

Toston Missouri River Corridor Study (Pre-NEPA/MEPA Planning Effort)

Public Informational Meeting No. 3

February 10, 2011



Outline of Presentation

- **Planning Process**
- **Corridor Study Public Draft Available**
- **Long Term Improvement Options**
 - **Central Corridor Path**
 - **Eastern Corridor Path**
- **Short Term Improvement Options**
- **Next Steps**

Planning Process

- Research and analysis of existing roadway conditions
- Environmental Scan
- Documentation of future conditions
- Public, stakeholder and resource agency outreach

Planning Process (continued)

- Development of corridor needs and objectives
- Identification and screening of short and long term improvement options
- Identification of potential funding mechanisms for improvement options.

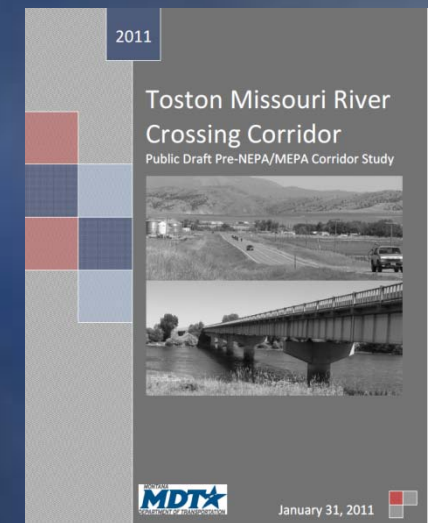
Corridor Study Public Draft

Public Draft is available at:

- Townsend Public Library
- Broadwater County Commission
- MDT Statewide and Urban Planning (Helena, MT)
- MDT Butte District Office (Butte, MT)
- Online: www.mdt.mt.gov/pubinvolve/toston/

Your comments and input are greatly appreciated!

Deadline for comments is February 21, 2011



Long Term Improvement Options

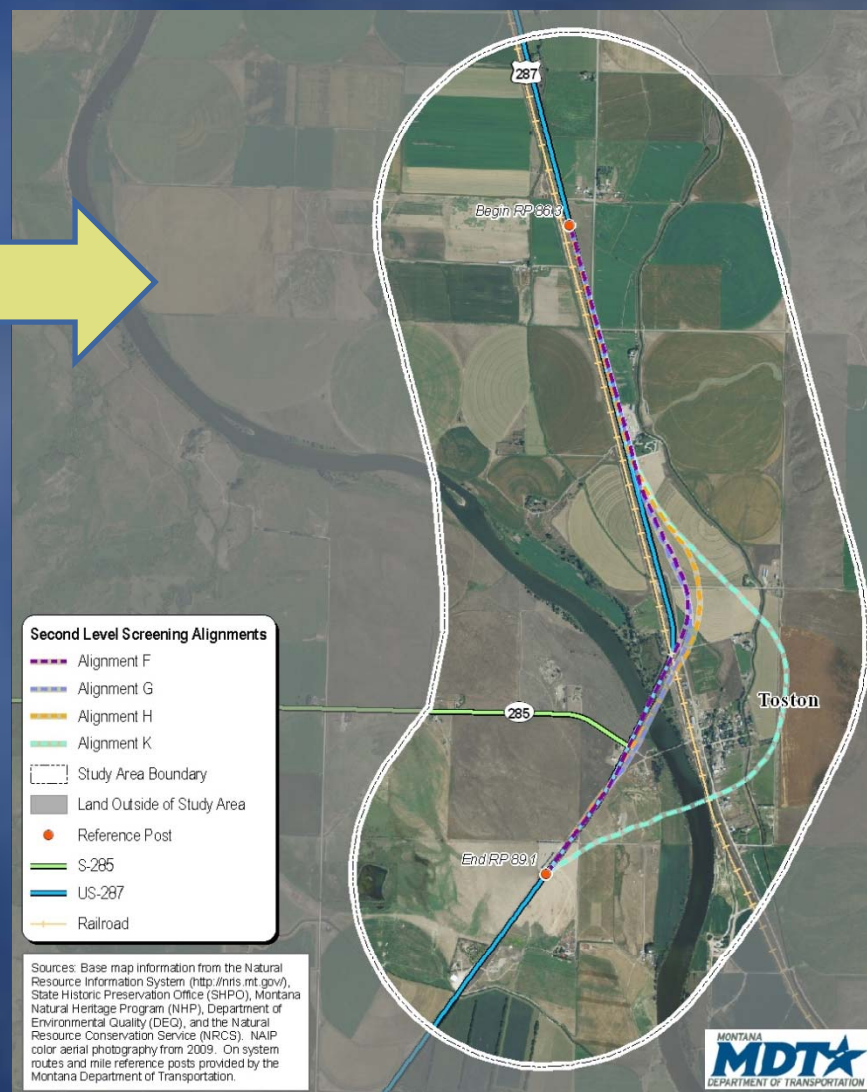
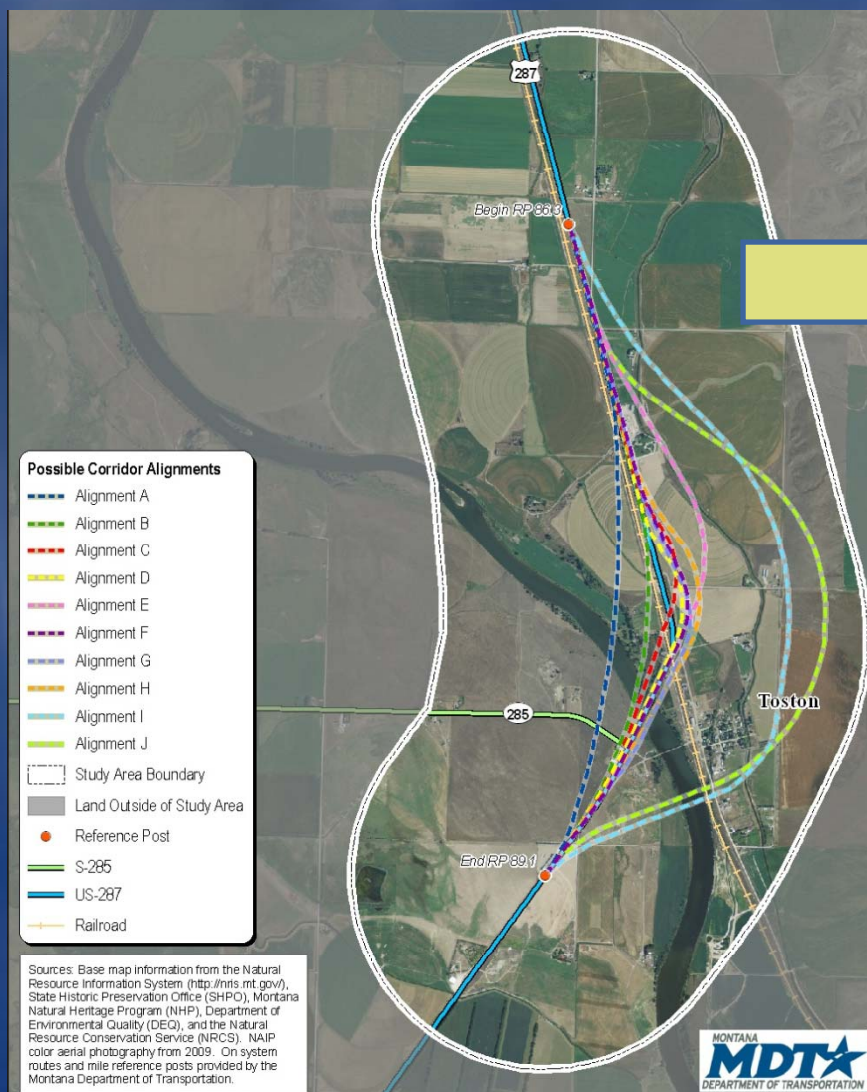
- 2nd Level Screening

- Does the alignment meet the corridor needs and objectives?
- Environmental / resource impacts
- Construction / ROW Costs (in 2010 dollars)
- ROW impacts
- Constructability
- Length of Alignment
- Public Preference

Table 6.6 Second Level Screening Criteria Factors

Screening Factors	Central Corridor Area			
	Alignment F	Alignment G	Alignment H	Alignment K
Does the alignment meet the corridor needs and objectives? (YES or NO)				
Improve safety by reducing traffic conflicts and potential crashes within the US 207 corridor study area	YES	YES	YES	YES
Improve operation and functionality of the roadway	YES	YES	YES	YES
Other				
Recognize and accommodate the diverse nature of corridor "thru" traffic such as recreational vehicles, farm equipment and semi-truck/trailers	YES	YES	YES	YES
Provide reasonable access to the town of Topsham, Secondary Highway 285, and other public and private approaches	YES	YES	YES	YES
Accommodate agricultural and other unique vehicle movements during construction	YES	YES	YES	YES
Environmental / Resource Impacts				
1. Suitability Analysis Results (per mile) <i>(NOTE: Lower value equates to lower overall environmental / resource impacts. Bar scale limits of 350 (Low) and 650 (High) based on previous analysis of ten alignments.)</i>	520 	544 	564 	390
4(f) Impacts? <i>(NOTE: All alignments have some level of environmental resource impact, but impacts to 4(f) property differ among alignments.)</i>	YES (0.98 acres in the northwest corner of the 4(f) fishing access site property is impacted. The total acreage of the property is 4.24 acres.)	YES (1.94 acres in the western half of the 4(f) fishing access site property is impacted. The total acreage of the property is 4.24 acres.)	YES (1.98 acres in the western half of the 4(f) fishing access site property is impacted. The total acreage of the property is 4.24 acres.)	NO
Construction / ROW Cost (in 2010 dollars)				
1. Roadway <i>(Includes road construction costs per mile, and ROW costs per acre for irrigated farmland and rural pasture land.)</i>	\$6.6 Million	\$6.7 Million	\$6.8 Million	\$8.0 Million
2. Bridge <i>(Bridge construction costs for second level of screening based on two bridge width scenarios: 3 travel lanes resulting in 52 feet total width at \$150/SF and 5 travel lanes resulting in 76 feet total width at \$250/SF for alignments F, G, and H only, and \$150/SF for alignment K.)</i>	\$11.2-27.2 Million (depending on lane configurations)	\$10.6-25.9 Million (depending on lane configurations)	\$10.1-24.5 Million (depending on lane configurations)	\$8.5-12.5 Million (depending on lane configurations)

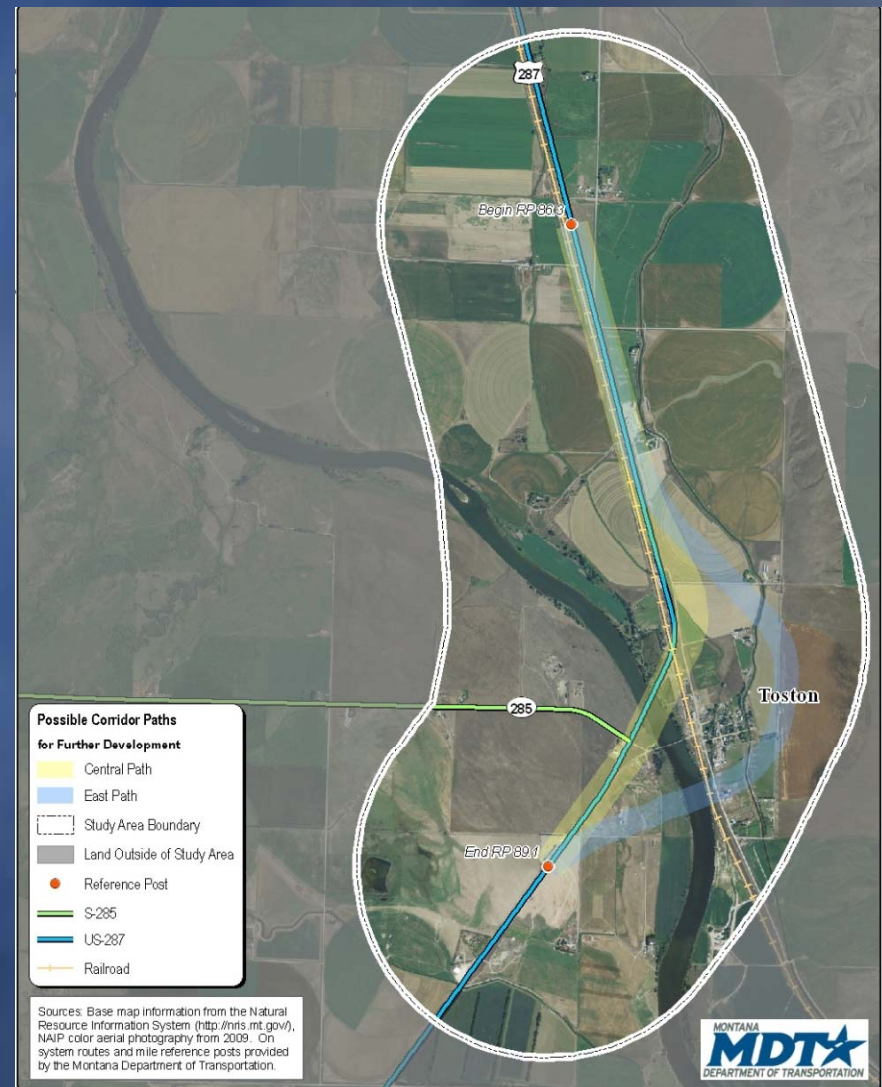
2nd Level Screening Results



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

Approximate cost range (2010 dollars):
\$18-41 Million
(depending on lane configuration)



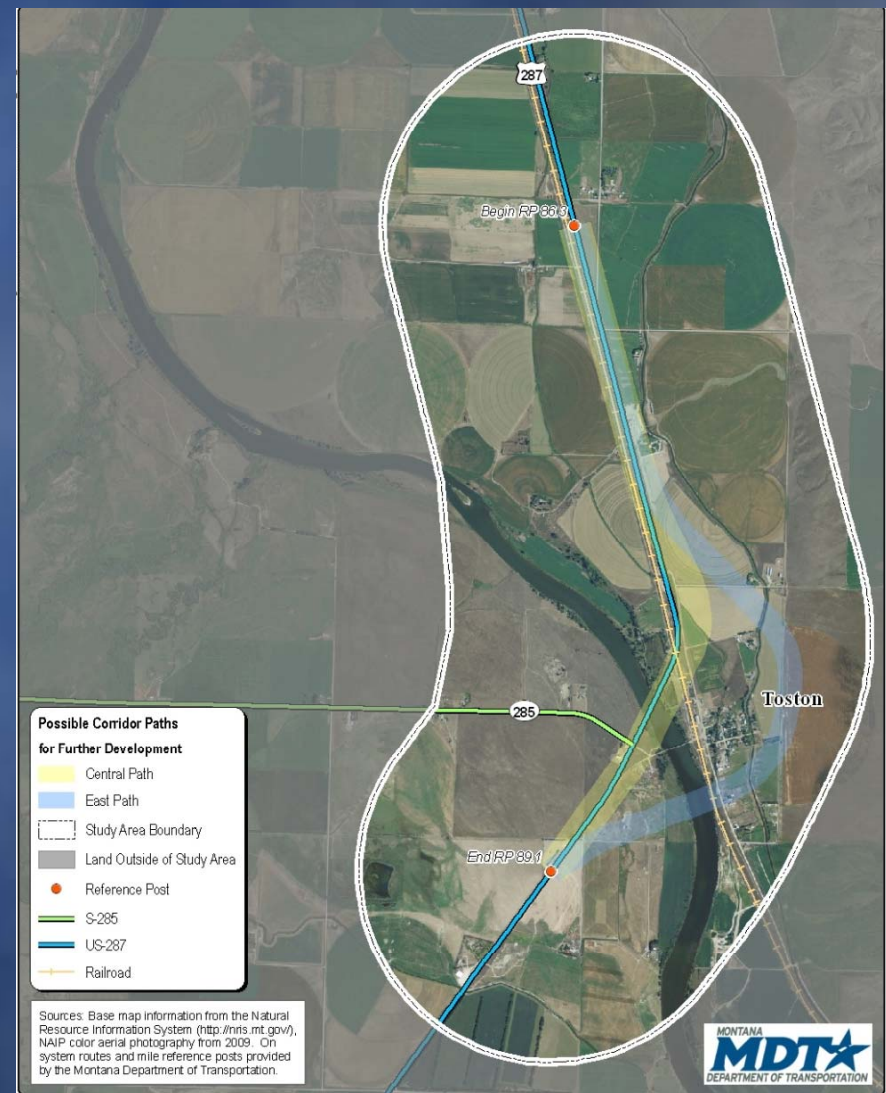
Eastern Corridor Path

- **Pros:**
 - Improvement over existing conditions
 - Lowest cost
 - Lowest environmental resource impacts
 - Shortest bridge length
- **Cons:**
 - Affects irrigation pivots and cropland
 - Public opposition
 - ROW acquisition will be necessary
 - Increased route length by 0.59 miles (compared to existing)

Approximate cost range (2010 dollars):

\$17-25 Million

(depending on lane configuration)



Short Term Recommendations

1. Add Southbound Left Turn Bay to US 287 at Toston Frontage Road (*0 to 3 years*)
2. Address Sight Distance Obstructions – Intersection of US 287 & S 285 (*0 to 3 years*)
3. US 287 Shoulder Widening (*3 to 5 years*)
4. S 285 Realignment (*>5 years*)
5. US 287 and S 285 Intersection Reconfiguration (*3-5 years*)

Next Steps

- MDT and Broadwater County work together to Identify a funding mechanism
- Pursue project development
 - Develop a formal environmental document
 - Initiate preliminary engineering activities
 - Finalize design and prepare construction plans package
 - Let construction contract

Funding Sources

- Federal Funds
 - NHS
 - Secondary
 - Bridge
 - Safety
- Local
 - Congressionally directed funds



Conclusion

Questions?



Study Website:

<http://www.mdt.mt.gov/pubinvolve/toston/>

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