MT-1 West of Anaconda to Georgetown Lake

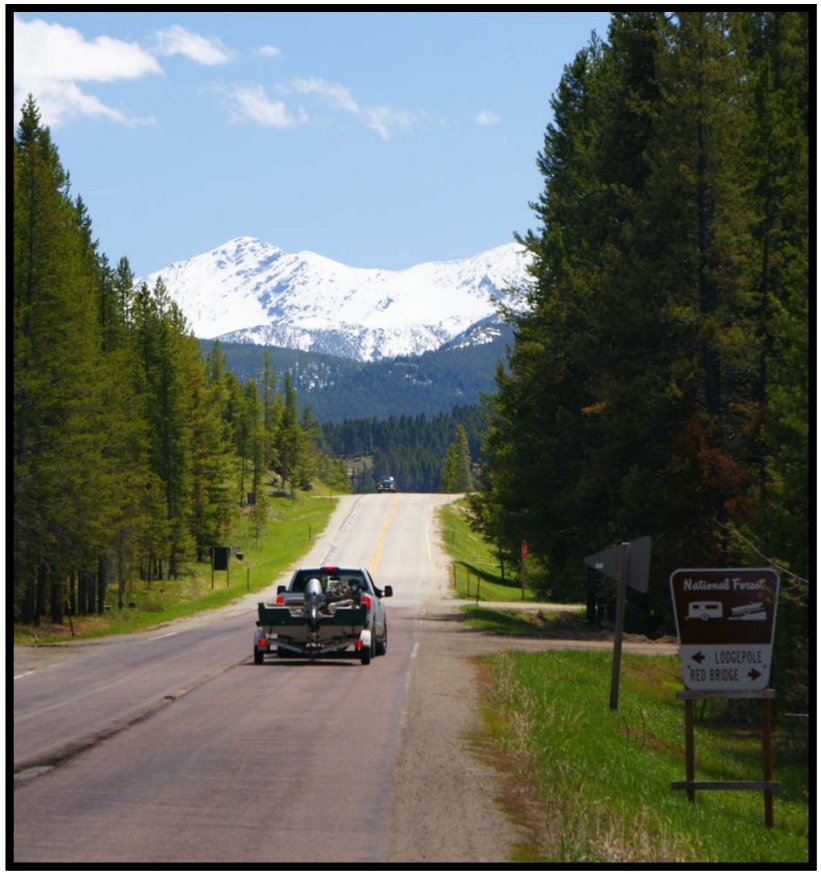
Corridor Planning Study

Community Informational Meeting No. 1

July 25th, 2011

Introduction

- Introduction of local officials
- Partners
  - ADLC
  - MDT
  - FHWA
- Planning team members in attendance
- Consultant team



Outline of this Evening's Meeting

- What is a corridor planning study?
- Study area boundary
- Study schedule
- Identified stakeholders
- Existing conditions in the corridor
- Next steps & conclusion

What is a Corridor Planning Study?

- Pre-NEPA/MEPA Corridor Study
  - Not a NEPA/MEPA Study or Environmental Study
  - Not a Preliminary or Final Design Project
  - Not a Construction or Maintenance Project
  - Not a Right of Way Acquisition Project
- It is……

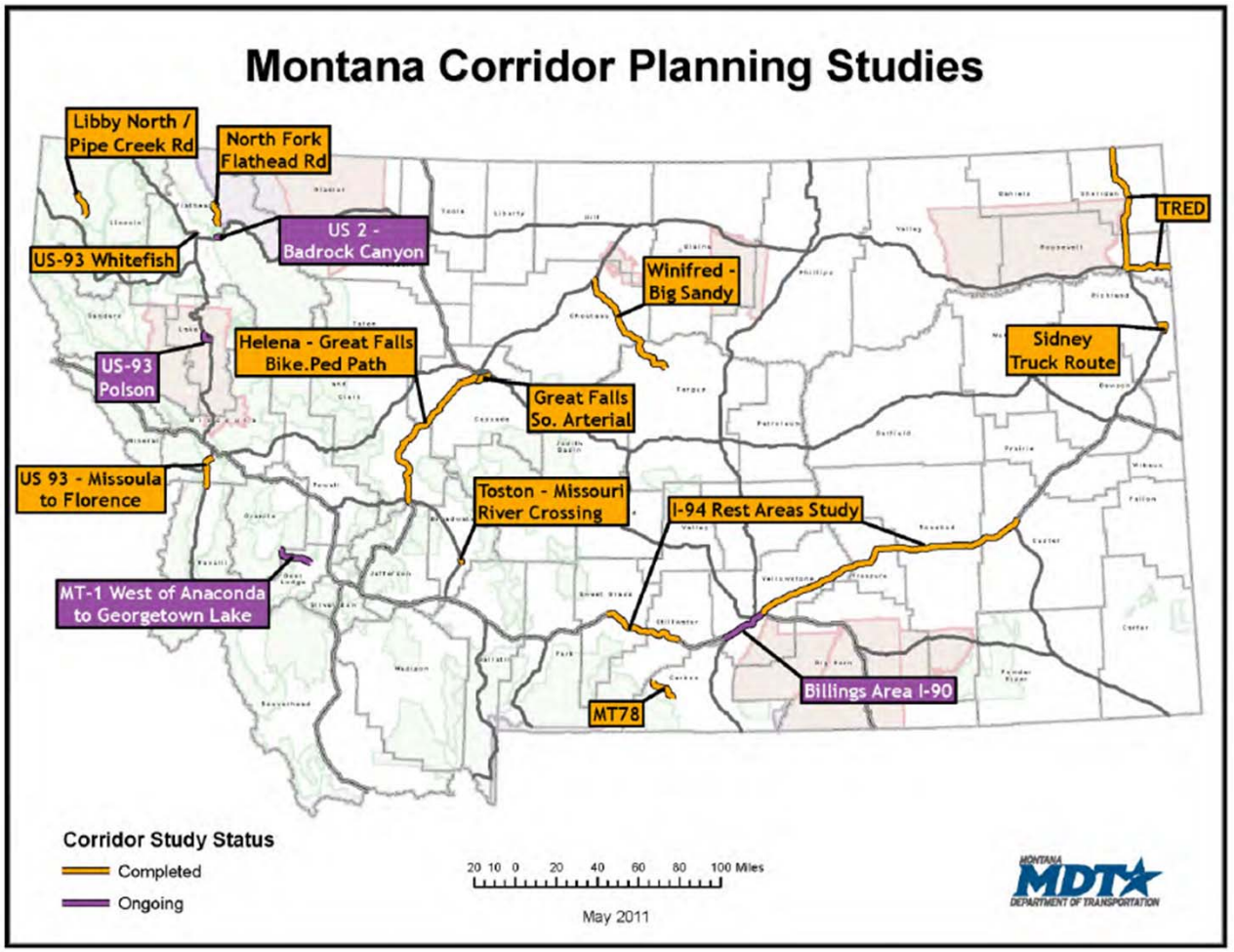
Corridor Study Approach

- Corridor studies:
  - Are a “high level scan”
  - Define transportation issues/areas of concern
  - Assess a broad range of options
  - Consider social, economic and environmental effects at an early stage
  - Provide a level of analysis that can support informed and sustainable decisions
  - Provide opportunities for early and continuous involvement

Corridor Study Approach

- Corridor study results
  - Identify and prioritize cost-effective and feasible strategies
  - Consider community concerns and values
  - Foster greater cooperation among agencies and other stakeholders
  - Determine concerns or constraints early and provides this information to the NEPA/MEPA process
  - Identify corridor management strategies

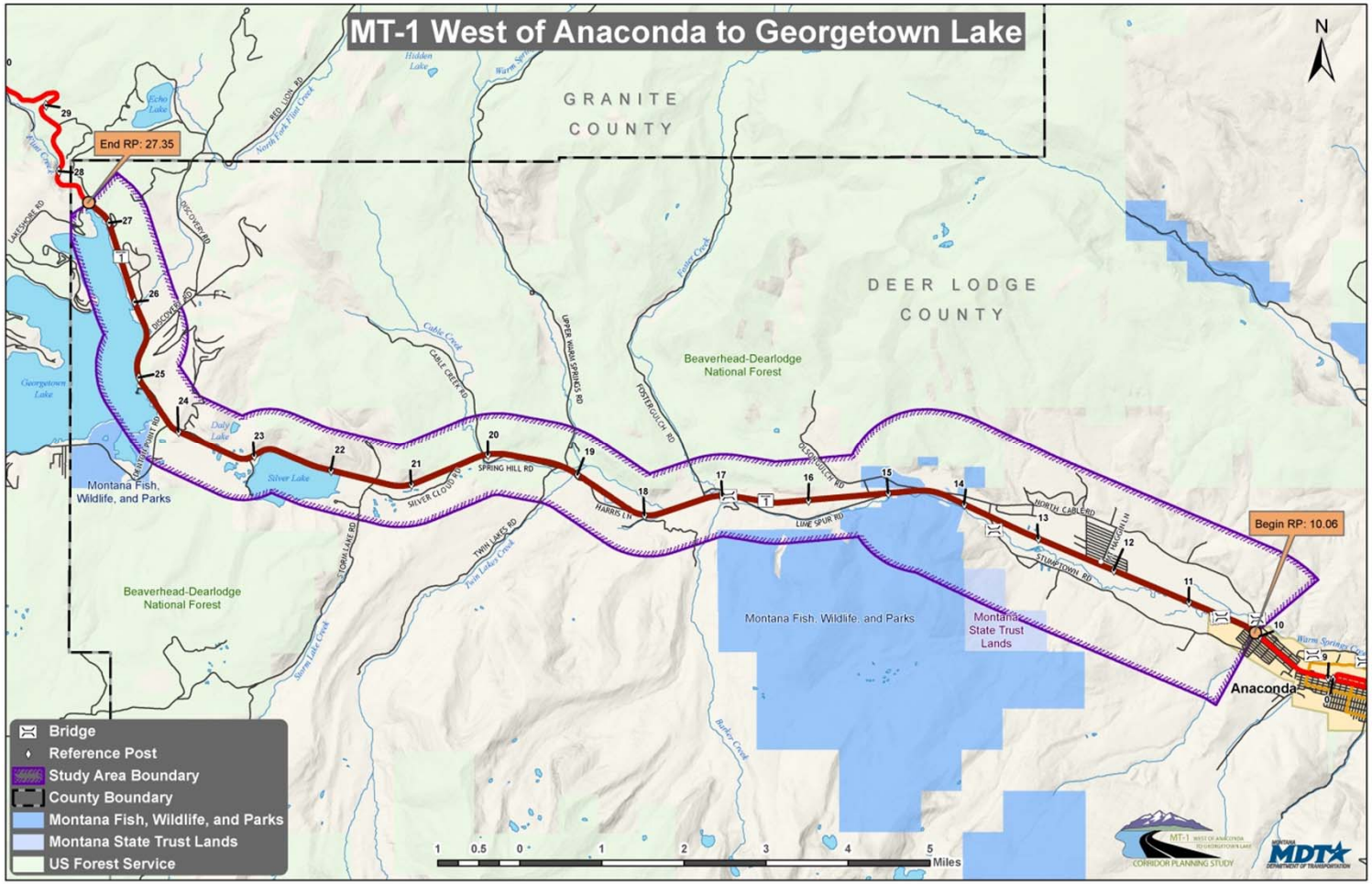
Corridor Studies in Montana



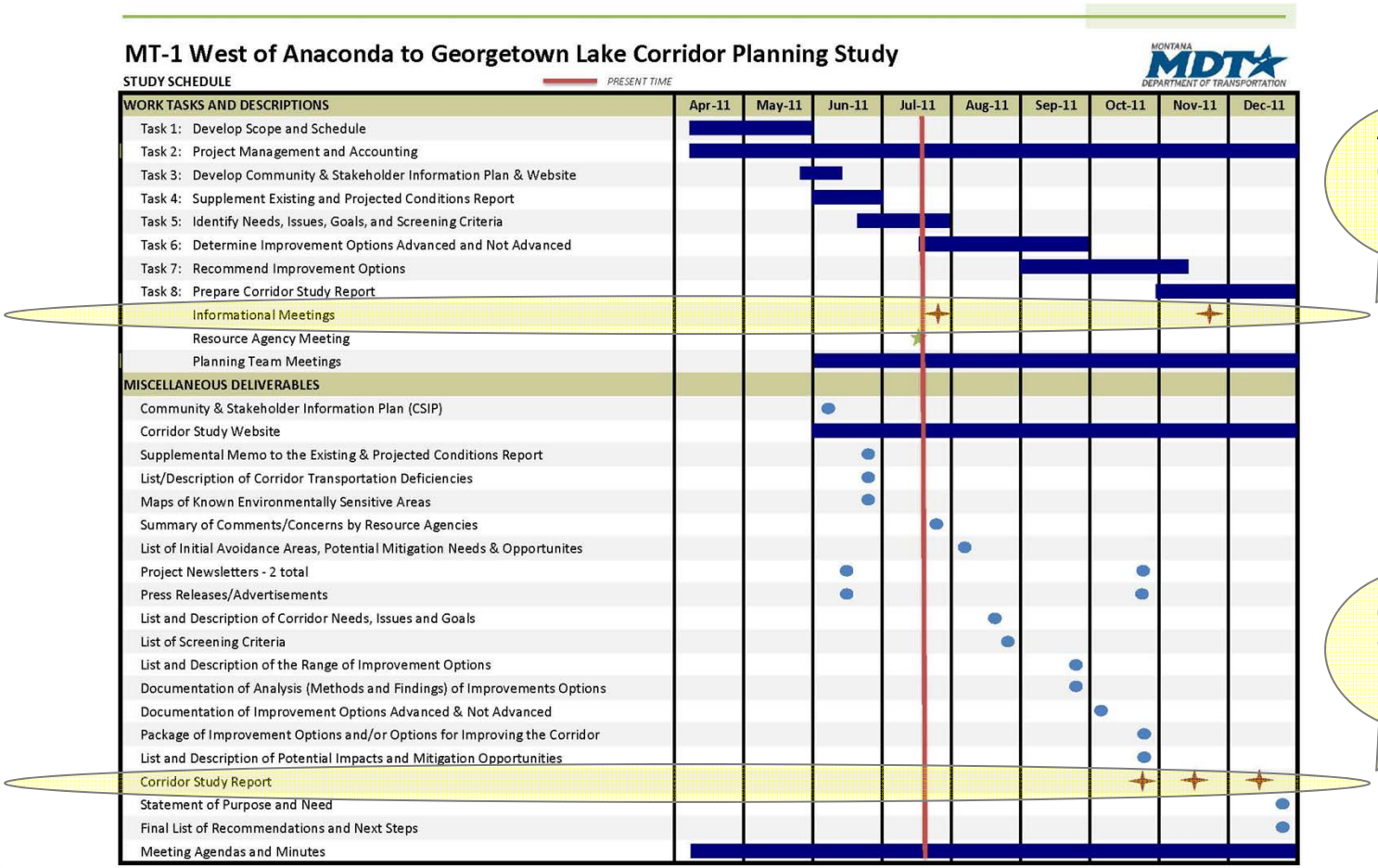
Goals and Purpose
MT1 Anaconda to Georgetown Lake Study

- Engage constituents early!
- Identify constraints
- Identify short-range 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

MT 1 Anaconda to Georgetown Lake
Study Area Boundary



Study Schedule



Community Involvement Activities

- Two community informational meetings
- Presentations and outreach to civic groups, stakeholders and land owners as warranted
- Study newsletters
- Website/toll free line
- Informal meetings

Identified Stakeholders

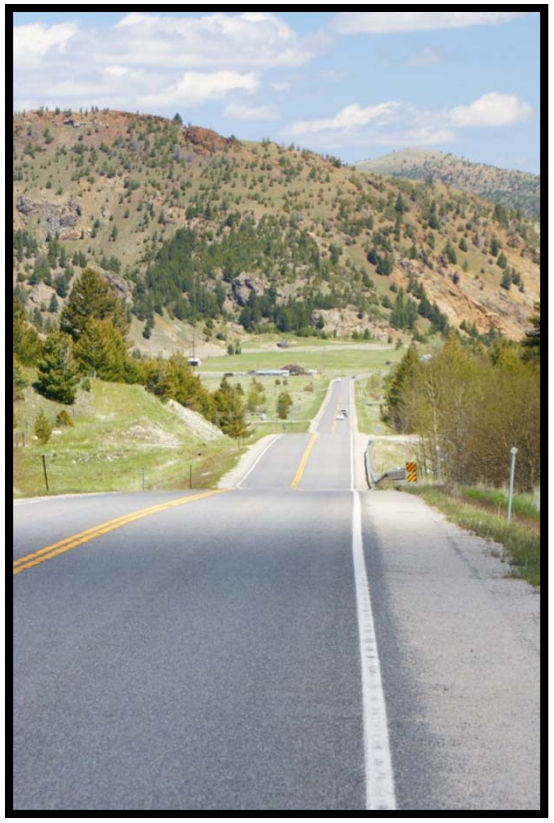
- Anaconda – Deer Lodge County
- ADLC Commissioners
- Western Federal Lands Highway Division (WFLHD)
- County Fire Departments and Emergency Medical Personnel
- Chief of Law Enforcement and Montana Highway Patrol
- Montana Fish, Wildlife, and Parks
- US Forest Service
- Landowners in the Corridor
- Anaconda Chamber of Commerce
- Anaconda Saddle Club
- Environmental Protection Agency
- Department of Natural Resources and Conservation
- Georgetown Lake Landowners
- West Park Subdivision
- Anaconda Sportsman's Club
- Trails users

MT-1 Corridor
Context

- Functionally classified as a Rural Minor Arterial
- Posted speeds vary between 25 mph and 70 mph
- *Pintler Veterans' Memorial Scenic Highway* between Anaconda and Philipsburg
- Serves multiple uses
  - Local traffic
  - Recreational traffic
  - Thru traffic

MT-1 Corridor
Physical Characteristics

- Two-lane roadway (with westbound passing lane between RP 19.0 – RP 20.2)
- Single left-turn bay at Georgetown Lake Road (RP 24.15)
- 156 access points, with 80 occurring within first four miles (west of Anaconda)
- Constructed or improved at various times (as early as 1934 and as recently as 1995)



MT-1 Corridor
Traffic Data

- Ranges from 3800 vehicles per day (vpd) near Anaconda to 1300 vpd near Georgetown Lake

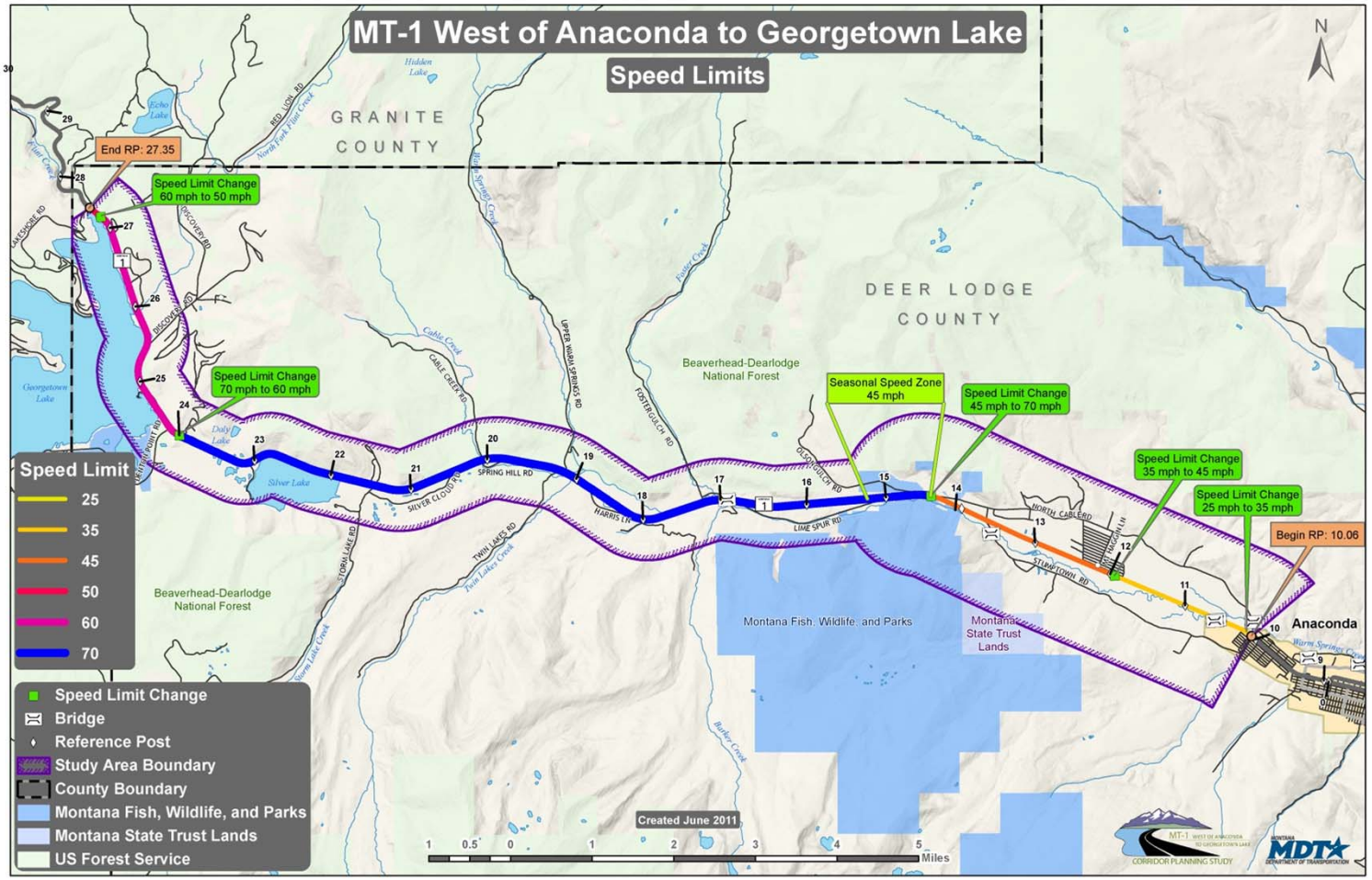
Location.	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
E of Haufbrau Tavern Turnoff	3150	3360	-	3640	4130	4130	4140	3660	3730	3790
0.6 mi W of Bridge Ln - RP 11	2700	3040	-	3230	3820	3820	3830	3340	3400	3480
W of Jones Ln - RP 13	2260	2460	-	3080	2390	2470	2540	2490	2580	1960
W of MDT Gravel Stockpile - RP 15	1380	1600	-	1970	2140	2210	2270	1360	1410	1720
W of Anaconda - RP 17	1790	1970	-	1970	2140	2210	1310	1230	1270	1600
N of Silver Lake - RP 23	1630	1060	-	1450	1620	1670	1090	1030	1070	1330

Year 2010 Volumes Highest Near Anaconda

Highest Years (Past Decade)

MT-1 Corridor

Posted Speeds



MT-1 Corridor
Speed Data

- Speed data collected at four locations in June 2011
- Primary speed data factor for determining the validity of the posted speed limit is the 85th percentile speed

Location	Posted Speed Limit (mph)	ADT (vpd)	85th Percentile Speed (mph)
RP 11.2	35	3902	42.2
RP 14.0	45	2333	51.9
RP 15.3	70	2145	68.5
RP 24.4	60	1539	65.4

Indicates greater than 5 mph difference

MT-1 Corridor
Level of Service

- Obtained from the MDT Congestion Management System
- Currently operating at LOS of B
  - Maneuvering within traffic stream is slightly restricted
  - General level of physical and psychological comfort provided to drivers is still high
  - Minor disruptions are still easily absorbed at this level
- LOS is forecasted to degrade to a C in five years

MT-1 Corridor
Right-of-Way

- Road is adjacent to private and public lands
- Right-of-way widths vary from 275 feet to as little as 80 feet

Begin RP	End RP	R/W Width (approx.)	Adjacent Ownership
10.06	14.51	200'	Private
14.51	16.42	160'	Private and Public
16.42	17.06	180'	Private
17.06	19.23	160'	Private
19.23	21.16	180'	Public
21.16	24.94	160' TO 275'	Private and Public
24.94	27.35	80' TO 240'	Public

MT-1 Corridor
Roadway Geometrics - Horizontal

- Corridor consists of both level and rolling terrain
- Four of eighteen horizontal curves do not meet current standards
  - RP 22.86
  - RP 23.185
  - RP 24.019
  - RP 27.077

MT-1 Corridor
Roadway Geometrics - Vertical

- Grades
  - Twelve areas have vertical grades greater than 3.0% (exceeds current standards)
  - Of the twelve, ten have grades greater than 4.0%
- Curves
  - Five curves do not meet current standards
  - Two curves do not meet current standards for stopping sight distance (SSD)

MT-1 Corridor

Roadway Geometrics – Roadside

Approximate Location (RP)	Feature	Description	Comments
12.4 - 13.4	Clear Zone	Cut slope with fallen rock	South side
13.9 - 14.2	Clear Zone	Heavy vegetation	Area with high rate of animal crashes
16.4	Slope	Steep fill slope	Noted fatality at this location
16.5 - 16.8	Slope	Steep fill slope	
21.1 - 21.4	Slope	Cut slope with fallen rock	North Side
21.7 - 21.8	Slope	Cut slope with fallen rock	North Side
22.1 - 22.6	Slope	Cut slope with fallen rock	North Side
22.9 - 23.1	Slope	Cut slope with fallen rock	North Side
24.2	Horizontal Curve	Poor sight distance	Steep cut slope at Georgetown Lake Rd intersection
24.8	Slope	Steep fill slope	Culvert location
25.0	Slope	Sharp drop-off into water	Signed "no parking" area by lake
25.0 - 25.3	Horizontal Curve	Poor sight distance	Due to cut slope on north side
25.4 - 25.6	Slope	Shoulder and side slope to water	
25.5	Slope / Intersection	Steep slope into water at intersection	Noted fatality at this location
25.9	Bridge ends	Blunt concrete bridge ends	
26.1	Slope	Steep fill slope	Culvert location
26.2 - 26.8	Slope	Steep fill slope	South side

MT-1 Corridor
Roadway Geometrics - Widths

- Determined from MDT's 2011 Montana Road Log
  - Surface width, lane width, shoulder width, surfacing thickness, and base thickness

From (RP)	To (RP)		Width (ft)			Thickness (inches)	
		Lanes	Surface	Lane	Shoulder	Surfacing	Base
10.060	10.076	2	28	12	2	5	12
10.076	10.202	2	32	12	4	5	12
10.202	10.496	2	32	12	4	6	12
10.496	10.565	2	40	12	8	6	12
10.565	19.066	2	32	12	4	6	12
19.066	20.246	3	44	12	4	6	12
20.246	24.148	2	32	12	4	6	12
24.148	26.851	2	22	11	0	4	4
26.851	27.350	2	24	12	0	6	4

Widths Are Of Interest

MT-1 Corridor
Access Points

- Approximately 156 access points along the study corridor
- Average density of 9.02 accesses/mile
- First five miles west of Anaconda has highest density of (16.19 access/mile)

Begin RP	End RP	Length (mi)	Access Points	Density (Access / mi)
10.06	15.00	4.94	80	16.19
15.00	20.00	5.00	33	6.60
20.00	24.00	4.00	22	5.50
24.00	27.35	3.35	21	6.27
Total		17.29	156	9.02

MT-1 Corridor
Bridge Crossings

- Two bridge crossings (RP 10.57 and RP 16.92)
- RP 10.57
  - Two-lane, three span concrete structure
  - 68.01’ long by 39.4’ wide
  - Built in 1990
- RP 16.92
  - Two-lane, single span concrete structure
  - 42.0’ long by 36.4’ wide
  - Built in 1930

Neither bridge is structurally deficient or functionally obsolete

MT-1 Corridor
Safety (Reported Crashes)

- For period between January 1, 2005 and December 31, 2009
- 67 total reported crashes
  - Two fatal crashes (with 2 fatalities), 20 injury crashes and 45 property damage only crashes

	MT-1 Corridor	Statewide Rural Average	Corridor Rates Less Than Statewide Average?
Crash Rate (per MVM)	**1.16**	**1.22**	**YES**
Severity Rate (per MVM)	**2.44**	**2.83**	**YES**

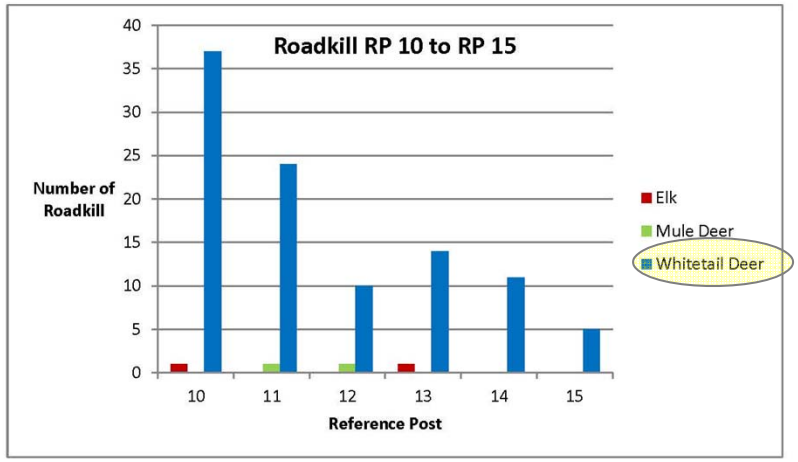
MVM = million-vehicle-miles

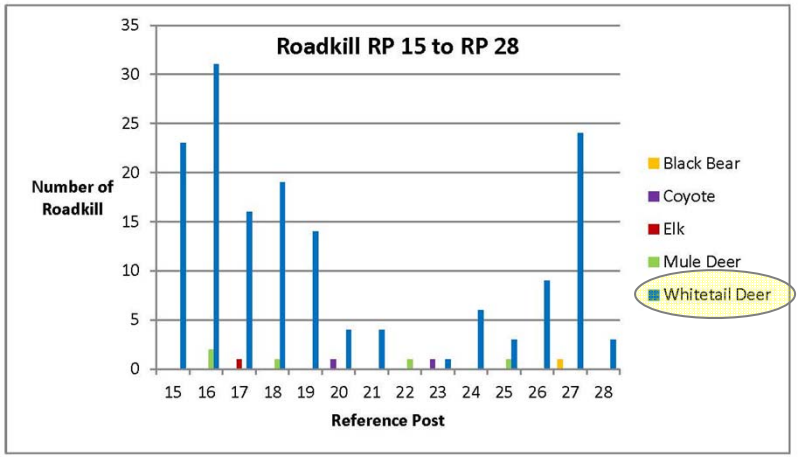
MT-1 Corridor
Safety (Reported Crashes)

- Predominant crash types are single vehicle crashes
- Analysis of crash data from the last 10 years, identified 4 crash clusters
  - Addressable trends will be considered in this study
  - Short-term and long-term

MT-1 Corridor
Safety (Wildlife/Vehicle)

- Whitetail Deer
- Bighorn Sheep
  - RP 14.7 – 15.7
  - Single incident resulted in 8 sheep deaths (RP 14.4)
- Moose
  - 9 carcasses collected between 2006 and 2010





Note: High Numbers of Whitetail Deer (January 1998 to June 2010)

MT-1 Corridor
Non-Motorized Facilities

- ADLC *Trails Master Plan*
  - Goal to provide a safe alternative mode of travel and connectivity between communities.
  - Strong desire to extend non-motorized facilities west of Anaconda to the West Valley area
  - Eventual full route of some type all the way to Georgetown Lake

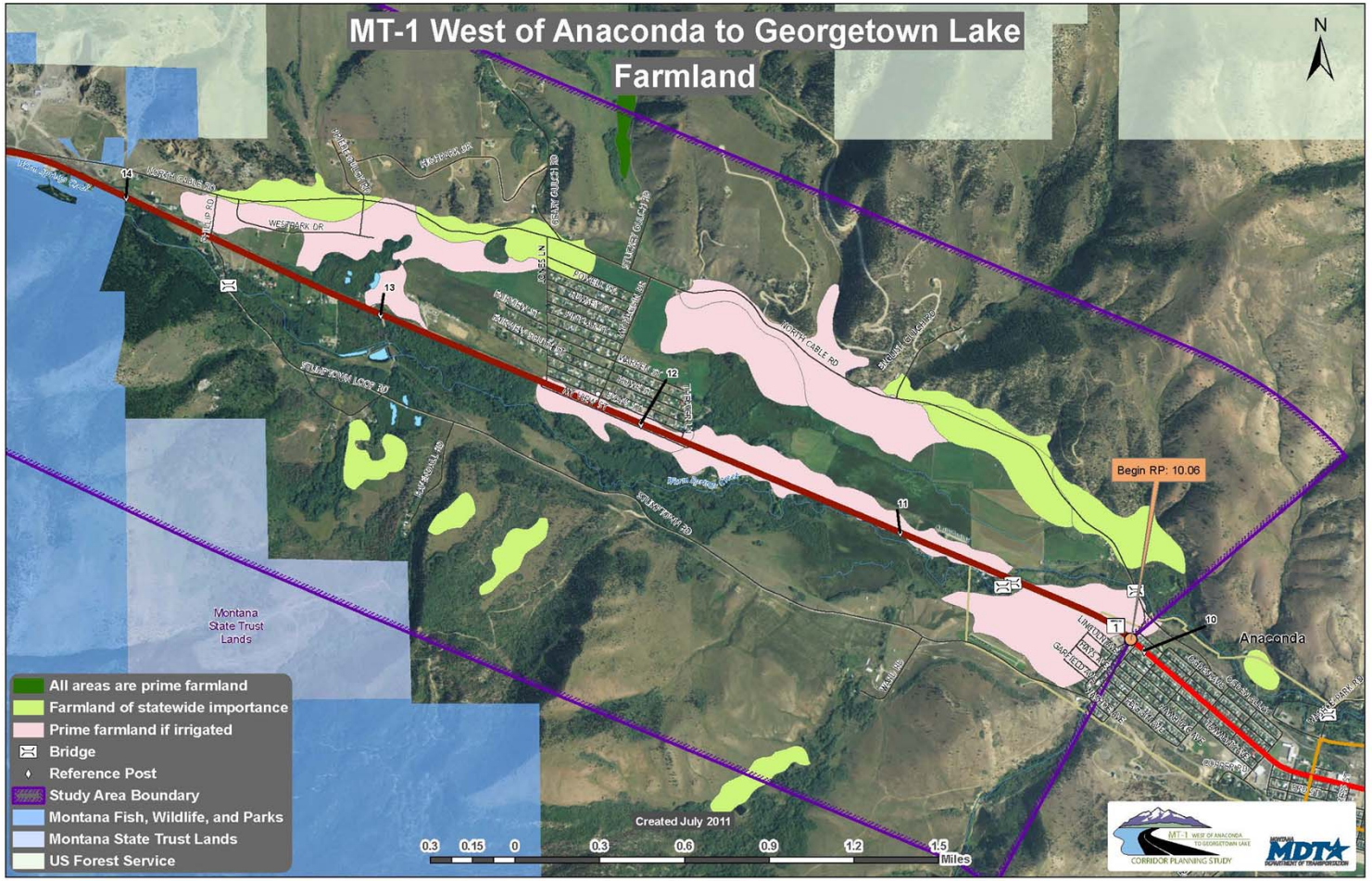
MT-1 Corridor
Local Infrastructure Expansion

- Wastewater system *Preliminary Engineering Report (PER)* developed to address the wastewater system in Anaconda and the surrounding areas
- The West Valley *Water and Sewer Feasibility Study (2000)* suggests that Anaconda's wastewater facilities could be expanded to serve the West Valley Area
- The *Growth Policy* recommends that a central wastewater system for West Valley be constructed

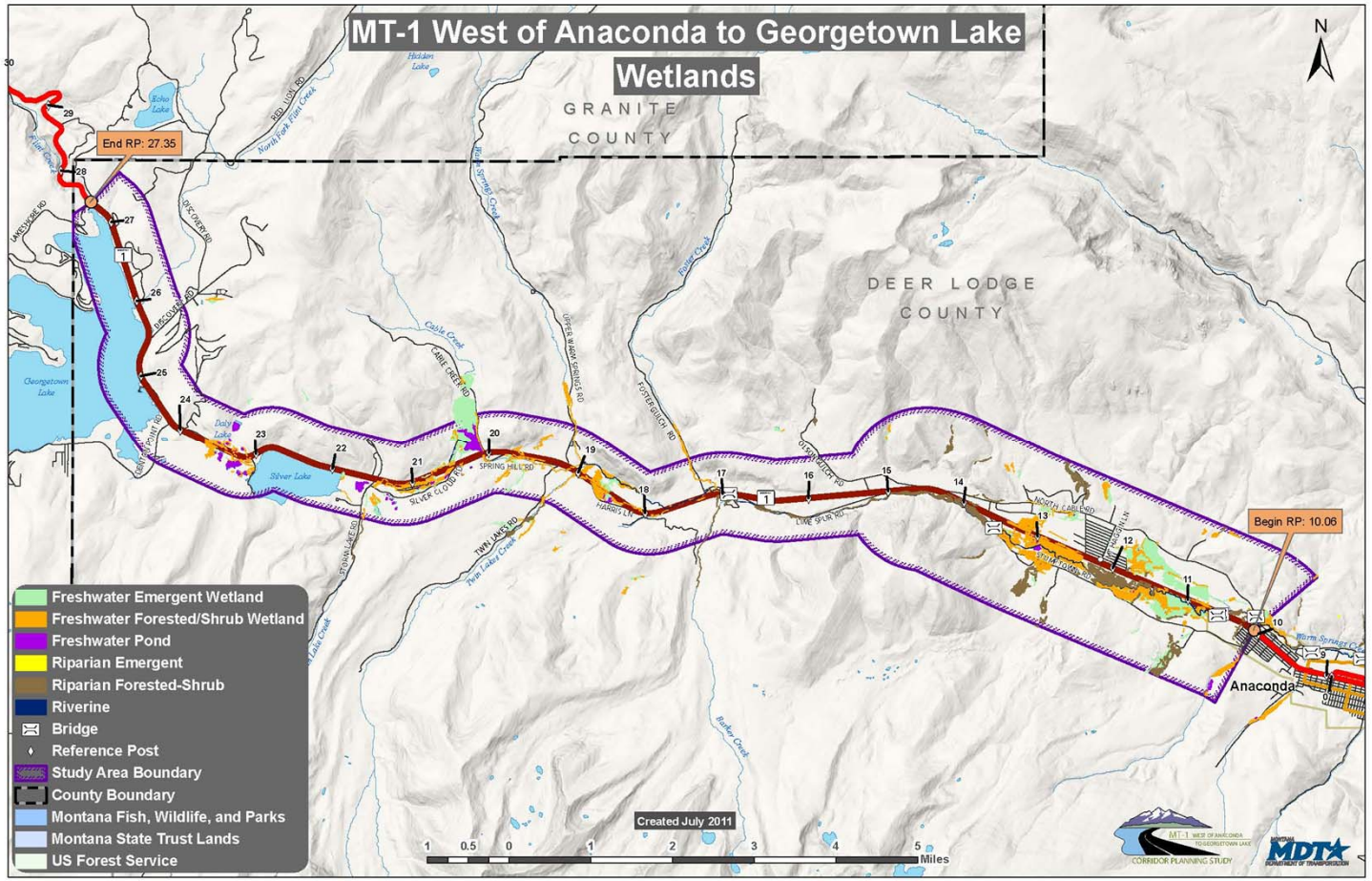
Environmental Resources

- Geographic Setting
- Land Ownership / 4(f)
- **Soil Resources and Prime Farmland**
- **Water Resources**
- **Wetlands**
- Floodplains and Floodways
- Montana FWP and WMA
- Hazardous Substances
- Air Quality
- **Visual Resources**
- **Biological Resources**
- Vegetation
- **Cultural and Archaeological Resources**
- Social

Soil Resources and Prime Farmland



Wetlands


MT-1 West of Anaconda to Georgetown Lake
Wetlands
GRANITE
COUNTY
DEER LODGE
COUNTY
End RP: 27.35
Begin RP: 10.06
Anaconda
N
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Riparian Emergent
Riparian Forested-Shrub
Riverine
Bridge
Reference Post
Study Area Boundary
County Boundary
Montana Fish, Wildlife, and Parks
Montana State Trust Lands
US Forest Service
Created July 2011
1 0.5 0 1 2 3 4 5
Miles

Visual Resources

- Landscape Character
- Visual Sensitivity
- Scenic Integrity
- Landscape Visibility

Biological Resources

- Fish and Wildlife
- Vegetation

Fish and Wildlife
General Fish and Wildlife

- Common Mammals
  - White-tail deer
  - Mule deer
  - Bighorn sheep
  - Black Bear
  - Elk
  - Moose
  - Mountain Lion
  - Coyote
- Amphibians and Reptiles
  - Columbia spotted frog
  - Rocky Mountain tailed frog
  - Long-toed salamander
- Birds
  - Bald Eagle
  - Golden Eagle
  - Migratory Song Birds and Raptors

Fish and Wildlife
Aquatic Resources

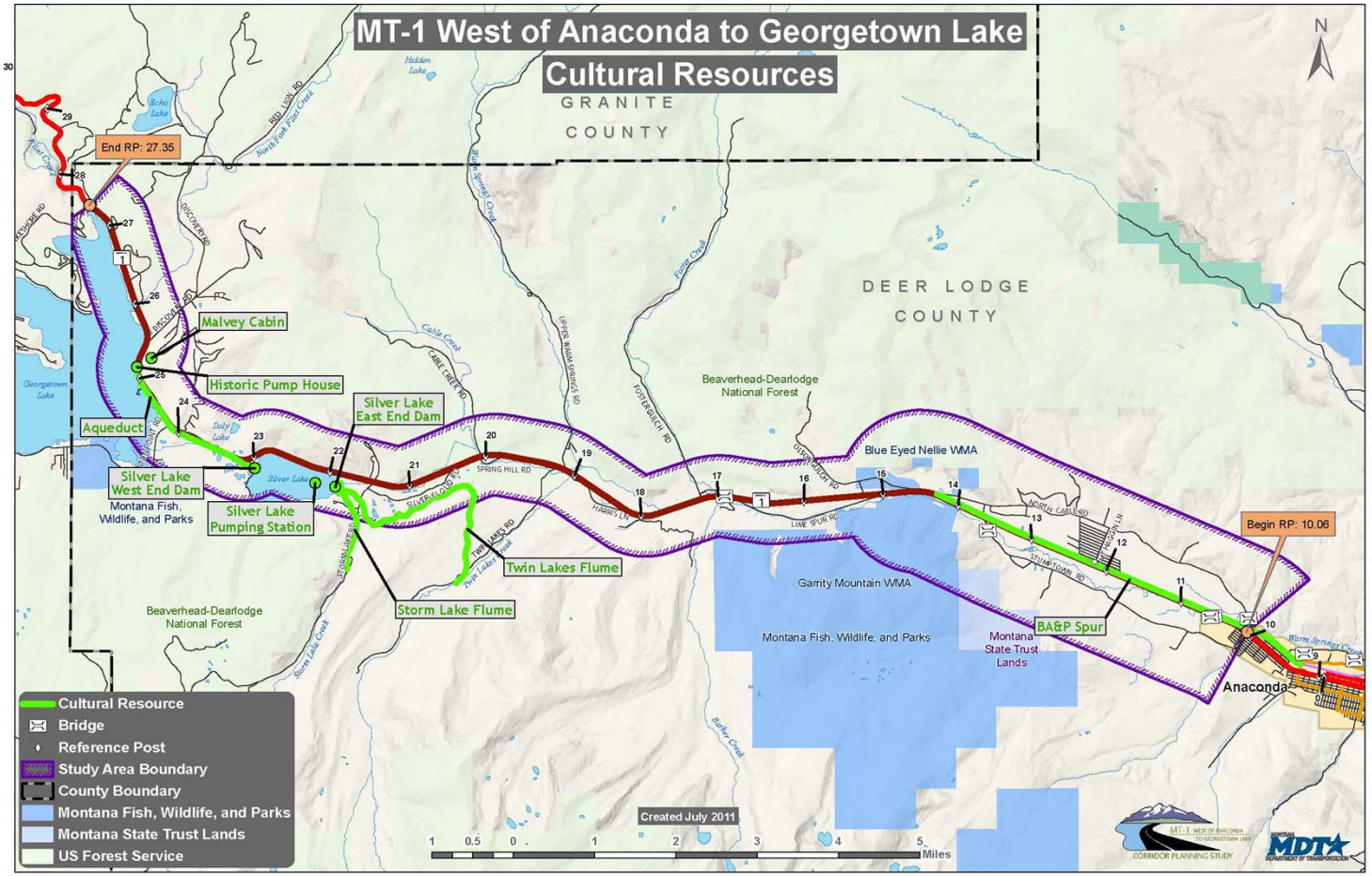
- Fisheries
  - Warm Springs Creek
  - Stumptown Pond
  - AMC Pond
  - Silver Lake
  - Georgetown Lake
- Fish Species
  - Brown trout
  - Longnose sucker
  - Mottled sculpin
  - Rainbow trout
  - Slimy sculpin
  - Brook trout
  - Bull trout
  - Mountain whitefish
  - Westslope cutthroat trout

Cultural and Archaeological Resources

- Historic Properties

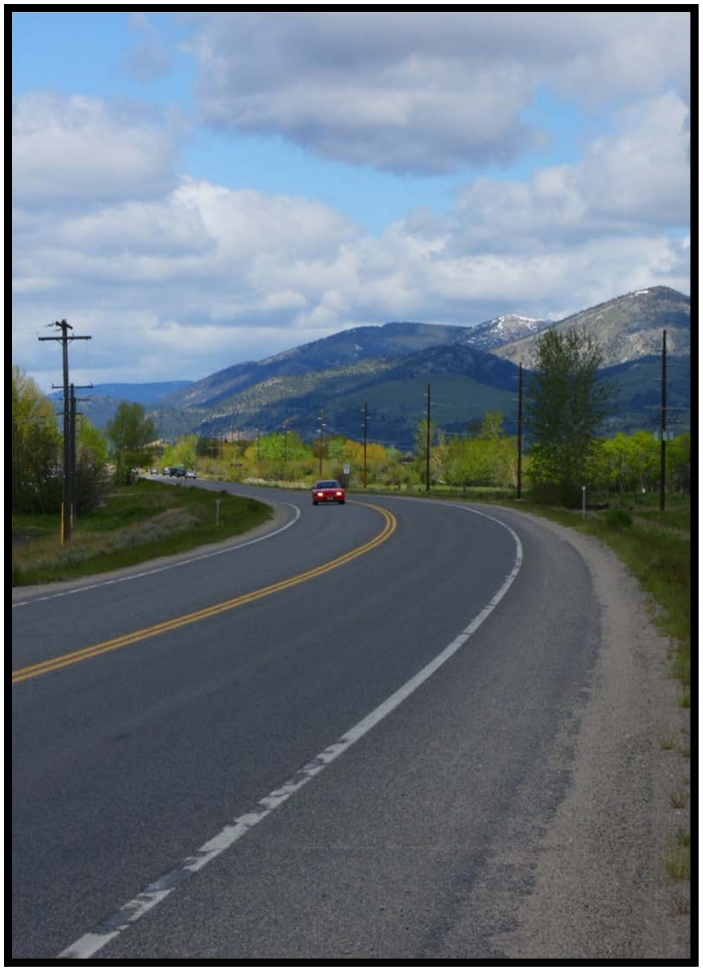
Site	Site No.	Section	Township	Range	NRHP elig.
Pumping Station	24DL425	17, 18, 20, 21	5N	13W	Yes
BA & P Spur	24DL426	17	5N	13W	Yes
Malvey Cabin	24DL427	18	5N	13W	Yes
Silver Lake Water System	24DL691	21, 22, 23, 26, 27, 35	5N	13W	Yes

Cultural and Archaeological Resources



Next Steps

- Continue study coordination and outreach
- Finalize existing and projected conditions report
- Continue analysis of transportation needs
- Identify potential improvement options
- Draft corridor study report

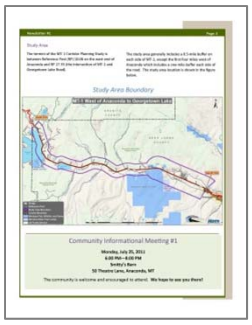


Conclusion

- Questions, answers and/or comments?

Study website: http://www.mdt.gov/pubinvolve/mt1/

Study newsletters:


Study contact:
Jeff Key, P.E.
Robert Peccia and Associates
825 Custer Avenue
Helena, Montana 59604

Email: Jeff.key@rpa-hln.com
Tel: (406) 447-5000
Fax: (406) 447-5036