Informational Meeting

Wednesday, July 11, 2012
Sidney High School Cafeteria
1012 4th Avenue Southeast

Thursday, July 12, 2012
Dawson Community College
Lecture Hall (UC 102)
300 College Drive

Welcome & Introductions

Purpose of Meeting

- Provide Overview of Corridor Planning Study Process
- Present Key Findings from Draft Corridor Study Report
  - Transportation System
  - Corridor Needs and Objectives
  - Recommended Improvement Options
- 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

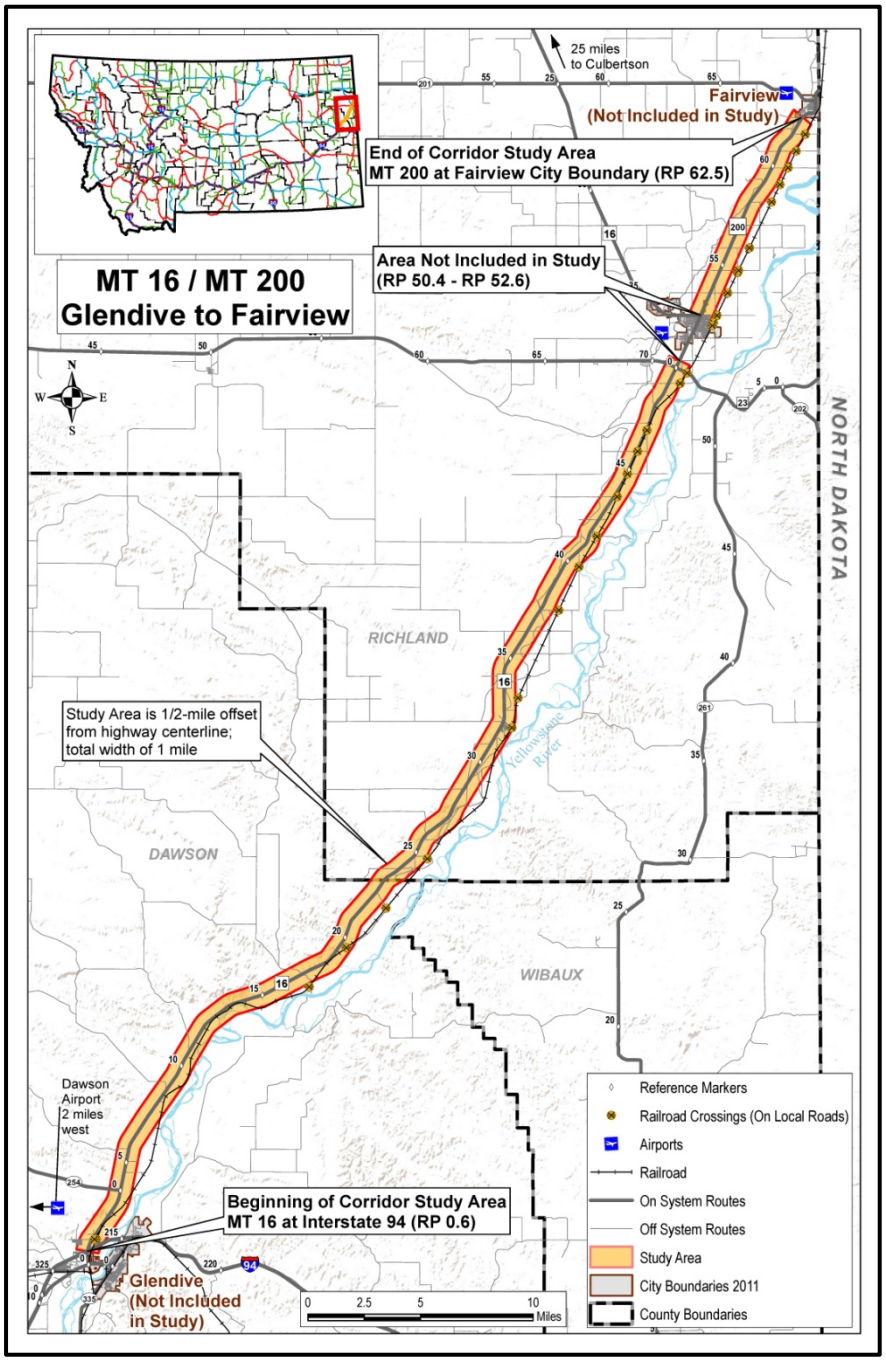
Montana's Corridor Planning Process

- 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 and constraints
  - Identify fatal flaws before initiation of formal environmental process for any future project that may be forwarded from study

What are the Steps?

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



Study Area

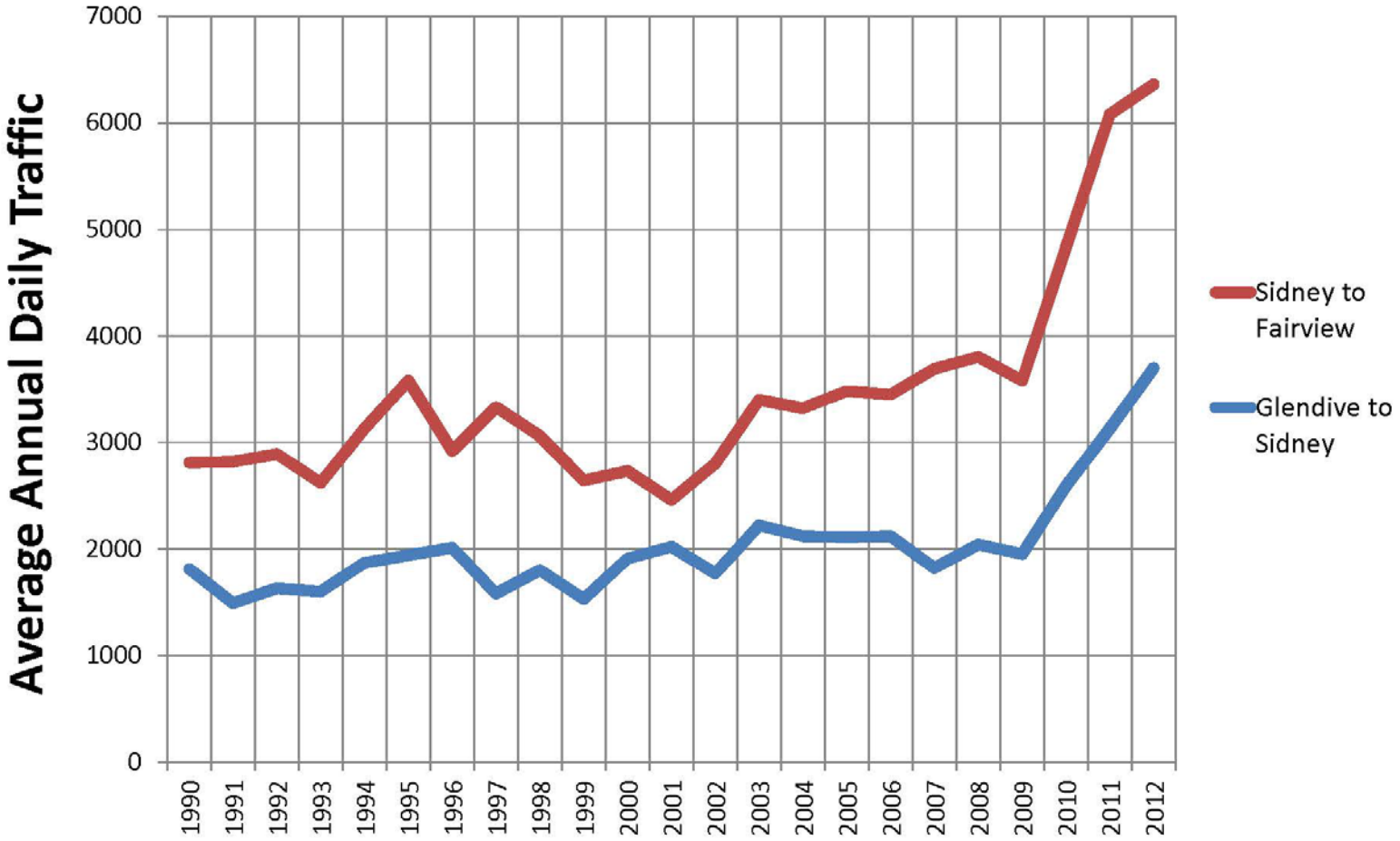
- **Start Point:** MT 16 at approximate Reference Post (RP) 0.6 just north of the I-94 Interchange at Glendive
- **End Point:** MT 200 at the Fairview city limits (RP 62.5)
- Excludes areas within the city limits of Glendive, Sidney, and Fairview

Crash Statistics

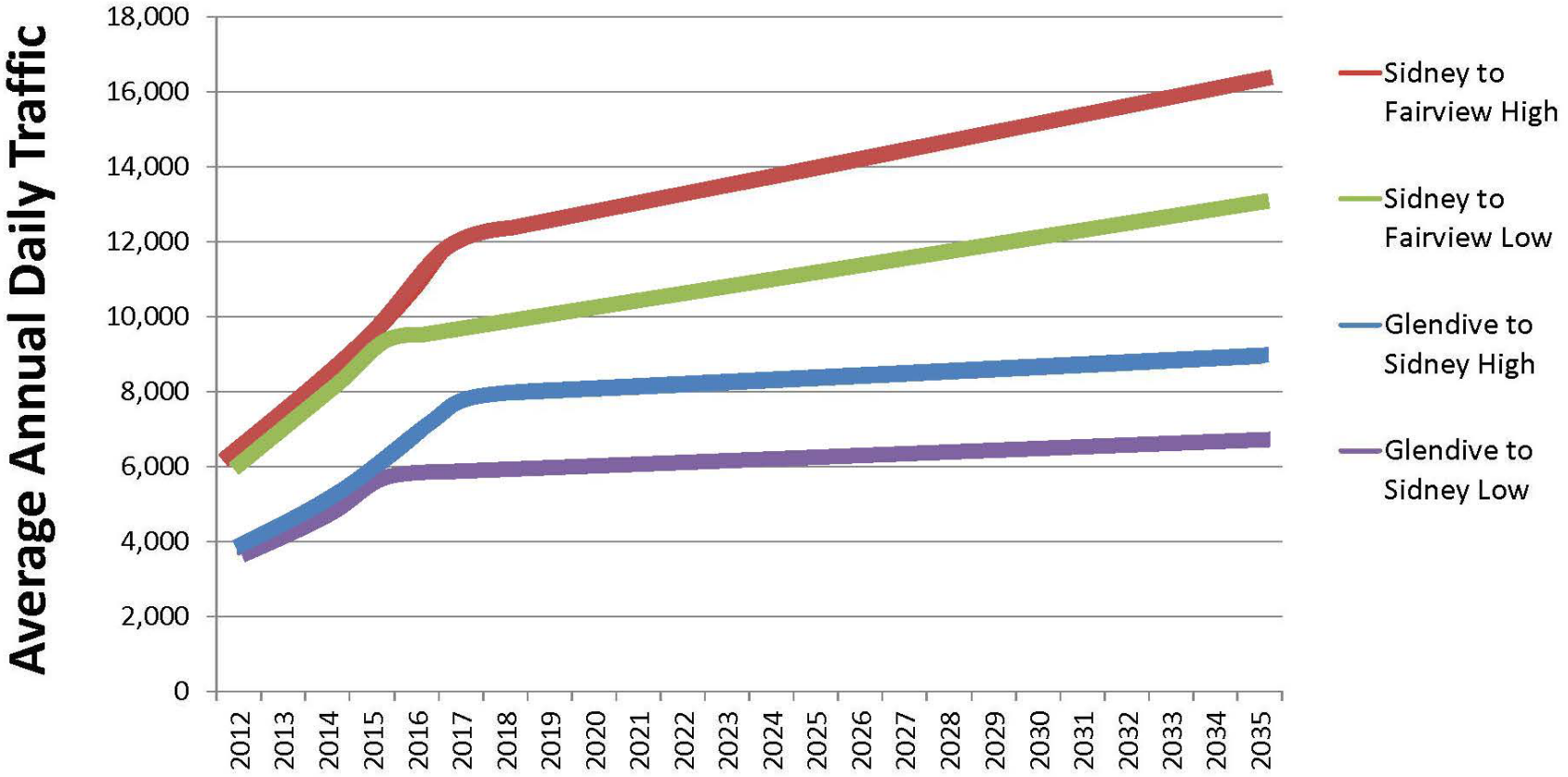
Criteria	Rural NINHS		Primary	
	Statewide Average (2007 – 2011)	MT 16 RP 0.6 – RP 50.4 (2007 – 2011)	Statewide Average (2007 – 2011)	MT 200 RP 52.6 – RP 62.5 (2007 – 2011)
Crash Rate (All Vehicles)	1.01	1.16	1.12	1.26
Severity Index (All Vehicles)	2.05	1.77	2.22	1.91
Severity Rate (All Vehicles)	2.07	2.05	2.50	2.41

- **Crash Rate for MT 16 / MT 200 (Rural NINHS and Primary) is the only statistic higher than statewide average. All three metrics are reviewed to identify a concern.**

Historic Traffic Volumes



Projected Traffic Volumes



Level of Service (LOS) Concept

- **LOS A:**
  High operating speeds; little difficultly passing
- **LOS B:**
  Passing demand and passing capacity are balanced
- **LOS C:**
  Most vehicles travel in platoons (groups); speeds are curtailed
- **LOS D:**
  High passing demand with minimal passing opportunity
- **LOS E:**
  Passing is virtually impossible; speeds seriously curtailed
- **LOS F:**
  Unstable operating conditions; heavy congestion

Operational Analysis

Location		2012	2035 (Low / High Projections)
Glendive to Savage	MT 16 NB RP 0.6 to RP 20.0	B	C
	MT 16 SB RP 0.6 to RP 12.4	B	C
	MT 16 NB RP 20.0 to RP 31.5	A	B
	MT 16 SB RP 12.4 to RP 22.0	A	B
	MT 16 SB RP 22.0 to RP 31.5	B	C
Savage to Crane	MT 16 NB RP 31.5 to RP 41.5	B	C
	MT 16 SB RP 31.5 to RP 41.5	B	C
Crane to Sidney	MT 16 NB RP 41.5 to RP 50.4	B	C
	MT 16 SB RP 41.5 to RP 50.4	C	C / D
Sidney to Fairview	MT 200 EB RP 52.6 to RP 62.5	C	D
	MT 200 WB RP 52.6 to RP 62.5	B	D

Corridor Needs and Objectives

Need 1: Improve safety within the MT 16 / MT 200 study corridor, where practicable

Objectives

- Improve roadway geometry to meet current MDT design standards
- Reduce conflicts with intersecting roadways
- Address head-on and single vehicle run-off-the-road crashes
- Address unsafe driver behavior

Corridor Needs and Objectives

Need 2: Improve the operation of the MT 16 / MT 200 roadway facility within the study area, where practicable

Objectives

- Accommodate existing and future traffic demands through the 2035 planning horizon

Corridor Needs and Objectives

Need 3: Preserve and maintain the MT 16 / MT 200 roadway

Objectives

- Improve roadway surfacing as needed to accommodate volume and mix of vehicles through the 2035 planning horizon

Other Considerations:

- Corridor constraints, including utilities and sensitive environmental resources
- Funding availability

Recommended Improvement Options

Access Management

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Access Management Study	Corridor-wide	$50,000 to $300,000	Short-term	No

Recommended Improvement Options

Education and Enforcement

Description	Location	Follow-Up Responsibility	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Public Outreach Campaigns	Corridor-wide	Counties, Cities, and Stakeholders	Various	Short-term	No
Increased Enforcement	Corridor-wide	MHP, Counties, and Cities	$65,000 – patrol officer $60,000 – patrol vehicle	Short-term	No

Recommended Improvement Options

Geometry

Description	Location		Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Intersection Realignment*	RP 24.0 (CR 100) RP 25.6 (CR 340) RP 25.9 (CR 339) RP 28.6 (CR 104) RP 28.9 (CR 340) RP 30.9 (CR 106)	RP 35.2 (CR 110) RP 37.5 (CR 112) RP 42.3 (CR 116) RP 43.6 (CR 117) RP 46.9 (CR 348) RP 58.0 (CR 130)	$39,000 to $310,000 per intersection	Short-term to long-term	Yes
Highway Transition	RP 50.0 (South of MT 16 / MT 23 / MT 200 Intersection)		$460 per lineal ft	Short-term to mid-term	Yes

*Follow-up responsibility for intersection realignment is Dawson and Richland Counties in coordination with MDT

Recommended Improvement Options

Passing Opportunities and Capacity Improvements

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Passing Lanes	Corridor-wide	$1.8 to $2.0 million per mile (four-lane section with passing lane in both directions)	Immediate to long-term	Yes
Engineering Study to Evaluate Passing Zones	Corridor-wide	NA	Short-term	No
Four-Lane Highway	Corridor-wide	$153 to $165 million (entire corridor) $2.6 to $2.8 million (per mile)	Long-term	Yes

Recommended Improvement Options

Pavement Preservation

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Pavement Preservation	Corridor-wide	$59 to $64 million (entire corridor) $1 million (per mile)	As needed	No

Recommended Improvement Options

Public Transportation

Description	Location	Follow-Up Responsibility	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Transit Study and Park & Ride Facilities	Corridor-wide	Counties, Cities, and Stakeholders	$30,000 (transit study) $300,000 per park & ride facility	Mid-term to long-term	Transit Study: No Park & Ride Facilities: Potentially Yes

Recommended Improvement Options

Roadside Safety

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Roadside Safety	RP 1.1 (East) RP 1.8 (West) RP 2.4 (East) RP 3.0 (East) RP 7.0 (East & West) RP 8.5 (East & West) RP 11.8 (East & West) RP 12.7 (West) RP 14.2 (West) RP 14.4 (West) RP 16.3 (West) RP 17.4 (East) RP 28.5 (East) RP 29.7 (East & West) RP 52.6 (West)	$40,000 (overhead sign relocation) $30 per lineal ft (guardrail) $60 per lineal ft (slope flattening average; cost dependent on fill height)	Short-term to mid-term	Overhead sign relocation: No Guardrail: No Slope flattening: Yes

Recommended Improvement Options

Speed

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Speed Study	Corridor-wide	NA	Short-term	No

Recommended Improvement Options

Traffic Control Devices & Safety/Warning Features

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Traffic Signals	Full Signalization RP 50.0 (MT 16 / MT 23 / MT 200) Enhanced Intersection Warning RP 50.4 (MT 16 / MT 200 / CR 123) RP 53.7 (MT 200 / CR 126) RP 58.0 (MT 200 / CR 130) RP 60.7 (MT 200 / CR 132) RP 61.7 (MT 200 / CR 133)	$500 (new sign) $30,000 per flashing beacon $300,000 per signal	As needed	No

Recommended Improvement Options

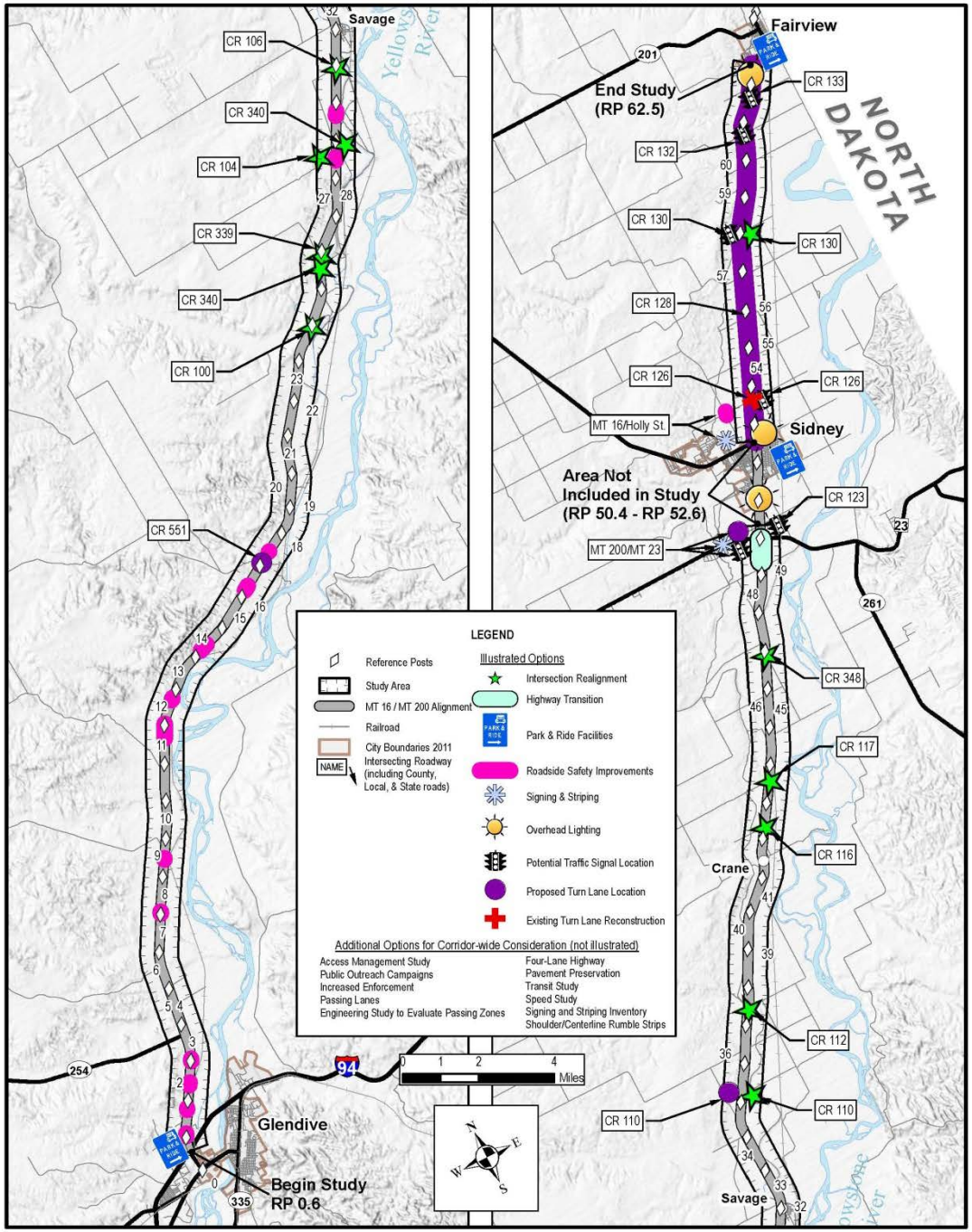
Traffic Control Devices & Safety/Warning Features (continued)

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Signing & Striping	Inventory: Corridor-wide RP 50.0 (MT16 / MT 23 / MT 200) RP 52.6 (MT 16 / MT 200 / Holly St.)	Inventory: NA $500 (new sign) $26 per ft^2 (replacement sign) $50 per station (striping)	Immediate to mid-term	No
Shoulder / Centerline Rumble Strips	Corridor-wide	$700 (per strip) $2,100 (per mile)	Short-term	No
Overhead Lighting	North and south of Sidney & south of Fairview	$13,000 per fixture (average)	Short-term to mid-term	No

Recommended Improvement Options

Turn Lanes

Description	Location	Planning Level Cost Estimate	Implementation Timeframe	Impacted Resources / ROW / Permitting
Proposed Left- and Right-Turn Lanes	• Sidney to Fairview (RP 52.6 to 62.5) • RP 17.0 (MT 16 / CR 551) • RP 35.3 (MT 16 / CR 110) • RP 50.0 (MT 16 / MT 23 / MT 200) • RP 53.7 (MT 16 / CR 126) • RP 55.8 (MT 16 / CR 128)	Warrants: NA Turn Lanes: $160,000 to $250,000 per turn lane	Warrants: Short-term Turn lanes: Short-term to mid-term	Warrants: No Turn Lanes: Yes
Existing Turn Lane Reconstruction	RP 53.7 (CR 126)	$130,000 to $140,000	Short-term to mid-term	No

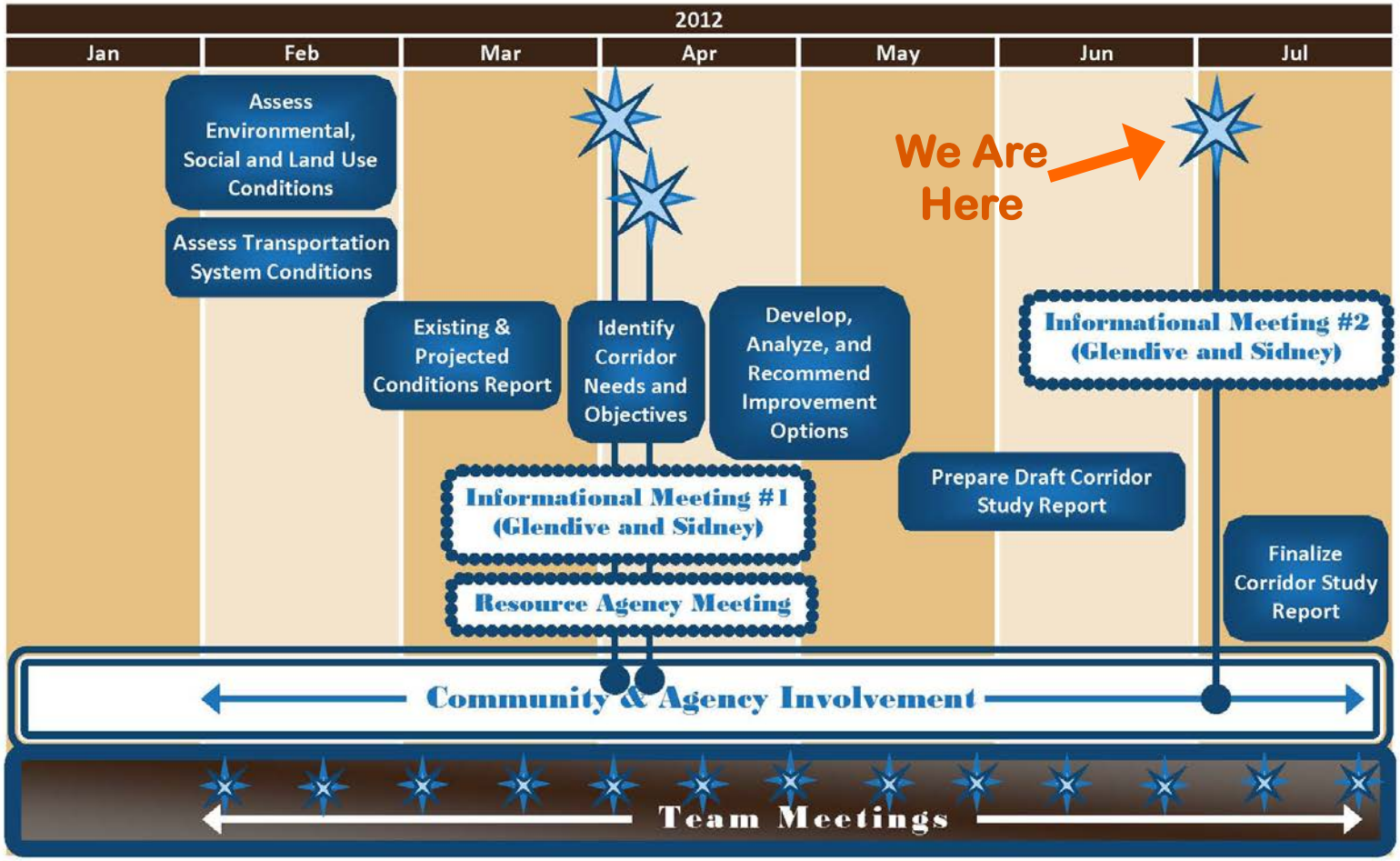


Recommended Improvement Options

Recent and Planned Projects

- **MT 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); Contract amendment – passing lanes & centerline rumble strips. Ongoing.
- **Sidney – Southwest**
  - Rehabilitation project with lane configuration and signal modifications (RP 49.8 – 52.6). Project let in February 2011.
- **Slide Repair – NE of Glendive/MT 11-1**
  - Slide repair project (RP 13.0 – RP 13.5). Started July 2012.
- **Fairview Intersection Improvements**
  - Traffic signal installation on MT 200 /6th, pedestrian crosswalk & flashing beacon at Western Ave, all-way stop control at MT 200/S201 (RP 63.1 – 63.8). Started May 2012.
- **SF 119 – Glendive Rumble Strips**
  - Safety project to install shoulder and centerline rumble strips (MT 16 RP 1.5 – 49.9, MT 200 Sidney to Fairview, & other roadways outside study area). Anticipated start fall 2012.

Next Steps


2012
Jan
Feb
Mar
Apr
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Jul
Assess Environmental, Social and Land Use Conditions
Assess Transportation System Conditions
We Are Here
Existing & Projected Conditions Report
Identify Corridor Needs and Objectives
Develop, Analyze, and Recommend Improvement Options
Informational Meeting #2 (Glendive and Sidney)
Informational Meeting #1 (Glendive and Sidney)
Prepare Draft Corridor Study Report
Finalize Corridor Study Report
Resource Agency Meeting
Community & Agency Involvement
Team Meetings

Please Submit Comments!

- **Submit Comment Sheet Tonight**
- **View Draft Report and 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

Comments Due
July 25, 2012