

# BELGRADE to BOZEMAN corridor FRONTAGE ROAD study



Please join us for an informational meeting on Tuesday, November 1<sup>st</sup> at 6:00 PM. The meeting will be held in the Lewis/Madison Conference Room at the Gran Tree Inn, Bozeman.

## Informational Meeting Scheduled for the Belgrade to Bozeman Frontage Road Corridor Study

The Montana Department of Transportation (MDT), in partnership with the Federal Highway Administration and in coordination with Gallatin County and the cities of Belgrade and Bozeman, is developing a corridor study of the Frontage Road between Belgrade and Bozeman. The study area includes the Frontage Road beginning in Belgrade at the intersection of Main Street and Jackrabbit Lane and extends nine miles to the east to the Interstate 90 Exit 306 westbound ramps. The study area also includes East Valley Center Spur Road.

An informational meeting will be held on Tuesday, November 1<sup>st</sup> in the Lewis/Madison Conference Room at the Gran Tree Inn, 1325 N. 7th Avenue, Bozeman. The meeting will begin at 6:00 p.m. with an open house to review and discuss the existing and projected conditions, followed by a short presentation at 6:30 p.m. Time for informal discussion with the project team will also be available.

The meeting is intended to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing and projected conditions and concerns within the study area that may be relevant to the planning effort. We encourage you to attend and provide feedback about your issues, concerns, and/or support for the study.

## Study Purpose

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what improvements can be made to improve the corridor based on identified needs, public and agency input, and financial constraints. The study will include a package of feasible short- and long-term improvement options intended to address the transportation needs over the next twenty years. Identifying these improvement options will help the study partners define the most critical needs and allocate resources.



For more information, visit:  
[www.mdt.mt.gov/belgradetobozean](http://www.mdt.mt.gov/belgradetobozean)

## Key Findings

The following initial considerations have been identified through on-site reviews and preliminary data analysis. This list is not all-inclusive and is subject to change over the course of the planning process.

### Transportation System

#### Physical Features and Characteristics

- Roadway surfacing is generally in poor condition.
- A railroad parallels the southern side of the Frontage Road.
- Most of the Frontage Road sits within railroad right-of-way easement.
- Crude oil and natural gas pipelines exist within the study corridor
- A total of 14 passing zones exist along the study corridor. Eight of the passing zones are less than 1,000 feet in length.
- Areas within Belgrade generally have poor drainage due to flat slopes and topography.
- There are two bridges on the Frontage Road. One is a candidate for repair or replacement. The second is a candidate for continued preservation.
- Local planning documents conflict on long-term non-motorized infrastructure for the Frontage Road.
- Railroad guidelines state that trails paralleling the track within railroad right-of-way are not allowed.

#### Traffic Operations

- Traffic volumes are projected to grow at 1.3 percent per year.
- Heavy vehicle traffic accounts for approximately 4.5 percent of vehicles along the study corridor.
- The intersections with Broadway Street, Oregon Street, and Griffin Drive are projected to operate below recommended standards.
- The corridor operates, or is projected to operate, below recommended standards.

#### Geometric Conditions

- The corridor is divided into segments classified as both urban and rural NHS principal arterials and minor arterial roadways.
- The horizontal and vertical alignments are generally flat.

#### Safety

- There were 382 crashes along the study corridor during the six-year analysis period.
- Almost 75 percent of crashes involved multiple vehicles. The most common crash type was rear-end crashes, which accounted for almost 40 percent of all reported crashes.
- There were three fatal crashes resulting in five fatalities and eight incapacitating injury crashes resulting in 14 incapacitating injuries.

### Environmental Considerations

#### Physical Environment

- Most of the study area is either farmland of local or statewide importance, prime farmland if irrigated, or prime farmland.
- There are four perennial streams and one unnamed intermittent stream that parallels and/or crosses the corridor.
- Wetlands are common along the banks of irrigation ditches/canals crossing the Frontage Road.
- Approximately 60 private wells are located within the study area, with hundreds more immediately adjacent to and outside of the boundary.
- Seven public water supply wells are found within the study area boundary.
- There are three primary irrigation ditch crossings of the Frontage Road in the study area.
- There are no floodplain zones located within the study area.

#### Biological Environment

- Several noxious weeds have been observed in the study area.
- A number of wildlife species are found in and adjacent to the study area including white-tailed deer, mule deer, black bear, moose, and other small mammals.
- There are four streams in the area that support fish species.
- There are not Threatened or Endangered Species or Montana Species of Concern that occur within the study area.

#### Social and Cultural Environment

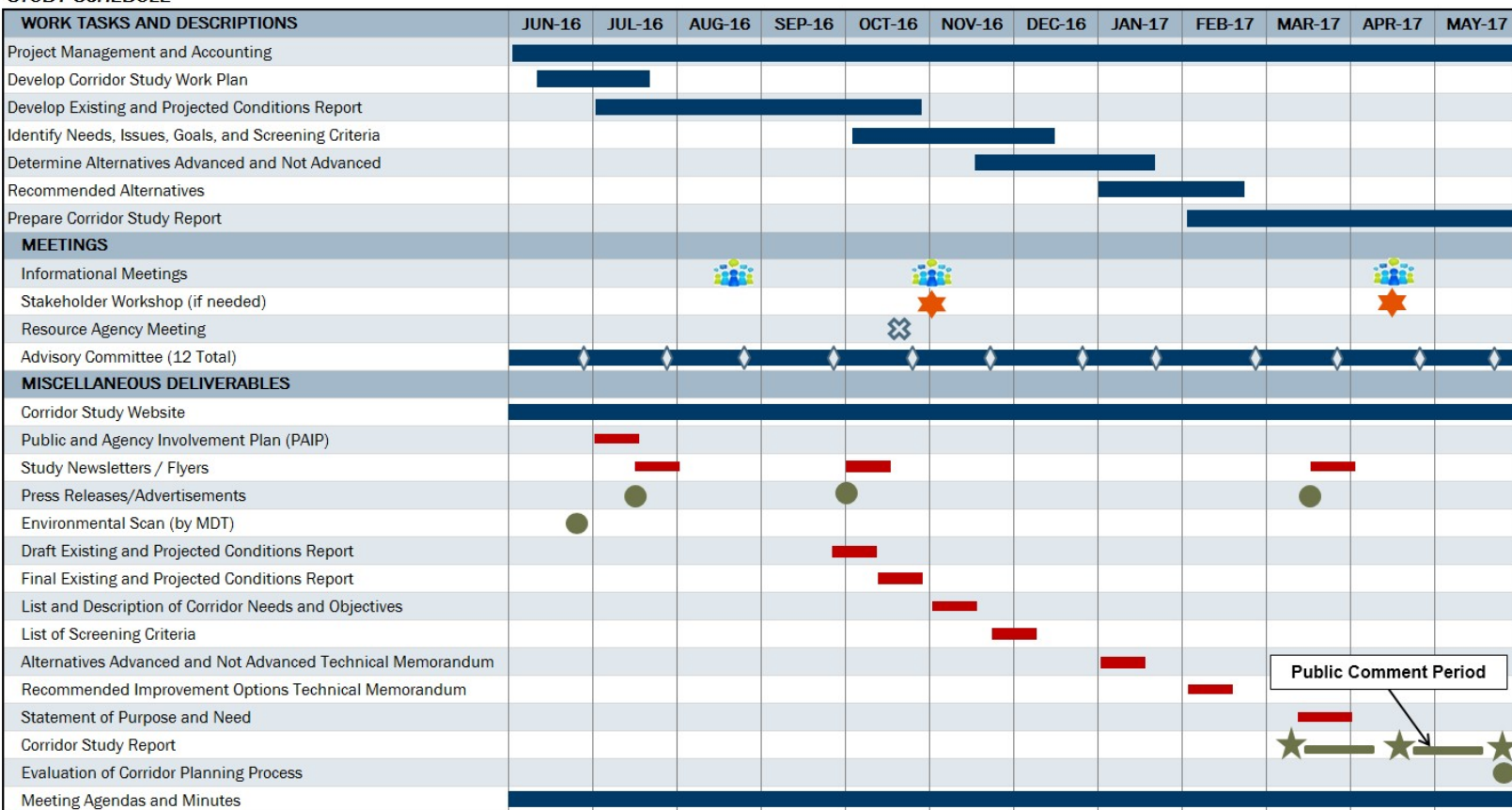
- Future land use growth areas exists north of the study area between Belgrade and Bozeman.
- Recreational resources within the study area include the Lewis and Clark Park in Belgrade and the Cherry River Fishing Access Site (FAS).
- There are two known historic properties which face the Frontage Road, one of which has since been obliterated. There are six irrigation ditches that are historic and likely eligible for registration. There are 39 historic-age properties that face the Frontage Road.

# Schedule

The Belgrade to Bozeman Frontage Road Corridor Study began in June, 2016 and is expected to be completed by June, 2017.

## Belgrade to Bozeman Frontage Road Corridor Study

### STUDY SCHEDULE



Public Meeting     
 Advisory Committee Meeting     
 Resource Agency Workshop     
 Stakeholder Workshop

## How to Be Involved

### Study Involvement Opportunities

Study information will be published on the project website, in local media venues, and via newsletters throughout the planning study process. Interested parties are encouraged to attend informational meetings and participate. MDT encourages members of the public to join the study mailing list by submitting contact information to Katie Potts by [email](#), or by submitting a comment using the [online comment form](#).

You can also use the ["wikimap" commenting platform](#). This platform allows comments to be made spatially along the Frontage Road using symbols and lines placed at the exact location of interest within the corridor. You will be able to type your written comment on this commenting platform after placing the symbol or line on the map.

### Study Contact

Comments and concerns may be submitted in writing to:

**Katie Potts**  
*Project Manager*  
 MDT Statewide and Urban Planning  
 PO Box 201001  
 Helena MT 59620-1001  
[kpotts@mt.gov](mailto:kpotts@mt.gov)



