



*Sleeping Giant Photo
by Verna Starz*

NEWSLINE

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Bozeman Rest Area Opens for Business



Photos and article by Jan Vogel

Travelers in the Bozeman area now have an opportunity to stop at Montana's newest rest area at the North 19th Avenue interchange on Interstate 90. The innovative and modern design reflects MDT's determination to provide user-friendly, safe and convenient rest areas across the state. It incorporates suggestions and issues brought to the department through a 1998 survey of rest area users and analysis conducted as part of MDT's 1999 Rest Area Plan update.

The most visible change is the exterior appearance of the rest area which resembles modern Montana commercial

buildings with large windows and natural exterior materials. The common entry lobby provides users a better sense of comfort with better lighting and visibility from parking areas, and a security camera. Built-in pressure washer systems and maintenance-friendly materials address recurring complaints about rest area cleanliness. Rest area users will also find hot water, soap dispensers, diaper-changing tables and access to the restrooms during cleaning. The rest area will be open year-round.

The spacious lobby houses MDT's "introductory" 3-panel information displays to be used at future rest areas. Traveler information panels are a cooperative effort with Travel Montana and are patterned after those used at the state-supported visitor centers. Panels consist of a state map showing State Parks, the Lewis and Clark Trail, National Parks, National Forests, Wilderness Areas, etc., and a regional map with tourist information for Gold West, Yellowstone and Russell Countries. A third changeable panel provides pertinent traveler information like road report and emergency information, rest area map, spider map showing time and miles between points, caretaker information and local events, contacts and area attractions. A touch-screen computer with tourism, recreation,

road and weather information will be available to guide travelers on their journeys. The Museum of the Rockies is developing a display for the lobby, and the Lewis & Clark Trail Heritage Foundation (Headwaters Chapter-Bozeman) is working on interpretive signs to erect along the walking path around the complex.

The Bozeman rest area design is one of two designs recently developed by the department to better accommodate the traffic volumes and usage patterns observed in Montana. The Bozeman design will be used for high-volume Interstate rest areas located near cities. Another unique and innovative design is planned for rural areas along the Interstate where compatibility with the surrounding area and reducing utility and maintenance costs are primary goals. Sweet Grass has been chosen as the site for the rural "prototype" rest area design. MDT will continue using its standard design at lower volume rest areas like Armington Junction, Broadus, Clearwater Jct., Culbertson, Troy and Wibaux.

As MDT gradually incorporates these designs into its rest area construction and reconstruction projects over the next few years, Montana residents and ten million out-of-state visitors each year should see significant improvements in rest areas across the state.

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For more information contact Jan Vogel at (406) 444-4262 or e-mail jvogel@state.mt.us.

2001-2003 Statewide Transportation Improvement Program (STIP)

Have you ever wondered when the state was going to fix that rough road or narrow bridge you drive over every day? If you have, check out the 2001-2003 Statewide Transportation Improvement Program (STIP). The STIP is updated each year by MDT and lists 3 years of anticipated projects for highways, airports, railways, public transportation, recreational trails and federal lands.

The projects contained in the STIP were developed through requests from within MDT, other State and Federal agencies, local and tribal governments, metropolitan planning organizations, public agencies, rail and transit operators, citizens, and other interested parties.

Currently, MDT is asking for comments on the DRAFT STIP. A list of recommended projects will be presented to the Transportation Commission at their September 28, 2000 meeting, for their approval.

Delivery of the projects outlined in the STIP depends upon a number of factors, including funding availability, right-of-way acquisitions, utility moves, environmental documentation and permitting, surveying and design.

Some general trends in highway expenditures in the FFY 2001 include the following:

- \$165.5 million for Construction and Reconstruction
- \$ 64.9 million for Resurfacing and Widening
- \$ 6.0 million for Spot Improvements and Safety
- \$ 16.8 million for Bridge Replacements and Rehabilitation
- \$ 12.6 million for Miscellaneous projects including rest areas, lighting, guardrail, fencing, etc.

For further details on the STIP, or to request a free copy contact Jeff Ebert at 406-444-7639 or jebert@state.mt.us.



by Zia Kazimi

Maps have been used as an aid to navigation and to represent information about the earth's surface for thousands of years. More recently, maps have become increasingly important for showing jurisdictional boundaries, land ownership, planning the movement of people and goods, distribution of population and natural resources, and many other features relevant to public and private decision making.

Using a geographic information system (GIS) is one of the fastest growing applications for creating maps.

MDT first used GIS in 1996. Since that time the demand for additional transportation-related GIS coverage has grown. MDT's initial effort collected over 3.7 million images (approximately 24,000 miles). This system has already saved MDT thousands of dollars in travel expenses and time by allowing staff to examine highways from their computers instead of making time consuming and costly trips into the field.

The second phase of MDT's road inventory effort will be to obtain GPS coordinates for the remaining 46,000 miles of local roads. This project will tie in well with local government agencies and counties who are developing GIS coverages for their roadway network 911 emergency programs. MDT is currently working with federal and county governments to establish a unified GIS standard.

MDT's Road Inventory and Mapping Section will begin collecting GIS data on local county roads and city streets next inventory season and should have complete coverage of the state's roadway network within a few years. Data collected will include information such as roadway surface type, length, width, number of lanes, bridges, railroad crossings and major structures.

In this new age of electronic mapping, GIS provides easy access to an increasing number and variety of transportation-related applications. Whether the need is to determine "accident clusters" or to route hazardous and oversized trucks safely across the state.

For more information contact Zia Kazimi at (406) 444-6111 or zkazimi@state.mt.us.



Three Cheers for Statewide Bus Roadeo Winners!

The 2000 Statewide Bus Roadeo was held on June 25 in Missoula, Montana at Big Sky High School. Seven contestants participated in each division this year, representing transit systems in Missoula, Great Falls, Billings, Helena, Big Timber and Poplar. The event was sponsored by the Montana Transit Association in cooperation with the Montana Department of Transportation.

The bus roadeo obstacle course tests drivers' skills in performing everyday driving jobs. This special event emphasizes the important role played by all bus drivers in providing safe and reliable transportation service to Montana citizens.

The three top winners in each division were:

Division 1 - Fixed Route

1st Place - Bryan Ursery, Missoula Urban Trans District (Mountain Line)

2nd Place - Everette Maxwell, Great Falls Trans District

3rd Place - Roland Weidner, Billings MET Transit

Division 2 - Paratransit

1st Place - David Lezard, Fort Peck Transportation, Poplar

2nd Place - Ruth Wattles, Billings MET Transit Special Transit

3rd Place - Wes Wagenaar, Hospitality House Senior Center, Big Timber

The first place winner in each division will receive an all expense paid trip to the national competition. The Fixed Route competition will be in San Francisco, CA this September. The Paratransit competition will be held next May in Salt Lake City, Utah. Congratulations to all of this year's winners and good luck at the nationals.



The winners are left to right: Wes Wagenaar, Ruth Wattles, David Lezard, Bryan Ursery, Roland Weidner, Everette Maxwell.

New Bike-Ped Coordinator

MDT's Transit Section would like to introduce our new Bicycle/Pedestrian Coordinator, Carol Strizich. Carol will be conducting bicycle and pedestrian planning activities with federal, state and local government agencies and community groups. She comes to this position with planning experience, an interest in bicycle safety, and is an avid recreationist at heart. Carol is a great asset to our organization and we look forward to working with her.



If you would like to contact Carol, call (406) 444-9273 or e-mail: cstrizich@state.mt.us.

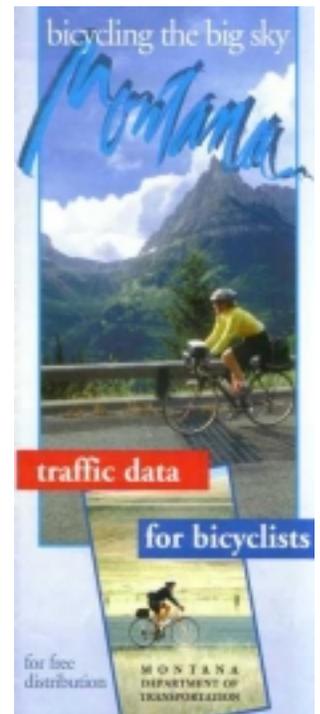
Calling all Peddlers!

MDT has published an updated map for Montana residents and out-of-state visitors to use in planning bicycle trips on Montana's major highways.

The color map provides information about traffic volumes, shoulder widths, and other highway features of interest to the increasing number of individuals and groups that travel Montana highways on bicycles.

The map also includes information about Montana bicycle laws, safety tips, and phone numbers for road and weather information.

The **free** map is available at the Department of Transportation offices, bicycle shops and can also be ordered from Carol Strizich, MDT's Bicycle and Pedestrian Coordinator, by calling 444-9273 or (800) 714-7296 or e-mail cstrizich@state.mt.us.



New CTEP Bureau Chief

Introducing Thomas Martin, the new Bureau Chief for MDT's Community Transportation Enhancement Program (CTEP). Thomas replaces Edward Hedlund, and is responsible for CTEP Administration.



Mr. Martin is a Registered Professional Engineer with 30 years experience at MDT. He has worked in the Great Falls District,

Missoula District and at Headquarters.

His experience includes all phases of engineering including Traffic, Research, Materials, Preconstruction, Project Management and Right-of-Way.

Thomas can be reached at (406) 444-0809 or tmartin@state.mt.us for questions or comments.

CTEP and Your Community

by Thomas Martin

Transportation is more than asphalt, concrete and steel. Ultimately it is about people and providing them with the opportunity for a safer, happier and more fulfilling life.

To help communities attain social, cultural, aesthetic and environmental goals, every state must reserve at least 10 percent of its surface transportation funds for designated transportation enhancement activities.

Since 1991, more than \$2.4 billion has been invested in enhancements around the country. The federal provision fosters more choice for travel by providing funding for sidewalks, bike lanes and conversion to trails of abandoned railroad rights-of-way. Communities may also use the program to revitalize local and regional economies by restoring historic buildings, renovating streetscapes or providing transportation museums and visitor centers. Many also use the program to acquire, restore and preserve scenic or historic areas and ensure cleaner water with the treatment of stormwater run-off from roadways.

As with other federal aid funding, the federal government typically pays for 80 percent of project costs. The project sponsor – a state, a local government or a non governmental organization – pays the balance. A Transportation Enhancement (TE) project must provide public access. It may be a "stand-alone" project or it may be an addition to a larger transportation facility, such as sidewalks along a highway. TE funds are available for all phases of projects, from planning and design to property acquisition, surveying, preliminary engineering, construction and management.

To be eligible for federal aid, a project must:

- Be one of the 12 designated TE activities, and
- Related to the surface transportation system.

Below is a list of the twelve eligible categories:

1. Pedestrian and bicycle facilities
2. Historic preservation
3. Acquisition of scenic easements and historic or scenic sites
4. Archaeological planning and research
5. Mitigation of water pollution due to highway runoff or reduce vehicle-caused wild-life mortality while maintaining habitat connectivity
6. Scenic or historic highway programs including provisions of tourist and welcome center facilities
7. Landscaping and other scenic beautification
8. Preservation of abandoned railway corridors (including the conversion and use for bicycle or pedestrian trails)
9. Rehabilitation and operation of historic transportation buildings, structures or facilities (including railroads)
10. Control and removal of outdoor advertising
11. Establishment of transportation museums
12. Provisions of safety and educational activities for pedestrians and bicyclists

For more information about CTEP and what it can do for your community, call Thomas Martin at (406) 444-0809 or tmartin@state.mt.us.

Safety Corner.....

Car Washing Safety Tip

Safety experts recommend vacuuming your car before you wash it. This way, you'll avoid the risk of electrical shock because you won't be standing on wet pavement while using the vacuum.

Make Sure That Your Child's Bike is Safe

Make your child's (and your own) bike safe by following this advice from the American Academy of Pediatrics and the U.S. Consumer Product Safety Commission:

See that the bike fits. Here's how to tell: Sitting on the seat, hands on the handlebar, your child should be able to place the balls of both feet on the ground. When standing and straddling the center bar, the child should be able to put both feet flat on the ground with about one inch of clearance between the crotch and the bar.

Be sure that the bike has safety devices such as front, rear, pedal, side-rim and wheel reflectors. A bell or horn is also worth installing.

Keep the bicycle in good repair and enough air in the tires.

10th Ave South Ribbon Cutting Ceremony



*Marv Dye, MDT Director and Great Falls city officials
July 20, 2000*

While happy Great Falls motorists cruised by on their newly constructed arterial, Terry McIntyre, United Materials superintendent and manager of the ten million dollar Tenth Avenue South reconstruction project, received an incentive check for \$612,000 for early completion of the contract. The incentive award, the maximum allowed under the contract, was presented during the July 20 ribbon cutting ceremony among local, state and federal dignitaries.

During the ceremony, speakers praised the efforts of the project team, including McIntyre's crews, subcontractors, and city & state project managers.

MDT director Marvin Dye said, "This project could have been my worst nightmare," and added that phone calls from concerned citizens regarding the impact of the construction on local businesses ceased as soon as work commenced.

Praise also extended to the late John Mooney, the city-county planning director who supported the improvement from its infancy two decades ago.



*Marv Dye presenting the \$612,000 check to Terry
McIntyre of United Materials*

RAIL PLAN UPDATE UNDERWAY

MDT's Planning Division has contracted with the consulting firm R.L. Banks & Associates, Inc. to update the Montana State Rail Plan. The 1993 rail plan update will be used as a guide.

The purpose of the 2000 Montana Rail Update (Plan) is to retain the state's eligibility for Local Rail Freight Assistance funding, define the State's role in rail planning, and examine the feasibility of providing expanded passenger rail service. The Plan is a component of the comprehensive state transportation planning process used in evaluating the rail network as an element of the state's total transportation network. Current issues, such as the emergence of 110 unit grain car facilities within the state, will also be addressed in the update.

The draft Rail Plan will be available for public comment this fall. After the comment period closes, the final Plan will be published and made available to all interested parties.

For more information, contact Tom Steyaert at (406) 444-7646 or tsteyaert@state.mt.us.

Fall's Hidden Colors

"Autumn is a second spring when
every leaf's a flower"



Albert Camus



The brilliant golds and oranges of autumn (called carotenoids) are actually present in tree leaves all year long, but are masked by the green of chlorophyll, the substance that helps plants make food. When days grow short, the supply of chlorophyll dwindles, allowing the other colors to shine through. (Unlike the carotenoids, red and purple pigments are not present in the leaf all year long, but develop in late summer.)

The best leaf displays occur when fall days are bright and cool and the nights are chilly but not freezing. For the latest information on fall foliage throughout the United States, visit the Weather Channel's web site at www.weather.com/outdoors/fall.

PLH Discretionary Grant Program

The Public Lands Highway Discretionary Program (PLH) was originally established in 1930 to improve access to and within Federal lands of the United States.

Five projects were sent to the Washington DC office of Federal Highway Administration (FHWA) in hopes of competing favorably against the rest of the nation for 83.6 million under the Public Lands Highway Discretionary Program (PLH). We were able to do this by using information from four of our management systems.

The five projects submitted include:

- 1) Stillwater Road – Dean to Nye: A reconstruction project on Secondary 419 from milepost 14.1 to 20.5 serving the Custer National Forest and the Stillwater Mine in Stillwater County.
- 2) Giant Springs Road in Great Falls: A reconstruction project on Urban Route 5221 from milepost 0.5 to 1.0 serving Lewis and Clark National Forest and the Giant Springs State Park in Cascade County.
- 3) Pryor Road-Phase II: A reconstruction project on Secondary 418 (newly designated) from milepost 8.0 to 15.9 serving the Crow Indian Reservation in Yellowstone County.
- 4) Clagget Hill: A reconstruction project on Secondary 326 from milepost 40.0 to 49.0 serving Bureau of Land Management lands and land owned by the Montana DNRC in Fergus County.
- 5) 84 km S of Ekalaka –South: A reconstruction project on Secondary 323 from milepost 52.0 to 62.0 serving the Custer National Forest in Carter County.

We should know by mid-October whether Montana was successful in winning any PLH Discretionary Grants funding.

If you would like to know more about this program, contact Jeff Ebert at (406) 444-7639 or jebert@state.mt.us or Larry Beidel in Washington D.C. at (202) 366-4653.

On the Move!



2550 Prospect
Planning Division Office west entrance

The Planning Division staff is relocating to the MDT Annex Building at 2550 Prospect Avenue. We are across Prospect Avenue to the North of MDT Headquarters joining our neighbors the Highway Patrol and Gambling Control Division.

Phone numbers, e-mail addresses and mailing addresses remain the same.

New Publications Available

The Lewis and Clark in Montana Interpretive Sign Strategy

and

The Lewis and Clark Executive Summary

are available on line at

www.montanalewisandclark.org/resources/keyagencycontacts.htm

or

call Carol Crockett, MTRI Coordinator,

Travel Montana @ (406) 444-9294

or

e-mail: ccrockett@state.mt.us

TranPlan 21 Annual Report

is available by contacting

Kris Christensen at (406) 444-9240

or

e-mail: kchristensen@state.mt.us



Back to School Bus Safety

by Kent Mollohan



For 70,000 children in Montana, the school day begins and ends with a trip on a school bus. The greatest risk is not riding the bus, but approaching or leaving the bus. Before children go back to school or start school for the first time, it is essential that adults and children know traffic safety rules.

Drivers:

- When backing out of a driveway or leaving a garage, watch out for children walking or bicycling to school.
- When driving in neighborhoods with school zones, watch out for young people who may be thinking about getting to school, but may not be thinking about getting there safely.
- Slow down. Watch for children walking in the street, especially if there are no sidewalks in the neighborhood.
- Slow down. Watch for children playing and congregating near bus stops.
- Be alert. Children arriving late for the bus may dart into the street without looking for traffic.
- Learn and obey the school bus laws in Montana. Learn the "flashing signal light system" that school bus drivers use to alert motorists of pending actions:
 - Yellow flashing lights** - indicate the bus is preparing to stop to load or unload children. Motorists should slow down and prepare to stop their vehicles.
 - Red flashing lights** - and extended stop arms indicate that the bus has stopped, and that children are getting on or off. Motorists must stop their cars and wait until the red lights stop flashing, the extended arm stop sign is withdrawn, and the bus begins moving before they can start driving again.

Children:

- Get to the bus stop at least five minutes before the bus is scheduled to arrive. When the bus approaches, stand at least three giant steps (6 feet) away from the curb, and line up away from the street.
- Wait until the bus stops, the door opens, and the driver says that it's okay before stepping onto the bus.
- If you have to cross the street in front of the bus, walk on the sidewalk or along the side of the road to a point at least five giant steps (10 feet) ahead of the bus before you cross.
- Be sure that the bus driver can see you, and you can see the bus driver.
- Use the handrails to avoid falls.
- When exiting the bus, be careful that clothing with drawstrings, and book bags with straps don't get caught in the handrails or doors.
- Never walk behind the bus.
- Walk at least three giant steps away from the side of the bus.
- If you drop something near the bus, tell the bus driver. Never try to pick it up because the driver may not be able to see you.

Parents:

Teach children to follow these common sense practices to make school bus transportation safer.



For more information contact Kent Mollohan at (406) 444-7411 or kmollohan@state.mt.us

**The next
Transportation Commission
Meeting
is
September 28
in Baker.**

**Transportation Planning Division
Telephone Numbers**

Only the most frequently requested numbers are listed here. For an area or person not listed, call **1-800-714-7296** (in Montana only), or **(406) 444-3423**. TTY (406) 444-7696 or 1-800-335-7592.

Administrator (Patricia Saindon)	444-3143
Bike/Pedestrian (Carol Strizich)	444-9273
CTEP (Mike Davis)	444-4383
Mapping (Jim Erickson)	444-6119
Multimodal Planning (Dick Turner)	444-7289
Projects (Jeff Ebert)	444-7639
Public Involvement (Dave Dreher)	444-6245
Secondary Roads (Gary Larson)	444-6110
Road Inventory & Mapping (Zia Kazimi)	444-6111
Traffic Safety (Albert Goke)	444-7301
Traffic Data (Dan Bisom)	444-6122
Transit (Janis Winston)	444-4210
Urban Planning (Lynn Zanto)	444-3445
ITS Planning (Ross Tervo)	444-9248
<i>Newsline</i> Editor (Joan Scott)	444-7307

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MDT's Mission

*To serve the public by providing a transportation system
and services that emphasize quality, safety,
cost effectiveness, economic vitality and
sensitivity to the environment.*

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