid-term	\$0.8M (All-way stop) \$1.8M (Traffic signal) \$2.4M (Single lane roundabout)
3.	Nelson Road Intersection Improvements	Installation of a traffic signal at the intersection of Frontage Road and Nelson Road.	Short-term	\$900,000
<b>SPOT IMPROVEMENTS</b>				
4.	Evaluate School Traffic in Belgrade	Detailed investigation into possible mitigation options to improve traffic operations related to school traffic.	Short-term	\$30,000
5.	Complete Sidewalk Network along Main Street in Belgrade	Construction of sidewalks, curb, gutter, and storm drain along Main Street within Belgrade.	Mid-term	\$1.5M
6.	Complete Sidewalk Network along North 7 <sup>th</sup> Avenue in Bozeman	Construction of sidewalks, curb, gutter, and storm drain along North 7 <sup>th</sup> Avenue within Bozeman.	Mid-term	\$500,000
<b>CORRIDOR IMPROVEMENTS</b>				
7.	Passing Zone Modifications	Evaluate and Modify Existing passing and no-passing signing and striping to meet current standards.	Short-term	\$30,000
8.	Install Centerline Rumble Strips	Construct centerline rumble strips along the rural portions of the corridor as appropriate.	Short-term	\$30,000
9.	Develop Separated Shared-use Path	Investigate opportunities for the development of a shared-use path between Bozeman and Belgrade.	Mid- to Long-term	\$820,000 to \$1.1M per mile
10.	Roadway Reconstruction	Reconstruct the corridor to include one travel lane in each directions, center left-turn lanes (where appropriate), and eight-foot shoulders	Long-term	\$5.4M (Segment 1) \$5.0M (Segment 2) \$7.8M (Segment 3) \$6.9M (Segment 4) \$4.4M (Segment 5)

# Improvement Options





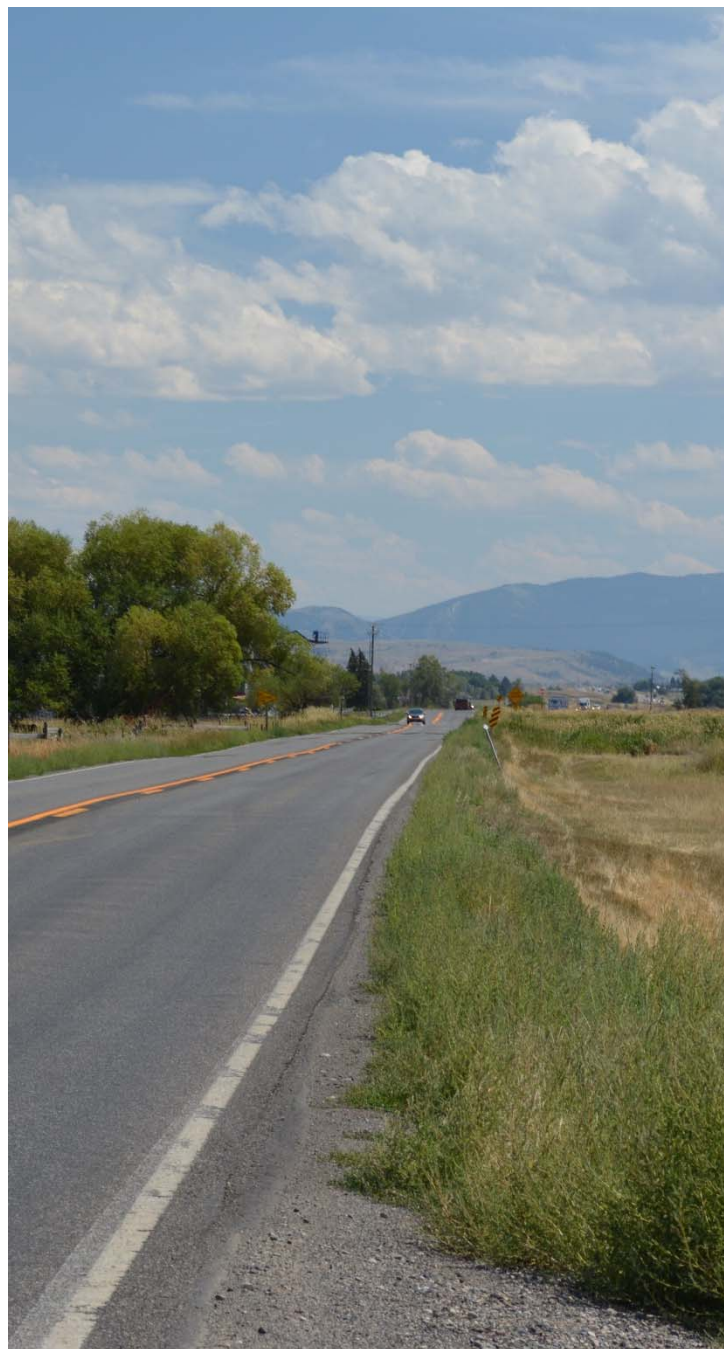
## Corridor Planning Study Highlights

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration and in coordination with Gallatin County and the cities of Belgrade and Bozeman, has developed a corridor study of the Frontage Road between Belgrade and Bozeman. The purpose of the study was to determine potential improvement options to address safety and operations within the transportation corridor based on identified needs.

The study area includes the Frontage Road beginning in Belgrade at the intersection of Main Street and Jackrabbit Lane and extends nine miles to the east to the Interstate 90 Exit 306 westbound ramps. The study corridor serves as a key route connecting Belgrade and Bozeman and supports both local and regional travel demand.

The corridor planning study was developed through a collaborative process and involved focused outreach to the public, stakeholders, and resource agencies. An evaluation of known and publically available information was conducted. Activities completed for the development of the study include the following:

- Research and analysis of existing roadway conditions
- Research and synthesis of known environmental resources and applicable regulations in the study area
- Identification of corridor issues and areas of concern
- Consultation and coordination with local officials, stakeholders, resource agencies, and public
- Identification of corridor needs and objectives
- Development of corridor improvement options with consideration for costs, available funding, feasibility, public input, and known resource constraints
- Documentation of potential funding mechanisms for improvement options



## Next Steps

After the public comment period closes, comments will be reviewed and the *Belgrade to Bozeman Frontage Road Corridor Study* will be finalized. The ability to implement improvements for the Frontage Road depends on the availability of existing and future federal, state, local, and private funding sources. At the current time, funding has not been identified to complete the improvement options contained in the study.

## Study Contact

Comments and concerns may be submitted in writing to:

**Katie Potts**  
Project Manager  
MDT Statewide and Urban Planning  
PO Box 201001  
Helena MT 59620-1001  
[kpotts@mt.gov](mailto:kpotts@mt.gov)