



City of Sidney



Project Team

- City of Sidney
- Richland County
- Montana Department of Transportation
- Federal Highway Administration
- DOWL HKM
- Gallatin Public Affairs

Project Development Process



Project History

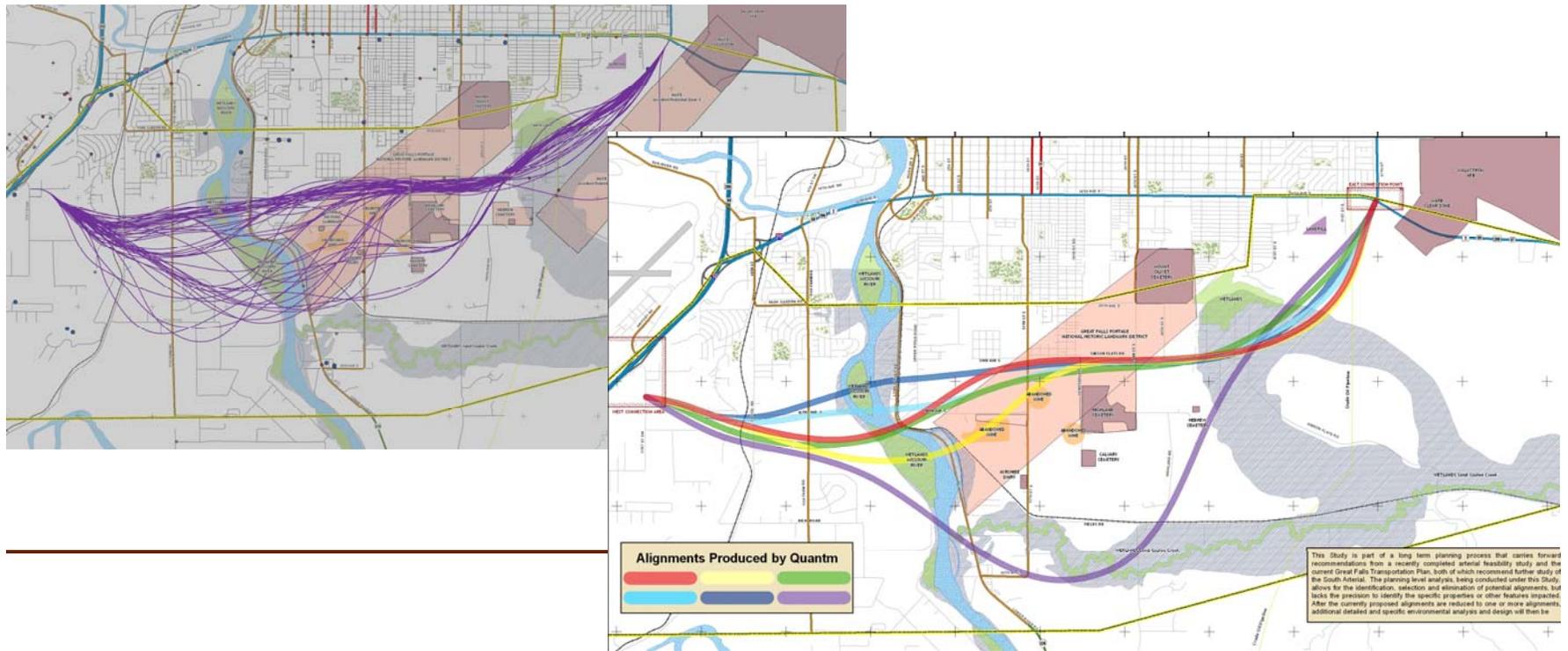
- West and East Truck Routes proposed in 1983 County Transportation Plan as two-lane, minor arterials
- City officials contacted the state in 2007 to initiate a truck route study
- Assessment of existing conditions and future development
- Corridor Modeling – Quantm
- Public Meeting – May '08
- Stakeholder Meetings – August and December '08
- Agency Meeting – December '08
- MDT-District Presentation to City Council – January '09

Purpose of the Truck Route Study

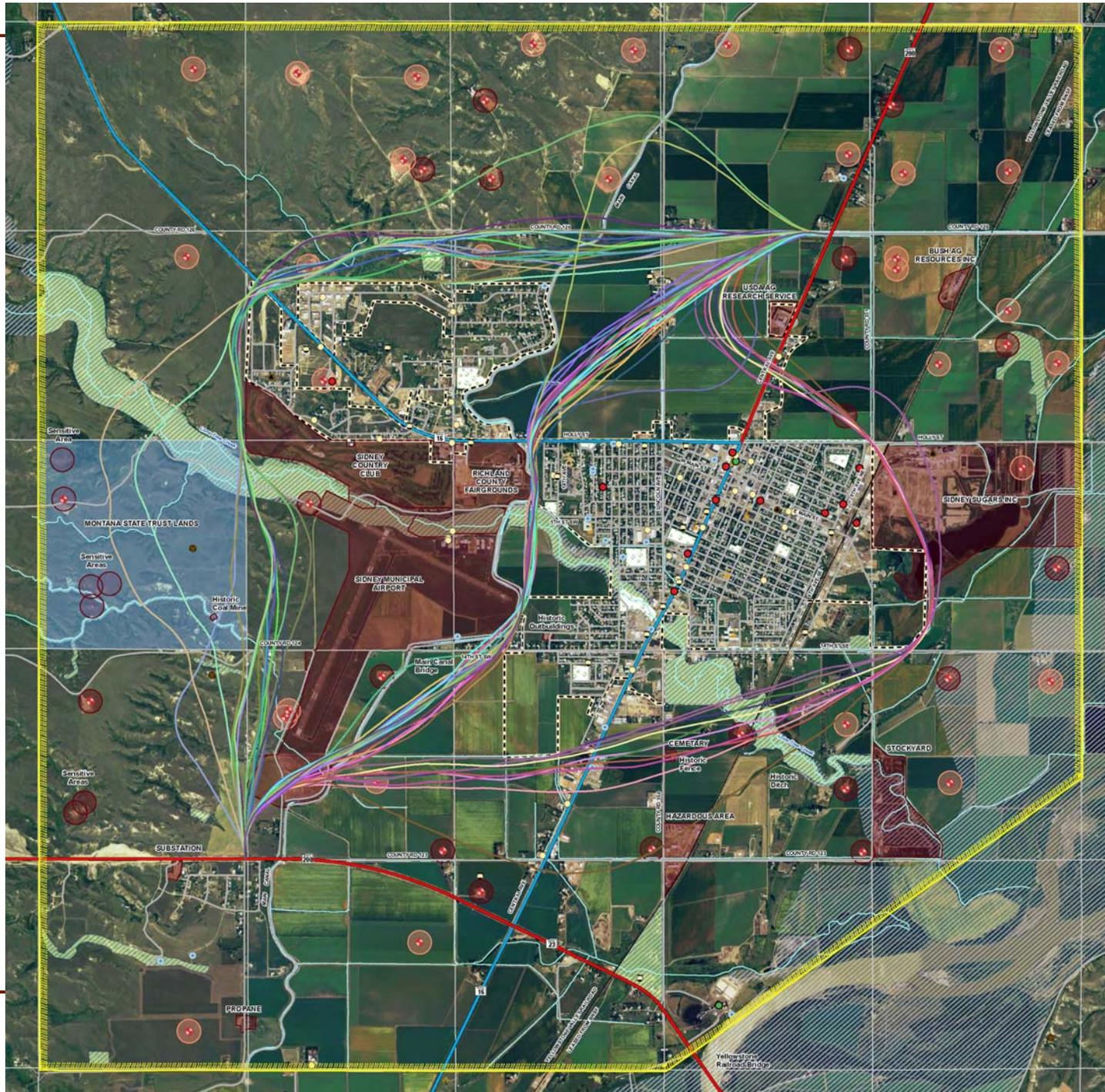
- To assess the need for a truck route
- To gauge the level of public support for a truck route
- To identify potential corridors for a truck route
- To generate planning-level cost estimates
- To explore private/local/state/federal funding mechanisms and financial feasibility of a truck route

Quantm

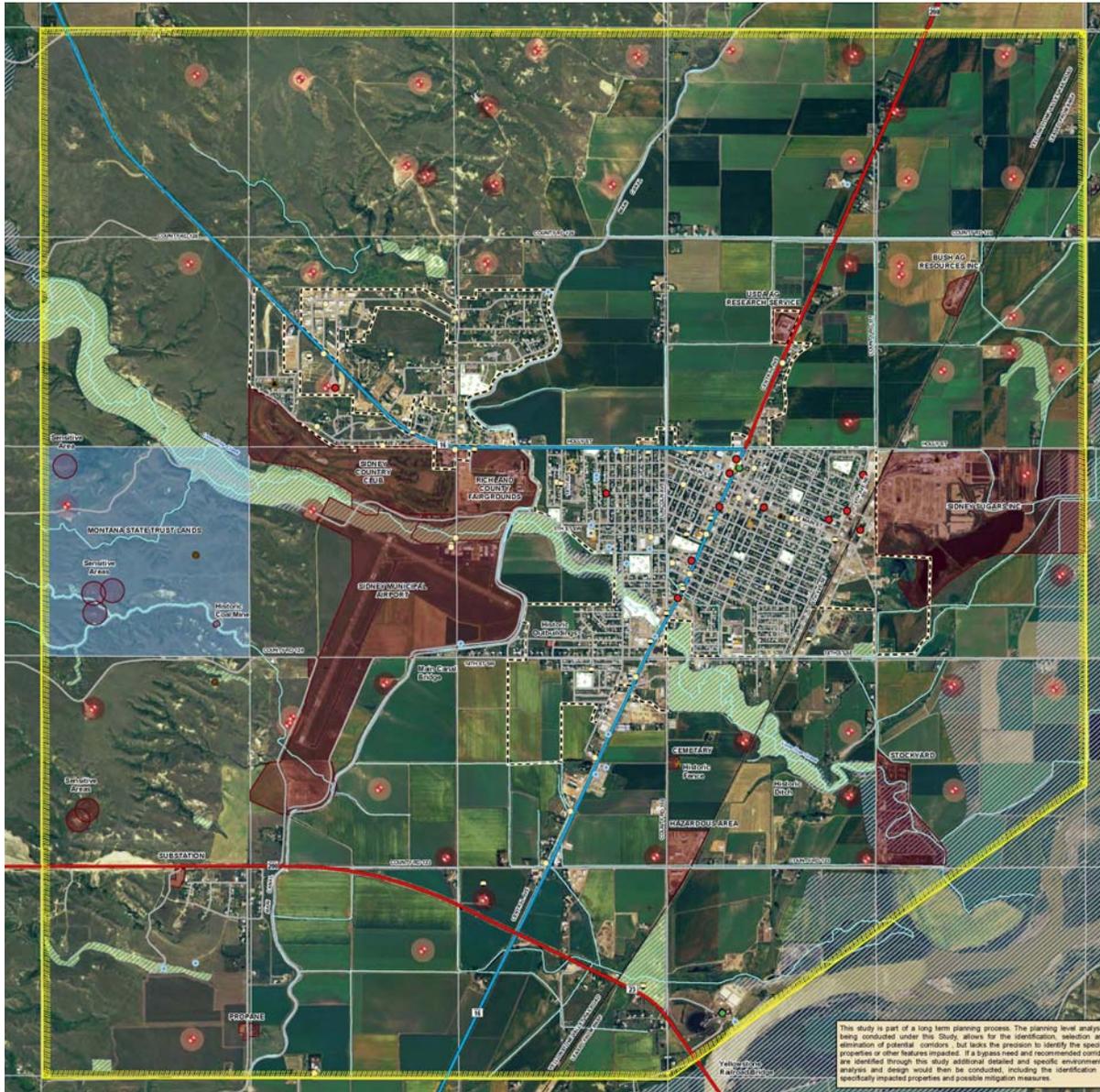
- New corridor and route alignment planning tool
- Successfully used in other areas of the country, and on other MDT projects



Proposed Sidney Truck Route Study Area



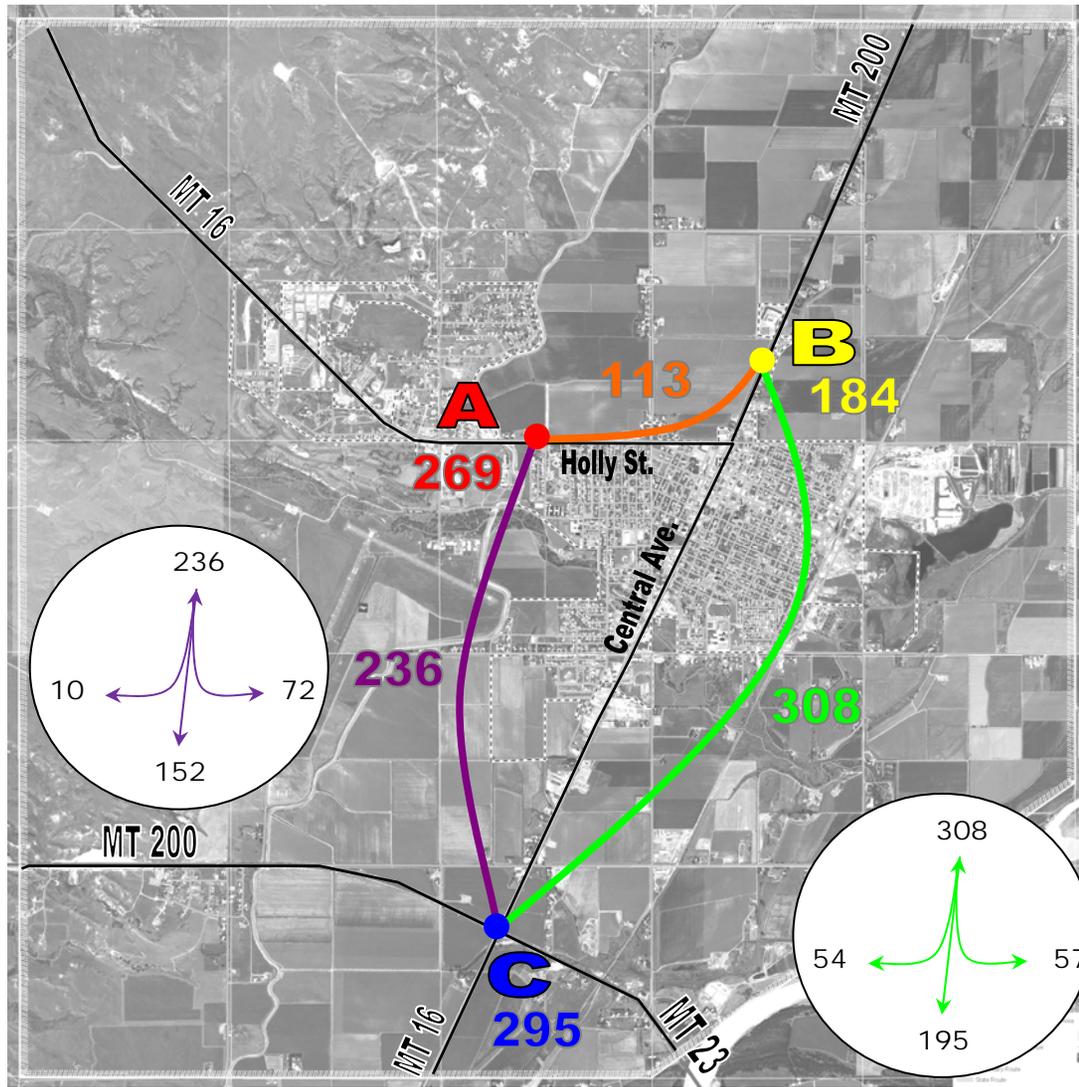
Environmental Constraints



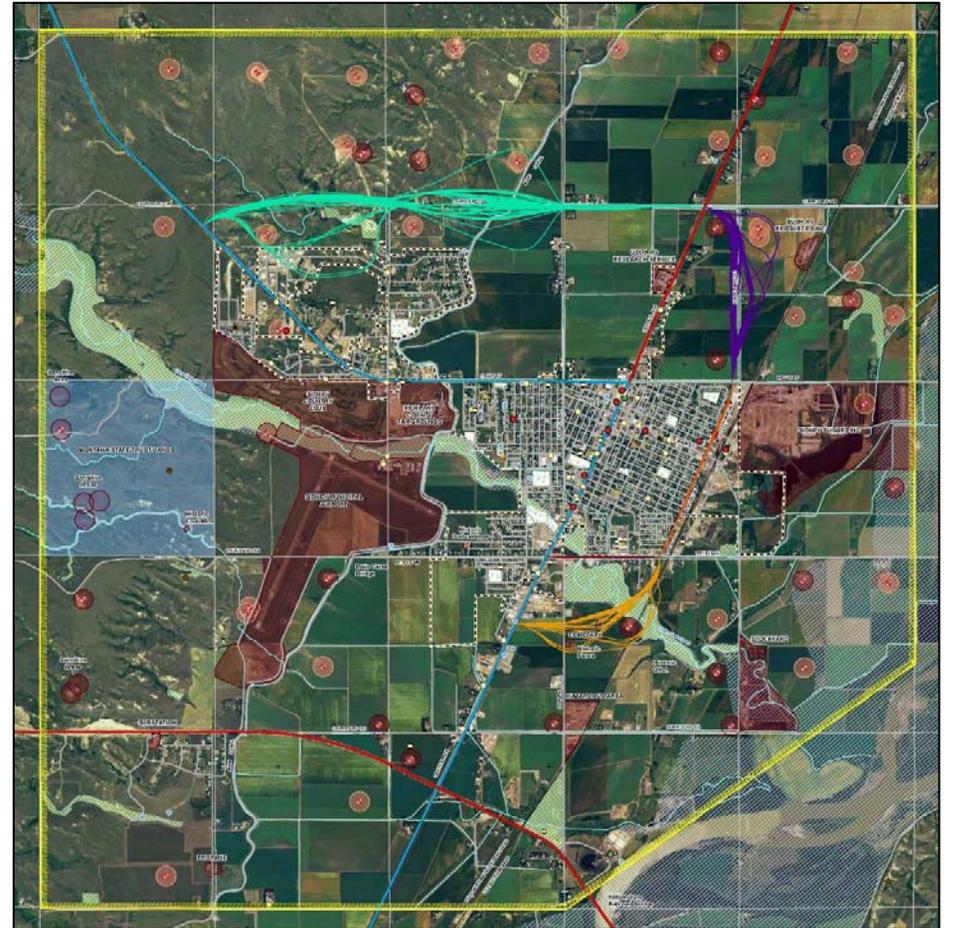
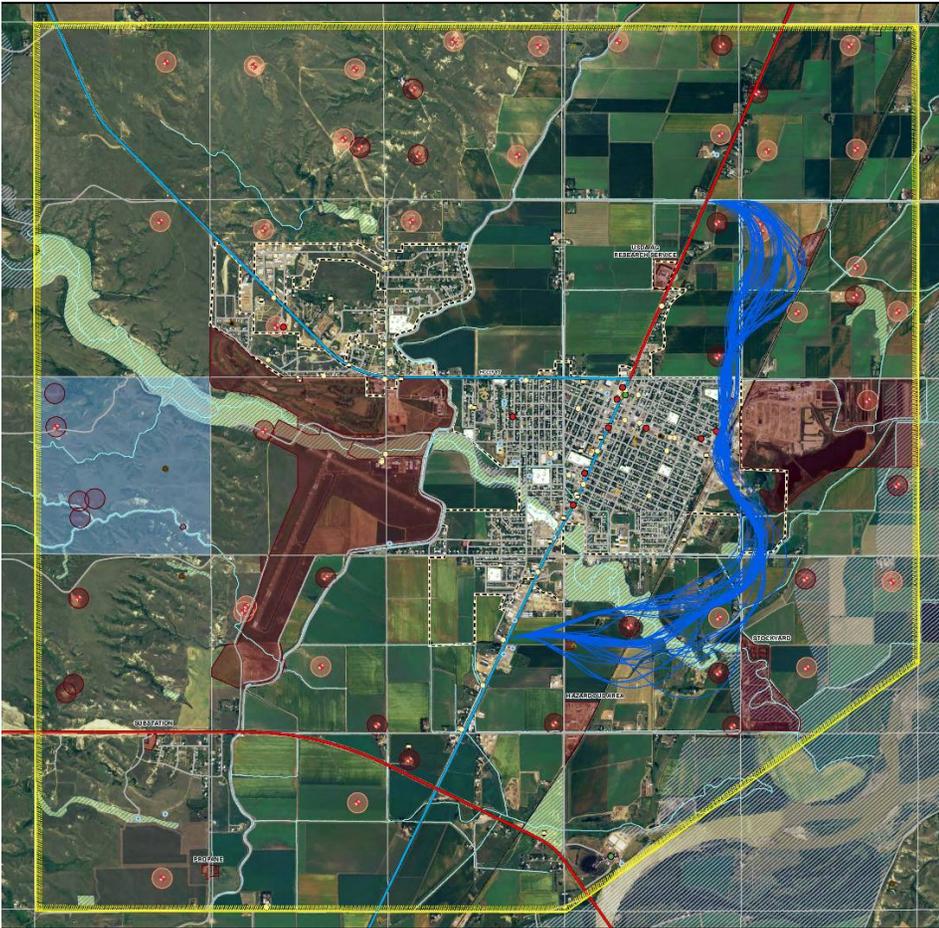
Legend		Possible Environmental Impacts	
	Study Area		Petroleum Tank Compensation Board Site
	City Boundary		Leaking Underground Storage Tank
	Avoid Area		Underground Storage Tank
	Sensitive Area		Abandoned Inactive Mine
	Wellheads		Remediation Response Site
	100-Year Flood Area		Public Water Supply
	Stream		
	Canal/Ditch		
	Montana State Trust Lands		
	Park		
	Cemetery		
	School		
	Potential Wetland Area		

This study is part of a long term planning process. The planning level analysis, being conducted under this Study, allows for the identification, selection and elimination of potential corridors, but lacks the precision to identify the specific properties or other features impacted. If a bypass need and recommended corridor are identified through this study additional detailed and specific environmental analysis and design would then be conducted, including the identification of specifically impacted properties and possible mitigation measures.

Truck Traffic Patterns



Multiple Alignments



What goals and objectives should be used to evaluate alignment options?

Examples may include:

- Minimize truck volume impacts on existing roadway network
- Minimize cost
- Minimize impacts
- Avoid environmentally sensitive areas

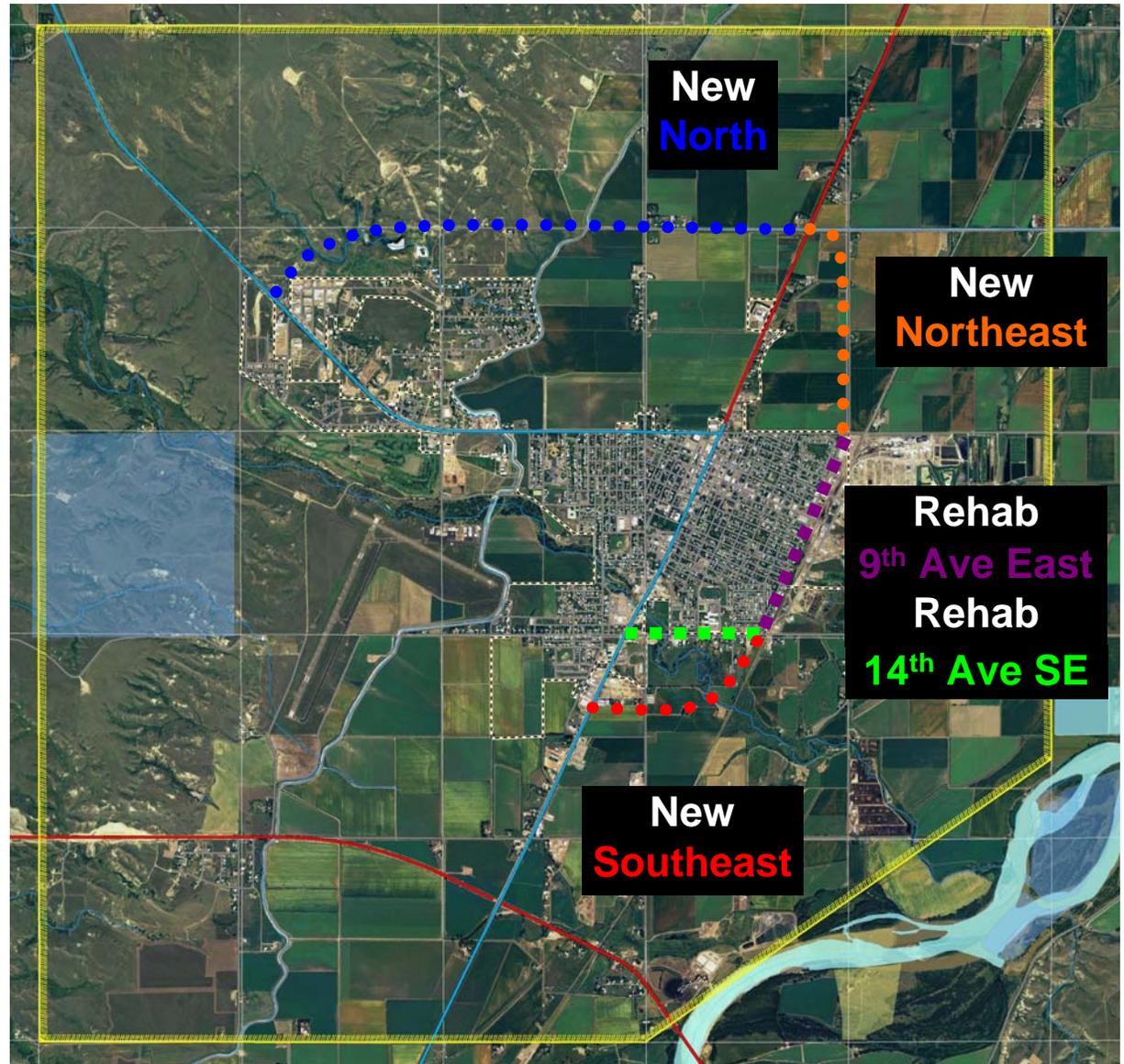
Cost and Impacts

Alignment	Option	LENGTH (MILES)	WETLAND	RESIDENTIAL		COMMERCIAL		AGRICULTURAL		TOTAL COST
			IMPACTS (ACRES)	URBAN (ACRES)	RURAL (ACRES)	URBAN (ACRES)	RURAL (ACRES)	IRRIGATED (ACRES)	NON- IRRIGATED (ACRES)	
Central Avenue (S of 14th St.) to the intersection of 14th St. & 9th Ave.		1.0	1.6 to 1.8	0	4.5 to 5.2	0	0 to 0.1	7.9 to 8.5	0	\$2,000,000 to \$5,000,000
14th Street Southeast*	No sidewalk	0.6	0 to 0.2	0	0 to 0.5	0 to 0.2	0	0	0	\$2,000,000 to \$5,000,000
	Sidewalk on 1 side	0.6	0 to 0.2	0	0 to 0.5	0	0	0	0	\$2,500,000 to \$5,500,000
	Sidewalk on 2 sides	0.6	0 to 0.2	0 to 0.2	0 to 0.5	0.1 to 0.5	0 to 0.1	0	0	\$3,000,000 to \$6,000,000
9th Avenue East Rehab*	No Sidewalk	1.1	0	0.2 to 0.7	0	0.3 to 1.2	0	0	0	\$3,500,000 to \$6,500,000
	Sidewalk on 1 side	1.1	0	0.6 to 0.9	0	0.5 to 1.1	0	0	0	\$4,000,000 to \$7,000,000
	Sidewalk on 2 sides	1.1	0	1.0 to 1.3	0	1.6 to 1.9	0	0	0	\$5,000,000 to \$8,000,000
Intersection of 9th Avenue and East Holly Street to the intersection of MT 200 and CR 126.		1.1	0	0	0	0	0	14.5 to 16.8	0	\$1,500,000 to \$4,500,000
Intersection of MT 200 and CR 126 to MT 16 NW of Sidney		2.9	0 to 0.3	0	0.9 to 2.8	0	1.0 to 1.1	15.3 to 17.6	28.3 to 31.8	\$5,500,000 to \$8,500,000
TOTAL**		0.6 to 6.7	0 to 2.3	0 to 1.5	0 to 8.5	0 to 2.4	0 to 1.3	0 to 37.7	0 to 31.8	Up to \$32,000,000

*All urban sections will require curb and gutter.

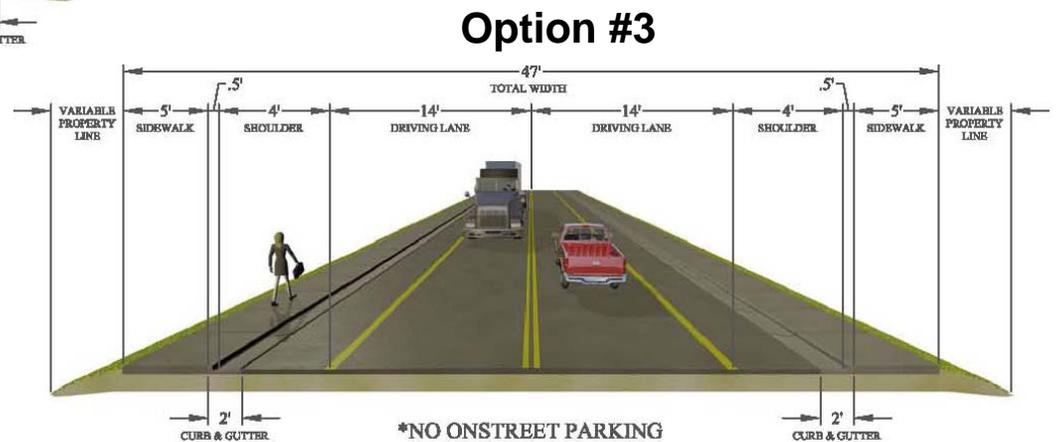
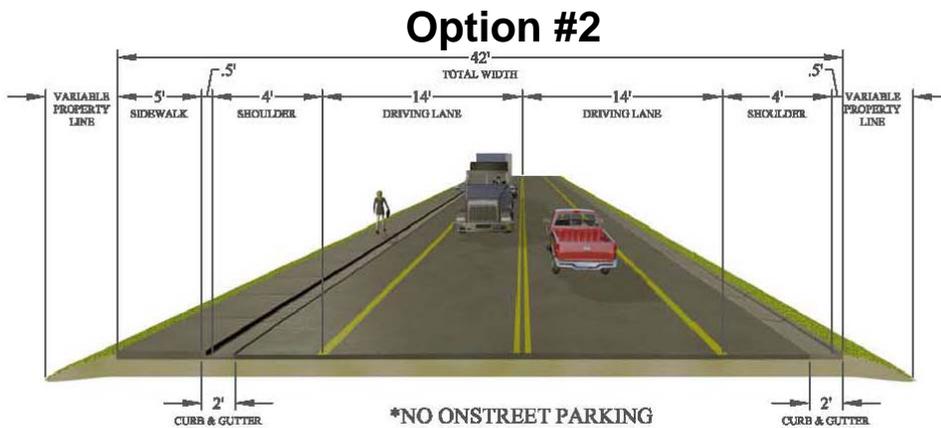
** This row represents the range from the minimum (one alignment) to the maximum (all alignments at their highest value).

Phased Implementation Possibilities



Urban Typical Section

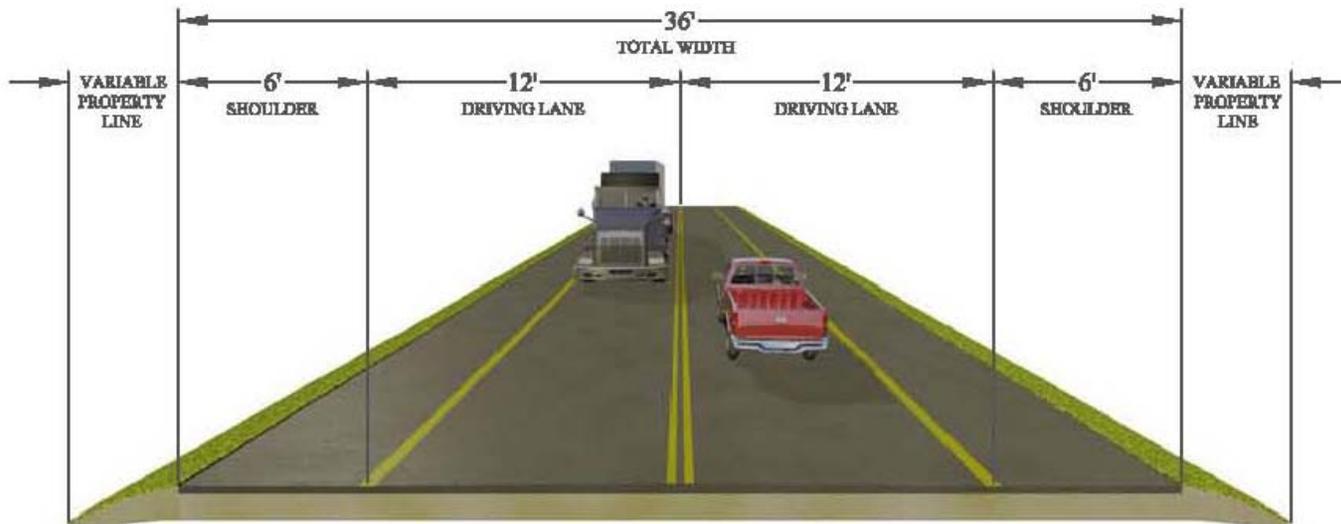
- Started with 12 Urban Typical Sections



Note: All views oriented looking easterly on 14th Street SE and northerly on 9th Avenue SE

Rural Typical Section

- Match Existing MT16 from Sidney to Culbertson



Next Steps

- Refine Alignments
- Identify Optimal Alignments and Phased Implementation
- 3rd Public Meeting to present study results

Further Opportunities for Involvement

- Website –
www.mdt.mt.gov/pubinvolve/sidneytruckroute/
- Comment Sheets
- Contacts:

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