



JACKRABBIT - MADISON TO MAIN



PROJECT IMPROVEMENTS

WHAT IMPROVEMENTS WILL BE MADE UNDER JACKRABBIT – MADISON TO MAIN?

- **Jackrabbit Lane will be widened to include:**
 - A five-lane facility with two travel lanes in both directions and a center turn lane.
 - Four-foot shoulders on both sides of the roadway.
 - ADA accessible sidewalks along both sides of the road.
- **An underpass or overpass to allow for traffic to flow uninterrupted across the railroad.**
- **New curb and gutter.**
- **Moving and/or replacing utility lines.**

WHAT HAPPENED TO THE SIGNAL WORK THAT WAS ONCE A PART OF THIS PROJECT?

The original Jackrabbit – Madison to Main project called for signal improvements and did not include funding for a railroad underpass or overpass. With the addition of the railroad structure, signal work was moved out of the project, and up in schedule to help move traffic more efficiently until the full design can be implemented.

- **The following traffic signals will be added or improved over the next few years:**
 - Amsterdam Road and Thorpe Road
 - Amsterdam Road and Interstate 90 eastbound off-ramp
 - Amsterdam Road and Jackrabbit Lane
 - Jackrabbit Lane and Interstate 90 westbound off-ramp
 - Jackrabbit Lane and Madison Avenue
 - Jackrabbit Lane and Main Street
 - Broadway and Main Street

HOW ARE YOU MAKING THINGS SAFER FOR BICYCLISTS/PEDESTRIANS?

- **Travel for bicyclists and pedestrians will greatly improve.**
- **Roadway shoulders will be widened to four-feet — wide enough to comfortably accommodate bicyclists.**
- **Pedestrians can expect dedicated sidewalks on both sides of the road.**

WILL THE SPEED LIMIT BE CHANGED THROUGH THIS WORK?

No, the speed limit will not be changed through this project

- **Speed limit changes occur via a separate process outside of project planning. The process is as follows:**
 - Since speed zone requests must start at the local level, citizens should first obtain buy-in from their local city or county government.
 - The local government then contacts the MDT District Office with specific details about the speed zone request.
 - The MDT District Office then initiates an Engineering Study through MDT's Headquarters.
 - This study involves gathering and analyzing speed, crash data and citation data considering the context of the roadway (rural, suburban, urban) and adjacent land uses such as residential, commercial or undeveloped land.
 - The study recommendations are presented to the local government for a 60-day review and comment period.
 - After addressing any comments from the local government, MDT places the speed limit proposal on the Transportation Commission's agenda for a final decision. The Transportation Commission is the final authority on all speed limits.
 - The target timeframe for a typical speed study is one year from initial request to Transportation Commission action. Requests are typically handled on a first-come, first-served basis.



PROJECT IMPROVEMENTS

WHICH UTILITIES ARE GOING TO BE IMPROVED THROUGH THIS WORK?

- As of 2022, our team is still in the process of determining which utility lines will be replaced or moved.
- There are numerous utility lines in this project area, including fiber, telephone, TV, power (both above and beneath the ground), sewer, water and natural gas. All of these utilities may potentially be impacted.

HOW MUCH RIGHT-OF-WAY IS BEING ACQUIRED TO DO THIS PROJECT?

- Jackrabbit Lane is being widened, so right-of-way acquisition is expected. The exact plans for each property are not yet ready so we cannot say for certain how much land will be needed to complete the project.
- MDT can assure that impacts to landowners from this project will be kept as minimal as possible. We will look at factors such as cost and impact to the environment when determining how best to proceed.
- MDT right-of-way agents will be in contact with impacted landowners to discuss this process.

CAN MDT CHANGE WHERE THE TRAIN TRACKS ARE OR HOW OFTEN TRAINS TRAVEL THROUGH?

- No. Any change to the tracks or trains is up to the owner of the train infrastructure, which as of January 2022 is Montana Rail Link (MRL) and will transition to BNSF in the near future.
- While MDT has no say over the railroads or their operations, MRL and BNSF are key partners and MDT will continue to work with them to solve safety and congestion issues.



CONSTRUCTION



WHAT WILL TRAVEL ON JACKRABBIT LANE LOOK LIKE DURING CONSTRUCTION?

- MDT is not able to provide an accurate idea of traffic control until a construction contractor has been chosen.
- Full closures and detours are expected given the nature of constructing an underpass/overpass.
- To stay up to date on how travel patterns may change, sign up for project updates by emailing Takami at takami@bigskypublicrelations.com or calling 406-207-4484.

WHEN WILL CONSTRUCTION BEGIN AND HOW LONG WILL IT LAST?

- This project is still several years away from construction. Given funding and scheduling concerns, the earliest it might be considered is 2026.
- A large amount of work required, with construction expected to last at least two construction seasons (the time period from spring to fall in a calendar year).
- MDT will be able to provide more accurate timeline estimates as construction gets closer.

WHY CAN'T CONSTRUCTION START SOONER?

- MDT understands that many residents want this project done yesterday, given Belgrade's rapid growth. However, properly rebuilding a road takes time. Two major factors are at play:

Funding - Project costs increased from \$4 to \$10-20 million with the addition of the railroad underpass or overpass. It will take time to create partnerships with local stakeholders and gather funds for this project. Construction funding from the federal government is not expected to be available until 2026 or later.

Schedule - Before crews hit dirt, they need to survey the land for utility issues, create project plans, and negotiate with landowners on right-of-way. In addition, each project goes through extensive environmental reviews and internal plan reviews prior to being implemented. Time is needed throughout this process for these activities and to ensure the public has time to provide input.

HOW WILL YOU MANAGE TRAFFIC DELAYS DUE TO CONSTRUCTION?

- MDT understands that Jackrabbit Lane is a major thoroughfare.
- Traffic delays can be expected. However, our team will work to keep delays as minimal as possible. In general, we recommend adding 15 minutes to regular one-way commute times.

WILL BUSINESSES HAVE ACCESS THROUGHOUT CONSTRUCTION?

- Yes. Access to businesses will be kept open throughout the project. Access to properties may not always look the same and could shift depending on project needs.



CONSTRUCTION

WILL YOU CREATE A DETOUR AROUND CONSTRUCTION? WILL JACKRABBIT LANE BE CLOSED?

- The traffic control plan will not become available until a contractor has been identified.
- Detours are being considered for construction given the large railroad structure to be built.
- Thru traffic closures are likely. Local traffic will be able to continue to access businesses and properties, but through traffic will be limited.

CAN YOU WORK AT NIGHT?

- Night work will be considered for this project. However, working at night is riskier than working during the day. There is no substitute for daylight.
- MDT will make this decision as construction nears.

WILL CONSTRUCTION START AT THE NORTH OR SOUTH END?

- As of 2022, we do not have a construction plan finalized and therefore cannot say for certain where construction may begin. This information will be clearer after a contractor is chosen. The selected contractor will submit their plans and schedule, including where construction will begin, to MDT for approval.



FUNDING

IS THE PROJECT ON BUDGET?

- Yes. This project is estimated to cost between \$10-20 million and is on budget.

WHO IS PAYING FOR THIS PROJECT?

- Federal funding is anticipated to cover the bulk of funding for this project – often as much as 80 or 90%. That funding comes from the Federal Highway Administration.
- A portion of funding is also anticipated to come from the Montana Department of Transportation, which is largely funded by the state gas tax.
- MDT will work with local government and private organizations to identify other sources of funding which may be available from these agencies or transportation grants. Your property taxes will not increase in order to pay for this work.



GETTING INVOLVED

HOW CAN I STAY UP-TO-DATE ON THE PROGRESS?

- Email updates: Email a request to Takami at takami@bigskypublicrelations.com.
- Call the hotline at 406-207-4484.
- Visit the project webpage: www.mdt.mt.gov/pubinvolve/jackrabbit/.

I HAVE QUESTIONS ABOUT HOW MY BUSINESS/PROPERTY WILL BE IMPACTED. WHO SHOULD I CONTACT?

- Takami Clark of Big Sky Public Relations is the main point of contact for this project.
- Project Hotline: 406-207-4484; answered by a staff member of Big Sky Public Relations from 9 AM to 5 PM.
- Email: takami@bigskypublicrelations.com.



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