Informational Meeting

Wednesday, April 4, 2012
Lecture Hall (UC 102)
Dawson Community College
300 College Drive

Thursday, April 5, 2012
Sidney High School Cafeteria
1012 4th Avenue South East
Welcome & Introductions
Purpose of Meeting

- Provide Overview of Corridor Planning Study Process
- Present Key Findings from Existing and Projected Conditions Report
  - Transportation System
  - Demographic and Economic Conditions
  - Environmental Resources
- Solicit Input
A Corridor Planning Study Is:

- A planning-level assessment of a study area

A Corridor Planning Study Is Not:

- A design, right-of-way acquisition, or construction project
- Environmental compliance document
Montana’s Corridor Planning Process

- Involves conducting a review of safety, operational, and geometric conditions and environmental resources to identify needs and constraints.

- This process allows MDT to:
  - Identify realistic strategies given funding or other constraints
  - Identify fatal flaws before initiation of formal environmental process for any future project forwarded from study
What are the Steps?

- Assess Existing and Projected Conditions
- Informational Meeting #1 / Resource Agency Meeting
- Identify Corridor Needs and Objectives
- Develop, Analyze, and Identify Improvement Options
- Prepare Draft Corridor Study Report
- Informational Meeting #2
- Finalize Corridor Study Report
**Study Area**

- **Start Point:** MT 16 at approximate Reference Post (RP) 0.6 just north of the I-94 Interchange at Glendive.

- **End Point:** MT 200 at the Fairview city limits (RP 62.5).

- Excludes areas within the city limits of Glendive, Sidney, and Fairview.
Transportation System
Functional Classification

- MT 16 from Glendive to Sidney (RP 0.6 to RP 50.4)
  - Rural Principal Arterial

- MT 200 north of Sidney (RP 52.6 to RP 53.7)
  - Rural Principal Arterial

- MT 200 north of Sidney to Fairview (RP 53.7 to 62.5)
  - Rural Minor Arterial
Physical Characteristics

- **Roadway Width**
  - MT 16 / MT 200 is a two-lane undivided highway with 12-foot travel lanes and varying shoulder widths. The majority of the corridor has 7 to 8 foot shoulder widths, and the remainder is currently being reconstructed to meet current MDT design standards.

- **Bridges**
  - 12 bridges and 4 major culverts occur within the study area.

- **Utilities**
  - High pressure natural gas pipelines cross the corridor in seven (7) locations.
  - Other pipelines and irrigation canals occur within the study area.

- **Pavement Condition**
  - There is evidence of minor rutting, transverse cracking, longitudinal cracking, and shoulder failure within the study area.
Pink Shading: Clear Zone Issue / Guardrail Concern (12 Locations)

Blue Shading: Vertical Curve Concern (13 Locations)

Green Shading: Horizontal Curve Concern (7 locations)

Note: Facility will meet current MDT design standards within limits of ongoing construction project (30 km NE of Glendive – NE, RP 18.6 – RP 28.9)
MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Crash Statistics

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Rural NINHS</th>
<th></th>
<th>Primary</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Crash Rate (All Vehicles)</td>
<td>1.04</td>
<td>1.27</td>
<td>1.18</td>
<td>1.16</td>
</tr>
<tr>
<td>Severity Index (All Vehicles)</td>
<td>2.09</td>
<td>1.57</td>
<td>2.29</td>
<td>2.03</td>
</tr>
<tr>
<td>Severity Rate (All Vehicles)</td>
<td>2.18</td>
<td>1.99</td>
<td>2.71</td>
<td>2.35</td>
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Crash Rate for MT 16 / MT 200 (Rural NINHS) is the only statistic higher than statewide average. All three metrics are reviewed to identify a concern.

37% of reported rural crashes involved wild animals.
Crash Statistics: Large Vehicles (2006-2011)

- Large vehicles include vans, buses, school buses, truck/truck-tractors, motor homes, ambulances, fire trucks, wreckers in transit, and working construction vehicles.

12% of reported rural crashes involved large vehicles.
MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

Traffic Volumes

Year

AADT
0 1000 2000 3000 4000 5000 6000 7000

Sidney to Fairview
Glendive to Sidney

DOWL HKM
MONTANA
DEPARTMENT OF TRANSPORTATION
Operational Analysis

- **Level of Service (LOS)**
  - Report Card Concept
  - A = Best Conditions
  - F = Worst Conditions

- Existing Conditions (2012) and Projected Conditions (2035)

Results pending analysis of traffic volumes collected in March 2012
Demographic and Economic Conditions
Population

Observed and Projected Population of Montana and the Study Counties (Indexed to 2000)
Economic Conditions

Unemployment
- Dawson County: 3.1%
- Richland County: 2.6%
- Montana: 6.6%
- National Average: 8.6%

Energy Industry
- Analysts expect oil exploration and development in the Bakken to continue for ten to twenty years

Agriculture
- Due to changes in the size and location of grain loading facilities, haul trucks are often larger, heavier, and travel longer distances from farms to grain elevators, potentially impacting pavement conditions.
Environmental Conditions

- **Physical Environment**
  - Soil Resources & Farmland
  - Water Resources
  - Hazardous Substances

- **Biological Resources**
  - Fish and Wildlife
  - Vegetation

- **Social and Cultural Resources**
  - Section 4(f) and Section 6(f) Resources
  - Noise
  - Cultural and Archaeological Resources
<table>
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<tr>
<th>Condition</th>
<th>Issue / Concern</th>
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<tr>
<td><strong>Physical Features</strong></td>
<td><strong>Utilities</strong>&lt;br&gt;- High pressure natural gas pipelines cross the corridor in seven (7) locations&lt;br&gt;- Pavement Condition&lt;br&gt;- Evidence of minor rutting, transverse cracking, longitudinal cracking, and shoulder failure within study area</td>
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<tr>
<td><strong>Transportation System Conditions</strong></td>
<td><strong>Horizontal Alignment</strong>&lt;br&gt;- Seven (7) locations do not meet current MDT standards&lt;br&gt;<strong>Vertical Alignment</strong>&lt;br&gt;- Thirteen (13) locations do not meet current MDT standards&lt;br&gt;<strong>Clear Zones</strong>&lt;br&gt;- Twelve (12) locations do not meet current MDT standards.</td>
</tr>
<tr>
<td><strong>Crash History</strong></td>
<td><strong>Wild animals were involved in approximately 37% of rural crashes</strong>&lt;br&gt;<strong>Large trucks were involved in approximately 12% of rural crashes</strong></td>
</tr>
<tr>
<td><strong>Environmental Conditions</strong></td>
<td><strong>Prime Farmland</strong>&lt;br&gt;- Prime and important farmlands are located within the study area&lt;br&gt;<strong>Surface Water Impairment</strong>&lt;br&gt;- Within the study corridor, the Yellowstone River is listed in DEQ’s Integrated 303(d) / 305(b) Water Quality Report&lt;br&gt;- The study area includes portions of the Yellowstone River, its tributaries, and associated wetlands&lt;br&gt;<strong>Hazardous Materials</strong>&lt;br&gt;- USTs, LUSTs and remediation response sites located within study area&lt;br&gt;<strong>Floodplains</strong>&lt;br&gt;- The corridor crosses mapped floodplains&lt;br&gt;<strong>Fish and Wildlife</strong>&lt;br&gt;- Six (6) endangered, threatened, proposed or candidate animal species and 45 species of concern are expected to occur in Dawson and Richland Counties&lt;br&gt;<strong>Vegetation</strong>&lt;br&gt;- One plant species of concern is expected to occur in Dawson and Richland Counties&lt;br&gt;<strong>Cultural and Archaeological Resources</strong>&lt;br&gt;- Resources within the study corridor include historic irrigation canals, bridges, residences, mining operations and trash deposits, and archaeological sites&lt;br&gt;<strong>Section 4(f) / Section 6(f) Resources</strong>&lt;br&gt;- Several Section 4(f) and Section 6(f) resources are located within the corridor</td>
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Recent and Proposed Projects

- **CT 200 / CR 129 Intersection Signing**
  - Sign Installation at MT 200 & County Road 129 (RP 56.9 – RP 57.2) – Completed 2012

- **30 km of Glendive – NE**
  - Reconstruction of MT 16 (RP 18.6 – RP 28.9) – Ongoing

- **Sidney – Southwest**
  - Mill, overlay, and seal and cover rehabilitation project (RP 50.0 – RP 52.6) – Project let in February 2011

- **Slide Repair – NE of Glendive/MT 11-1**
  - Slide repair project (RP 13.0 – RP 13.5) – Anticipated to start March 2012

- **Fairview Intersection Improvements**
  - Traffic signal installation on MT 200 and 6th and pedestrian crosswalk on Western Avenue (RP 63.1 – RP 63.8) – Anticipated to start May 2013

- **SF 119 – Glendive Rumble Strips**
  - Safety project to install shoulder and centerline rumble strips (RP 1.5 – RP 49.9) – Anticipated to start May 2013
Next Steps

We Are Here

2012

Jan  | Feb  | Mar  | Apr  | May  | Jun  | Jul

Assess Environmental, Social and Land Use Conditions
Assess Transportation System Conditions
Existing & Projected Conditions Report
Identify Corridor Needs and Objectives
Develop, Analyze, and Recommend Improvement Options
Informational Meeting #1 (Glendive and Sidney)
Resource Agency Meeting
Prepare Draft Corridor Study Report
Informational Meeting #2 (Glendive and Sidney)
Finalize Corridor Study Report

Community & Agency Involvement

Team Meetings
Please Submit Comments!

- Submit Comment Sheet Tonight
- Submit Comments on Website
  http://www.mdt.mt.gov/pubinvolve/mt16
- Call or email:
  Shane Mintz at 406.345.8212 or smintz@mt.gov
  Carol Strizich at 406.444.9240 or cstrizich@mt.gov
  Sarah Nicolai at 406.442.0370 or snicolai@dowlhkm.com
- Mail comments to:
  Sarah Nicolai
  DOWL HKM
  PO Box 1009
  Helena, MT 59624