October 29, 2014

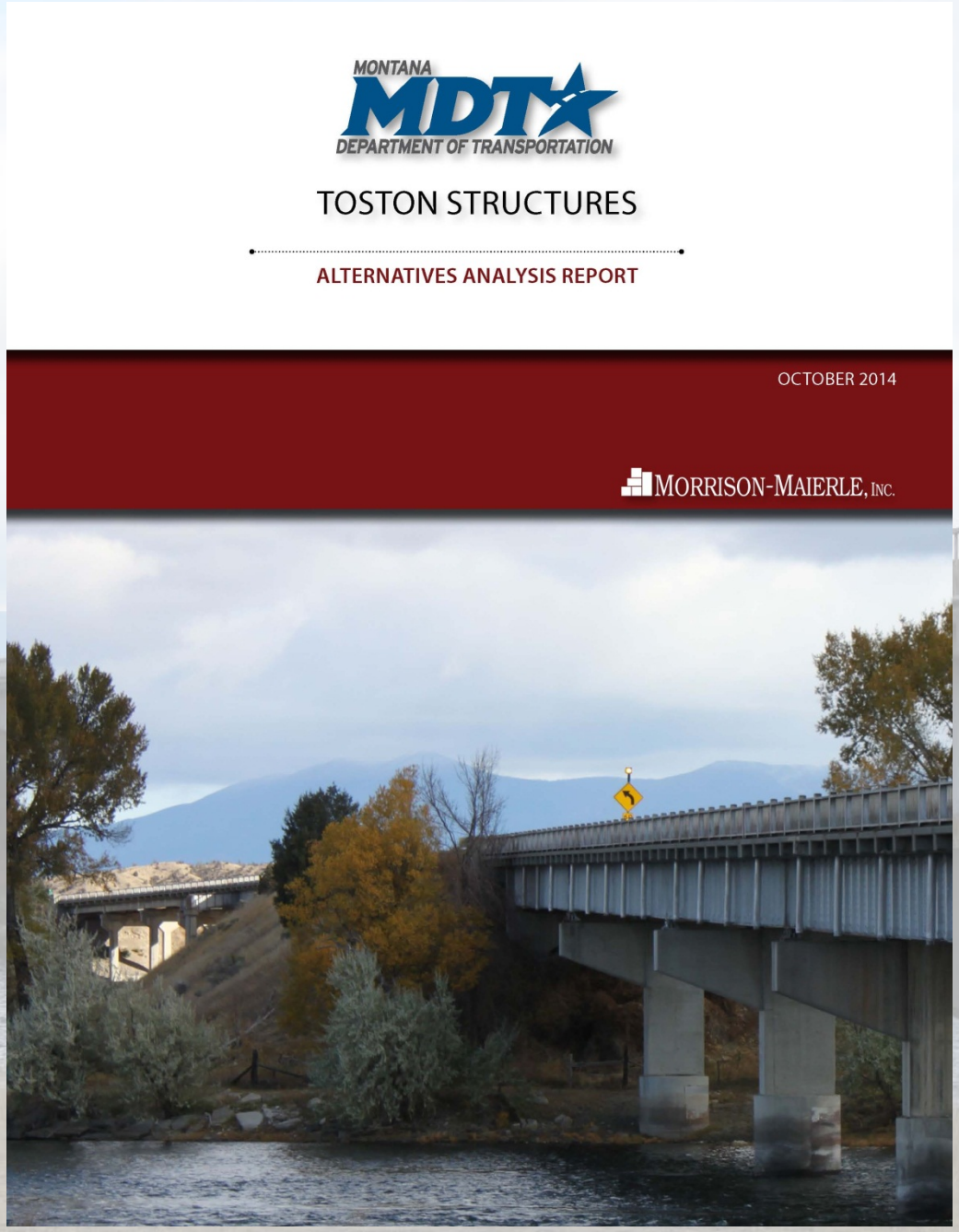
Central & Eastern Corridor Alternatives Analysis for Toston Structures

MONTANA MDT DEPARTMENT OF TRANSPORTATION

MORRISON-MAIERLE, INC.

Meeting Goals

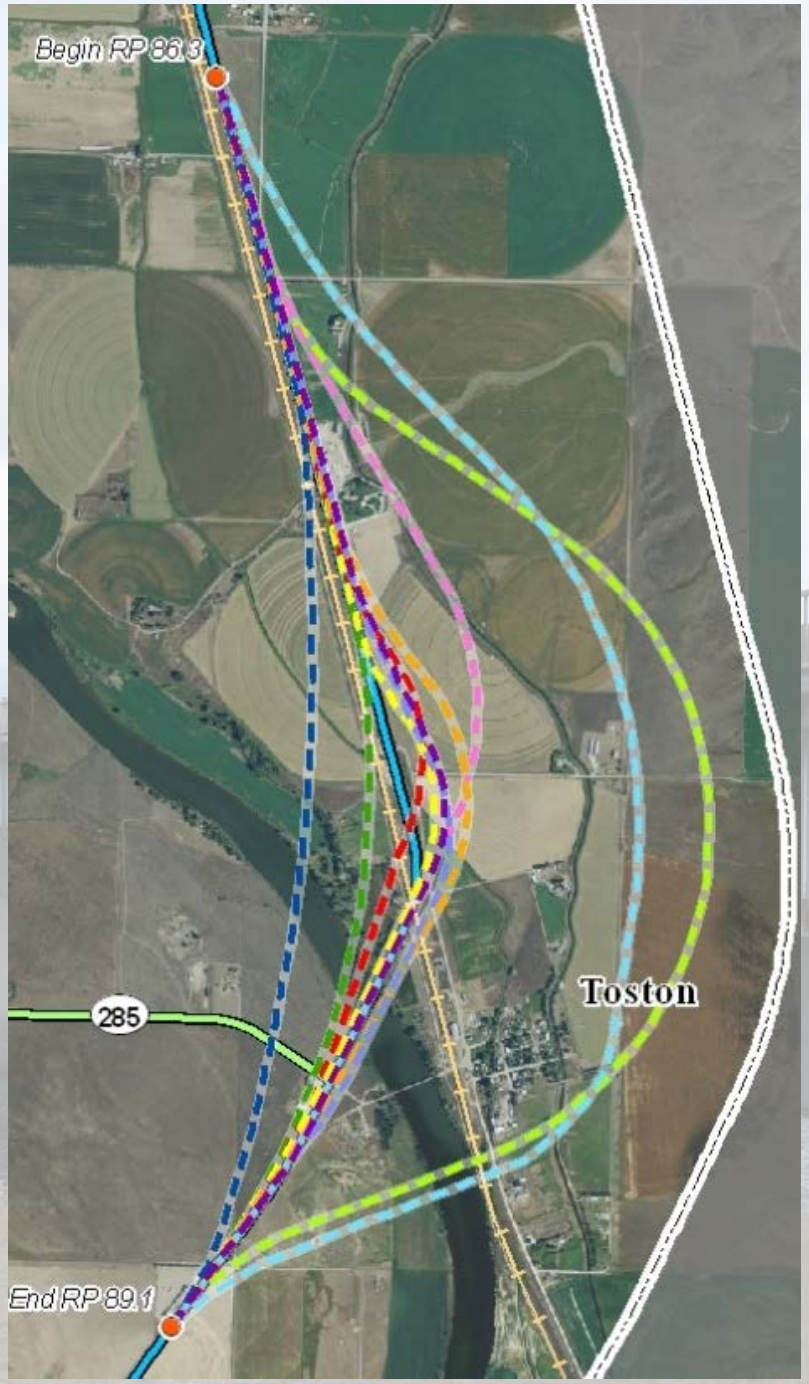
- Review project history
- Present findings from Alternatives Analysis Report
- Identify next steps in alignment decision-making process
- Garner public input
  - Oral testimony
  - Open house input
  - Comment forms



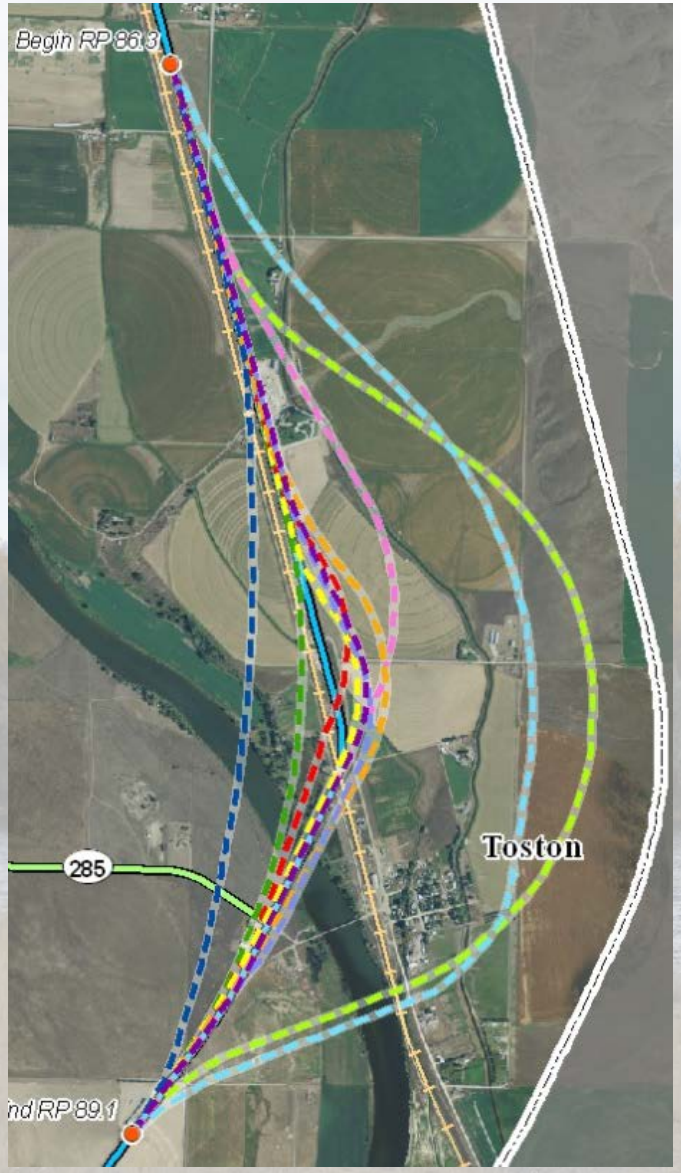
Project Objectives

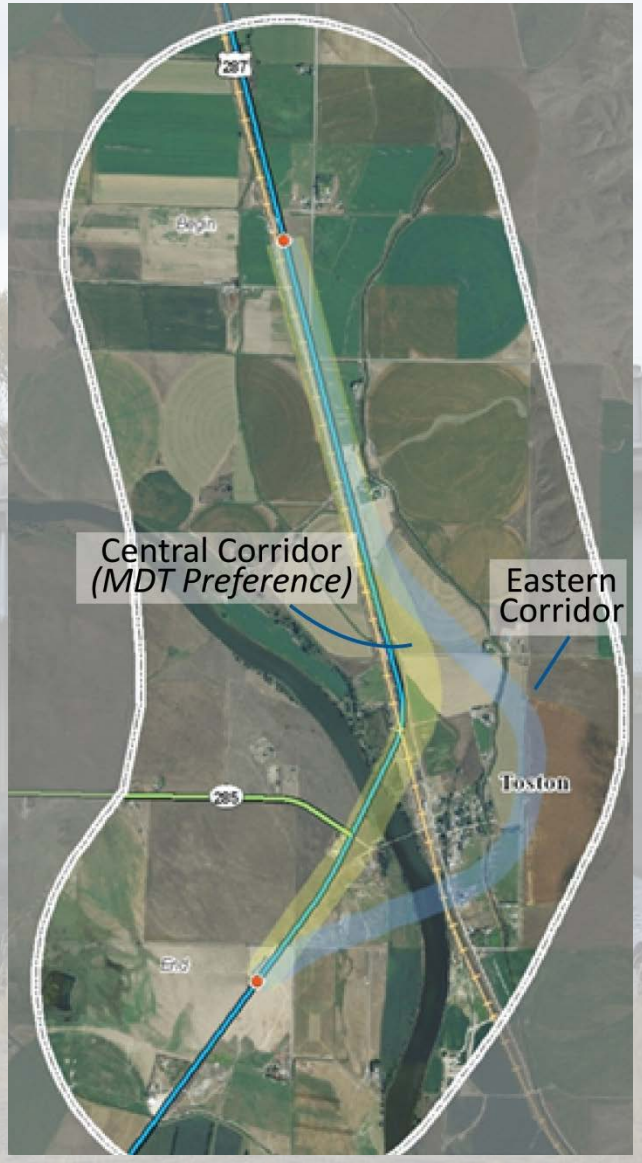
- Improve safety and operations for a wide range of vehicles
- Accommodate future traffic demands
- Meet current design standards
- Complete 4-lane improvements between Townsend-South Passing Lanes & Toston-South projects

Corridor Alignments Considered



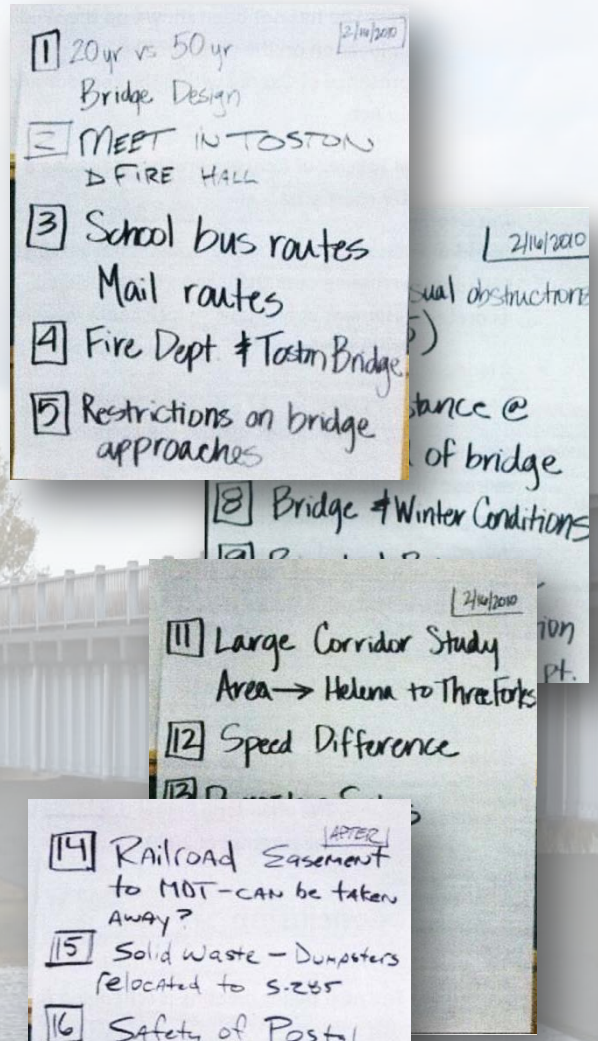
Corridor Screening Results

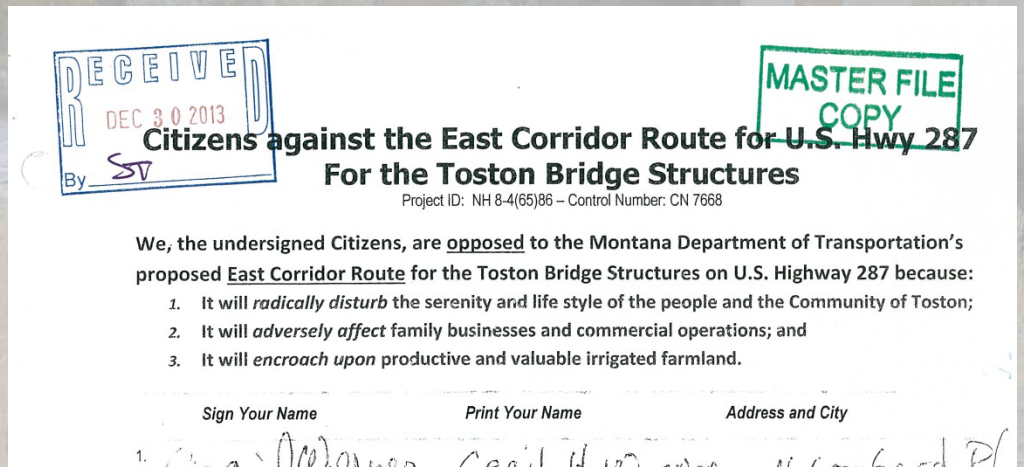




Public Involvement

- 2006 Environmental Assessment
- 2009 Corridor Study Initiated
  - February 2010 Public Meeting
  - October 2010 Public Meeting
  - February 2011 Public Meeting
- 2013 Phase 1 Analysis Initiated
  - November 2013 Public Meeting

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Citizens against the East Corridor Route for U.S. Hwy 287
For the Toston Bridge Structures

Project ID: NH 8-4(65)86 – Control Number: CN 7668

We, the undersigned Citizens, are opposed to the Montana Department of Transportation's proposed East Corridor Route for the Toston Bridge Structures on U.S. Highway 287 because:

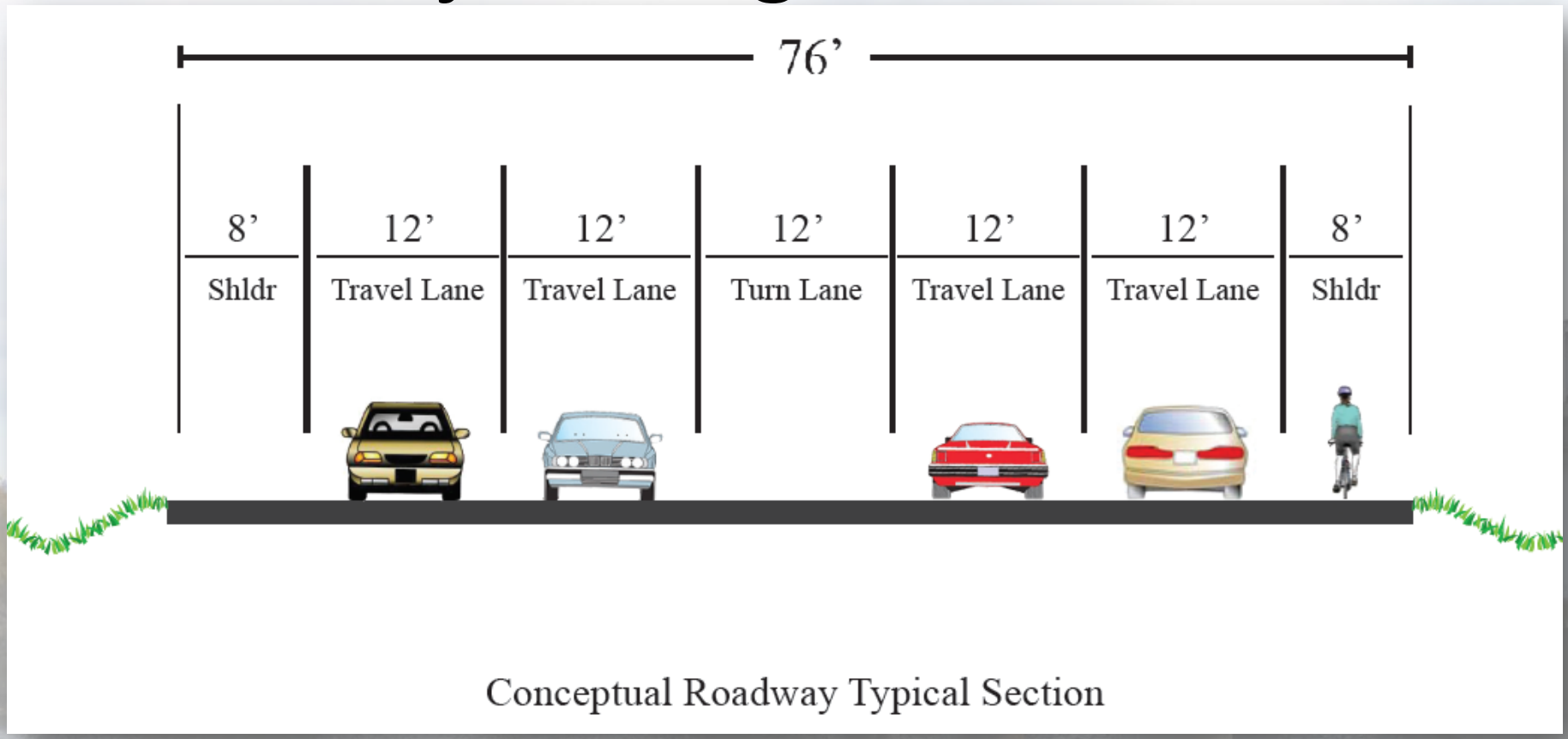
1. It will *radically disturb* the serenity and life style of the people and the Community of Toston;
2. It will *adversely affect* family businesses and commercial operations; and
3. It will *encroach upon* productive and valuable irrigated farmland.

Sign Your Name	Print Your Name	Address and City
1.		

Comments Received to-date

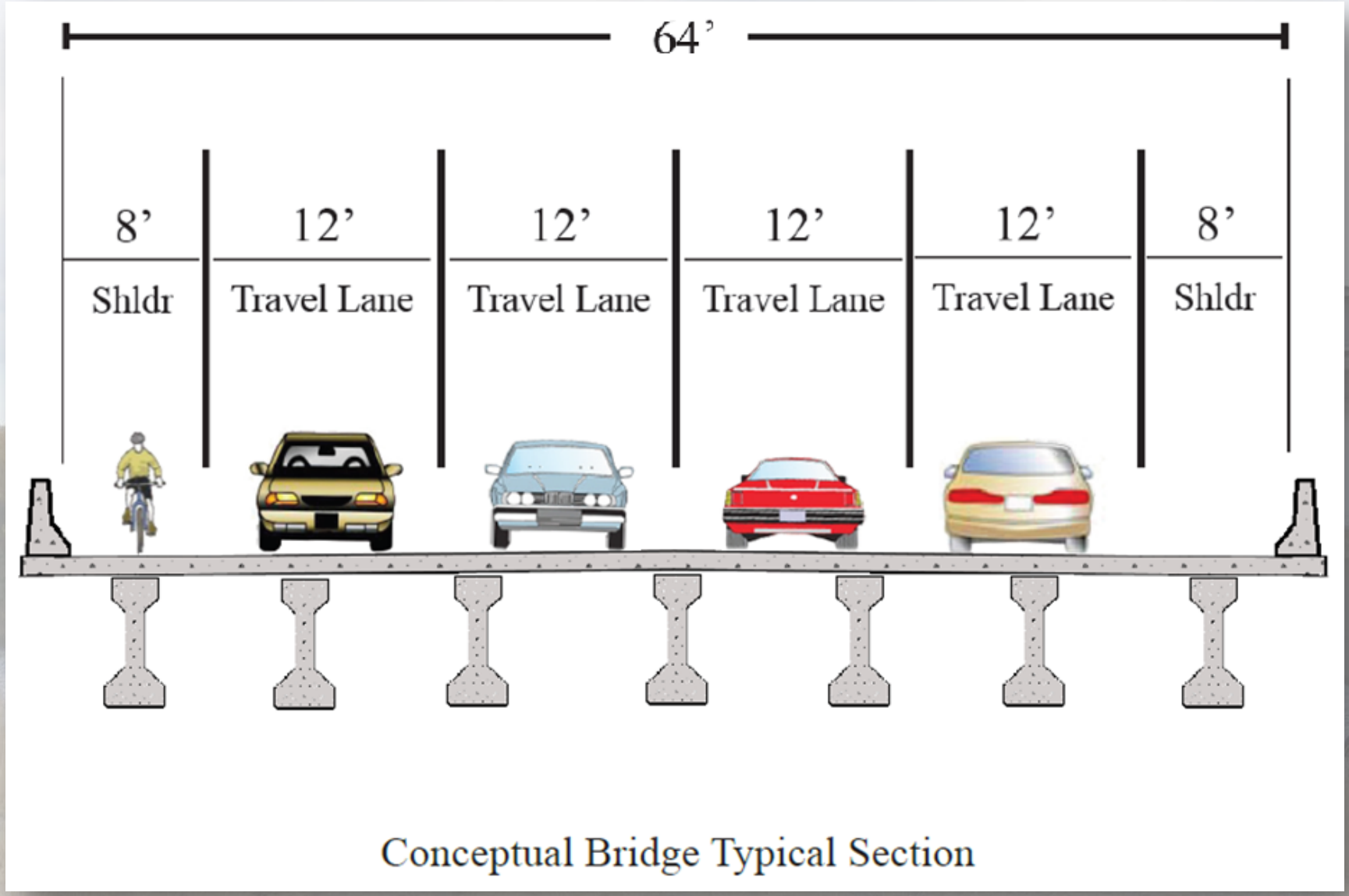
- Overall public support for Central Corridor
- Noise impacts
- Farm equipment crossing needs – wider shoulders
- Historic structures and private property impacts on both routes
- Local access / movement across highway
  - Turning lanes and flashing lights
  - Pedestrian and bicycle crossing
  - School bus stop safety needs
  - Whether or not to leave the existing bridge
  - Sight obstructions
- Fishing access site needs, if impacted

Major Design Elements



Conceptual Roadway Typical Section

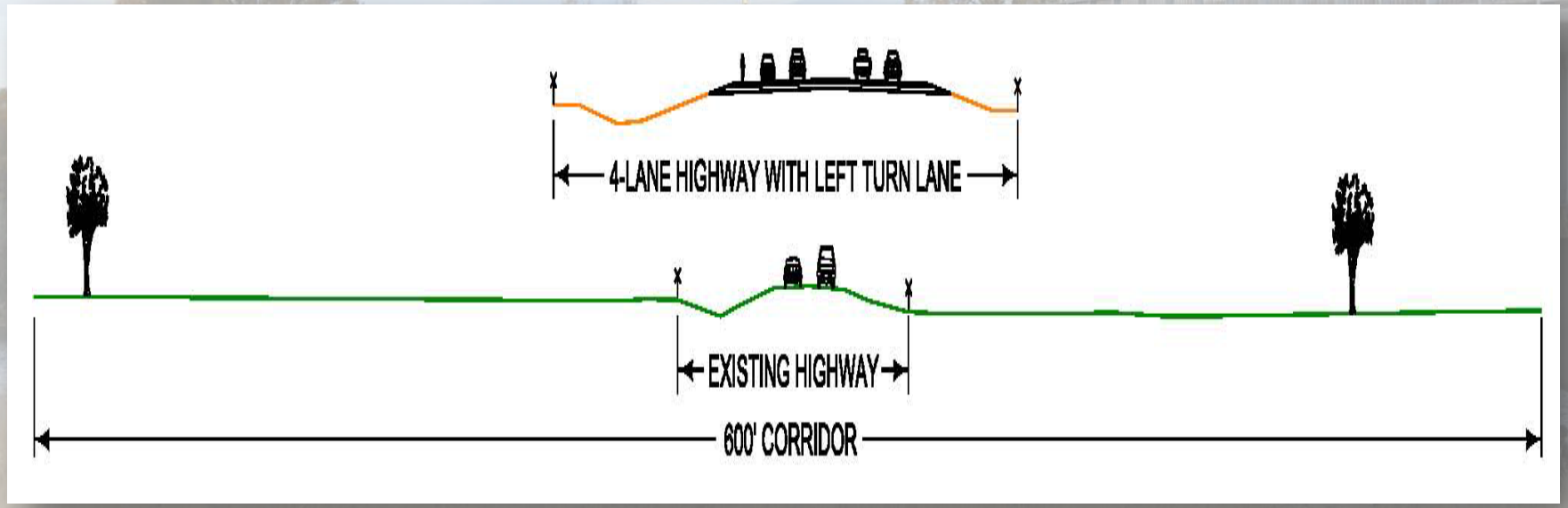
Major Design Elements



Conceptual Bridge Typical Section

Corridor Widths

- Widths of corridors shown at 600’
- Actual right-of-way widths will range from approximately 180’ to 300’, depending on height of fill



Analysis Criteria

- Estimated Cost
- Safety elements
- Earthwork / Soils
- Traffic & Bridges
- Floodplain
- Utilities
- Environmental Impacts
- Human Impacts
  - Right-of-way
  - Noise
  - Irrigation

Estimated Cost (2019)

- Central Corridor: $43.9M
- Eastern Corridor: $44.0M

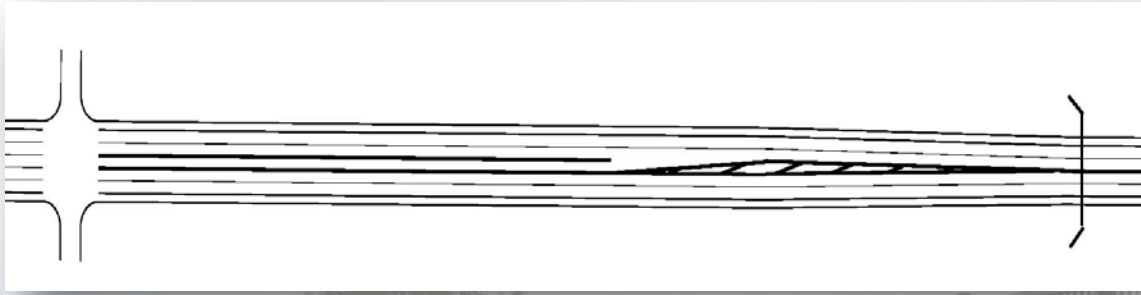
Central Corridor:
Cost Estimate:

	Estimated cost	Inflation (INF)	TOTAL costs w/INF + IDC
Road Work	$7,761,900		
New Structure	$13,620,800		
Remove Structure	$525,000		
Detour	$0		
Traffic Control	$532,500		
Subtotal	$22,440,200		
Mobilization (15%)	$3,366,000		
Subtotal	$25,806,200		
Contingencies (20%)	$5,161,200		
Total CN	**$30,967,400**	**$4,932,000**	**$39,177,000**
CE (12%)	**$3,716,100**	**$592,000**	**$4,701,000**
TOTAL CN+CE	**$34,683,500**	**$5,524,000**	**$43,878,000**

Eastern Corridor:
Cost Estimate:

	Estimated cost	Inflation (INF)	TOTAL costs w/INF + IDC
Road Work	$8,125,200		
New Structure	$13,192,900		
Remove Structure	$525,000		
Detour	$0		
Traffic Control	$670,700		
Subtotal	$22,513,800		
Mobilization (15%)	$3,377,100		
Subtotal	$25,890,900		
Contingencies (20%)	$5,178,200		
Total CN	**$31,069,100**	**$4,949,000**	**$39,307,000**
CE (12%)	**$3,728,300**	**$594,000**	**$4,717,000**
TOTAL CN+CE	**$34,797,400**	**$5,543,000**	**$44,024,000**

Safety elements
Intersections away from bridges



- Central Corridor
  - Fewer curves
  - Less superelevation on curves
- Eastern Corridor
  - Straight bridge over railroad
  - Better sight distance across bridge

Earthwork / Soils

- Central Corridor
  - 280,000 to 300,000 cubic yards of borrow needed
- Eastern Corridor
  - 180,000 to 200,000 cubic yards of borrow needed

Traffic & Bridges

- Central Corridor
  - 2 major structures
    - Missouri River
    - MRL
  - Offset from existing highway for construction
  - Lower long-term operating costs
- Eastern Corridor
  - Single straight bridge over Missouri and MRL
  - Construction well away from existing highway

Floodplain

- Central Corridor
  - 1” drop in floodplain elevation
  - necessitates removal of existing highway bridge
- Eastern Corridor
  - 6” drop in floodplain elevation

Truss bridge remains

Utilities

- Central Corridor
  - 31 power poles in conflict
- Eastern Corridor
  - 18 power poles in conflict
  - 100KV transmission line conflicts

Similar telephone / fiber optic conflicts

Environmental Impacts

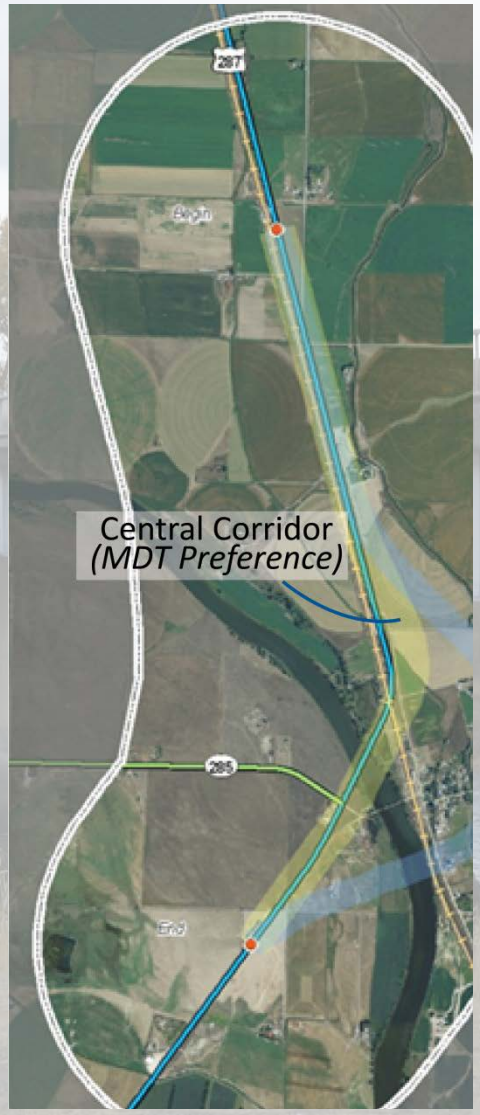
	Central	Eastern
Wetlands Impacts	1.0 to 1.5 acres	0.25 to 0.75 acres
Historic Sites	2	3
Fishing Access Site Impacts	1.0 to 2.0 acres	No impact
Prime Farmlands Impacts	30 to 35 acres	50 to 55 acres

Human Impacts

	Central	**Eastern**
Public Opinion	Favored	Opposed
New Right-of-Way	45 to 66 acres	70 to 86 acres
Noise Impacts	0	Up to 12
Canal Crossings	1	2
Flood Irrigated Properties Impacted	0	3
Pivots Impacted	2	4
Wheel Sprinklers Impacted	1	2

Central Corridor – Current Preference

- Pros:
  - Greatest public preference
  - Closest to existing highway, resulting in lowest overall impacts
  - Least impact to irrigated farmland
  - Improvement in safety over existing conditions
- Cons:
  - Impacts 4(f) fishing access site
  - Greater wetlands impacts



Phase 1
Corridor Selection

- ☑ Surveyed existing conditions
- ☑ Evaluated 2 alignments
- ☑ Sought agency input
- Consider tonight's input
- Select a single corridor

Phase 2 Schedule

2016 - 2018

- Finalize Design
- Access control decisions
- Right-of-way acquisition
- Utility relocations

Phase 3 Schedule

2019

- Begin construction (pending funding)

Public Involvement

- Comment forms
- E-mail
- MDT website: **www.mdt.mt.gov/mdt/comment_form.shtml**
- Future public meeting
  - Corridor selection
  - Preliminary alignment design
- Newsletter

Questions?

Opinion, comments and concerns may also be submitted in writing at the meeting on forms provided, by mail to:

Phill Forbes, P.E.

Morrison-Maierle Project Manager

P.O. Box 6147

Helena, MT 59604

or online at:

www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate comments are for project UPN 7668000 and submit comments by **December 1, 2014.**

Contact Information

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Project Manager

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Thank you for being here tonight!