



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

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



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

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



MT 16 / MT 200 Glendive to Fairview Corridor Planning Study

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



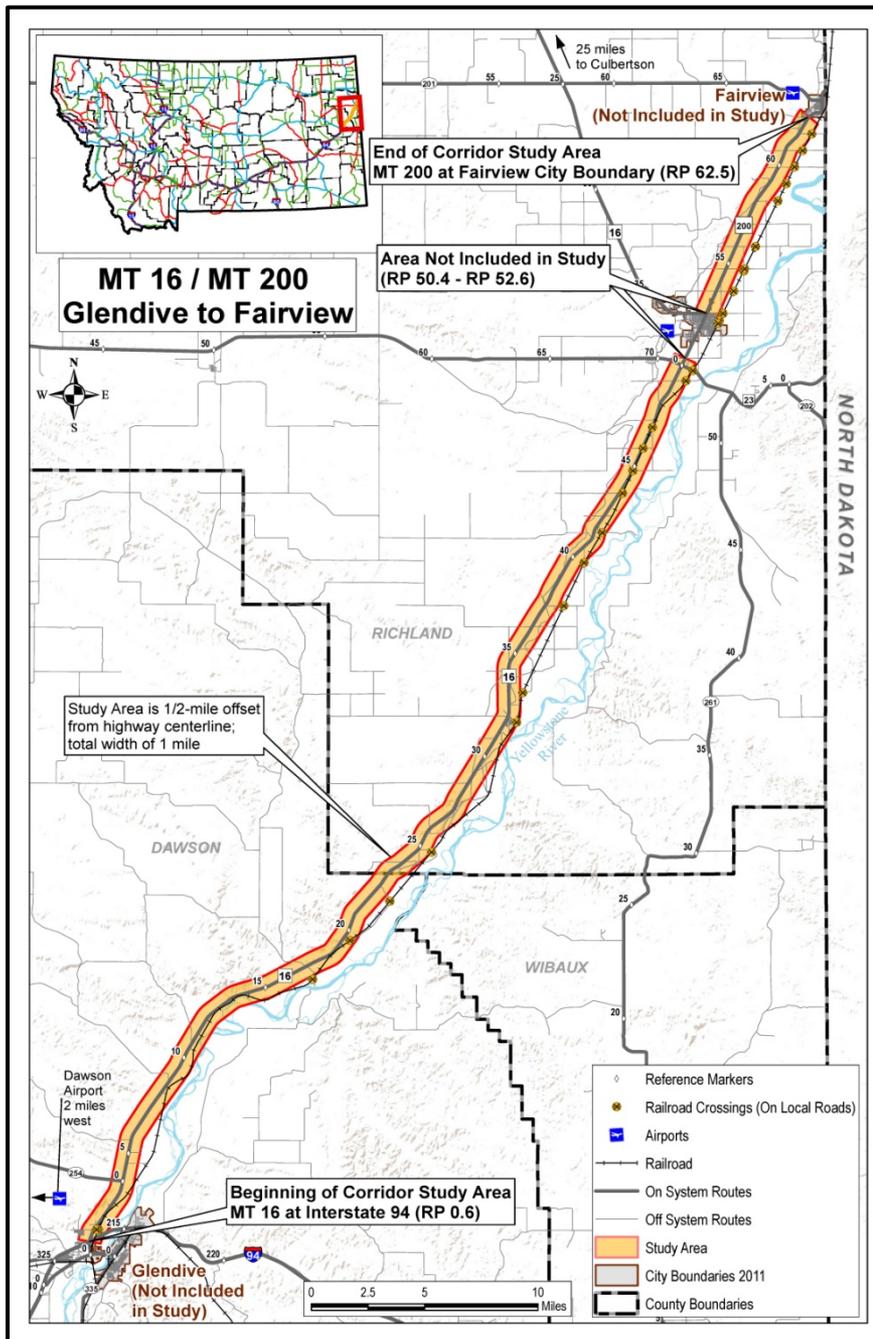
Montana's Corridor Planning Process

- 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



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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

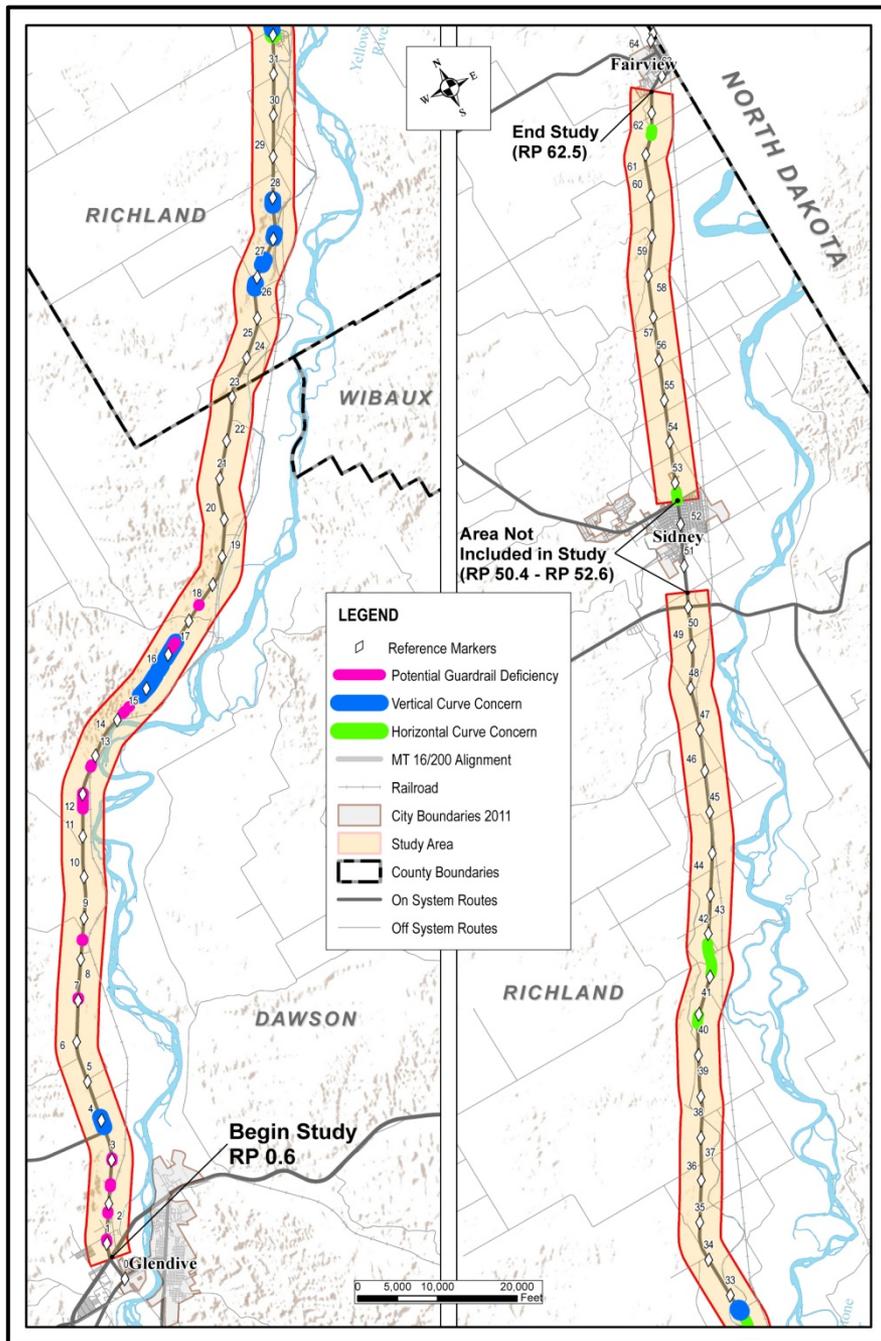
- ⊙ 12 bridges and 4 major culverts occur within the study area.

● 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.



Geometric Characteristics

- **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)



Crash Statistics

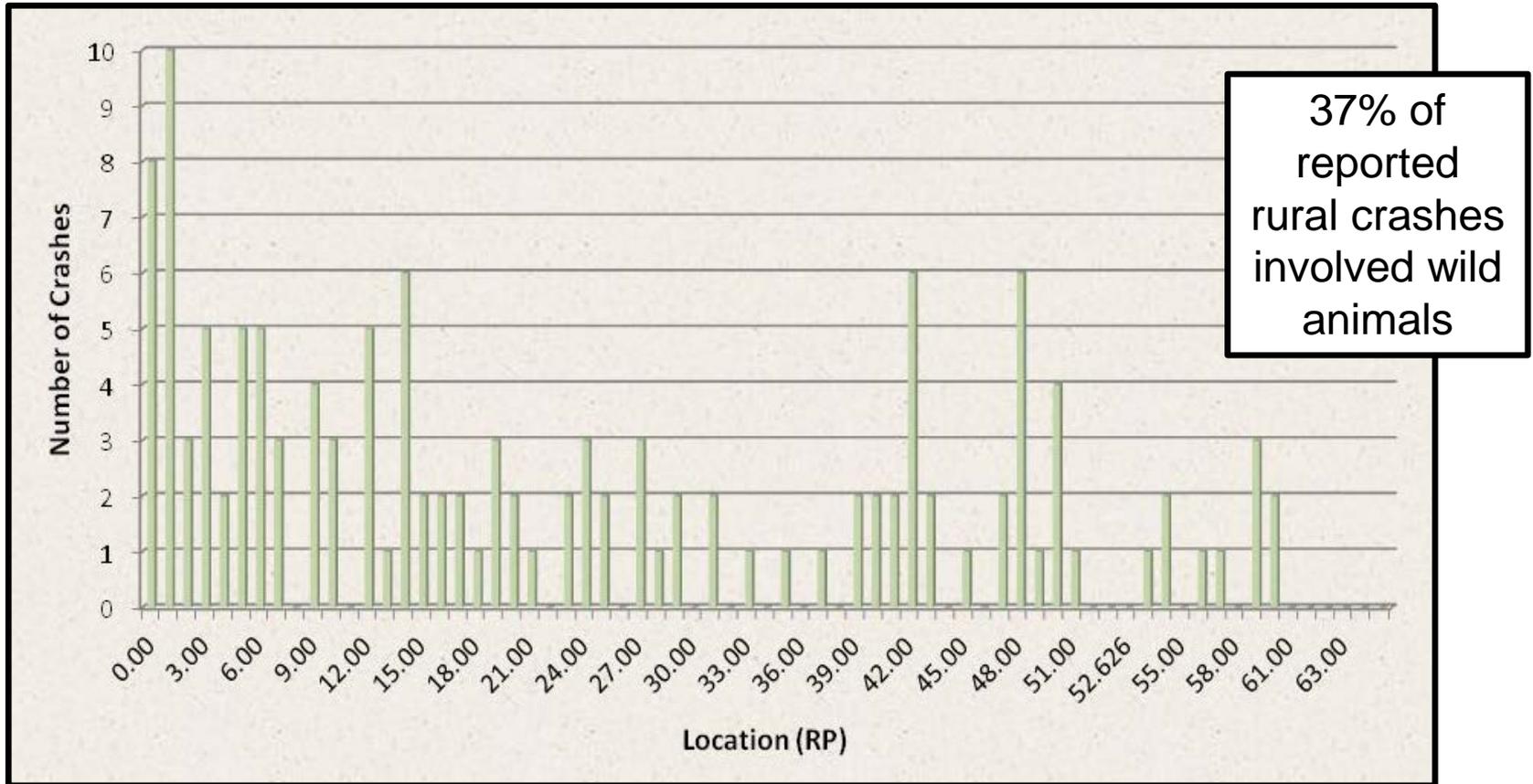
Criteria	Rural NINHS		Primary	
	Statewide Average for Rural NINHS (2006 – 2010)	MT 16 RP 0.6 – RP 50.4 MT 200 RP 52.6 – 53.7 (2006 – 2010)	Statewide Average for Rural Primary Highway (2006 – 2010)	MT 200 RP 53.7 – RP 62.5 (2006 – 2010)
Crash Rate (All Vehicles)	1.04	1.27	1.18	1.16
Severity Index (All Vehicles)	2.09	1.57	2.29	2.03
Severity Rate (All Vehicles)	2.18	1.99	2.71	2.35

- 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.



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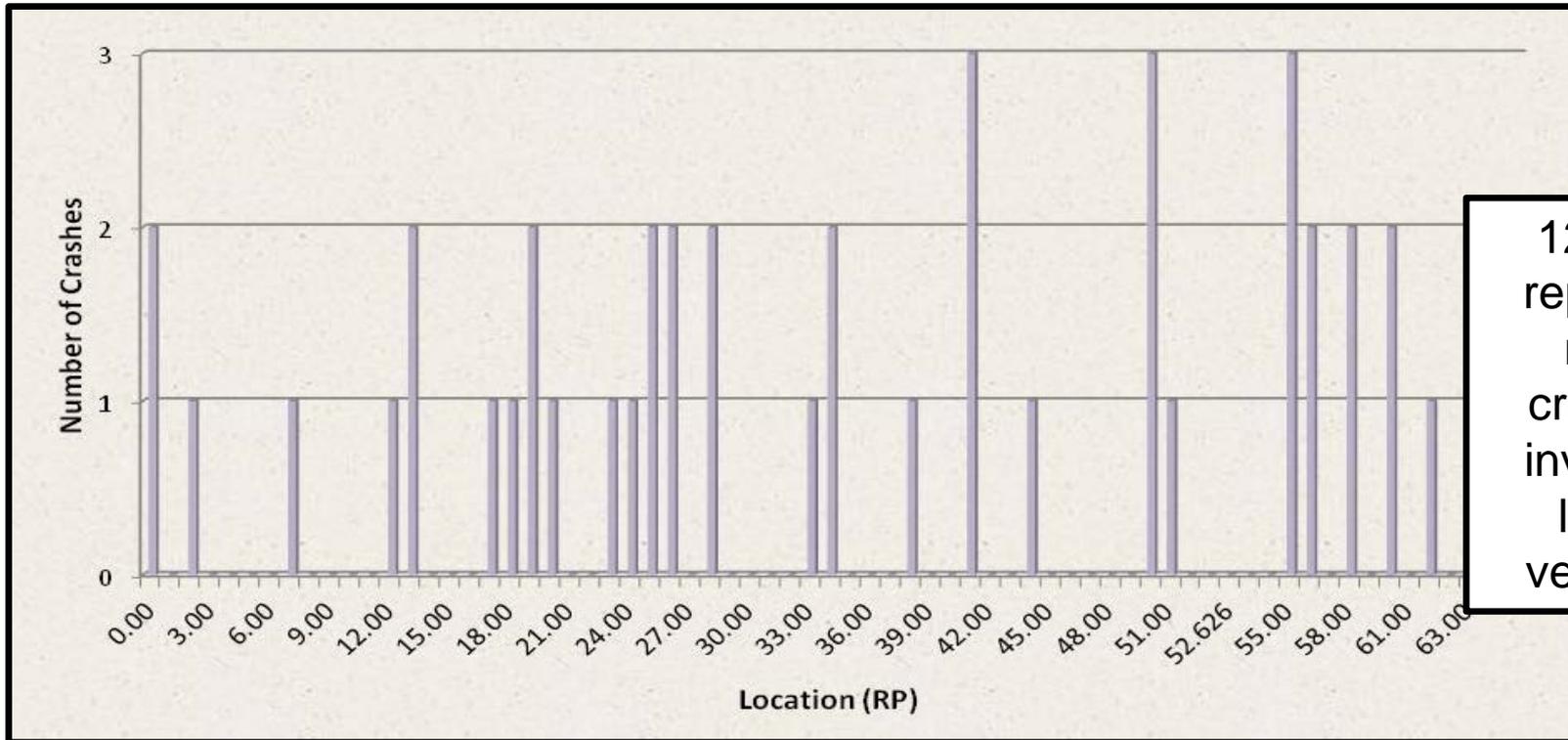
Crash Statistics: Wild Animals (2006- 2011)





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Crash Statistics: Large Vehicles (2006- 2011)



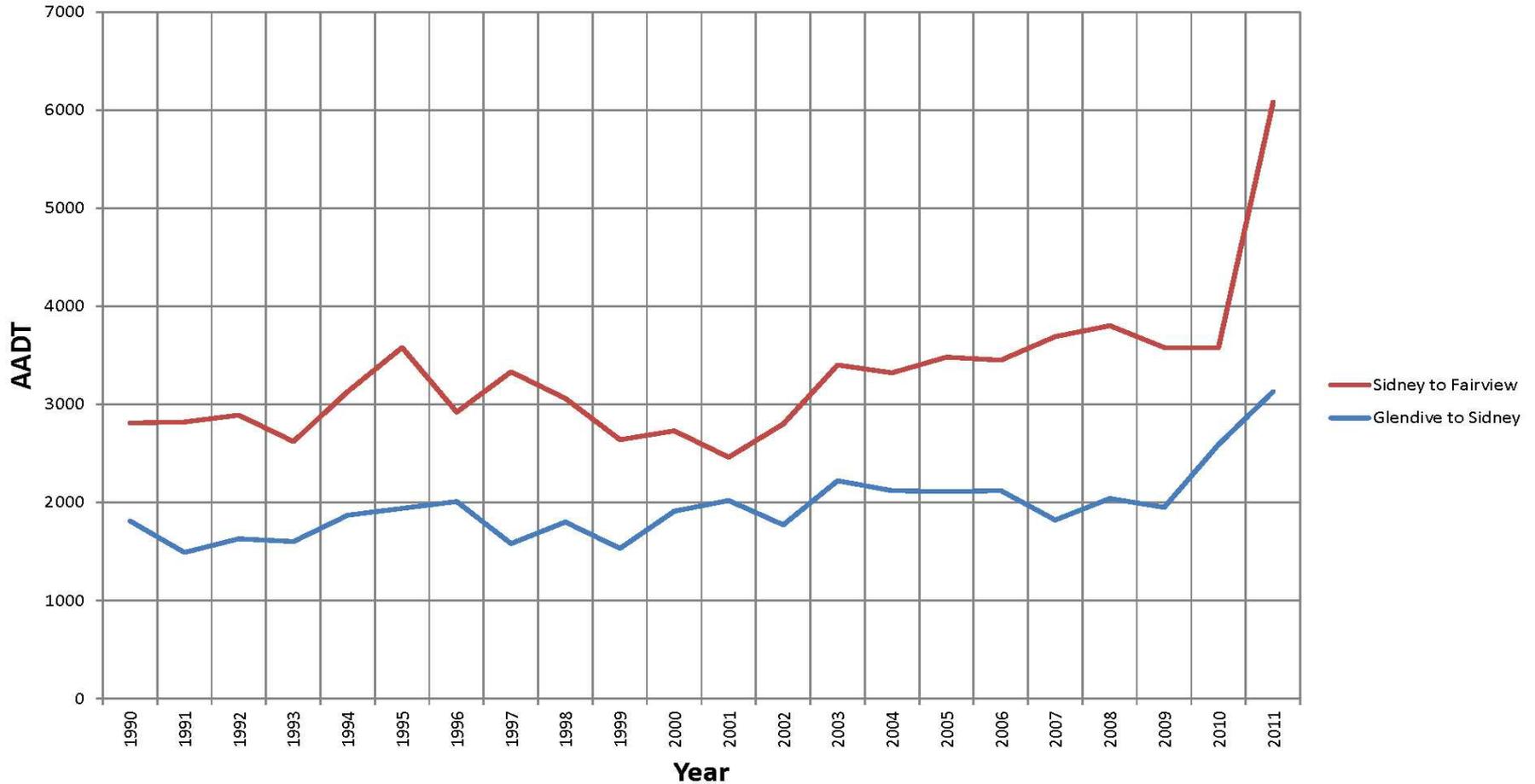
12% of reported rural crashes involved large vehicles

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



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Traffic Volumes





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**

<u>Level of Service</u>	
A	
B	
C	
D	
E	
F	



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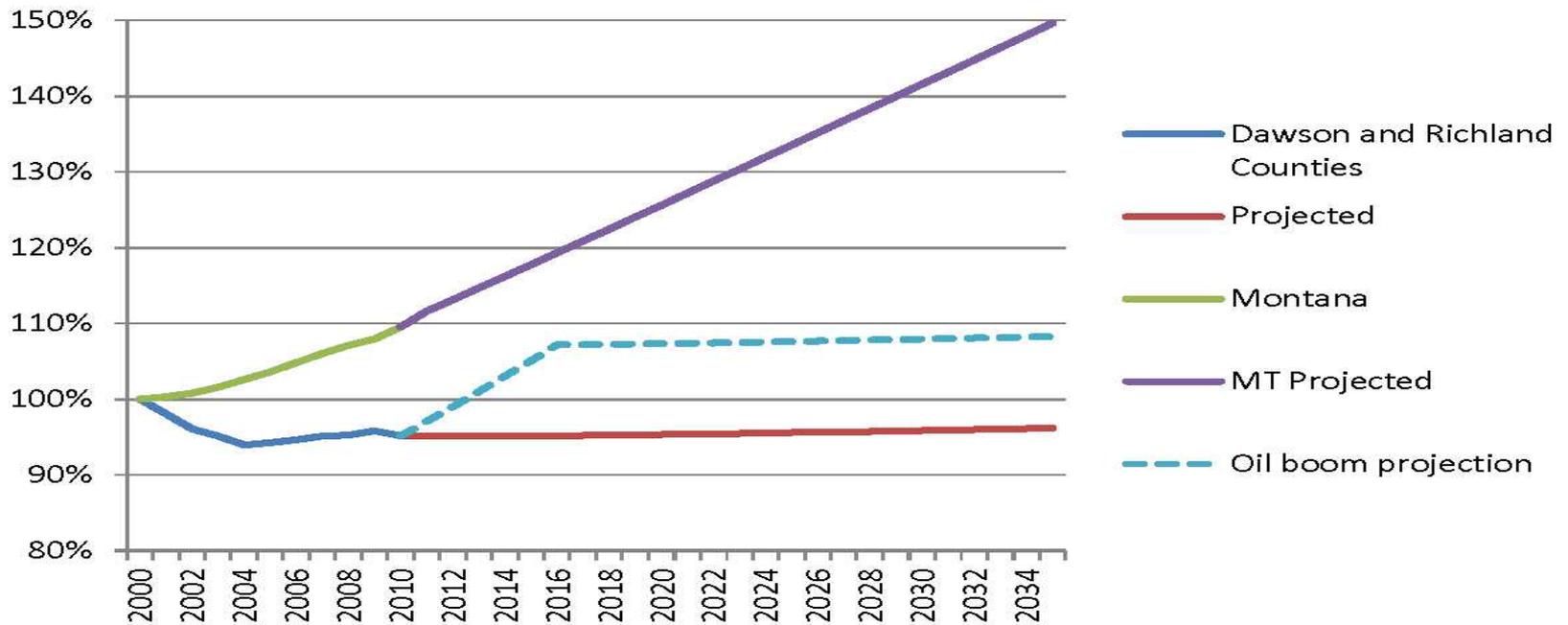
Demographic and Economic Conditions



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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





Condition		Issue / Concern
Transportation System Conditions	Physical Features	<u>Utilities</u> <ul style="list-style-type: none"> High pressure natural gas pipelines cross the corridor in seven (7) locations <u>Pavement Condition</u> <ul style="list-style-type: none"> Evidence of minor rutting, transverse cracking, longitudinal cracking, and shoulder failure within study area
	Geometric Conditions	<u>Horizontal Alignment</u> <ul style="list-style-type: none"> Seven (7) locations do not meet current MDT standards <u>Vertical Alignment</u> <ul style="list-style-type: none"> Thirteen (13) locations do not meet current MDT standards <u>Clear Zones</u> <ul style="list-style-type: none"> Twelve (12) locations do not meet current MDT standards.
	Crash History	<ul style="list-style-type: none"> Wild animals were involved in approximately 37% of rural crashes Large trucks were involved in approximately 12% of rural crashes
Environmental Conditions	<u>Prime Farmland</u> <ul style="list-style-type: none"> Prime and important farmlands are located within the study area <u>Surface Water Impairment</u> <ul style="list-style-type: none"> Within the study corridor, the Yellowstone River is listed in DEQ's Integrated 303(d) / 305(b) Water Quality Report <u>Wetlands</u> <ul style="list-style-type: none"> The study area includes portions of the Yellowstone River, its tributaries, and associated wetlands <u>Hazardous Materials</u> <ul style="list-style-type: none"> USTs, LUSTs and remediation response sites located within study area <u>Floodplains</u> <ul style="list-style-type: none"> The corridor crosses mapped floodplains <u>Fish and Wildlife</u> <ul style="list-style-type: none"> Six (6) endangered, threatened, proposed or candidate animal species and 45 species of concern are expected to occur in Dawson and Richland Counties. <u>Vegetation</u> <ul style="list-style-type: none"> One plant species of concern is expected to occur in Dawson and Richland Counties <u>Cultural and Archaeological Resources</u> <ul style="list-style-type: none"> Resources within the study corridor include historic irrigation canals, bridges, residences, mining operations and trash deposits, and archaeological sites. <u>Section 4(f) / Section 6(f) Resources</u> <ul style="list-style-type: none"> Several Section 4(f) and Section 6(f) resources are located within the corridor 	

Issues and Concerns



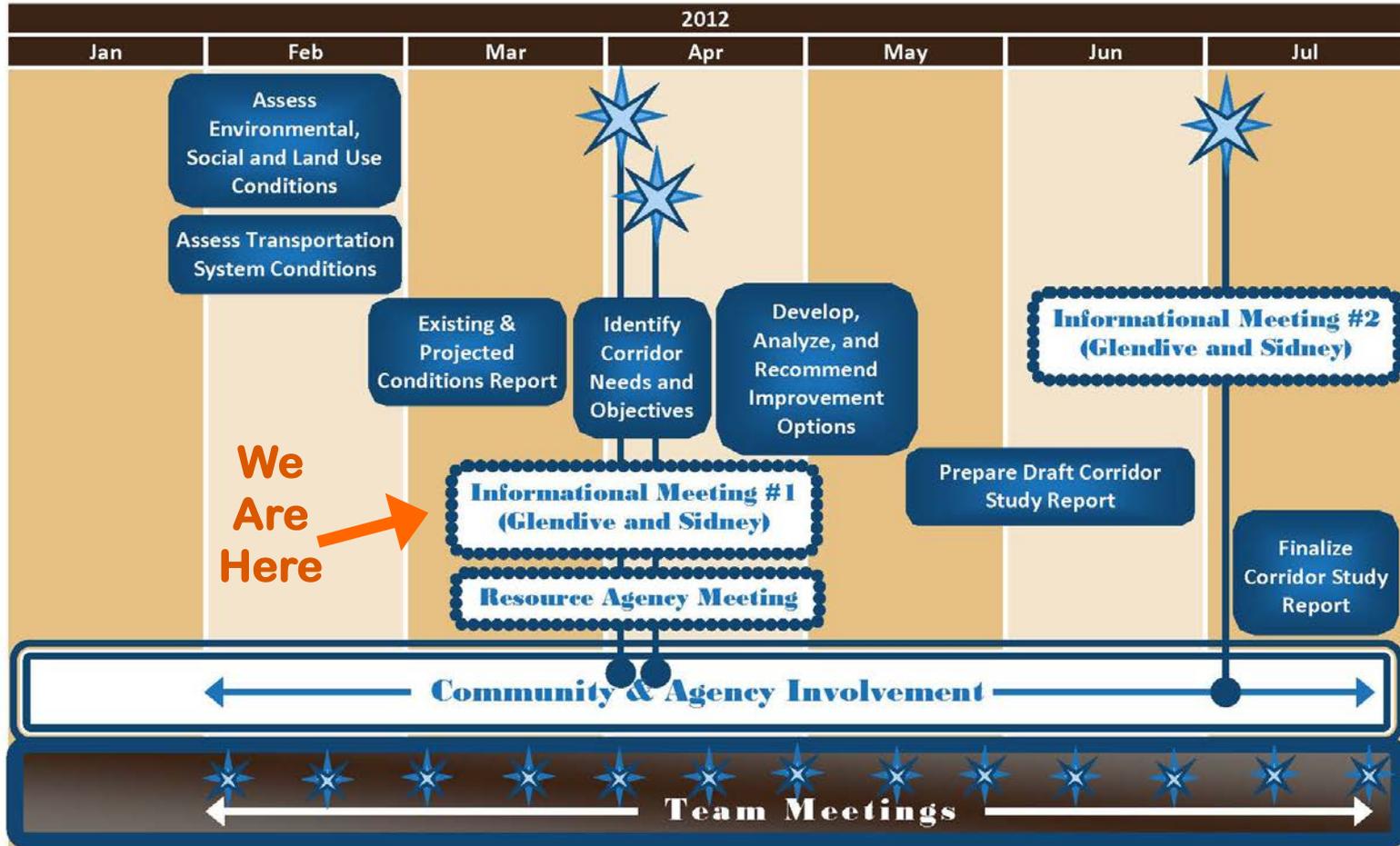
Recent and Proposed Projects

- **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



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Next Steps





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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:**

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