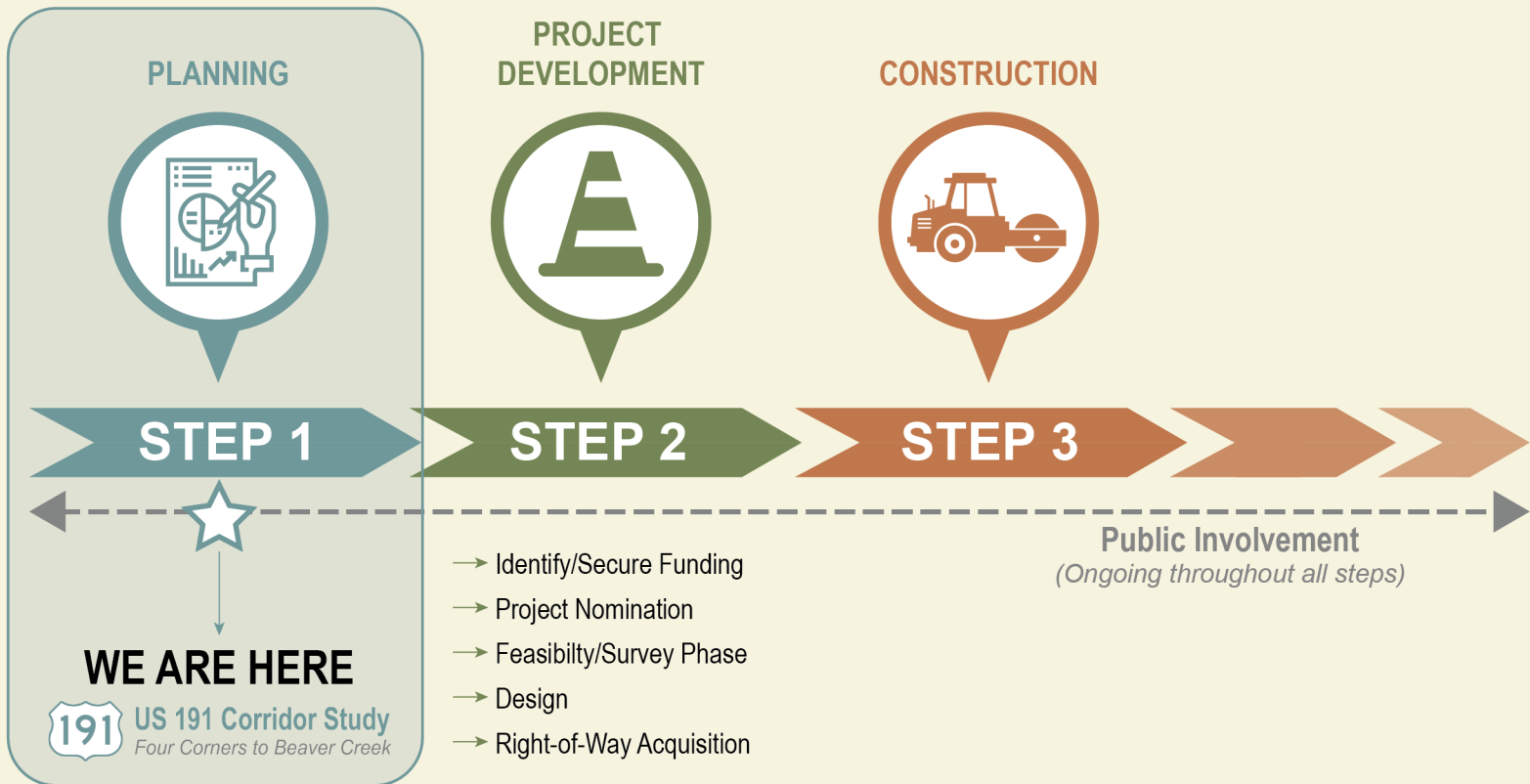


WHAT IS A CORRIDOR STUDY?

A corridor study is a planning process that includes a detailed review of existing and projected transportation conditions and identifies a range of improvements to be completed as funding becomes available. Corridor studies are conducted before design, right-of-way acquisition, environmental compliance, and construction.



GOALS AND PURPOSE

The corridor planning process allows for early planning-level coordination with the public, resource agencies, and other stakeholders. The process includes the following activities:



Identify needs and objectives



Identify potential impacts and constraints



Identify short-, mid-, and long-range improvements



Develop planning-level cost estimates and potential funding sources



Develop information and data to be forwarded into the environmental process if a project moves forward from the study (dependent on available funds)

NEEDS AND OBJECTIVES

Needs and objectives for the *US 191 Corridor Study* were developed based on a review of local plans; input from resource agencies, stakeholders and the public; and social, environmental, and engineering conditions of the corridor. Improvement options identified in this study attempt to address the needs and objectives to the extent feasible within the other considerations listed below.



Need 1: Improve the Safety of the Corridor

Objectives

- Reduce fatalities and serious injuries in support of Vision Zero.
- Improve roadway elements to meet current design standards.
- Reduce animal-vehicle conflicts.
- Reduce roadside hazards.
- Reduce vehicle conflicts.



Need 2: Improve the Operations of the Corridor

Objectives

- Accommodate existing and future travel demands.
- Provide reasonable access to adjacent lands.
- Improve non-motorized mobility and accessibility.
- Improve travel demand management.
- Accommodate wildlife movement.



Other Considerations

- Impacts to environmental resources
- Local and regional planning
- Temporary construction impacts
- Funding availability
- Construction feasibility and physical constraints
- Corridor context, function, and use
- Maintenance cost and responsibility

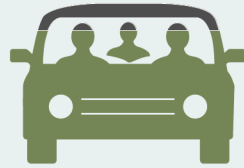
AREAS OF CONCERN

DEMOGRAPHICS

Demographic and socioeconomic information was reviewed to help determine recent trends in population, age distribution, employment, economic status, and commuting for area residents.



GALLATIN COUNTY'S population has grown by **25%** since 2010



83% of commuters in GALLATIN COUNTY commute via personal VEHICLE OR CARPOOL

TRAFFIC CONDITIONS

Existing (2018/2019) and projected (2040) traffic conditions were evaluated on the study corridor. Historic traffic patterns were used to predict future travel trends.

7,000 to 17,000 VEHICLES PER DAY on US 191 (in 2018)



10% to 14% of traffic on US 191 is COMMERCIAL TRUCKS



2.4% GROWTH PER YEAR projected through 2040

POOR TO FAILING traffic operations projected during **2040** peak seasons



SAFETY

Records from a 10-year analysis period were reviewed to identify crash trends, contributing factors, and other safety characteristics of the corridor.



1,077 TOTAL CRASHES (2009 - 2018)*

32 SERIOUS INJURIES



7 FATAL INJURIES



24% were WILD ANIMAL crashes

22% were collisions with a FIXED OBJECT (i.e. guardrail, ditch)



12% resulted in a ROLL OVER

35% occurred at NIGHT with NO LIGHTING



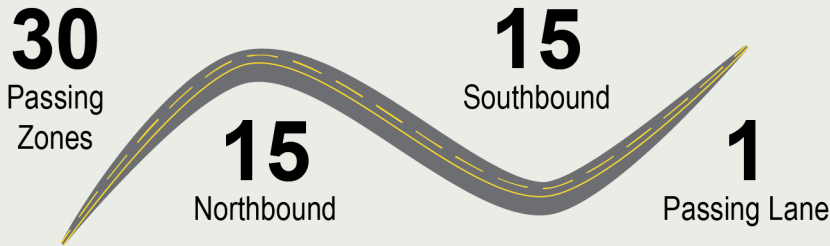
31% occurred under ADVERSE ROAD CONDITIONS

* Crashes reported on US 191 study corridor between January 1, 2009, and December 31, 2018

AREAS OF CONCERN

PHYSICAL FEATURES AND CHARACTERISTICS

Within the study area, US 191 connects the Montana communities of Four Corners, Gallatin Gateway, and Big Sky and passes through the Gallatin National Forest. The study corridor generally parallels the Gallatin River throughout the study area and is situated between the Gallatin and Madison Mountain Ranges.



SPEED LIMITS VARY



Truck and Nighttime Variations

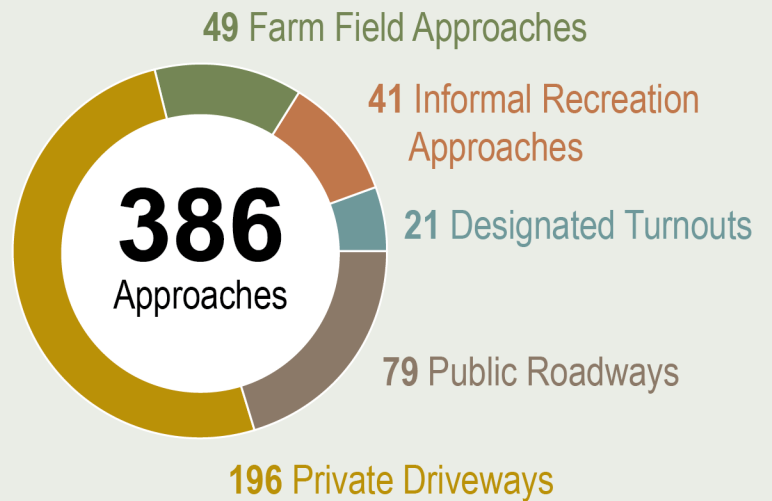


The Corridor Serves Several TRANSPORTATION MODES



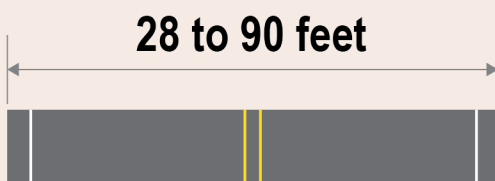
2 of 9 BRIDGES

Meet New Bridge Construction Standards



GEOMETRIC CONDITIONS

US 191 was originally constructed to its current state in the mid to late 1950s. Several improvement projects have taken place over the past 60 years along the study corridor. Existing roadway geometrics from the most recently available road plans were evaluated and compared to current MDT standards.



ROADWAY WIDTHS VARY
Standard width = **40 feet**



16

HORIZONTAL CURVES
Do Not Meet Standards



1

VERTICAL CURVE
Does Not Meet Standards

IMPROVEMENT OPTIONS

A range of improvement options were identified to address the needs and objectives and areas of concern for the corridor. The options are grouped in the following categories.



PROJECT DEVELOPMENT DETAILS

The recommended improvements can be developed as stand-alone projects or combined as larger projects which may result in cost savings and efficiencies. The *Improvement Options Technical Memorandum* provides more information on the following details for each option.

Implementation Agency/Partners

- Agencies/stakeholders who may have the resources, funds, jurisdiction, or expertise needed to accomplish improvements
- MDT, federal/state agencies, transit operators, school districts, local groups/organizations, private landowners and developers, and others

Project Development Considerations

- Activities outside of MDT's standard Project Development Process and/or System Impact Action Process
- Potential stakeholder interests, resources and site features, indirect effects, and other factors

Timeframe

- **Short-term:** 0 - 5 years
- **Mid-term:** 5 - 10 years
- **Long-term:** 10 - 20 years
- **As Needed:** Based on observed need

Estimated Cost

- Planning level cost estimates
- Inflated based on estimated year of expenditure

NEXT STEPS

The **DRAFT US 191 CORRIDOR STUDY REPORT** is ready for public review and comment. The **PUBLIC COMMENT PERIOD** starts **JULY 22, 2020**, and ends **AUGUST 28, 2020**. To review the report and to submit comments, please visit the study website at:

WWW.MDT.MT.GOV/PUBINVOLVE/US191

FOR MORE INFORMATION OR TO SUBMIT COMMENTS



ATTEND

the Virtual Informational Meeting (July 28, 2020)
and **ASK A QUESTION**



CALL

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VISIT

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Please Submit Comments By:

AUGUST 28, 2020

