



Whitefish Stage Road

Open House

February 20, 2019





Tim Erickson, PE
Project Manager

Team Members

DJ&A

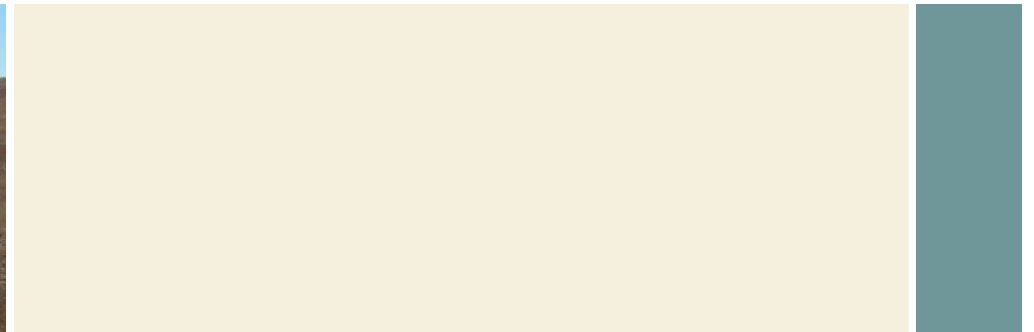
UMSI

SK Geotechnical

Rabbitbrush

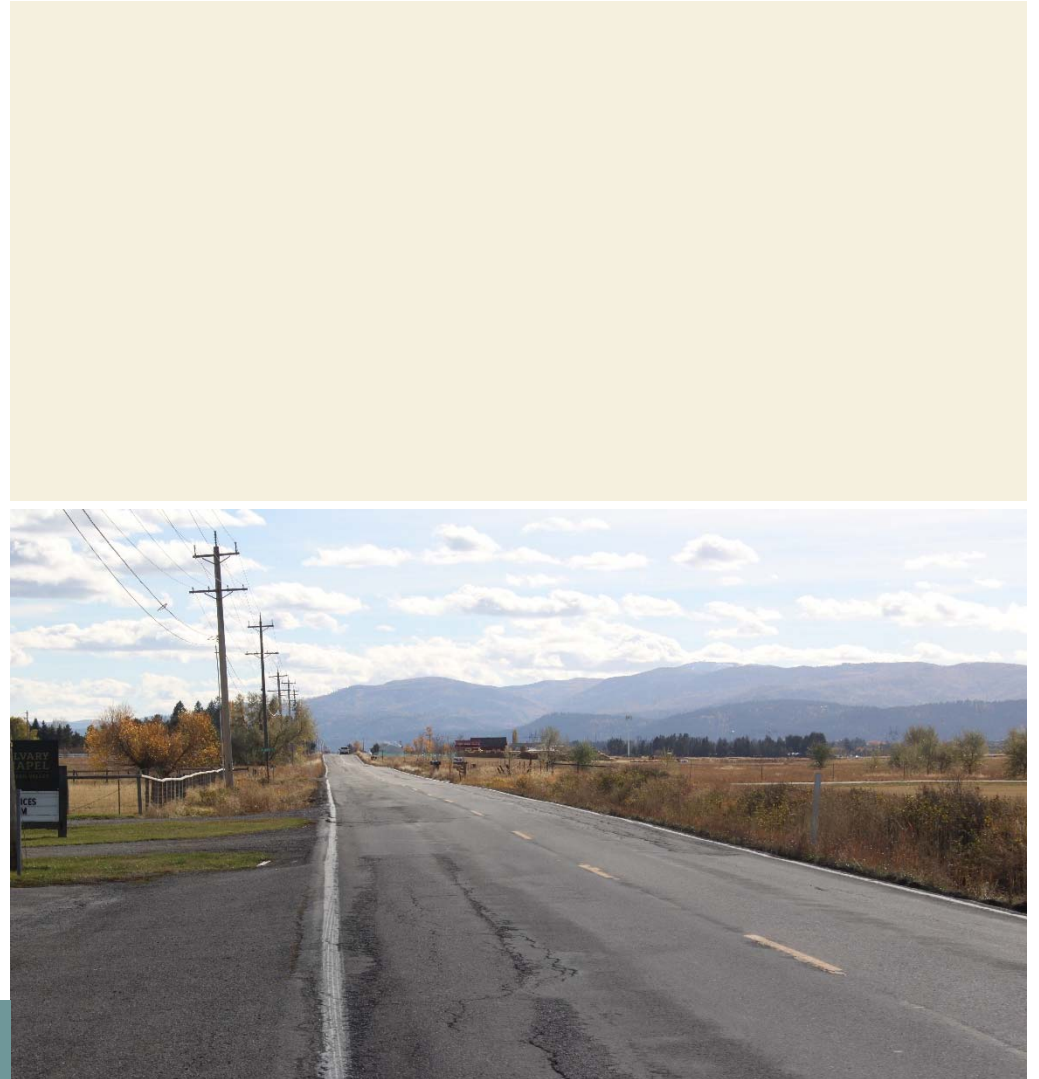
Scope of Project

- Other (OT) Phase study to evaluate capital construction alternatives for improving the driving surface and safety of the Secondary Highway 292 (Whitefish Stage) roadway
 - Widening the roadway shoulders
 - Flattening the side slopes and upgrading the clear zone
 - Improving horizontal and vertical alignments
 - Upgrading pavement markings, signing, and fencing
- Study Area is between RP 0.5 and RP 9.3 – North of Reserve St to MT 40
 - Does not include recent safety project limits



Needs and Objectives

- Determine scope and limits of a future reconstruction project
- Develop roadway alternatives that:
 - Address roadway deficiencies
 - Improve safety
 - Improve durability



Existing Conditions

- 24 foot wide roadway with limited to no shoulders
- Clear zones obstructions
- Steep side slopes with deep ditches
- Residential and farm land
- Urban development
- Drainage deficiencies in several locations
- Recent safety project areas
 - RP 3.3 to 3.6
 - RP 7.5 to 8.4
- Additional recent project areas
 - Rose Crossing (RP 1.0)



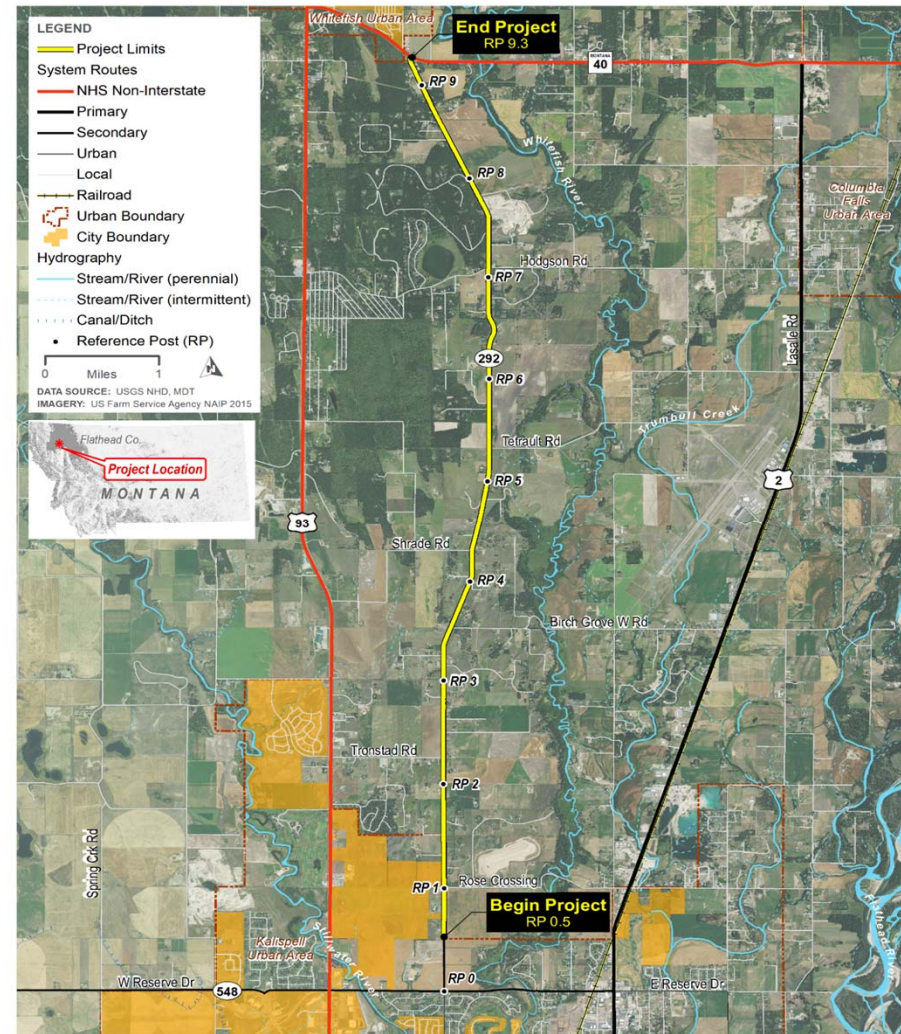
Design Criteria

- Traffic Data
- Design Speed – 60 MPH
- Widen shoulders
- Flatten side slopes
- Improve clear zone
- Improve signing, striping and fencing
- Improve drainage

Whitefish Stage Road	Traffic Data
2018 AADT	1470 - Present
2023 AADT	1550 – Letting Year
2043 AADT	1930 – Design Year
Trucks	5.0%
Average Growth Rate	1.1%

Study Limits

- Secondary Highway 292 beginning North of the intersection with Reserve St. (RP 0.5) extending North to intersection with MT 40 (RP 9.3)
- Determine limits of full reconstruction
 - Excluding the areas reconstructed recently with MDT safety projects.
- \$8M available funding through MDT secondary roads program



Design Considerations

- Design Speed – 60 mph
- Horizontal Alignment
 - Typically follows the existing alignment
 - Improvements to meet design speed, and minimize right-of-way and utility impacts
 - S-curves at RP 6.3
- Vertical Alignment
 - Improvements to meet design speed and for improved drainage
- Typical Section
 - 12' lanes, 4' shoulders, flattened side slopes
 - Additional right-of-way required for project



Design Considerations

- Roadway Section
 - Asphalt, crushed base course, and special borrow
 - Designed for 2043 projected volume
- Traffic
 - Turn lane analysis at Tronstad Rd
 - Signal warrant analysis at Hodgson Rd.
 - Upgraded pavement markings and signing
- Hydraulics
 - Upgraded culverts and ditches
 - Perpetuate existing irrigation facilities
- Pedestrian/Bicycle/ADA
 - No planned dedicated pedestrian, bicycle or ADA accommodations for this project



Current Status

- Preliminary Roadway Design
 - Identify alternative typical sections
 - Establish preliminary alignment and grade
- Tasks Completed:
 - Preliminary Survey
 - Preliminary Geotechnical Investigations
 - Preliminary Environmental Analysis
- Coordination with Stakeholders



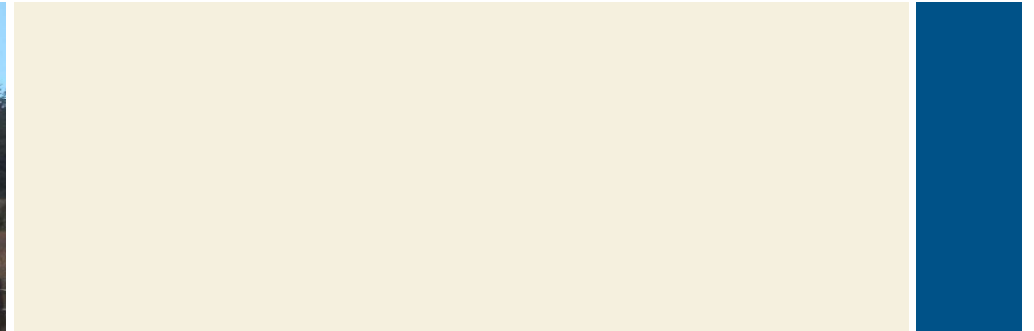
Next Steps

- Open House
 - Solicit feedback and public input
- Additional stakeholder and landowner outreach
- Complete preliminary design
 - Determine limits of reconstruction to fit project budget
- Complete environmental document
- Move forward with final design



Project Schedule

- Complete OT phase: December, 2019
- Final design: Anticipated 2022
- Construction: Estimated construction date will be determined upon completion of design





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