

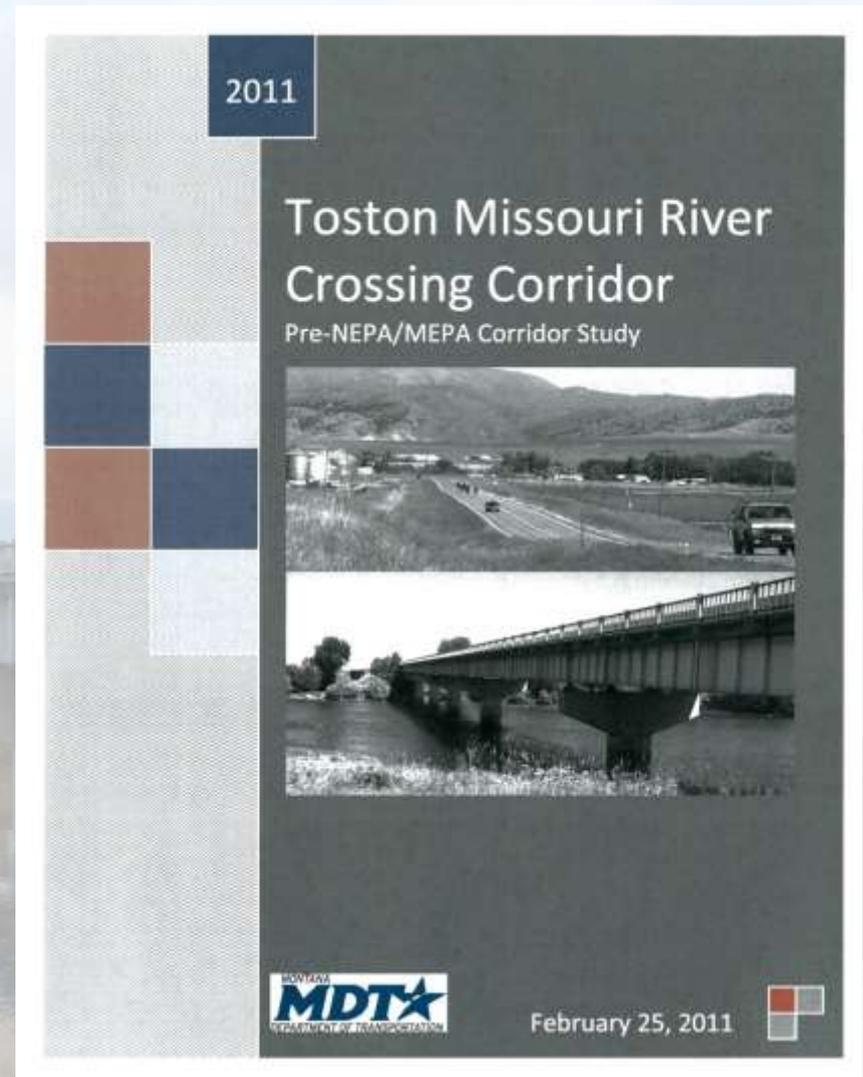
Informational Meeting Toston Structures

November 21, 2013



Meeting Goals

- Review History
- Present outcome of February 2011 Corridor Study
- Identify process to select a single alignment
- How best to gather input



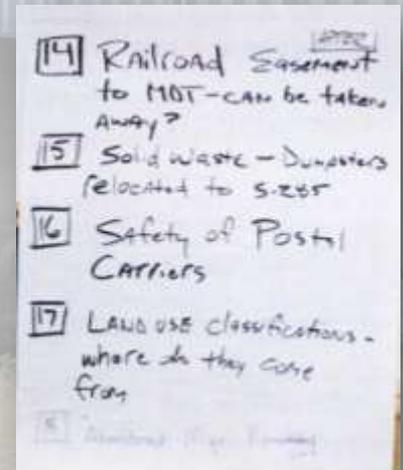
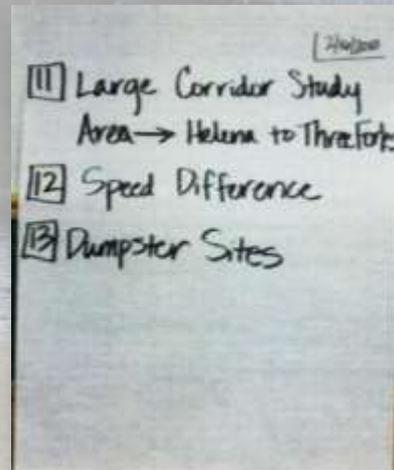
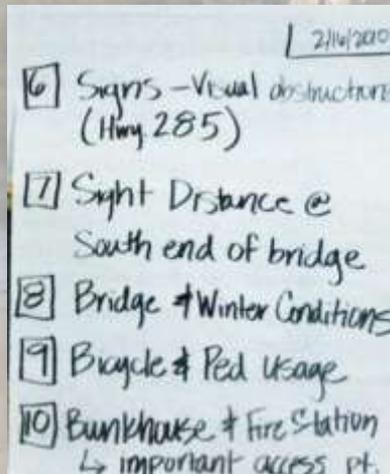
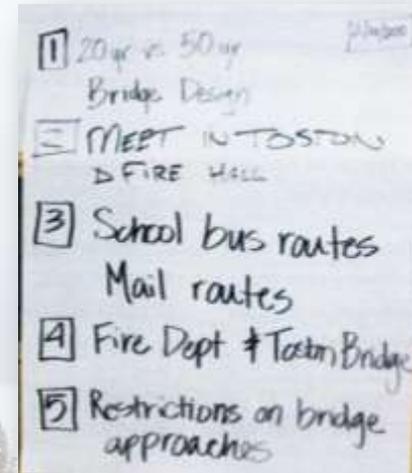
Project Objectives

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

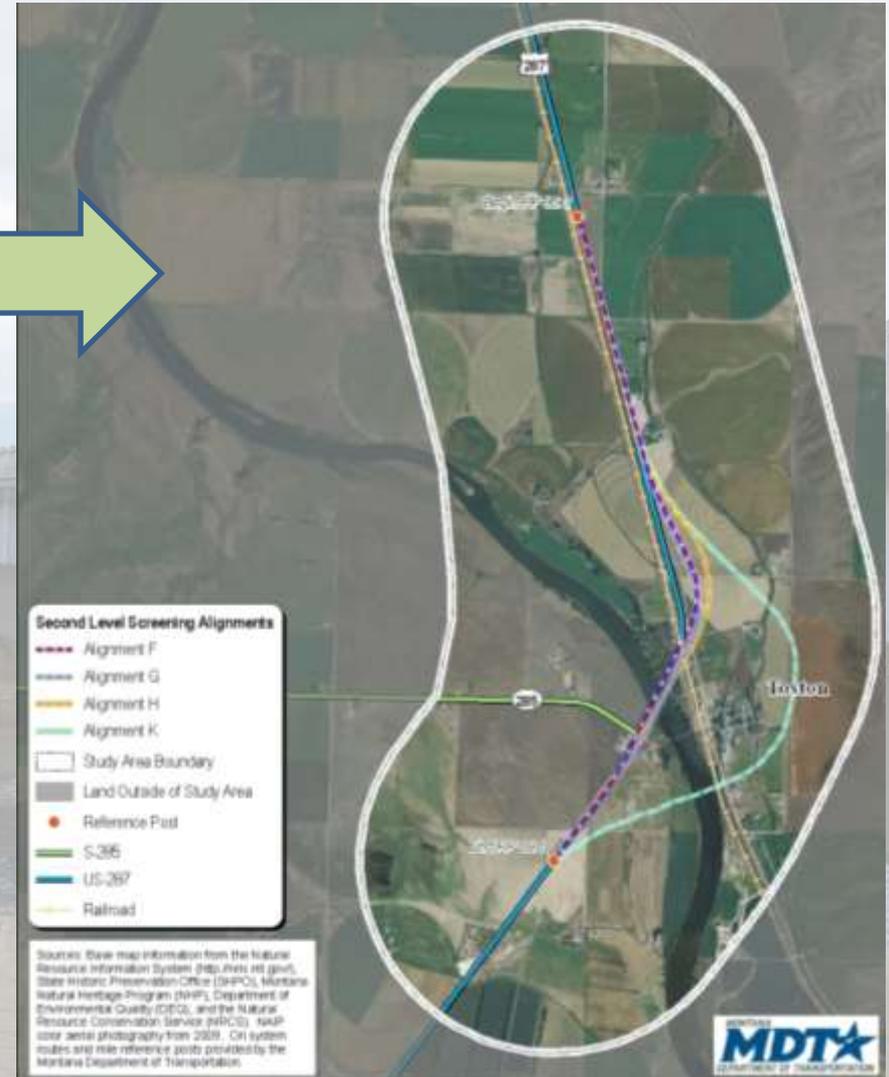
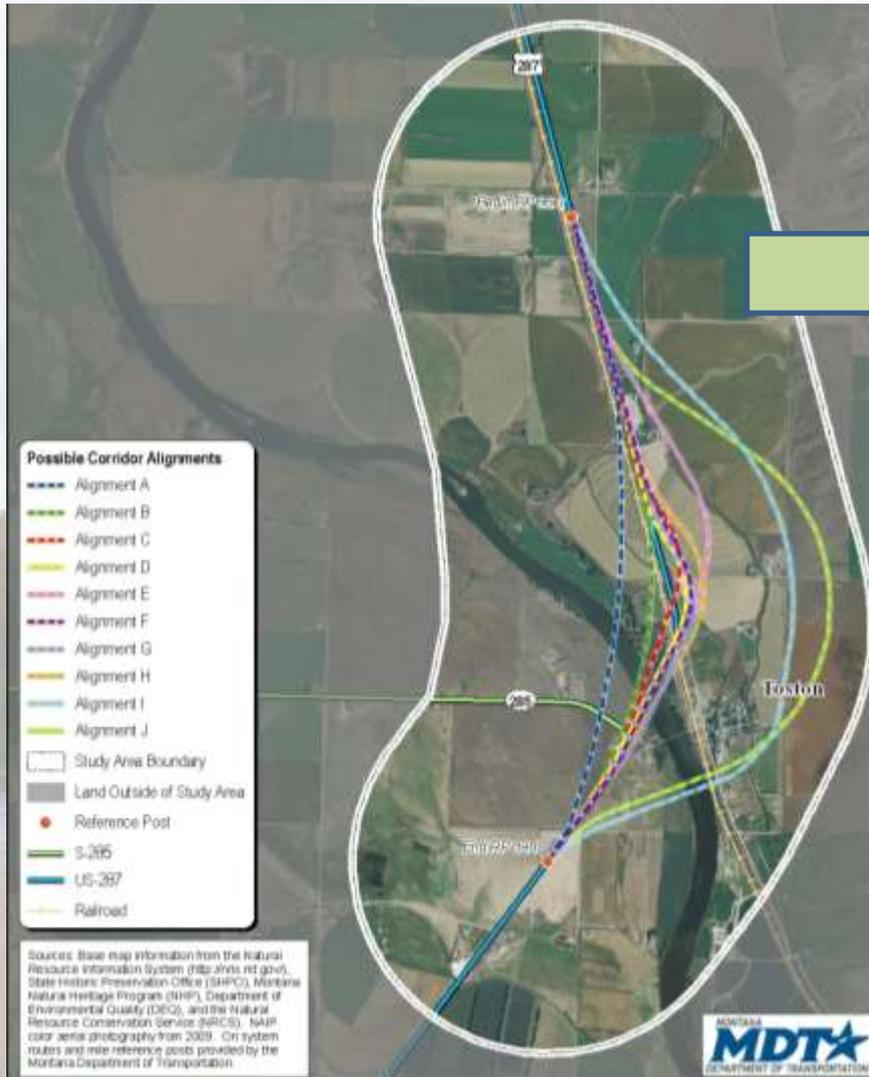


Public Involvement

- 2006 Environmental Assessment
- 2009 Corridor Study Initiated
 - February 2010 Public Meeting
 - October 2010 Public Meeting
 - February 2011 Public Meeting

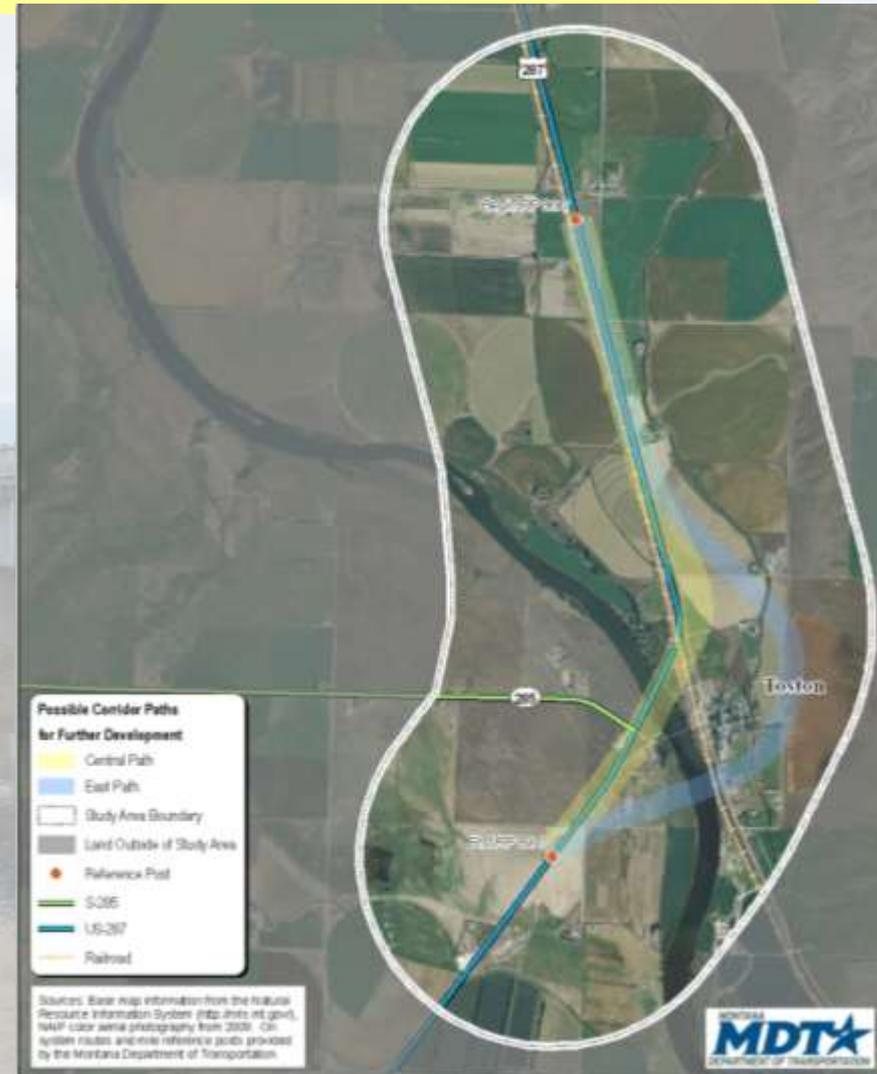


Corridor Screening Results



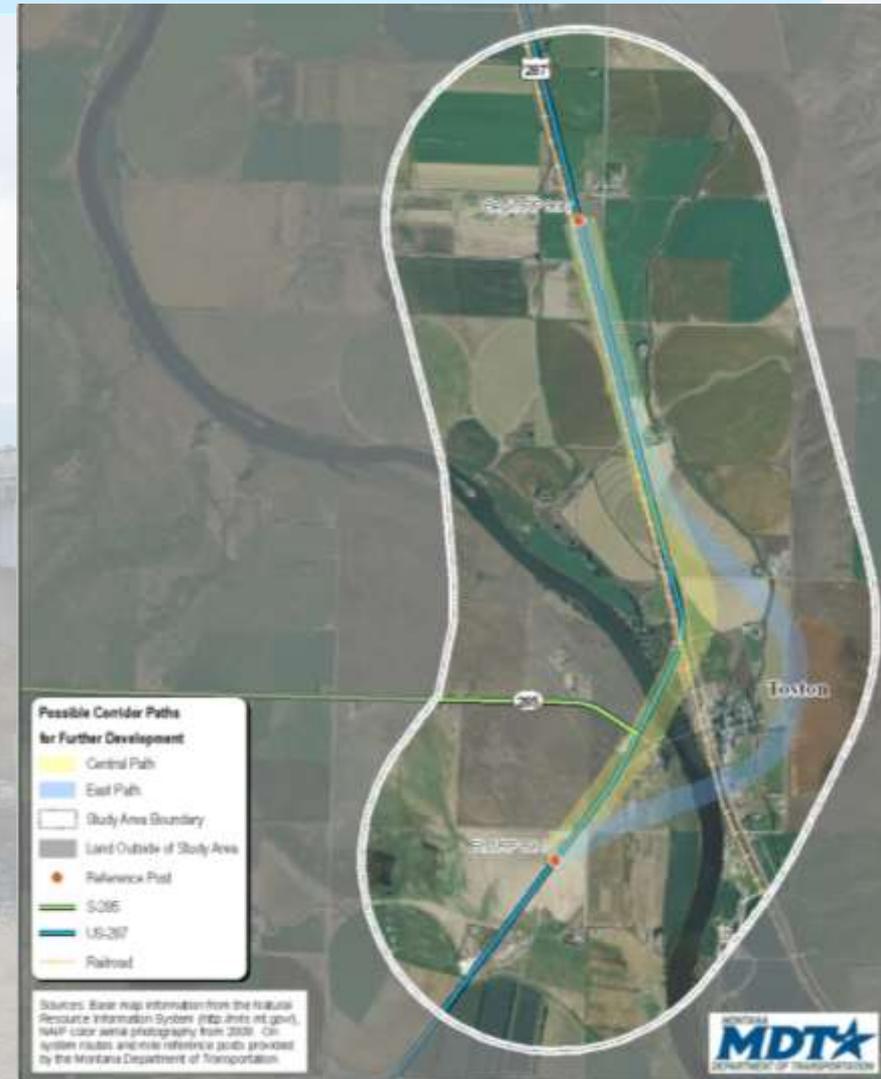
Central Corridor Path

- **Pros:**
 - Greatest public preference
 - Closest to existing travel way, resulting in lowest overall impacts
 - Least impact to irrigated farmland
 - Improvement over existing conditions
- **Cons:**
 - Impacts 4(f) fishing access site
 - ROW acquisition will be necessary



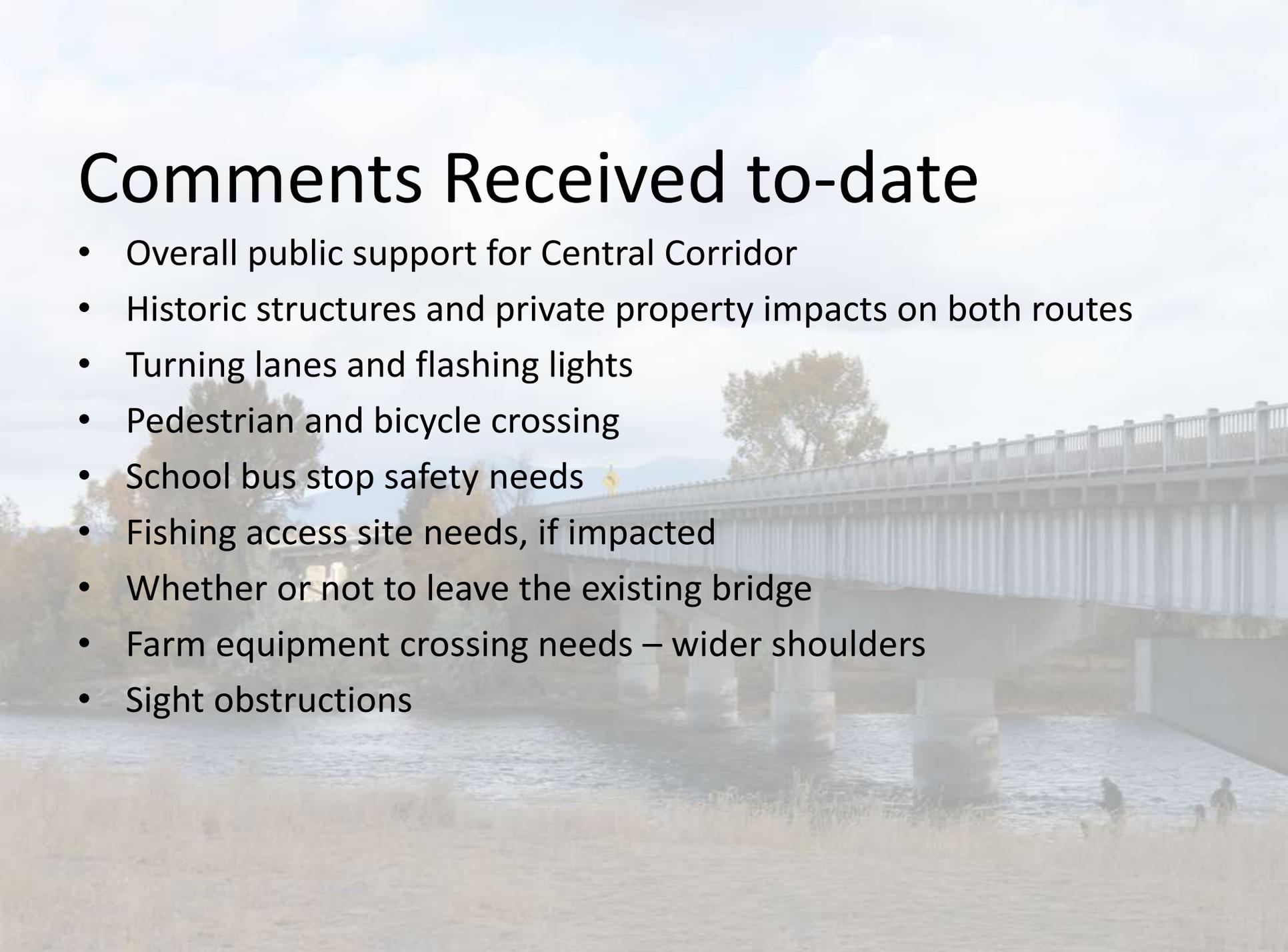
Eastern Corridor Path

- **Pros:**
 - Improvement over existing conditions
 - Lowest environmental resource impacts
 - Shortest bridge length
- **Cons:**
 - Affects irrigation pivots and cropland
 - Public opposition
 - ROW acquisition will be necessary
 - Increased route length by 0.6 miles (compared to existing)



Comments Received to-date

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



Moving Forward - Phase 1

- Topographic & other surveys
- Alternatives Analysis:
 - Hydraulics & Irrigation
 - Traffic
 - Environmental Resources
 - Preliminary Alignments
 - Bridge Evaluation
 - Right-of-way
 - Cost Estimates
- Single Alignment
- Environmental Review



Selection Criteria

- Traffic safety
 - Curves
 - Sight Distance
 - Grades
 - Intersections
 - Trucks
 - Non-motorized users
- Floodplain & irrigation
- Right-of-way impacts
- Bridge(s)
- Railroad considerations
- Environmental impacts
 - Wetlands
 - Cultural resources
 - Fishing Access Site
- Work zone issues
- Cost



Full Range of Alignments

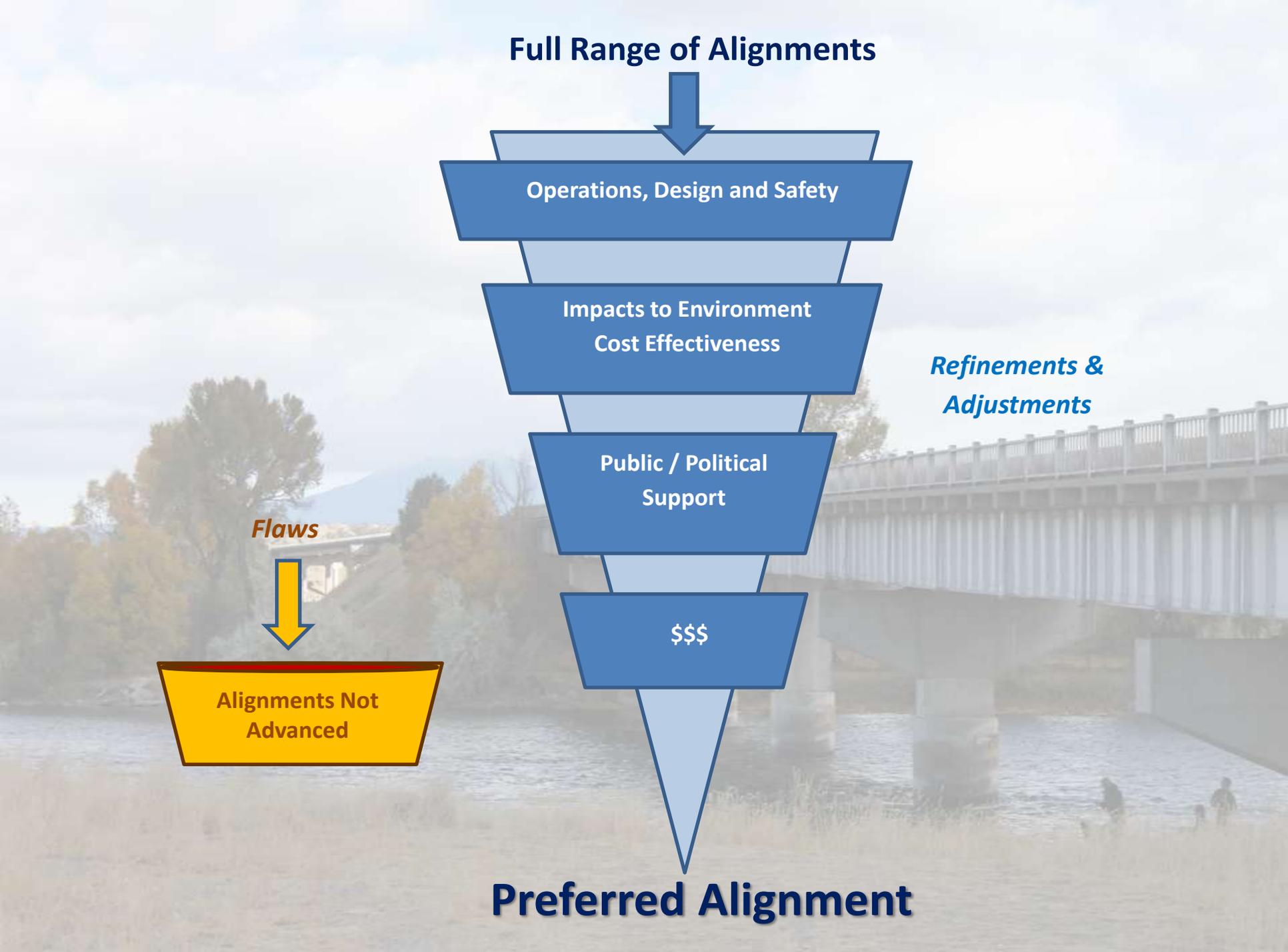


*Refinements &
Adjustments*

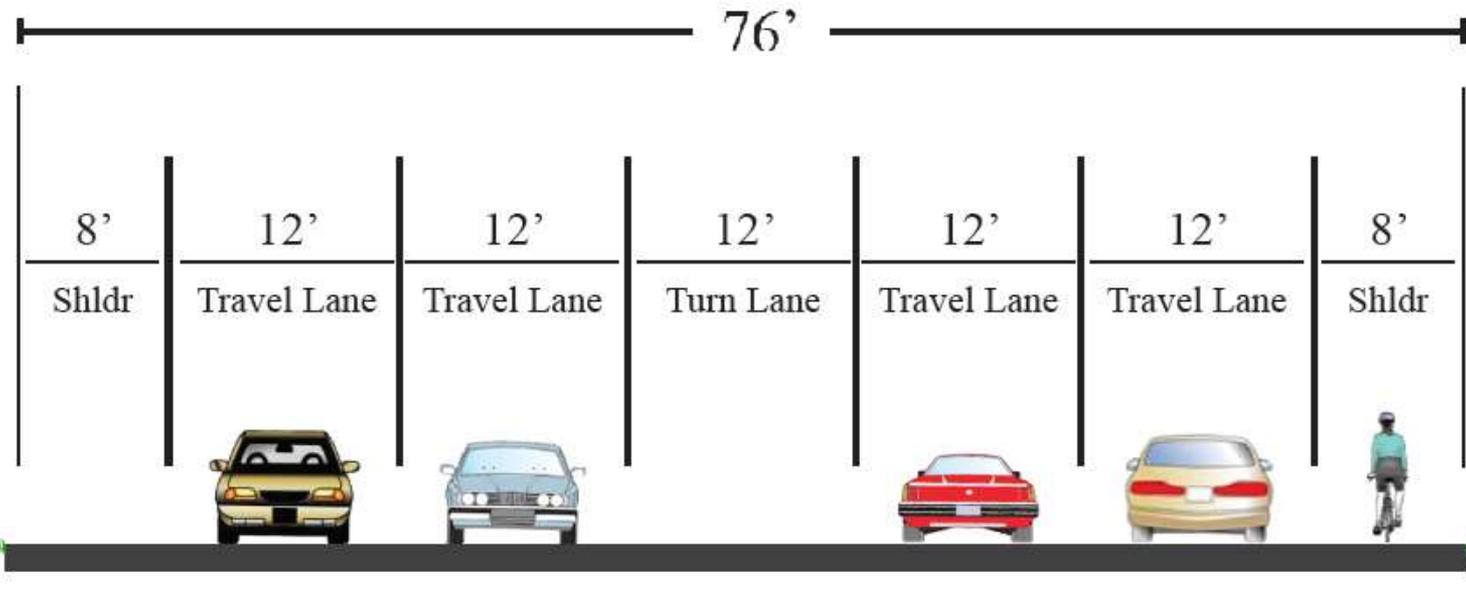
Flaws



Preferred Alignment

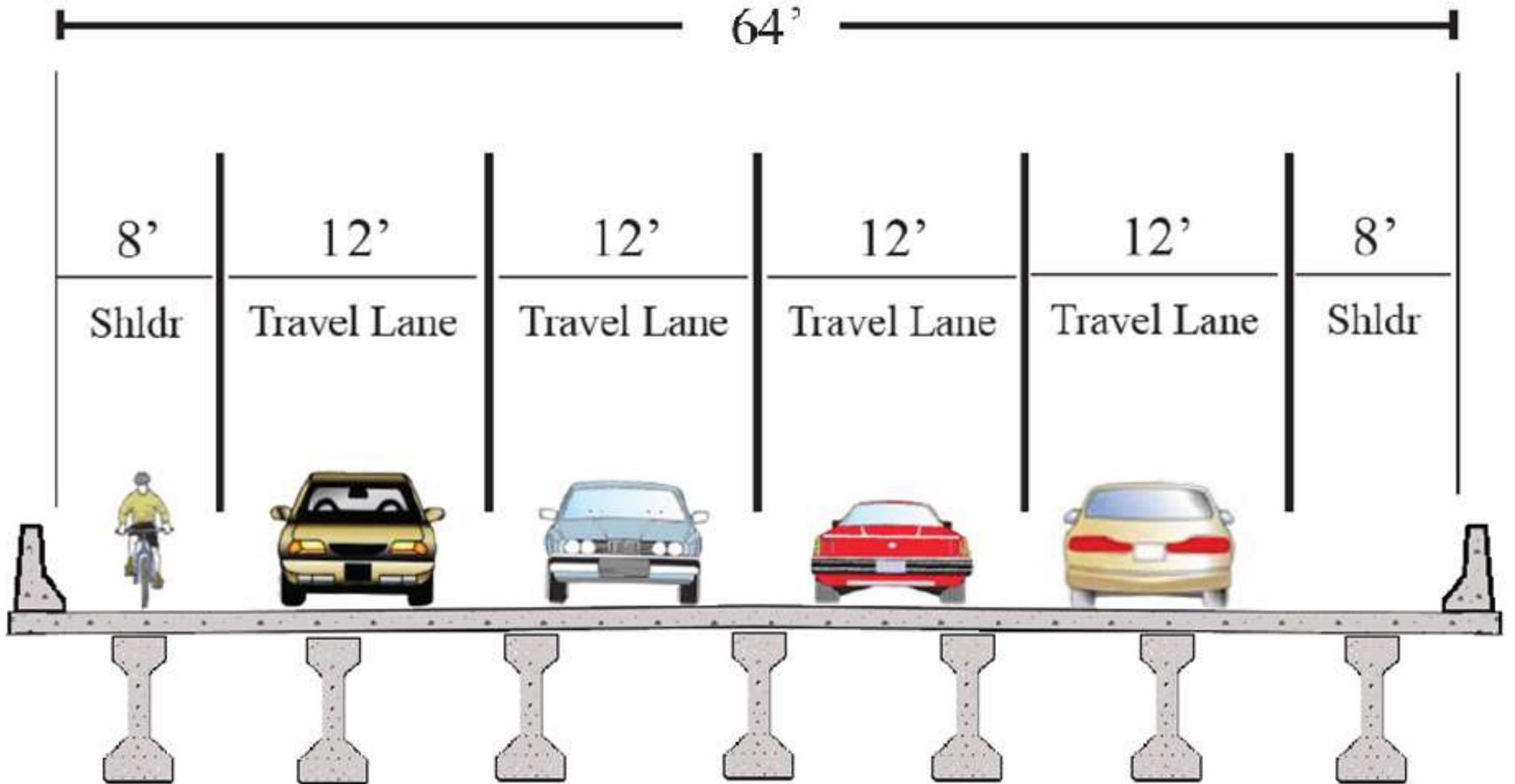


Major Design Elements



Conceptual Roadway Typical Section

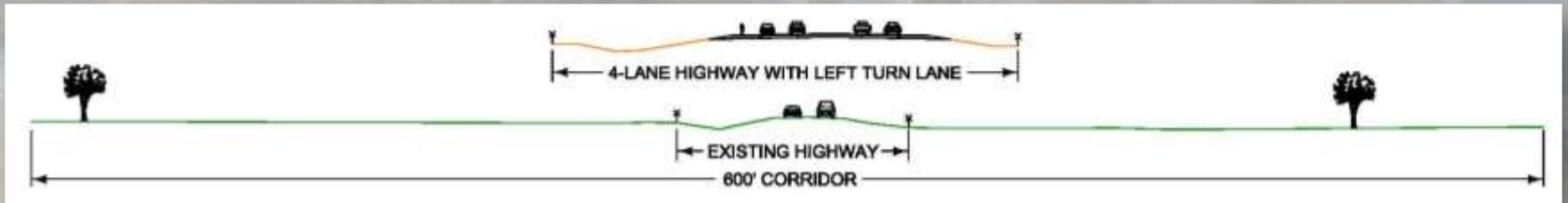
Major Design Elements



Conceptual Bridge Typical Section

Corridor Widths

- Widths of corridors shown at 600'
- Actual right-of-way widths will range from approximately $\frac{1}{4}$ to $\frac{1}{2}$ as wide, depending on fill height



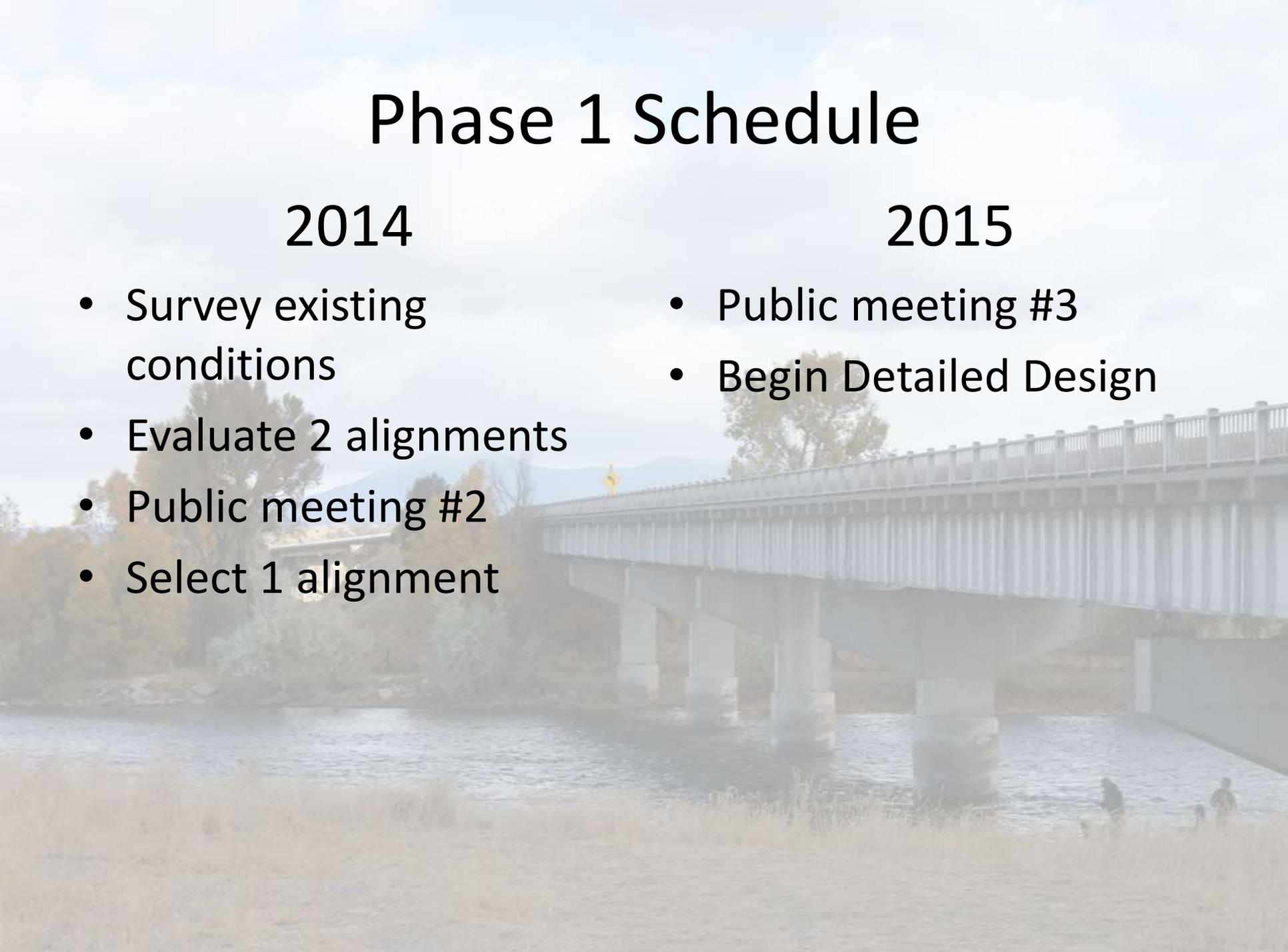
Phase 1 Schedule

2014

- Survey existing conditions
- Evaluate 2 alignments
- Public meeting #2
- Select 1 alignment

2015

- Public meeting #3
- Begin Detailed Design



Phase 2 Schedule

2016 - 2017

- Finalize Design
- Right-of-way acquisition
- Utility relocations

Phase 3 Schedule

2018

- Begin construction (pending funding)



Public Involvement

- Comment forms
- E-mail
- MDT website:
www.mdt.mt.gov/mdt/comment_form.shtml
- Future public meetings
- Newsletter?

Questions?

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

Moriah Thunstrom, P.E.

MDT Project Consultant Engineer

MDT headquarters

PO Box 201001

Helena, MT 59620

or online at:

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

Please indicate comments are for project CN 7668 and submit comments by **December 30, 2013**.

Contact Information



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