

# Cut Bank - Urban

## Main Street (U.S. Highway 2) Reconstruction Project

Public Meeting No. 2

*June 24<sup>th</sup>, 2014*



In partnership with  
the City of Cut Bank

# [ Introduction ]

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- Introduction of local officials
- MDT
- Consultant
  - Public involvement

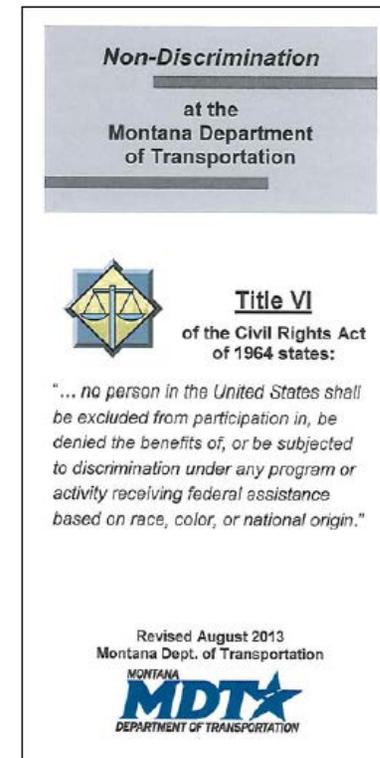
# [ Outline of this Evening's Meeting ]

- Summary – reason for project
- Preliminary design considerations
- Project schedule
- Project website, next steps and conclusion

# Title VI Considerations

*This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person shall, as provided by Federal and State Civil Rights law, 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.*

*Further information is available in Title VI pamphlets available at the sign-in table.*



# Since Last Meeting.....

- Public meeting no. 1 held February 12, 2013
- Citizens Advisory Committee (CAC) formed
  - Convened 4 times
- Preliminary plans developed (30% stage)
- Contact with affected landowners on-going
  - Preliminary design plans show limited impacts to adjacent private property
- Refining design details & constructability



## Summary - Reason for Project

# Why Are We Doing This Project?

- Purpose and need for this project is to:
  - Rehabilitate the roadway surfacing
  - Widen the usable and finished top widths to improve safety for both vehicles and pedestrians
  - Provide ADA compliant access for pedestrians throughout the urban section
  - Design an improved travel way for vehicle and pedestrian traffic

# [ What Does the Project Entail? ]

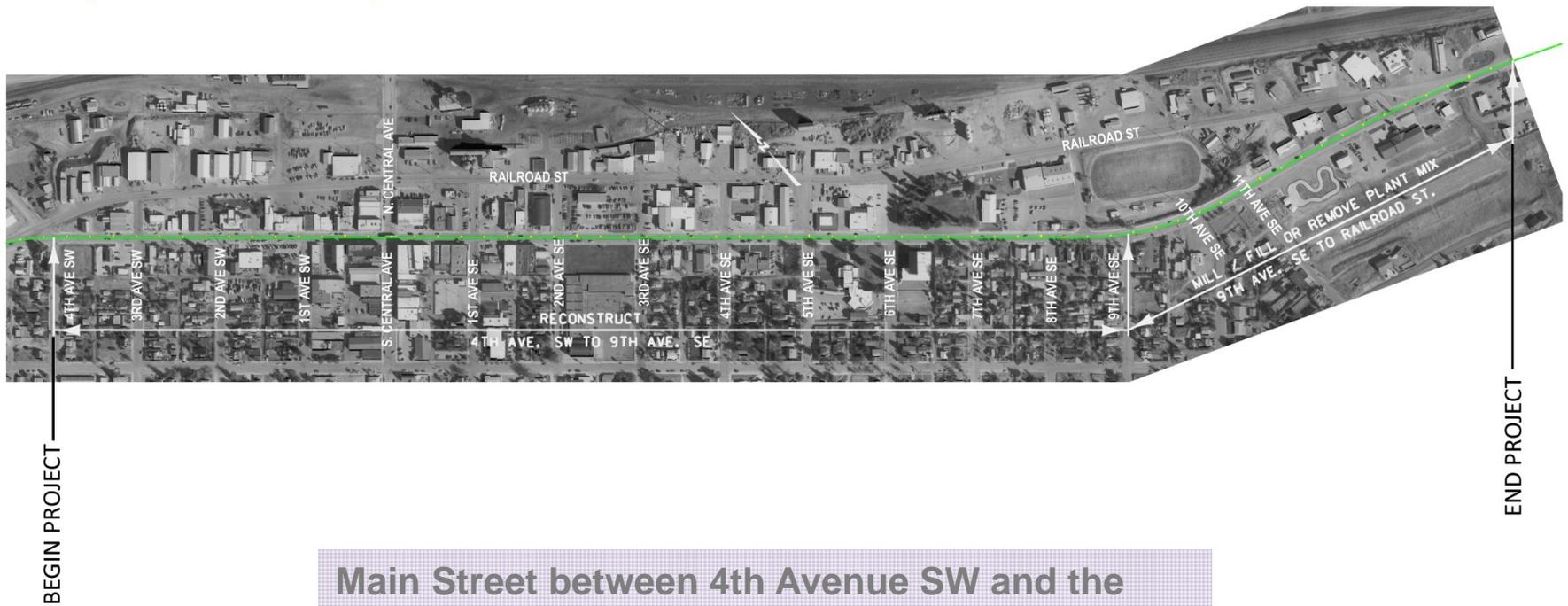
- The proposed work includes:
  - New asphalt surfacing
  - New curb and gutter
  - New sidewalk & ADA ramps
  - Lighting
  - Utilities
  - Storm drainage
  - Signing and pavement markings.

# Right-of-Way Considerations

- Limited right-of-way (R/W) acquisition or construction permits for:
  - Constructing sidewalk ADA corners (ramps)
  - Relocation of utilities
- Existing R/W is @ 60 feet wide in the downtown (to building face)
- Existing R/W is @ 60 feet wide on the side streets (to building face or back of sidewalk)
- Central Avenue is 70 feet

# Project Site Map

## Project Site Map

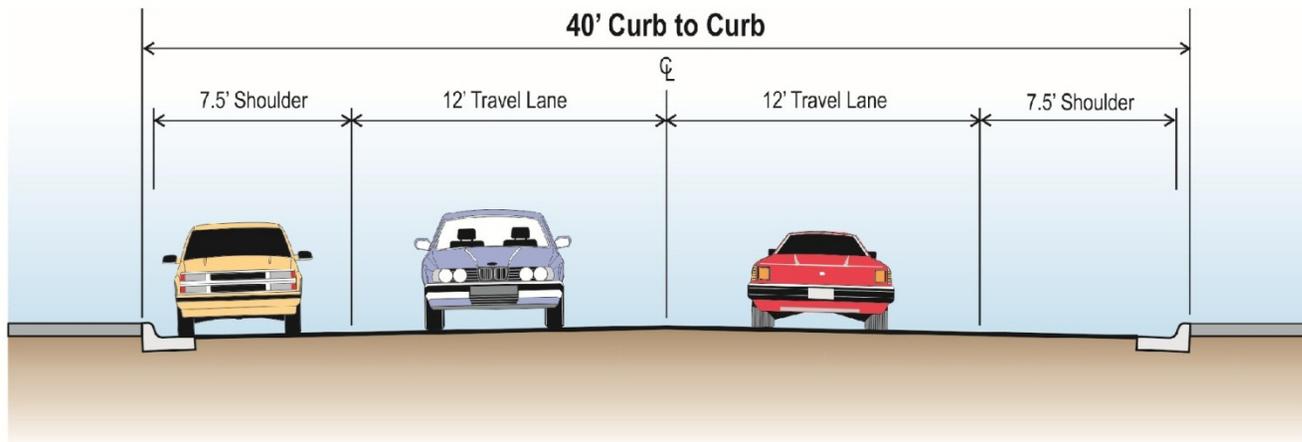


Main Street between 4th Avenue SW and the intersection with Railroad Street - for a total length of approximately 1.2 miles

# Typical Section - Existing

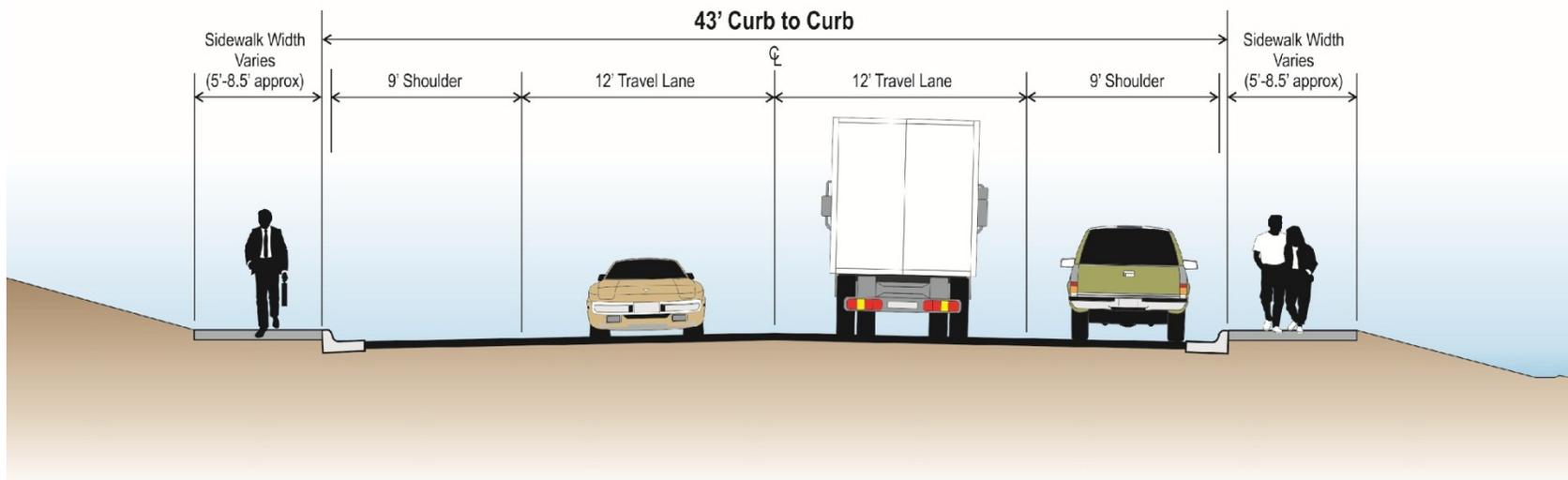
- Usable surface widths vary
- Narrow shoulder/parking in downtown
- Varying sidewalk widths

## EXISTING TYPICAL SECTION



# Typical Section - Reconstruct

## RECONSTRUCT TYPICAL SECTION

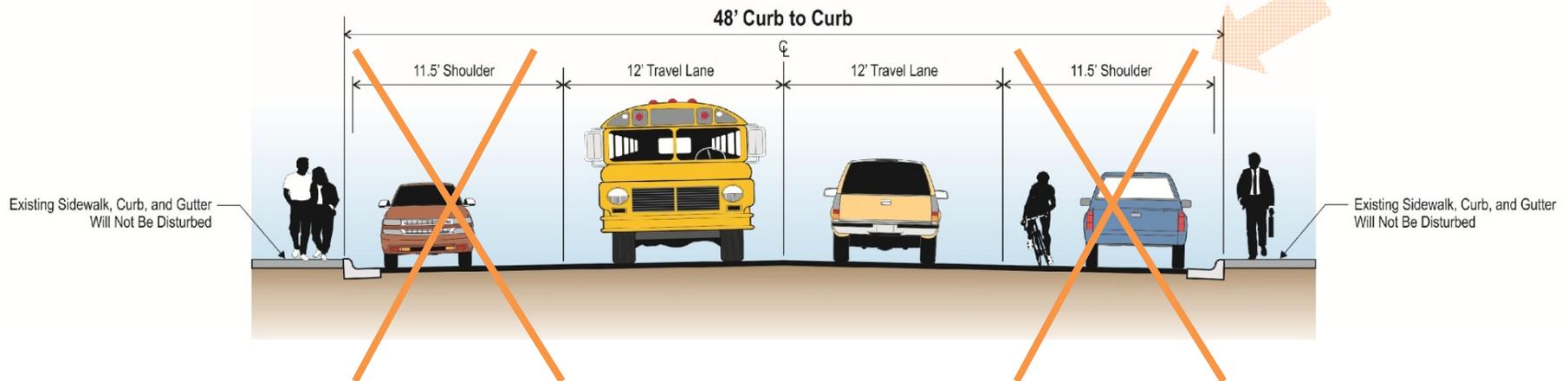


- From 4<sup>th</sup> Ave SW to 9<sup>th</sup> Ave SE
- Widen shoulder from 7.5 feet to 9.0 feet
- Extra width comes from sidewalk (width varies due to storefronts)

# Typical Section - Rehabilitation

## REHABILITATION TYPICAL SECTION

**NOTE: PARKING  
REMOVED EAST  
OF 11<sup>th</sup> AVE SE**



- 9<sup>th</sup> Ave SE to Railroad Street
- Improve roadway surfacing and markings
- Existing curb and gutter / sidewalk to remain



## Preliminary Design Considerations

# [ Preliminary Design Considerations ]

## General

- Reduce sidewalk width(s) by 1.5 feet on each side
  - Achieves 43.0' back-to-back curb width (currently it is 40.0' wide)
  
- Railroad Street will be overlaid with asphalt
  - Detour during construction
  
- Numerous coal chutes in the downtown area

# [ Preliminary Design Considerations ]

## General

- Horse hitching rings in the sidewalk downtown in the vicinity of the café
  - City would like to retain
  
- Provide better signage to the Hospital for improved wayfinding
  
- Accommodate potential new EMS facility
  - Located between 10<sup>th</sup> Ave SE and 11<sup>th</sup> Ave SE (on the south side of US 2)

# [ Preliminary Design Considerations ]

## General

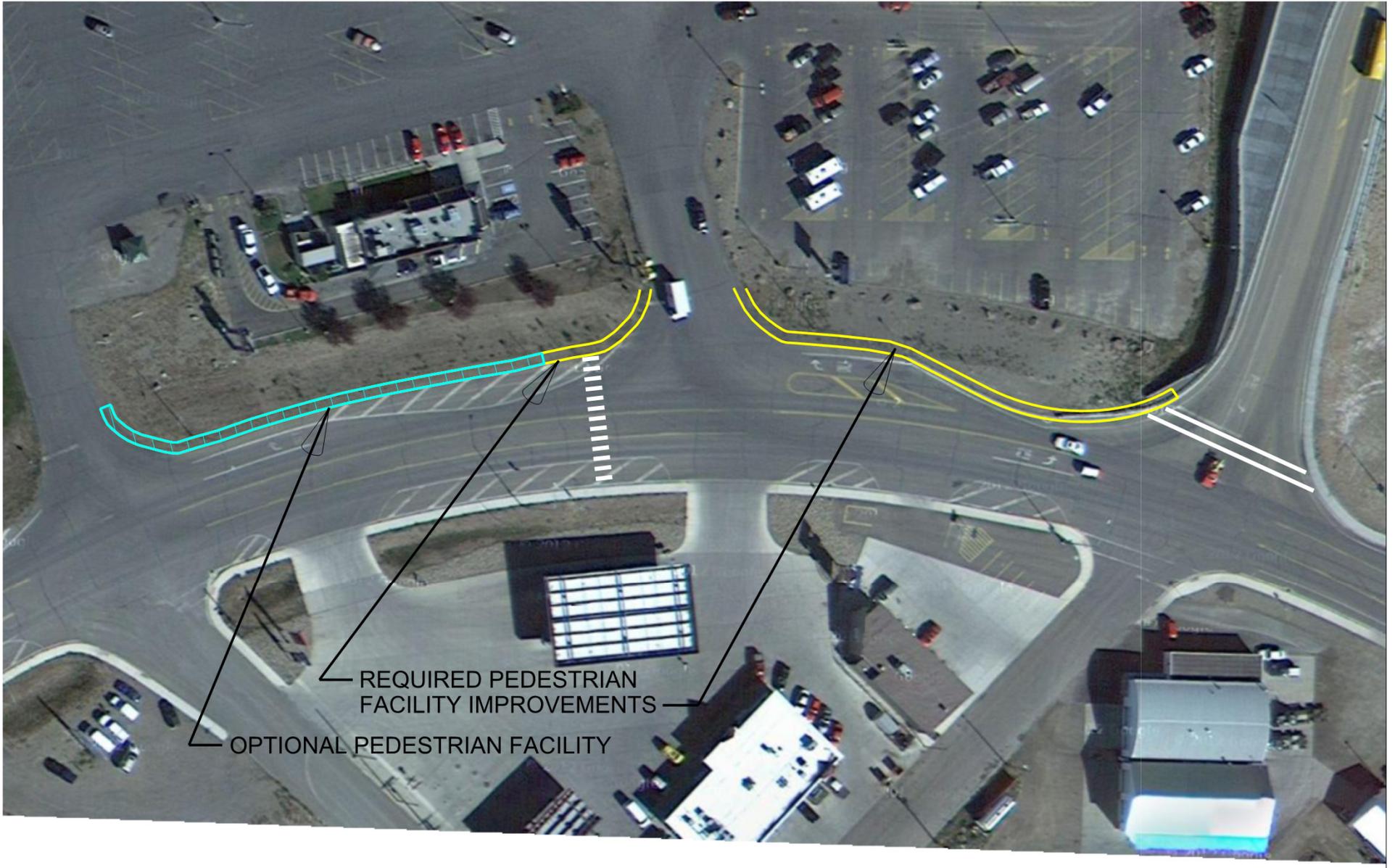
- Street light considerations
  - Glacier Electric owns the poles
  - Ability to hang seasonal lights across the roadway
  
- City sanitary sewer main under US 2 needs replacement
  - MDT cannot cost share with sanitary sewer improvements
  - In places the sanitary sewer main is 20' deep

# [ Preliminary Design Considerations ]

## Pedestrian facilities west of S-213

- Need for a marked crosswalk across U.S. Highway 2 (west of S-213)
- Largest pedestrian use between Town Pump and McDonalds
- Pedestrian activity across US 2 **does justify** a marked crosswalk to increase pedestrian safety

**RECOMMENDATION to install pedestrian facilities near S-213 & include in Main Street construction project**



# Preliminary Design Considerations

## Intersection of Central Avenue & Railroad Street

- Traffic signal warrant analysis completed
  - City has jurisdiction of the intersecting routes
- Traffic signal warrants not met
- Retain all-way, stop-controlled (AWSC) intersection control

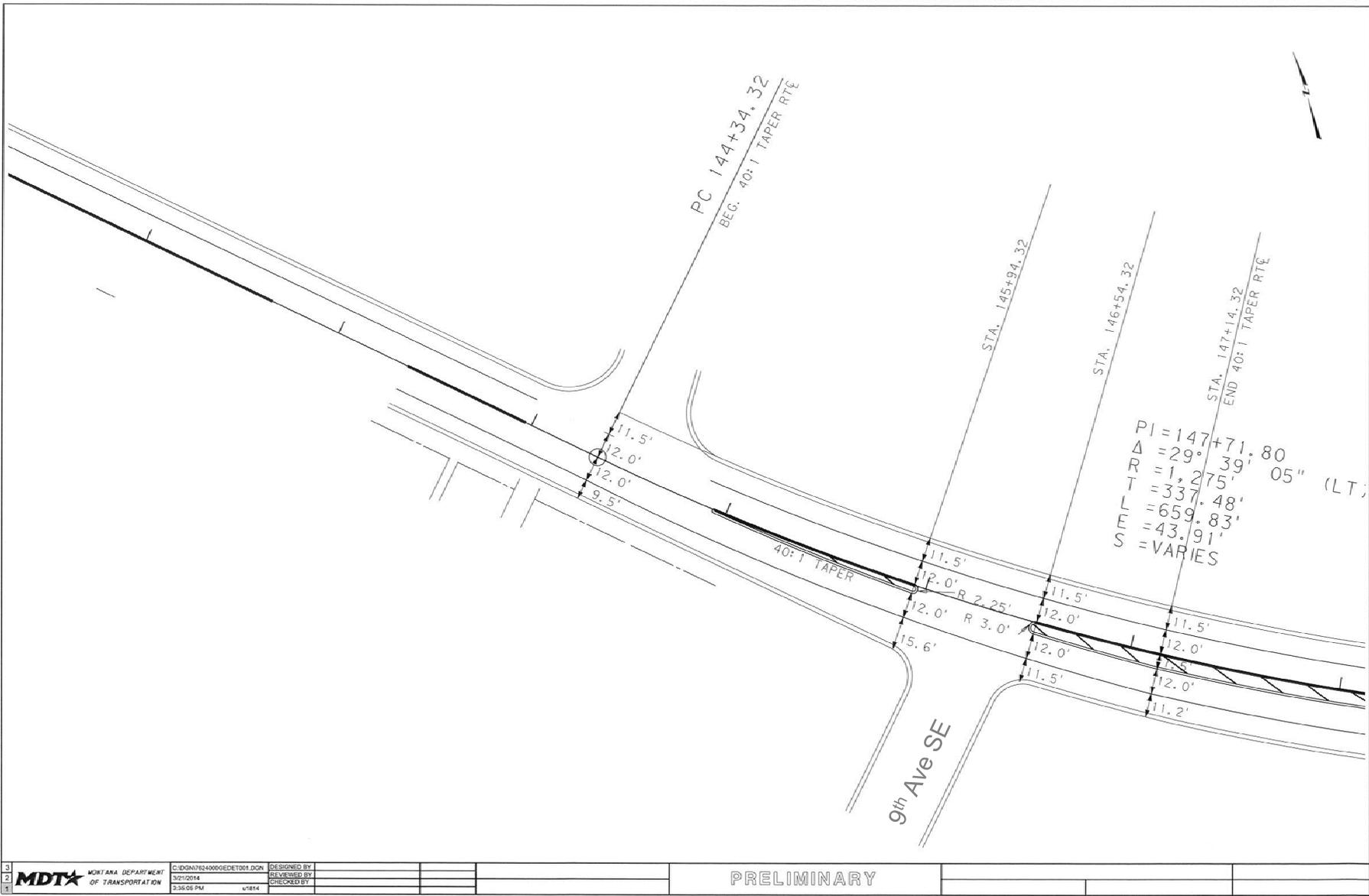
**RECOMMENDATION to leave all-way, stop-control (AWSC) at the intersection**

# Preliminary Design Considerations

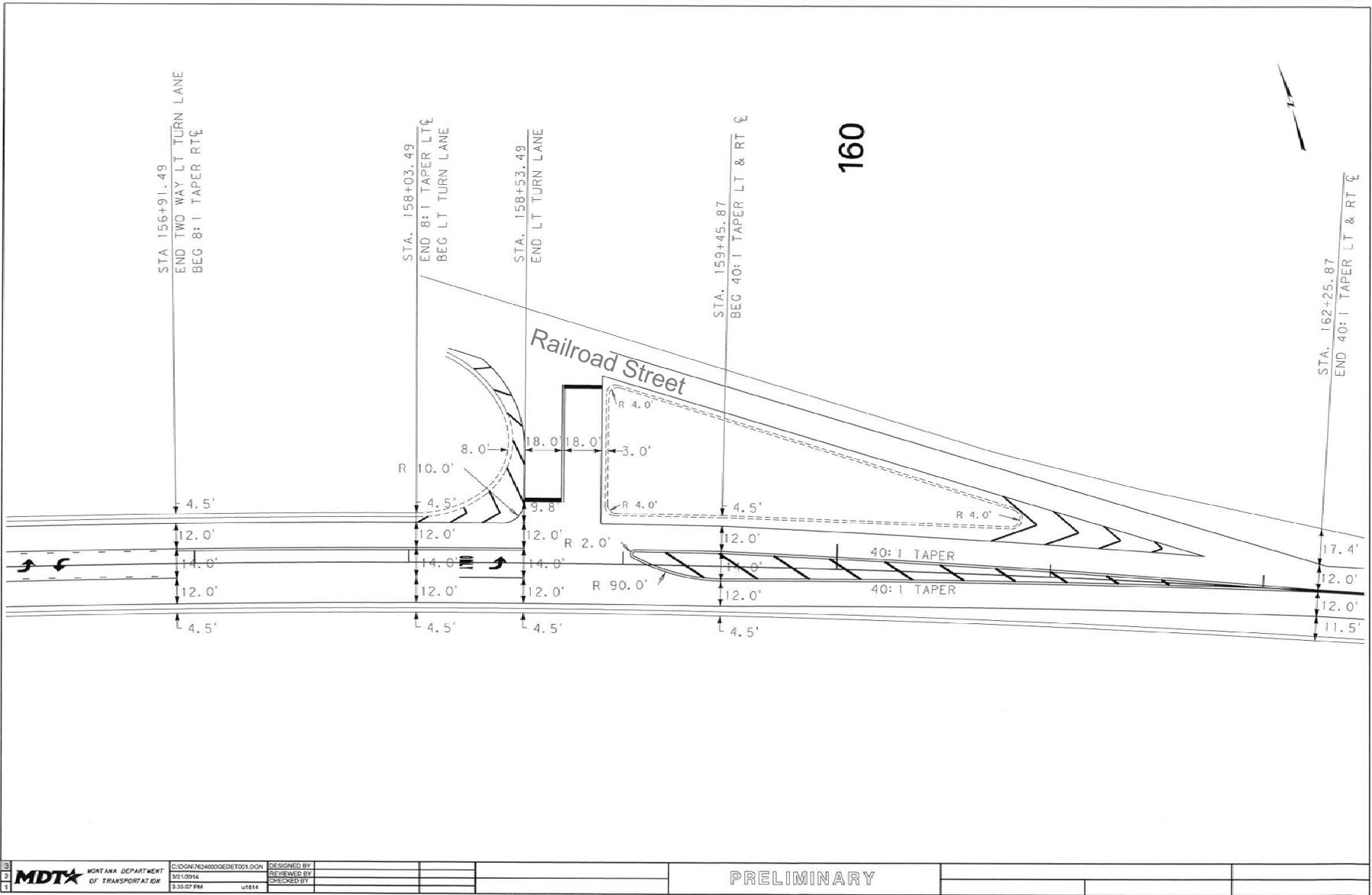
## TWLTL between 9<sup>th</sup> AVE SE & Railroad Street

- Allow on-street parking between 9<sup>th</sup> Ave SE and 11<sup>th</sup> Ave SE
- Remove on-street parking east of 11<sup>th</sup> Ave SE
  - Necessary to realize two-way, left-turn lane (TWLTL)

**RECOMMENDATION to install TWLTL from 11<sup>th</sup> Ave SE to Railroad Street**







# Preliminary Design Considerations

## Intersection of Central Avenue & Main Street

- Traffic signal warrant analysis completed
- Analysis completed under existing conditions, plus with adjustments for seasonal variations
- Traffic signal warrants **were met** during PEAK travel season

**RECOMMENDATION to perpetuate traffic signal & bring up to current standards**

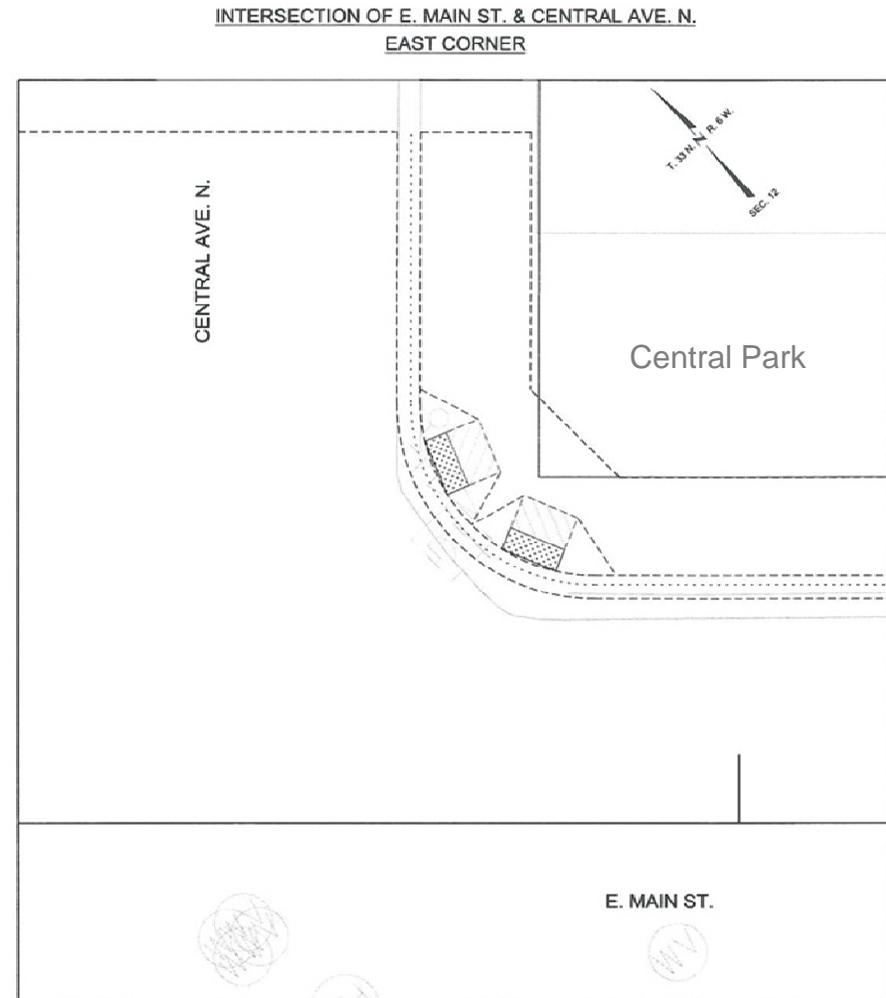
# Preliminary Design Considerations

## Other Design Considerations

- Potential Central Park impacts
- City sewer main replacement
- Construction phasing

# Potential Central Park Impacts

- Potential impacts to the corner of Central Park due to ADA ramp upgrades
- NE corner of Central Avenue and Main Street



# City Sewer Main Replacement

- City funding and construction of sanitary sewer replacement may be a concern
- Facility must meet a 20-year design life from the time of the project construction
  - Construction date could be impacted

# Construction Phasing

- Maintain traffic through specific sections during construction
- Thru traffic will be detoured to Railroad St. during reconstruction activities downtown
- Specific block closures and time frames may be specified in the traffic control special provision(s)
- Close Main Street in segments to complete construction

# Construction Phasing

- Local access will be maintained to the maximum extent possible
- Minimize impacts to the local businesses and traveling public
- Possible routes of access from behind businesses will be explored through the design process
- Pedestrian access will be maintained to businesses at all times



## Project Schedule

# Project Schedule

- Tentatively scheduled for construction in 2016
- Dependent on:
  - Completion of all project development activities
  - Availability of funding
- Envisions one season of construction
  - Staged construction (i.e. close 2 to 4 blocks at a time)
  - Detour to Railroad Street
  - Pedestrian traffic maintained to businesses at all times (from streets or alleys)



## Project Website, Next Steps and Conclusion

# Project Website

- Project website: <http://www.mdt.mt.gov/pubinvolve/cutbankurban/>

## Cut Bank Urban

### Main Street (U.S. Highway 2) Reconstruction Project

#### Project Focus

The Montana Department of Transportation (MDT) is developing a reconstruction project for Main Street (U.S. Highway 2) through Cut Bank. The project, referred to as "Cut Bank Urban", is located along Main Street between 4th Avenue SW (reference post [RP] 254.8) and the intersection with Railway Street (RP 256.0), for a total length of approximately 1.2 miles.

The project is intended to improve the travel way for vehicle and pedestrian traffic. The proposed work includes minor widening, new asphalt surfacing, new curb and gutter, sidewalk, ADA ramps, lighting, utilities, storm drainage, upgraded signing and pavement markings, and finishing with a seal & cover (chip seal).



The purpose and need for this project is to rehabilitate the roadway surfacing, while also widening the usable and finish top widths to improve safety for both vehicles and pedestrians. ADA compliant access for pedestrians throughout the urban section of this project is also a need that will be addressed.



The project may require limited new right-of-way, and relocation of utilities may be necessary in some locations. If either or both new right-of-way or utility relocations are necessary, MDT staff will contact all affected landowners prior to doing survey work on their land. Staff will again contact landowners prior to construction regarding property acquisition and temporary construction permits.

#### Links

- [Project Focus](#)
- [Schedule](#)
- [FAQs](#)
- [Newsletters/Documents](#)

#### Contacts

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# [ Next Steps ]

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- Continue refinements to preliminary design plans
- Continue CAC engagement
- Continue dialogue with affected landowners
- Begin construction “phasing” plans
- Continue public outreach and coordination

# Conclusion

- Questions, answers and/or comments?

## Project contacts:

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