Culbertson Corridor Planning Study

Public Informational Meeting No. 1

March 7, 2012

Purpose of this Meeting

- Introduce the *Culbertson Corridor Planning Study*
- Identify partners & stakeholders
- Explain public involvement process
- Describe initial work completed on study and scope of remaining tasks
- Solicit comments and concerns from the public in attendance
- Informal discussion after the presentation

Outline of Presentation

- Goals and Purpose of the Study
- Corridor Planning vs. NEPA/MEPA
- US 2 and MT 16 Corridor Overview
- Stakeholders / Public Involvement / Schedule
- Existing Conditions in the Corridor
- Conclusions, Questions and Comments

Goals and Purpose of Study

- Engage constituents early!
- Identify concerns and constraints
- Identify short-range and long-range improvements
- Develop planning level cost estimates
- Identify funding mechanisms
- Provide local officials and MDT with a list of improvement options to address identified needs

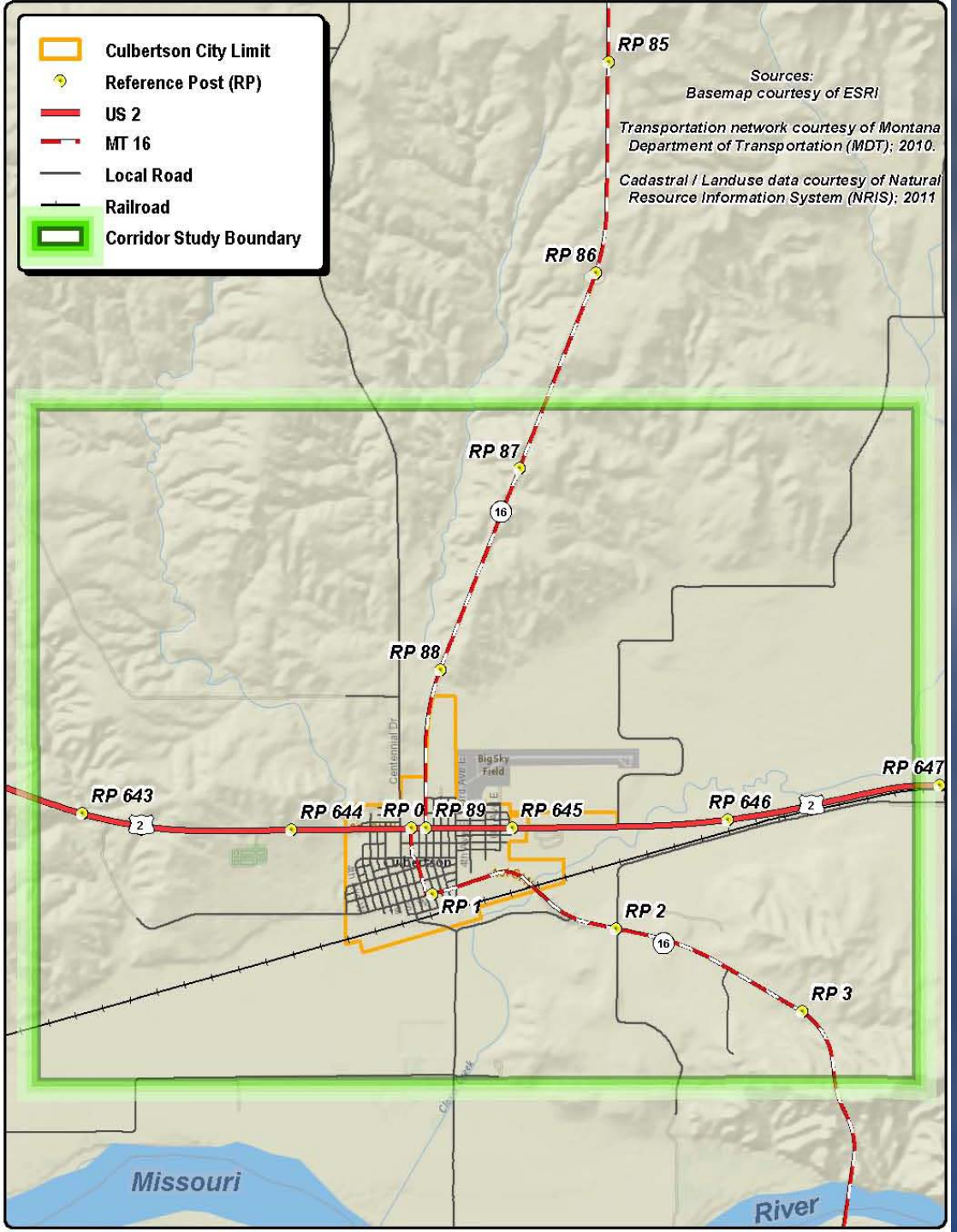
Corridor Study Approach

- Corridor studies:
  - Are a “high level scan”
  - Define transportation issues/problems
  - Can streamline the overall development process

Corridor Study Approach

- Corridor studies:
  - Are a pre-NEPA/MEPA process
    - Issues Identification
    - Corridor Needs and Objectives
    - Improvement Options Development
    - Technical Analyses
    - Information on Impacts
  - Consider community concerns and values
  - Identify cost-effective and feasible strategies
  - Provide early and continuous involvement

Study Area Boundary



Study Planning Team

- MDT
- FHWA
- Roosevelt County
- Town of Culbertson
- Town of Culbertson Contract Planner (WWC Engineering)
- Consultant

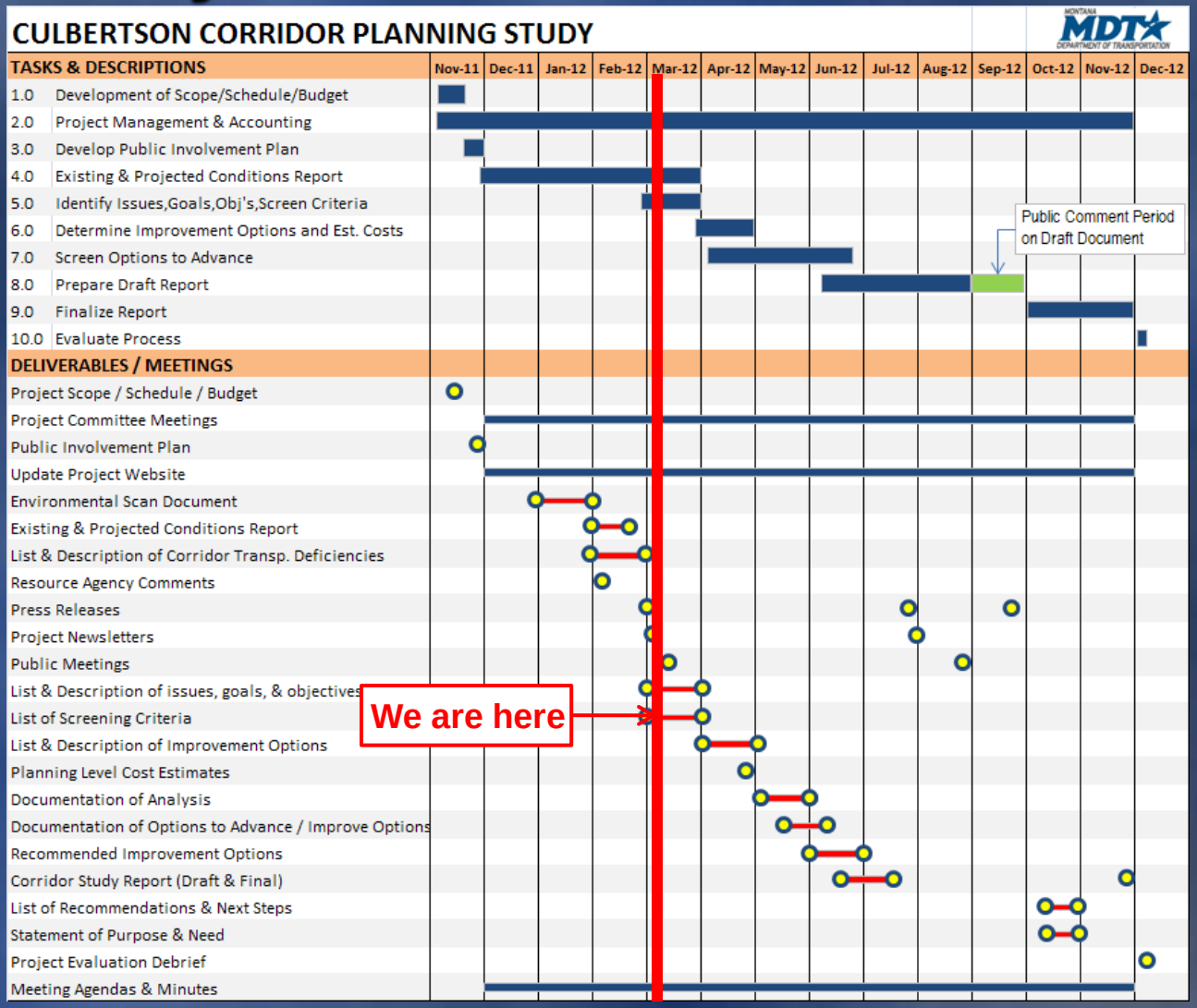
Stakeholders

- Culbertson Chamber of Commerce
- Trucking Industry
- Oil and Gas Commission
- Holly Sugar
- Culbertson School District
- BNSF Railway
- National Guard Shop
- Big Sky Field Airport
- County Fire Departments and Emergency Medical Personnel
- County Sheriff and Montana State Highway Patrol
- County Extension Office
- Dry Prairie Rural Water
- Roosevelt County Conservation District
- United Grain

Public Involvement Activities

- Two public informational meetings
- One-on-one outreach to study stakeholders
- Other Outreach Efforts
  - Study newsletters
  - Website/Toll Free Line
  - Informal meetings

Study Schedule



Public comment accepted throughout study process.

Existing and Projected Conditions

- Socio-Economic
- Traffic Volumes
- Right-of-Way
- Physical Characteristics
- Design Standards
- Roadway Geometrics
- Surface Width and Pavement Conditions
- Geotechnical
- Drainage
- Hydraulic Structures
- Bridge Crossings
- Crash Analysis
- Railroad
- Non-Motorized Infrastructure
- Airport
- Utilities
- Access Points
- Other Planning Documents

US 2 Corridor - Context

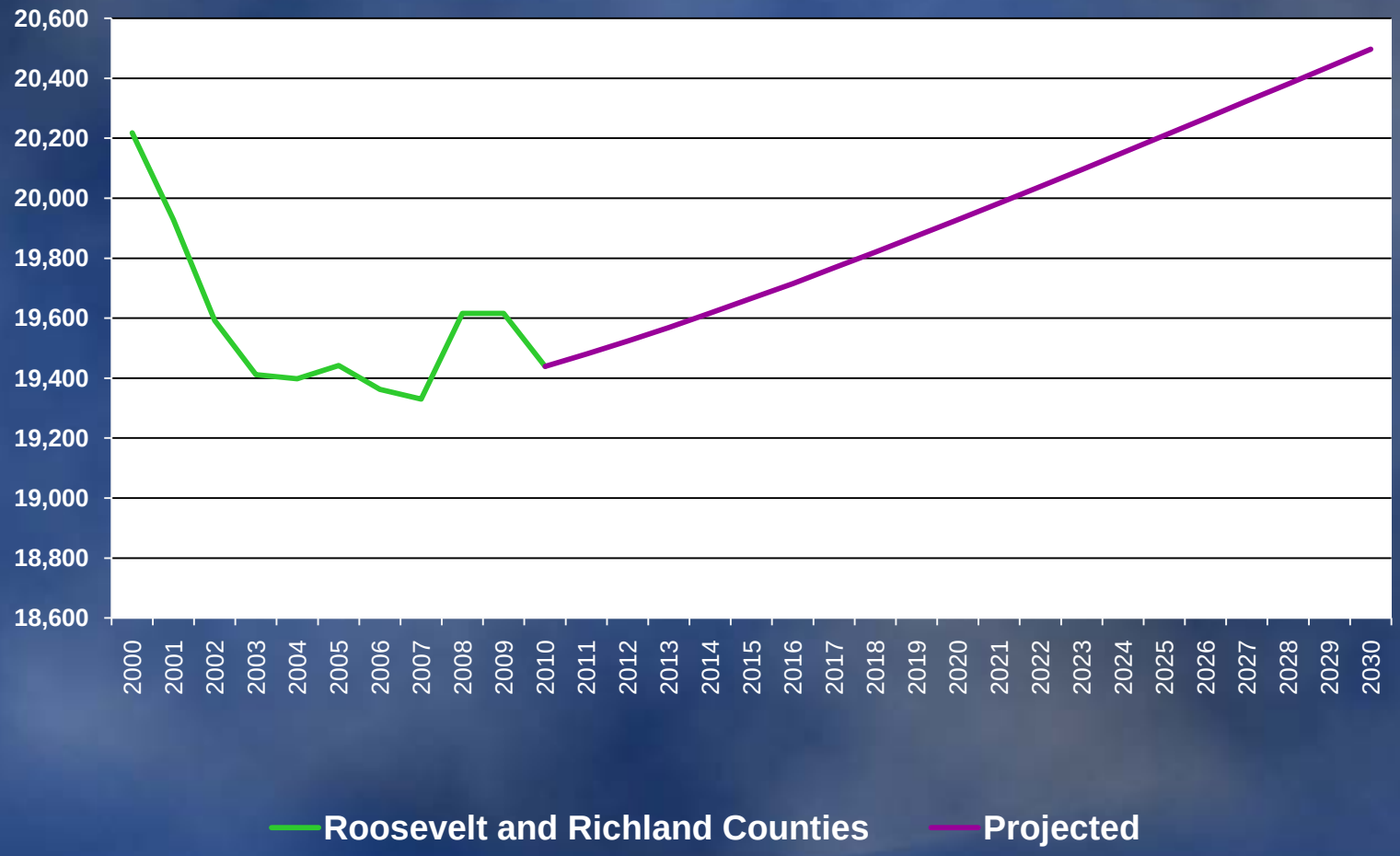
- Regional link between North Dakota and Idaho and part of the Theodore Roosevelt Expressway
- Serves multiple users
  - local traffic
  - commercial trucks
  - recreational vehicles
  - through traffic
- Functionally classified as a Principal Arterial (Non-Interstate) which determines design speed and associated highway geometrics
- Two-lane roadway with turning lanes to weigh scale / rest area within study area
- Posted speeds vary between 25 mph and 70 mph within study area

MT 16 Corridor - Context

- Regional link between I-94 and Canada and part of the Theodore Roosevelt Expressway
- Serves multiple users
  - local traffic
  - commercial trucks
  - recreational vehicles
  - through traffic
- Functionally classified as a Principal Arterial (Non-Interstate) which determines design speed and associated highway geometrics
- Two-lane roadway with no turning lanes within study area
- Posted speeds vary between 25 mph and 70 mph within study area

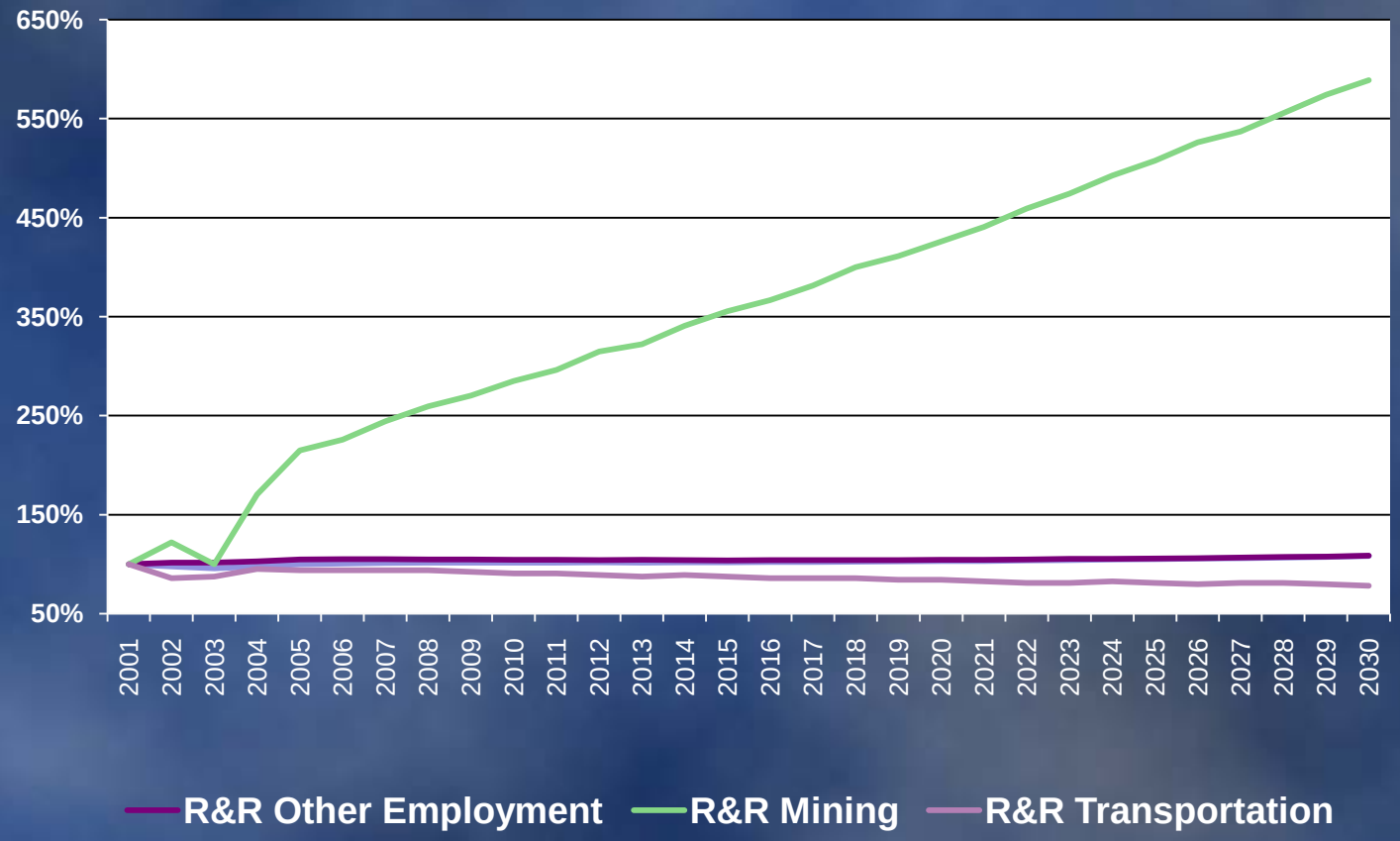
Socio-Economic Conditions

- **Total Observed and Projected Populations for Roosevelt and Richland Counties**



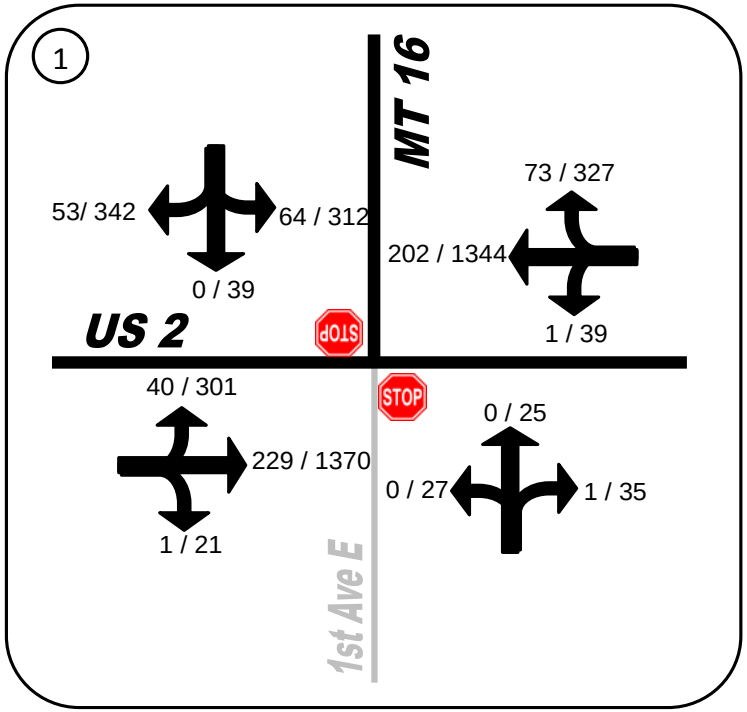
Socio-Economic Conditions

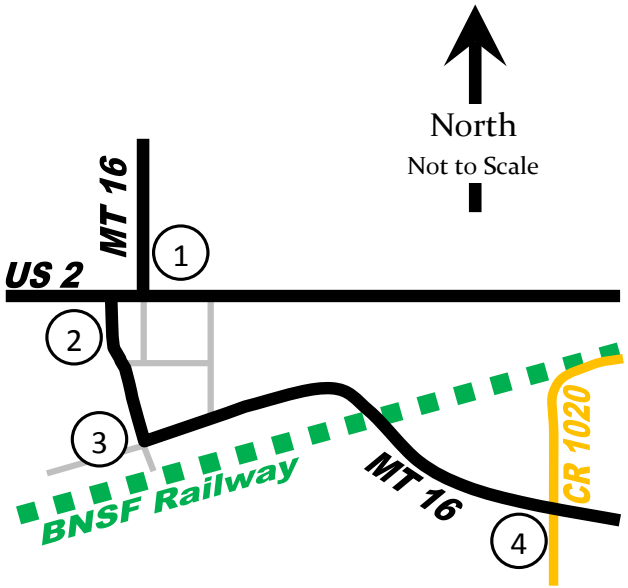
- Total Observed and Projected Change in Jobs for Roosevelt and Richland Counties (R&R)



Existing Traffic Volumes

- High percentage of heavy vehicles
- Intersection of US 2 and MT 16 north operates at a LOS A (EB/WB) and LOS B (NB/SB)
- Counts for intersections 2, 3, & 4 are in progress

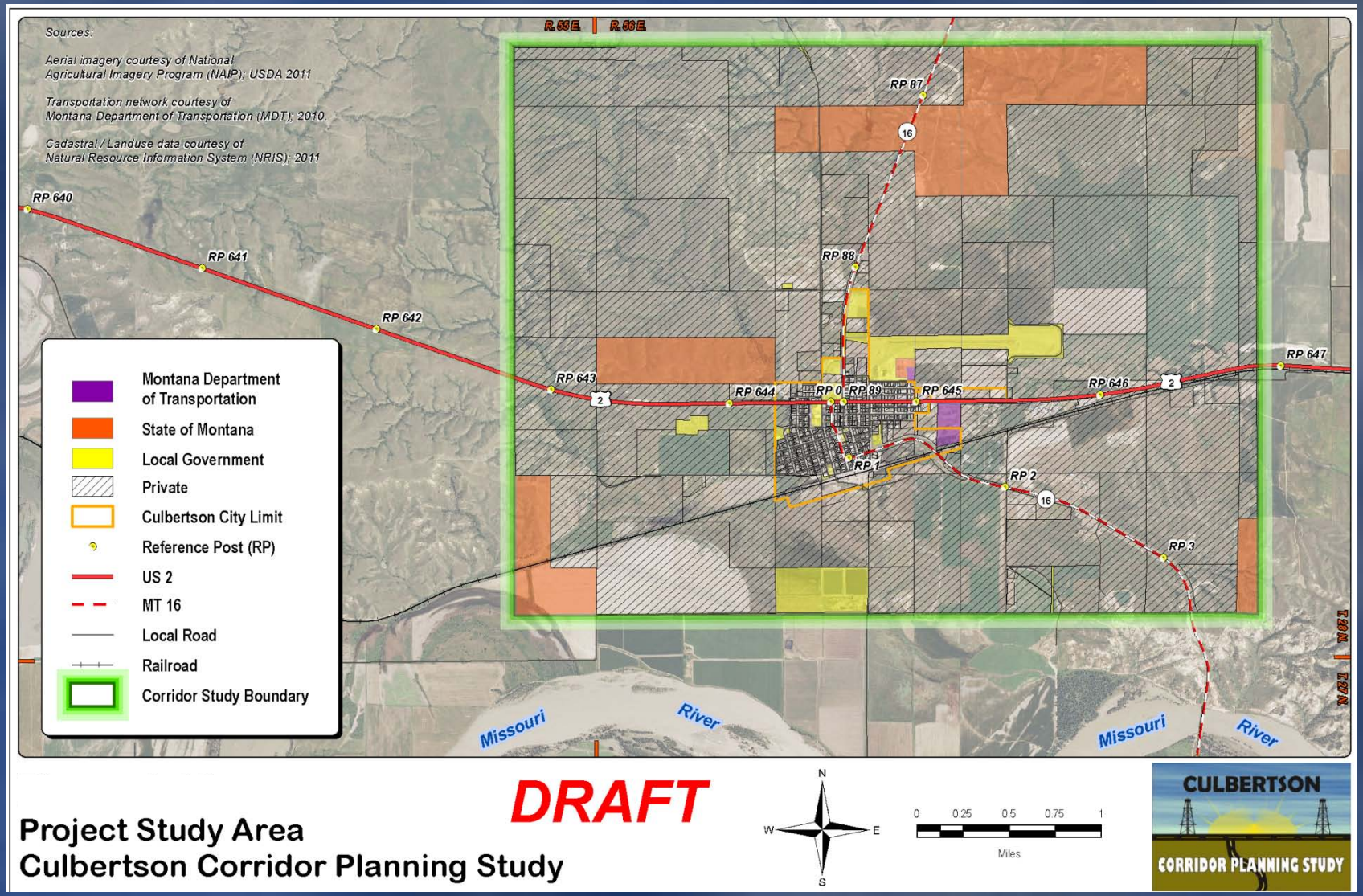




Legend

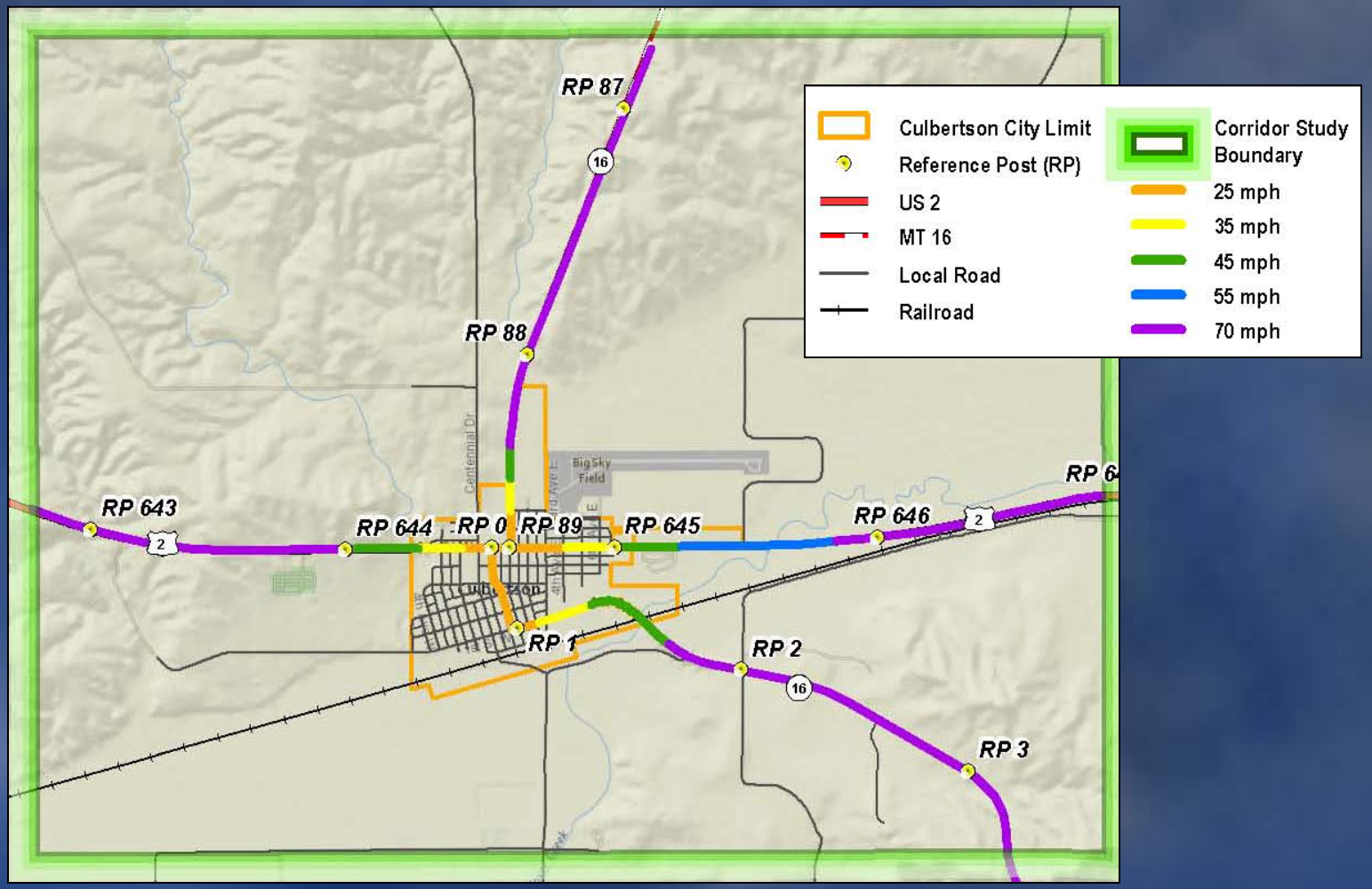
/ ### Heavy Vehicle Count / All Vehicle Count

Right-of-Way and Jurisdiction



Physical Characteristics

- Posted Speed Limits vary from 25 mph to 70 mph



Design Standards

- Based on current MDT design criteria for a National Highway System (NHS) Non-Interstate Rural and Urban Principal Arterials

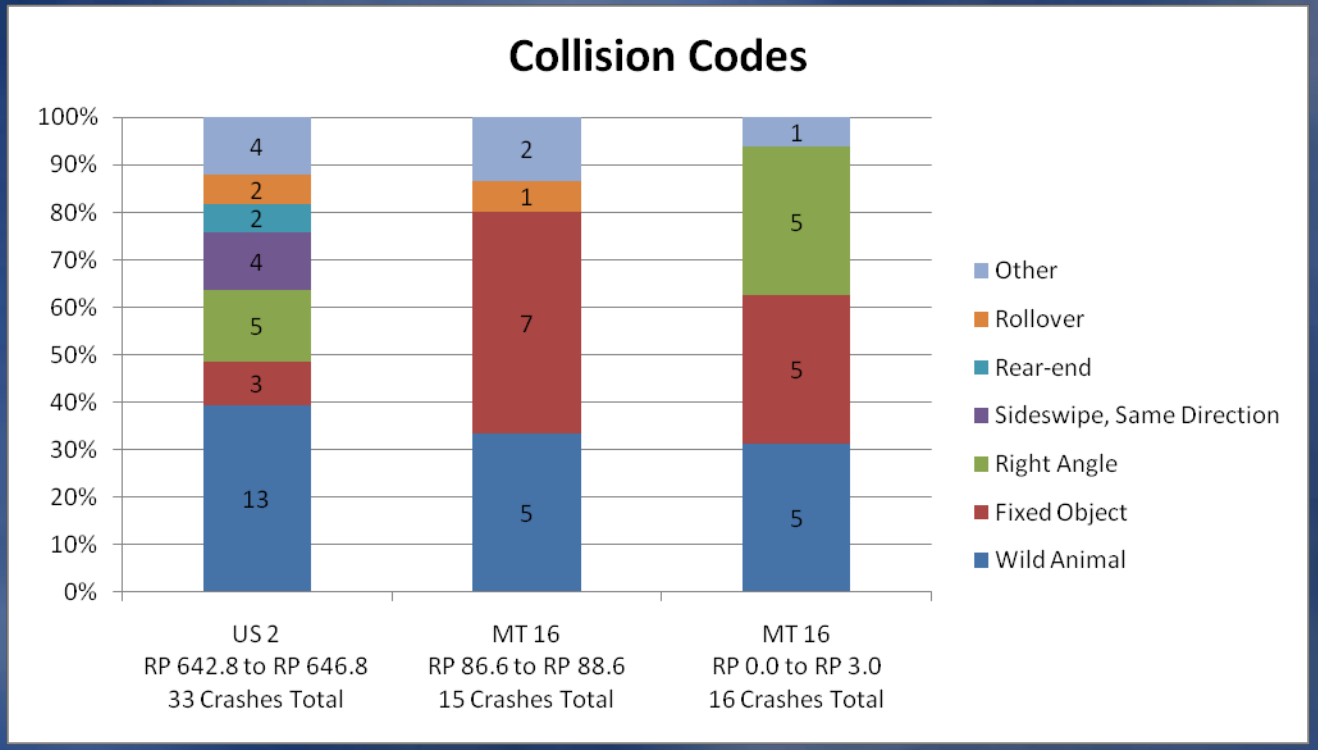
- Analyzed the following roadway geometrics against the design standards:
  - Horizontal alignments
  - Vertical alignments
  - Roadside safety (clear zones)
  - Sight distances
  - Surface widths

Geotechnical, Drainages, and Hydraulic Structures

- Big Muddy Creek – East geotechnical report noted weak foundation soils in the area.
- At RP 87 on MT 16, small shallow slope failure occurred in 2011
- Two named streams in the Study area: Diamond Creek and Clover Creek
- Majority of local streets have curb and gutter which allow gravity flow to drain water away from town
- All hydraulic structures along US 2 and MT 16 within the Study area were listed in the report

Crash Analysis

- Analyzed 10 years of Crash Data (1/1/2001 to 12/31/2010)
- 64 Crashes throughout the Corridor



Crash Analysis (continued)

- **Compared to Statewide Average**

	US 2 RP 642.0 to RP 647.0	MT 16 RP 86.0 to RP 88.74	MT 16 RP 0.0 to RP 5.0[1]	Statewide Average for NINHS Rural Routes[2]
All Vehicles Crash Rate	1.53	1.94	1.81	1.07
All Vehicles Severity Index	1.84	1.76	2.26	2.14
All Vehicles Severity Rate	2.82	3.41	4.09	2.29
All Vehicles Crashes	37	17	31	

Denotes above Statewide Average

1. *Source: MDT Traffic and Data Collection Analysis (Includes crash statistics outside the Study area boundary)*
2. *NINHS Route 5-year averages from 2005 through 2009 for the State of Montana*

Other Modes of Transportation

- Railroad
  - BNSF Railway runs through the middle of the Study area
  - Freight and passenger trains speeds are 60 mph within and 70 mph outside of the Study area
- Non-Motorized Transportation
  - Two signed and striped crosswalks
  - Limited pedestrian travel interconnectivity
- Airport
  - Primary aircraft at the Big Sky Field include single engine, general aviation aircraft and air ambulance

Utilities

- Utilities include:
  - Water treatment plant
  - Drinking water lines
  - Rural Water Pipeline
  - Fiber optic lines
  - Overhead power lines
  - Sewer lines
  - Gas lines
  - Telephone lines

Access Points

- Access points were counted on available mapping but will be field verified. Preliminary counts are as follows:
  - 71 access points along US 2 (35 north and 36 south) from RP 642.8 to RP 646.8
  - 21 access points along MT 16 (8 west and 13 east) from RP 86.6 to RP 88.6
  - 47 access points along MT 16 (25 south/west and 22 north/east) from RP 0.0 to RP 3.0
  - Note: All access points will be field verified.

Existing Planning Documents

- US 2 / MT 16 Transportation Regional Economic Development (TRED) Study – 2007
- Culbertson-East to North Dakota Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) – 2008
- Town of Culbertson Growth Policy Update– 2011
- Capital Improvements Plan– 2011

Environmental Scan

- Draft environmental scan has been completed
- Helps provide sufficient information to compare conceptual improvement options
  - Areas of concern
  - Greater or lesser impacts
  - Can impacts be avoided, minimized or mitigated – and at what cost?
  - Procedural hurdles

Environmental Resources

- Air Quality
- Soil & Farmland
- Land Use
- Geology
- Surface Waters
- Public Water Supply
- Irrigation
- Wetlands
- Floodplain
- Hazardous Substances
- Threatened and Endangered Species
- Species of Concern
- Noxious Weeds
- Archaeological and Historic Resources
- 6(f) and 4(f) Properties
- Noise

Potential Areas of Concern

- Geometrics
- Sight Distance
- Intersections
- Access Points
- Non-Motorized Infrastructure
- Pavement Conditions
- Truck Traffic

Next Steps

- Continue study coordination and outreach
- Complete existing conditions and data gathering efforts
- Develop corridor needs and objectives
- Identify potential improvement options and develop recommendations for the corridor
- Continue to solicit comments from the public

Summary of this Meeting

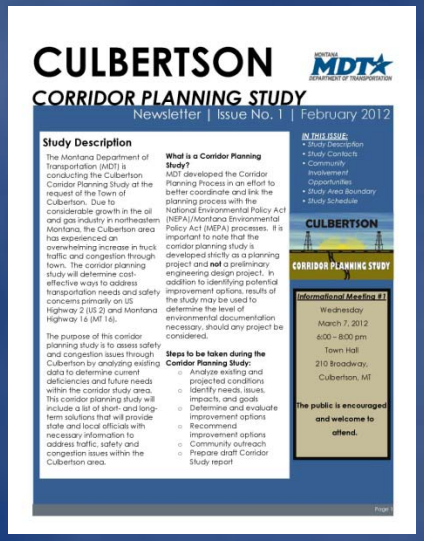
- Is the data complete?
- Are we missing data?
- Are there areas of concern?
- General comments about the corridor?

Website / Newsletter

- Website in place for Corridor Planning Study

http://www.mdt.mt.gov/pubinvolve/culbertson/

- Newsletter developed and distributed


CULBERTSON
CORRIDOR PLANNING STUDY
Newsletter | Issue No. 1 | February 2012

Study Description

The Montana Department of Transportation (MDT) is conducting the Culbertson Corridor Planning Study at the request of the Town of Culbertson. Due to considerable growth in the oil and gas industry in northeastern Montana, the Culbertson area has experienced an overwhelming increase in truck traffic and congestion through town. The corridor planning study will determine cost-effective ways to address transportation needs and safety concerns primarily on US Highway 2 (US 2) and Montana Highway 16 (MT 16).

The purpose of this corridor planning study is to assess safety and congestion issues through Culbertson by analyzing existing data to determine current deficiencies and future needs within the corridor study area. This corridor planning study will include a list of short- and long-term solutions that will provide state and local officials with necessary information to address traffic, safety and congestion issues within the Culbertson area.

What is a Corridor Planning Study?

MDT developed the Corridor Planning Process in an effort to better coordinate and link the planning process with the National Environmental Policy Act (NEPA)/Montana Environmental Policy Act (MEPA) processes. It is important to note that the corridor planning study is developed strictly as a planning project and **not** a preliminary engineering design project. In addition to identifying potential improvement options, results of the study may be used to determine the level of environmental documentation necessary, should any project be considered.

Steps to be taken during the Corridor Planning Study:

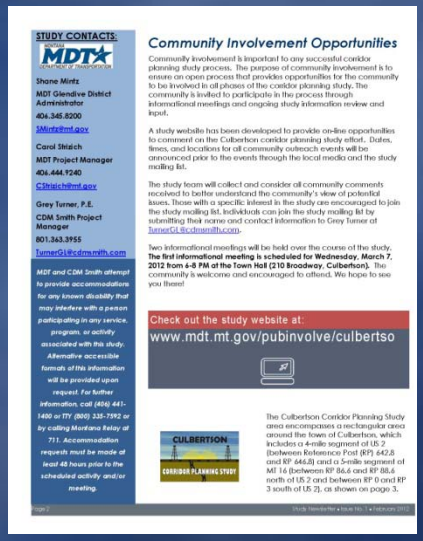
- Analyze existing and projected conditions
- Identify needs, issues, impacts, and goals
- Determine and evaluate improvement options
- Recommend improvement options
- Community outreach
- Prepare draft Corridor Study report

IN THIS ISSUE:
- Study Description
- Study Contacts
- Community Involvement Opportunities
- Study Area Boundary
- Study Schedule

CULBERTSON
CORRIDOR PLANNING STUDY

Informational Meeting #1
Wednesday
March 7, 2012
6:00 – 8:00 pm
Town Hall
210 Broadway,
Culbertson, MT

The public is encouraged and welcome to attend.


STUDY CONTACTS:

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Carol Stitzich
MDT Project Manager
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CStitzich@mt.gov

Grey Turner, P.E.
CDM Smith Project Manager
801.363.3955
TurnerGL@cdmsmith.com

MDT and CDM Smith attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request. For further information, call (406) 441-1400 or TTY (800) 335-7592 or by calling Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and/or meeting.

Community Involvement Opportunities

Community involvement is important to any successful corridor planning study process. The purpose of community involvement is to ensure an open process that provides opportunities for the community to be involved in all phases of the corridor planning study. The community is invited to participate in the process through informational meetings and ongoing study information review and input.

A study website has been developed to provide on-line opportunities to comment on the Culbertson corridor planning study effort. Dates, times, and locations for all community outreach events will be announced prior to the events through the local media and the study mailing list.

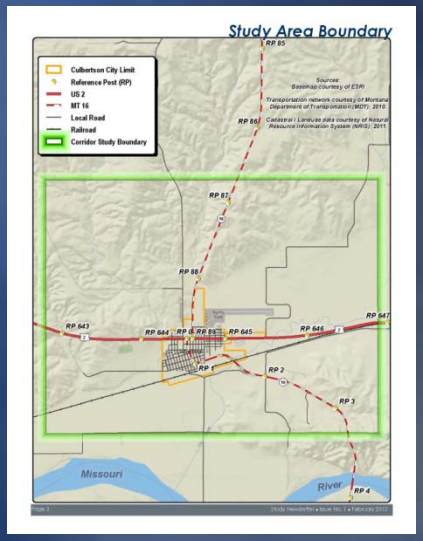
The study team will collect and consider all community comments received to better understand the community's view of potential issues. Those with a specific interest in the study are encouraged to join the study mailing list. Individuals can join the study mailing list by submitting their name and contact information to Grey Turner at TurnerGL@cdmsmith.com.

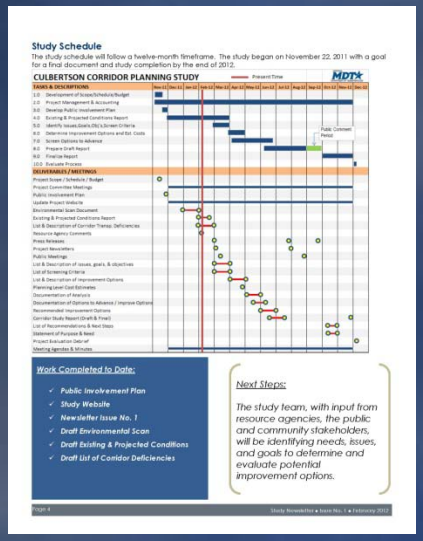
Two informational meetings will be held over the course of the study. **The first informational meeting is scheduled for Wednesday, March 7, 2012 from 6-8 PM at the Town Hall (210 Broadway, Culbertson).** The community is welcome and encouraged to attend. We hope to see you there!

Check out the study website at:
www.mdt.mt.gov/pubinvolve/culbertso

CULBERTSON
CORRIDOR PLANNING STUDY

The Culbertson Corridor Planning Study area encompasses a rectangular area around the town of Culbertson, which includes a 4-mile segment of US 2 (between Reference Post (RP) 642.8 and RP 646.8) and a 5-mile segment of MT 16 (between RP 86.6 and RP 88.6 north of US 2 and between RP 0 and RP 3 south of US 2), as shown on page 3.




Study Schedule

The study schedule will follow a twelve-month timeframe. The study began on November 22, 2011 with a goal for a final document and study completion by the end of 2012.

CULBERTSON CORRIDOR PLANNING STUDY

Work Completed to Date:
- Public Involvement Plan
- Study Website
- Newsletter Issue No. 1
- Draft Environmental Scan
- Draft Existing & Projected Conditions
- Draft List of Corridor Deficiencies

Next Steps:

The study team, with input from resource agencies, the public and community stakeholders, will be identifying needs, issues, and goals to determine and evaluate potential improvement options.

Conclusion / Questions

CDM Smith, ATTN: Grey Turner, P.E.

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