



RIVER'S EDGE TRAIL CONNECTOR PROJECT



Text* **"RIVERSEEDGE"** to 406-226-1603 to receive project updates

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The River's Edge Trail Connector Project will realign a portion of the River's Edge Trail between Broadwater Bay and 1st Avenue North. This project will replace the trail section that can be difficult to navigate for users due to its route behind the police department and the water park. The new trail will parallel River Drive along the river. Moving the trail will improve safety for pedestrians and trail users by eliminating four street crossings and two active railway crossings. The proposed new trail will be 10-foot wide with five-inch thick concrete surfacing. The Montana Department of Transportation (MDT) is teaming up with the City of Great Falls, the River's Edge Trail Foundation, and TD&H Engineering to accomplish this important project.



THE PROPOSED ROUTE OF THE RIVER'S EDGE TRAIL CONNECTOR. IMAGE COURTESY OF LPW ARCHITECTURE.

DESIGN ALTERNATIVES

During the preliminary design process, MDT explored a variety of design options. Following a complete analysis of all options, three primary alternatives were selected. After reviewing environmental impacts, preferred engineering options, and total project expenses, Alternative One: Retaining Wall with Road Realignment, shows clear advantages over the other alternatives considered. Reduced environmental impacts, decreased geotechnical engineering concerns and a more economical cost make Alternative One preferred. The following are descriptions of the three primary alternatives that were analyzed.

Alternative One: Retaining Wall with Road Realignment (Preferred)

This option includes constructing a portion of the trail as a causeway with a retaining wall under the railroad bridge. Impacts to the river bank below the ordinary highwater mark would be less than 300 feet long. The trail will be located next to the railroad bridge pier and slightly encroach into the river channel. This option includes the realignment of a portion of River Drive south of the railroad bridge to minimize river bank impacts.



RETAINING WALL WITH ROAD ALIGNMENT ALTERNATIVE.
RENDER COURTESY OF LPW ARCHITECTURE.

Alternative Two: Retaining Wall Only

This option keeps River Drive in its current location, and therefore would include a longer portion of the trail as a causeway along the riverbank in addition to a retaining wall under the railroad bridge. The retaining wall would be over 500 feet long, route next to the railroad bridge pier, and encroach into the river channel more than Alternative One.

Alternative Three: Bridge

This option was reviewed for feasibility and involves building a bridge under the railroad Bridge along the riverbank under and around the railroad bridge pier. Portions of the bridge could be a cantilevered structure. This option is more costly, difficult to construct, and requires more maintenance than the other two options.

ENGINEER ↔ ENGLISH

Causeway: a trail, roadway, or railroad track located on the upper point of an embankment that encroaches on a body of water.

Cantilever: a rigid structural element that extends horizontally and is supported at only one end. A wall or other horizontal surface serves as its anchor, and it must be secured firmly. Like other structural elements, a cantilever can be formed as a beam, plate, truss, or slab.



VISION ZERO FOCUSES ON:

- 1. EDUCATION**
- 2. ENFORCEMENT**
- 3. ENGINEERING**
- 4. EMERGENCY MEDICAL RESPONSE**

“All four areas of focus for Vision Zero are critical as we move toward zero deaths and zero serious injuries on Montana roadways.

To make a significant impact on fatalities and serious injuries on all public roads in Montana we also need the **FIFTH E**, which is **EVERYONE**.

We can use the education, enforcement, emergency services and engineering resources; but we can't do it without the support of every Montanan.

The vision for Montana is Zero – Zero Fatalities and Zero Serious Injuries on any public road in the State. That means that every time you get into a vehicle: Buckle up, make sure your children and friends are buckled up, and never drive impaired or allow an impaired person to drive.”

– *Malcolm “Mack” Long, Director, Montana Department of Transportation*

Questions? Contact us! ELLA CURRIER, Strategies 360: 406-465-7198 | ellac@strategies360.com

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