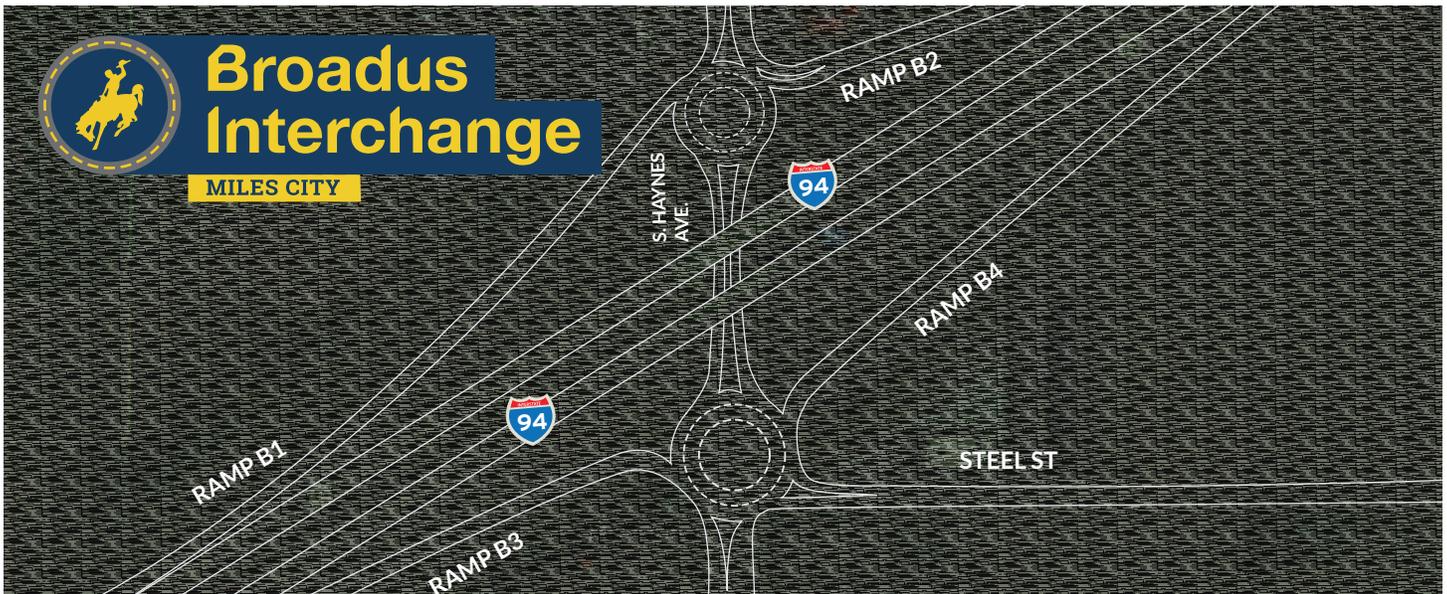




Broadus Interchange

MILES CITY



The Broadus Interchange-Miles City project is a community driven solution to reduce congestion and improve the operation and safety of the existing I-94 interchange at South Haynes Ave. in Miles City, MT. It focuses on adding capacity to accommodate future growth in the community, while reducing the potential for crashes at the interchange. The intersection was first nominated for improvement in 2011 and construction is set to begin Spring 2019.

Bridge Replacements

The project will replace and upgrade eastbound and westbound bridges crossing South Haynes Avenue. The structures require replacement to provide additional clearance for large vehicles, as well as line-of-sight improvements for motorists turning onto South Haynes Avenue from the interstate.

Both bridges will be fully demolished and reconstructed to meet current MDT and national design standards. The new structures will provide 17-ft of clearance above South Haynes Ave. and will contain wider shoulders and 12-foot travel lanes. Each bridge will also be wide enough to accommodate a future expansion of South Haynes Ave. as the community continues to grow.

In addition to the structure replacements, all four interchange ramps will be widened and lengthened to add additional capacity to the interchange and improve acceleration onto, and deceleration from, the interstate.

Interchange Roundabouts

Originally constructed as a farm-interchange in 1961, today the Broadus interchange serves as the primary “gateway” to Miles City. Increased population growth along with commercial activity in the area has resulted in current and projected traffic volumes that exceed what the original interchange was designed to handle. Without intersection improvements, residents can expect increased congestion, peak-hour delays, and a greater potential for crashes, now and in the future.

The Broadus Interchange Project will incorporate a pair of roundabouts at the intersections located immediately north and south of I-94. These roundabouts will significantly reduce the potential for crashes at the intersection while improving traffic flow and alleviating congestion.

Why Roundabouts

Roundabouts dramatically reduce the frequency and severity of crashes compared to traditional stop controlled or signalized intersections. Over a 10-year period there were 40 crashes reported at the interchange, including 8 injuries. Crashes involving a rear-end or right-angle crash were among the most common reported.

Roundabouts naturally eliminate right-angle crashes through their circular shape and one-directional traffic flow. Rear-end collisions also decrease after the installation of roundabouts as traffic must naturally slow down to enter the roundabout. Roundabouts installed at similar intersections to the Broadus Interchange have been show to:



For intersections like the Broadus Interchange, roundabouts are an effective means of reducing peak-hour delays and improving traffic flow. By eliminating the need for vehicles to stop roundabouts promote continuous traffic flow during all hours. Drivers simply slow down, look to their left, and merge into the roundabout before traveling around the circle.

Project Costs

Total project costs, including intersection improvement and structure replacements, are estimated at \$15-17 million.

The project is expected to be fully complete by the end of 2020.

Project Timeline

Construction of the interstate cross-overs will begin summer 2018 in preparation for bridge removal; however, significant construction activity will not begin until Spring 2019. Work on the interchange will be completed in the following phases.

- **Stage A:**
March 2019- November 2019
 - Replacement of eastbound bridge
 - Replacement of eastbound ramps
 - Installation of Southern Roundabout

- **Stage B:**
March 2020- November 2020
 - Replacement of westbound bridge
 - Replacement of westbound ramps
 - Installation of Northern Roundabout

- **Stage C:**
October 2020 – November 2020
 - Landscaping
 - Clean Up
 - Removal of bridge crossovers

Local Impacts

MDT is committed to working with local stakeholders to minimize construction impacts to residents and local business. The Broadus interchange will remain fully functional during construction; however, the public is asked to prepare for delays and lane closures. Planning extra travel time is recommended.

South Haynes Avenue will remain open during the project; however, the public should be prepared for significant construction impacts. Lane closures will be in effect during select bridge replacement and roundabout installation activities, and residents should expect delays of up to 15 minutes. MDT is committed to maintaining full-time access to local businesses and will furnish appropriate signage to those located in the impacted area.

Motorists traveling east or westbound on I-94 should expect reduced speeds and single lane traffic during bridge replacement. Because this is a construction project the traveling public is asked to prepare for delays of up to 15 minutes and is reminded to slow down and watch for work crews and equipment.

Timely detour and delay information can be found at:

<http://www.mdt.mt.gov/travinfo/construction.shtml>

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What is MDT's Vision Zero initiative?

Vision Zero aims to save lives and prevent injuries on Montana roadways. MDT recognizes that even one death is too many. Every lost life is someone's friend, neighbor or loved one.

In addition to its focus on engineering solutions, MDT works with partners across the state to improve safety education, enforcement and emergency medical response.

Questions? Contact us!

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Locally Driven Solution

Roundabouts were the preferred intersection alternative identified by a citizens advisory committee composed of members with diverse local interests and backgrounds in the Miles City community. After considering a range of traffic control alternatives, including a traditional, signalized intersection committee members concluded that roundabouts would best address the current operational and safety concerns at the intersection, while accommodating future community goals such as improving access for bicyclist and pedestrians.