

## PROJECT OVERVIEW


U.S. Highway 20, otherwise known as Targhee Pass Highway, is renowned for its recreational access. However, this picturesque corridor has a rear-end crash pattern near Denny Creek Road.

The Montana Department of Transportation (MDT) is looking to alleviate this rear-end crash pattern on U.S. Highway 20 through the Targhee Turn Lanes project. Targhee Pass Highway will be redesigned to create a center-turn-lane between Old U.S. 20 and Denny Creek Road, and a left-turn-lane at Denny Creek Road.

The Targhee Turn Lanes project is estimated to cost \$3 to \$4 million, with 90 percent of funding coming from the federal government.

Once complete, the turn lane will allow drivers the ability to move out of the high-speed travel lane to complete their turn movement. This will greatly reduce the potential for a rear-end crash, helping to meet MDT's Vision Zero goal of zero fatalities and zero serious injuries on Montana's roadways.

## STAY IN THE KNOW

 **EMAIL:** Takami at [takami@bigskypublicrelations.com](mailto:takami@bigskypublicrelations.com) for questions, comments, or to subscribe.

 **PROJECT HOTLINE:** 406-207-4484, Monday – Friday, 9 a.m. – 5 p.m.

 **WEBSITE:** <https://bit.ly/targheehwy>



**LEARN MORE ABOUT VISION ZERO AT** [www.mdt.mt.gov/visionzero](http://www.mdt.mt.gov/visionzero)

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## TIMELINE

### 2020

#### THE DESIGN PHASE BEGINS

The project team establishes detailed plans to guide construction. MDT staff identifies how the environment will be impacted by the project and adjusts to limit impacts.



### 2021

#### FINALIZE PROJECT PLANS

All elements of the project design are finalized.



### 2022

#### RIGHT-OF-WAY NEGOTIATIONS

The necessary land is acquired and permits are secured.



### 2023

#### PROJECT LETTING

MDT advertises the project and chooses a contractor to perform the work needed for construction.



### 2024 OR 2025

#### CONSTRUCTION PHASE ANTICIPATED

Construction is expected to start and finish within one construction season.



## CAN THE PROJECT BE EXTENDED TO INCLUDE OTHER AREAS?

We know some are interested in seeing even more improvements in this corridor. However, due to a limited budget, we must start with areas that have the highest number of crashes. Adjustments to project plans with a minimal cost can be included, but MDT may not be able to incorporate every change. Feedback and ideas are always welcome, however, no matter the size. Though feedback may not be integrated into this project, it could be considered for future work.

## GIVING FEEDBACK

MDT wants to hear from you! Daily drivers of this roadway often have important knowledge about the road that we may not be aware of. As you review the project plans, we encourage you to get involved and provide thoughts or suggestions for changes. Your feedback could change our design plans so please, let us know your thoughts.

