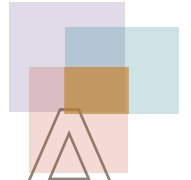


East Missoula Highway 200 Corridor Plan - Appendices

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Appendix A

Public Participation





Public Participation

The project team developed a public participation plan and a robust process for involving the community and key agency stakeholders. The intent of this effort was to:

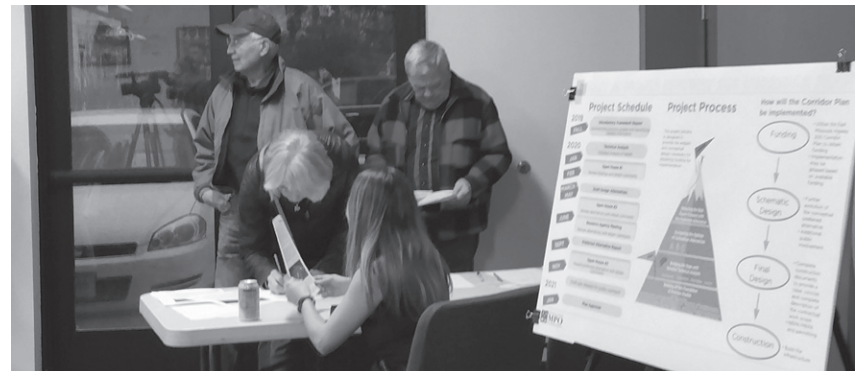
- Ensure an understanding of issues from a variety of perspectives
- Clarify concerns and desires of those who

own property, reside, or recreate in or near the corridor, do business in the corridor, or who use the corridor to travel in vehicles, or bikes, on foot, or use transit

- Coordinate with agencies responsible for resources or projects within the corridor
- Identify alternative approaches to concerns and desires

- Provide an initial gauge of public receptiveness to corridor projects and overall vision

The public outreach efforts and summary of comments that were received throughout the process are described on the following pages.



Adjustments for COVID-19

This project began in Fall 2019, prior to the outbreak of COVID-19 virus. Up until the time that local guidelines (and later restrictions) were established about public gatherings, meetings were held in person. The first Open House was held in February 2020 as an in-person event, when there was little statewide awareness of COVID and prior to any COVID restrictions. All subsequent meetings were held as online events.



Advisory Committee

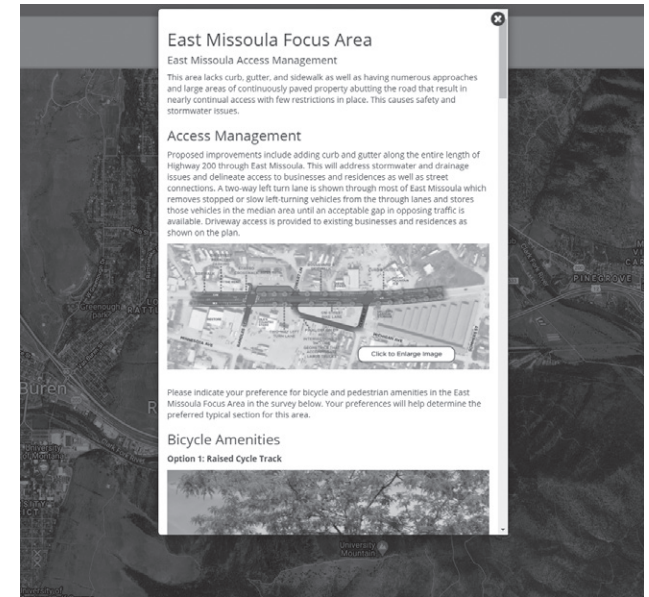
An Advisory Committee of key stakeholders provided oversight and advised on process and approach for the project. They met every other month during the process and reviewed documents prior to release to the general public. The Advisory Committee consisted of approximately 14 individuals representing:

- East Missoula Community Council
- City and County Public Works
- Mountain Line Transit
- Missoula Redevelopment Authority
- Montana Rail Link
- City and County Parks, Recreation, and Trails
- Montana Department of Transportation
- Associated Students – University of Montana Transportation
- County Planning

Meeting agendas and minutes are included in Appendix C.

Resource Agency Group

Members of environmental agencies were contacted to review a report on resources that might be affected by projects in the East Missoula-Highway 200 corridor. These agencies included those responsible for wildlife, water quantity and quality, historic and cultural resources, air quality, and socio-economic considerations. The group met in June to review the draft document and provide comments.



Project Website

The Missoula Metropolitan Planning Organization (MMPO) hosted a project website throughout the planning process. The website was the primary location for the public to review and comment on various draft elements of the project.

The website included project draft documents, updates, schedule, map of the planning area, and interactive comment platforms.

Based on questions raised by the public, six different links were included for:

1. Project Overview – basic information about highway corridor plans generally, need for the project, relationship to other plans, and how the boundaries were determined.
2. Design Process – detailed outline of steps for the four phases of the project.
3. Goals and Objectives – project goals and objectives used to evaluate design alternatives.

4. Advisory Committee – participants, meeting agendas and summaries.
5. Improvements Timeline – more detail regarding steps and timing for taking projects to completion. A public participation link was updated with each phase of the project.
6. Public Participation – updated regularly to summarize public comments received at each phase of the project.

See Appendix B for the links that were included on the website.

Other Public Outreach

Public outreach included a variety of methods in addition to the project website. Notices on upcoming meetings and comment periods were sent to MMPO mail lists and project mail lists via email and the MMPO newsletter. Twice during the project, postcard notices were sent to more than 1,000 surrounding landowners via the U.S. Postal Service. Appendix D includes a map indicating the properties that received postcards. Flyers were posted along the corridor prior to upcoming meetings. Media outlets received news releases at key points in the process. MMPO and WGM consultants provided updates to the East Missoula and Bonner Community Councils via email and attendance at council meetings and did the same for other key stakeholder groups, including 3-Rivers Collaborative.

OPEN HOUSE MEETING
EAST MISSOULA
HIGHWAY 200 CORRIDOR PLAN

February 6, 2020
5:30-7:30
East Missoula Fire Hall
314 E. Missoula Avenue



The Missoula Metropolitan Planning Organization (MMPO) has begun the process for a Corridor Plan on Highway 200 from Van Buren Street to Tamarack Road. The Corridor Plan will address Highway 200 east of Missoula in three segments: Western Segment (from Van Buren Street to I-90), East Missoula Segment (from I-90 to Brickyard Hill), and Eastern Segment (from Brickyard Hill to Tamarack Road). The portion of Highway 200 from Van Buren Street to Tamarack Road has significant barriers for the community due to uncontrolled access and other safety concerns. Please attend our open house meeting to discuss and share your thoughts on changes needed for Highway 200. Your ideas are important.



For further information or questions
please contact:
Anne Cossitt, WGM Group
acossitt@wgmgroup.com
406.422.6555



WGMGROUP

Phase 1 - Issue Identification

The purpose of public participation in this first phase was to identify public issues and concerns. To get a sense of whether issues identified in earlier plans had changed over time, Open House #1 and an interactive online map were designed with open-ended questions to allow folks to bring up new issues, not just react to previous concepts. More than 100 written comments were received during this phase of the project.

Open House #1 - February 6, 2020

The first Open House was held at the East Missoula Fire Hall on February 6. Approximately 30 people attended. The Open House included a presentation and information/comment stations for each of the three geographic segments (East Broadway, East Missoula, Sha-Ron/Marshall). A separate station included a computer to access the project website and a staff member to demonstrate how to make comments on the interactive map.



Project Website - February 7-April 24: 1,184 visits, 94 comments

The project website during this phase included an interactive map from February 7 through April 24. Individuals could tap on a specific location and insert a comment or concern. They could also see comments that others had made and “like” or “dislike” comments made by others and enter a conversation thread on a particular comment.

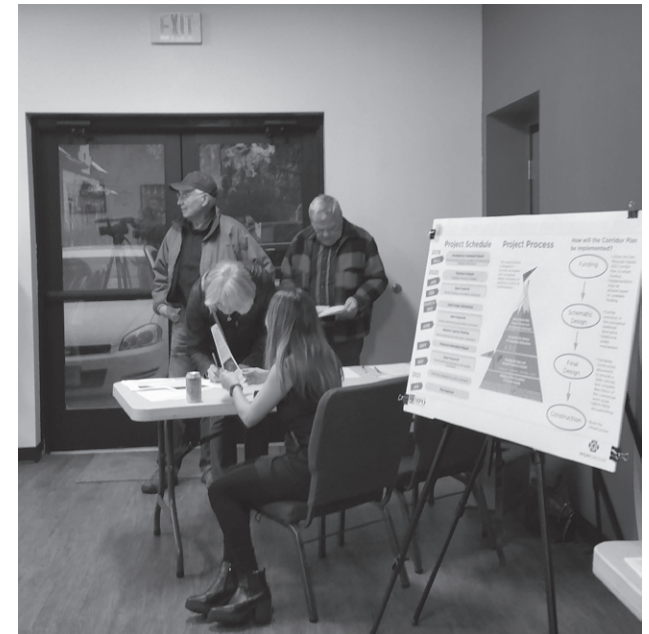
Facebook Post and Other Comments - 25 comments

The project included project information and opportunity for comment on Facebook. Seventeen persons submitted comments there. Eight others commented by sending emails.



Outreach to Businesses and Recreationists

The project team intended to conduct separate focus groups to gather information on concerns specific to corridor businesses and recreationists. A list of participants for each group had been identified, invitations sent, and questions developed. Due to COVID-19 restrictions, the focus groups were never held as originally planned – as a face-to-face group discussion of a small group of 6-10 persons. Instead surveys were sent in March to the invitees. Four persons responded to the survey for East Missoula business survey and eight persons responded to the survey for bike-ped recreationists. The survey responses are incorporated into the comment summary that follows.



Phase 1 Comment Summary

Safety

Public comment made it clear the main concerns are safety related. East Missoula is a high priority area, as is the Railroad Tunnel-I-90 underpass area, Sha-Ron, and Van Buren-East Broadway intersection. Bicyclists and pedestrians also need safer ways to travel along the highway.

East Missoula

In East Missoula, there is still general support for many basic components of the 2015 East Missoula Vision, a separate plan developed by the community (and described in more detail in the “Introductory Framework” chapter of this Highway 200 Corridor Plan). East Missoulians are more than ready to see improvements on the ground. Comments also made it clear that some components, such as the “triangle” parcel near Ole’s, may need a different approach from the 2015 East Missoula Vision. Public involvement also indicated need for a flashing signal on the highway for East Missoula Fire/Emergency vehicles.

Sha-Ron Fishing Access

Sha-Ron river access is a traffic congestion and safety issue during the river floating season. Comments addressed needs and suggestions for parking, speed limits, and intersection control.

Railroad Tunnel/I-90

The Railroad Tunnel and I-90 underpass area generated many comments about safety concerns and suggestions for making it better. These included widening the tunnel, a separate tunnel for bikers/walkers, roundabout approaches to/from I-90. There was also opposition to roundabouts.

Van Buren Intersection

Public comments about the Van Buren-East Broadway intersection suggested needed fixes for bike/pedestrian safety. The median to the east makes it difficult to make left turns from east-bound lanes to businesses on the north side of the highway. The merging lanes are confusing. Traffic congestion in this area is a problem.

Bike-Pedestrian

Bicyclists and walkers are very much interested in bike lanes, sidewalks, or shared use paths from the Van Buren-Broadway intersection to the Bonner trail system. They also recognize that bike/walk facilities may differ in the three corridor segments – East Broadway, East Missoula, and Sha-Ron. City-style sidewalks, for example, do not fit with the rural feel of the Sha-Ron area. Public comment indicated specific locations for pedestrian crossings and suggestions for striping and signage.

Project Overview

What is a Highway Corridor Plan?

A Corridor Plan is a long-range plan for a highway. The focus is on needed changes within the Right-of-Way (ROW), with consideration for adjacent and surrounding land uses.

Land uses and transportation are interconnected – decisions regarding either component can positively or negatively affect the other. Transportation corridor planning, including

highway corridor plans, intend to improve safety and create better connections among motorized and non-motorized transportation, land uses, and water, sewer, and utilities.

The Missoula Metropolitan Planning Organization or MMPO, is leading this planning project. The MMPO is a Federally required regional transportation planning body that works in coordination

with local governmental organizations and the Montana Department of Transportation (MDT). An Advisory Committee, representing local public works, planners, the railroad, East

Missoula and Bonner Community Councils, parks and recreation, and others, provides diverse perspectives to guide the work. WGM Group, a Missoula consulting firm, is also assisting.

Who is Leading the Planning Effort?

Phase 2 - Design Alternatives

The intent of public participation in Phase 2 was to have the public identify their preferences for specific components of various design alternatives.

The project team developed the alternative designs based on project goals and objectives, conformance with existing plans, and issues identified in Phase 1. The alternatives covered a broad range of options intended to address the spectrum of issues and differing public opinions on items such as roundabouts.

The design alternatives included three corridor wide alternatives and more detailed options for four focus areas - Van Buren intersection, Railroad Crossing and I-90 interchange, East Missoula, and Sha-Ron fishing access.

Open House #2 - July 14

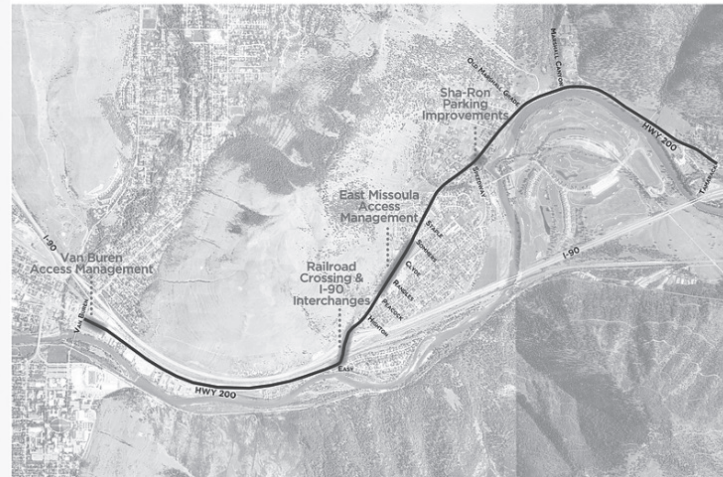
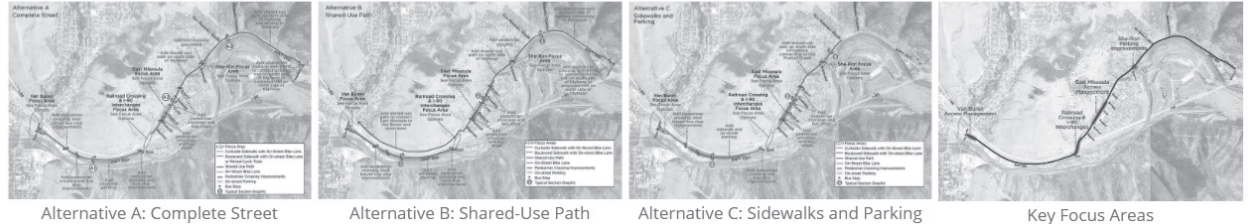
Open House #2 was held as an online Zoom meeting, in accordance to COVID-19 health safety guidelines. The meeting included a presentation and question and answer period. Approximately 30 people attended.

Project Website - July 1-July 31:

1,276 visits, 196 comments

In the last week of June, the project team sent more than 1,000 postcards to nearby landowners, providing notice of the design alternatives and Open House #2. Additional notice was made via email, MMPO newsletter, and local flyers. The project team posted the design alternatives and an interactive preference survey on the website on July 1.

Please scroll down to review the corridor-wide alternatives, key focus areas, and survey.



Key Focus Areas

The four focus areas have options that are more specific than the corridor-wide alternatives. Enter the site below to learn more about these location-specific options and select your preferences.

[Comment on Focus Area Options](#)

Phase 2 Comment Summary

The following summarizes the results of the online survey, with questions designed to elicit public preferences for specific design components. Refer to Chapter 4: Design Alternatives to review the design options.

Corridor-Wide Design Alternatives

The public preferred Alternative B, “Shared Use Path.” Pedestrian and bicyclist safety was the apparent reason it scored so much higher than the other alternatives. Other favored aspects included the continuous path for the length of the corridor, and the greenery in the buffer separating vehicles from the path. Although the proposed Mount Jumbo path would provide a safer route across the highway and railroad, people were concerned that some bikers and walkers would still use the highway. Other concerns included the preference to keep the path all on one side of the highway to reduce crossings.

| | RESPONSES | PERCENT |
|--|-----------|---------|
| ALTERNATIVE A: Complete Streets | 17 | 28% |
| ALTERNATIVE B: Shared Use Path | 40 | 66% |
| ALTERNATIVE C: Sidewalks & Parking | 4 | 7% |
| Total Responses | 61 | |

Van Buren Focus Area

Respondents overwhelmingly favored a shared use path to an on-street bike lane. Although it was also the preference for pedestrian use, some comments indicated a separate sidewalk should be included.

| | RESPONSES | PERCENT |
|---|-----------|---------|
| Bicycle Amenity | | |
| Option 1: On-Street Bike Lane | 2 | 9% |
| Option 2: Shared use Path | 20 | 91% |
| Pedestrian Amenity | | |
| Option 1: Boulevard Sidewalk | 7 | 32% |
| Option 2: Curbside Sidewalk | 1 | 5% |
| Option 3: Shared use Path | 14 | 64% |
| Total Responses | 22 | |

Railroad and I-90 Interchange Focus Area

The majority of respondents favored option 1 with two roundabouts and improved railroad underpass. Some respondents who selected the other two options also wanted to see the underpass widened in those options. Many people who selected option 1 favored roundabouts generally, but there was a split on which one was most necessary. Respondents who selected option 2 indicated the shared path was safest for bike/ped and did not like roundabouts. Persons who selected option 3 indicated the eastbound interchange was the biggest problem interchange and the highway will need bike lanes.

| | RESPONSES | PERCENT |
|---|-----------|---------|
| Option 1: Two Roundabouts & Improved Railroad Underpass | 24 | 57% |
| Option 2: Mount Jumbo Shared use Path | 15 | 36% |
| Option 3: One Roundabout | 4 | 7% |
| Total Responses | 42 | |

East Missoula Focus Area

The preferred bicycle amenity for East Missoula was the shared use path. Comments provided differing opinions of the value and safety of raised cycle track.

On the pedestrian question, there was a near-tie for the top two preferences – shared use path and boulevard sidewalk. Comments included putting the sidewalk on one side only, a shared use path on the south side, and concern about potential congestion and conflicts of use on the shared use path.

Regarding on-street parking, the preference was for parallel parking, but many questioned the need for any on-street parking at all.

| | RESPONSES | PERCENT |
|---|-----------|---------|
| Bicycle Amenity | | |
| Option 1: Raised Cycle Track | 9 | 29% |
| Option 2: Curbside Sidewalk | 6 | 19% |
| Option 3: Shared use Path | 16 | 91% |
| Pedestrian Amenity | | |
| Option 1: Boulevard Sidewalk | 14 | 45% |
| Option 2: Curbside Sidewalk | 2 | 6% |
| Option 3: Shared use Path | 15 | 52% |
| On-Street Parking Type | | |
| Option 1: Parallel Parking | 17 | 59% |
| Option 2: Angle Parking | 8 | 28% |
| Option 3: Back-in Angle Parking | 4 | 14% |
| Total Responses | 31 | |

Sha-Ron Focus Area

The majority of respondents favored option 2, East Parking Lot. Several persons did not like either option but had to select one or the other in order to make that statement. These respondents often indicated a preference to limit use at Sha-Ron or move the access for floaters to an entirely different location on the river. Others indicated they would like to see some combination of options 1 and 2 and many of these really liked the bus-shuttle pull through in option 1. There were also some concerns about the need for a marked pedestrian crossing to access the north side of the highway to accommodate high volume of bike traffic in Marshall Canyon.

| | RESPONSES | PERCENT |
|---|-----------|---------|
| Option 1: On-Street Protected Parking | 15 | 41% |
| Option 2: East Parking Lot | 22 | 60% |
| Total Responses | 37 | |

Phase 3 - Preferred Alternative

The intent of public participation in Phase 3 was to identify what, if any, changes the public wanted in the Preferred Design.

To develop the preferred design alternative, the project team evaluated individual components of the multiple design alternatives in Phase 2. They worked to develop a corridor-wide design that could best meet project goals and objectives and reflect public preferences.


Open House #3 - October 22

Open House #3 was held as an online Zoom meeting, in accordance COVID-19 health safety guidelines. The meeting included a presentation and question and answer period. Approximately 20 people attended.

Project Website - October 22-November 12

In the week preceding the Open House, the project team sent more than 1,000 postcards to nearby landowners, providing notice of the preferred design alternative and Open House #3. Additional notice was made via email, MMPO newsletter, and local flyers. The project team posted the preferred design on the website on October 22. The website encouraged people to respond with comments via email. A dozen comments were received via email and from discussion at a meeting of the East Missoula Community Council.

The following summarizes questions and responses from Open House #3 and other comments received separately.



COVID-19 OPEN HOUSE CONSIDERATIONS

As safety and health are our primary concerns, all staff present at the open house will be required to wear a mask and we recommend all attendees do so as well. We will be encouraging 6 ft of social distancing and hand sanitizer and wipes will be available at every station.

For those who are not comfortable in public at this time, we understand and want to stress that all materials will be available and comments, questions, and input can easily be taken through our online resources.

For written feedback or inquiries, please contact Anne Cossitt with WGM Group at: acossitt@wgmgroup.com or 1111 E. Broadway, Missoula, MT 59802.

EAST MISSOULA HIGHWAY 200 CORRIDOR PLAN

INPUT NEEDED!

This July, we are releasing transportation design alternatives for public review and we need your feedback.

You can get involved in one or both of the following ways:

Starting **July 1**, learn about our design alternatives and engage with us online at: www.missoulampo.com/east-missoula-highway-200-corridor-

Attend our outdoor open house on **July 8 from 5:30 until 7:30 at Mt. Jumbo Elementary School** for an opportunity for in-person questions and comments (COVID information on the back)




Figure A1: Map of nearby landowners who received a postcard notice of the preferred design alternative and Open House #3

Bicycle-Pedestrian

- Need for highway crossing at Marshall Canyon Road for pedestrians and especially bicyclists accessing the mountain trails.
- Move the pedestrian crossing from Tamarack to McDowell Drive.
- Need to connect to existing and future trails on Speedway, Deer Creek Road, Canyon River path, Kim Williams trail.
- Plan for bike/ped bridge across river about a half mile east of the Van Buren foot bridge and coordinate with the University and Missoula College.
- Please continue to plan (and eventually build) the trail along the base of Mount Jumbo.
- Prefer a shared use path to be on the south (river-side) of the highway.
- How will the trail be constructed on Brickyard Hill and Marshall grade with the slopes – will it all “fit” within the existing right-of-way?
- One-direction cycle tracks should be on both sides of the highway for the entire length of the corridor. They are the safest for bicyclists, significantly reducing danger of being hit by a turning motorist on a bi-directional cycle lane. A raised bike lane, as shown in sketches for East Missoula, is not a cycle track. Cycle tracks will keep riders out of snow and debris that gets pushed to other in-street cycle lanes. Cycle tracks keep riders from conflicts with pedestrians on sidewalks and shared use paths. At a minimum, please commit to including a bid addendum for a cycle track option.
- Roundabouts should include cyclist options of staying on a path, cycle track, or taking the roundabout lane.

- Narrow the width of side streets/alleys/driveways that intersect the highway to reduce turning radii as much as possible to slow turning cars and shorten pedestrian crossing distance.

Bus/Transit

- Will there be a bus stop on Staple Street?
- Will all bus stops have lighting?
- Will school bus stops also be considered?

River Recreation

- Add an air compressor at the bus stop at Tamarack.
- Install port-a-potty at Sha-Ron.
- Coordinate with Missoula College to utilize the existing parking lot there as a way to accommodate floaters as their lot is vacant most of the summer.
- Provide river access at the University to avoid dangerous rapids behind the college – just foot traffic, no boat ramp.
- Sha-Ron parking options – include parking for vehicles with boat trailers. The design alternative showed only parking for single vehicles.
- Request for bike parking at Sha-Ron lot.
- Impacts to adjoining landowners
- Can we get some information about potential impacts to adjoining property owners and possible solutions? How do we retain buffers from trail and road noise/traffic impacts?

Lighting

- Will there be street lighting at Staple in East Missoula, which is now a very dark intersection?
- Don't want new lighting to glare onto my property and in my windows.

Roundabouts

- Design these with tight geometry to slow vehicles. Design for a speed of 10-15 mph.

Speed Limits

- Vehicle speeds are too fast in several portions of the corridor – East Broadway near Missoula College, Sha-Ron area. Will this plan change speed limits?

Highway 200 Tunnel Under the Railroad

- Will Montana Rail Link agree to the changes proposed for this tunnel?

Intersections

- Poor sight distance for turning at Staple Street and Highway 200.

Project Funding

- How will projects be funded?

Project Support

- This will be a beautiful improvement to East Missoula. So much safer, especially the RR overpass area.
- I love all of the thought put into this, it is going to be amazing! These changes have been needed for years.
- Thank you for the work that went into this. It looks great, and especially appreciate the addition of urban trees to the East Missoula corridor, and the considerable improvements to cyclist safety.
- Thank you for all your efforts and considering the input throughout this process. It's exciting to see the possibility of this corridor transforming.
- East Missoula should be more connected to Missoula, especially with active transportation facilities.

Phase 4 - Final Plan

The focus of public participation in this phase is to determine any needed changes to the plan before it is adopted.

Note: This section will be completed in 2021, once the comment deadline has closed.

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Appendix B

Info Links






Project Overview



What is a Highway Corridor Plan?




A Corridor Plan is a long-range plan for a highway. The focus is on needed changes within the Right-of-Way (ROW), with consideration for adjacent and surrounding land uses.

Land uses and transportation are interconnected – decisions regarding either component can positively or negatively affect the other. Transportation corridor planning, including

highway corridor plans, intend to improve safety and create better connections among motorized and non-motorized transportation, land uses, and water, sewer, and utilities.

Who is Leading the Planning Effort?




The Missoula Metropolitan Planning Organization or MMPO, is leading this planning project. The MMPO is a Federally required regional transportation planning body that works in coordination

with local governmental organizations and the Montana Department of Transportation (MDT). An Advisory Committee, representing local public works, planners, the railroad, East

Missoula and Bonner Community Councils, parks and recreation, and others, provides diverse perspectives to guide the work. WGM Group, a Missoula consulting firm, is also assisting.



Why is a Corridor Plan Needed?



A Corridor Plan is needed to address significant safety issues in the portion of Highway 200 from Van Buren Street to Tamarack Road, including:

- Congestion around Van Buren

- intersection and Eastgate
- Sight and safety issues at the railroad tunnel/I-90 intersection
- Poorly defined road edges and access points, no paths or sidewalks for bikes and pedestrians in East Missoula

- Seasonal congestion with river recreationists at ShaRon
- Incomplete bike and pedestrian connections along length of the corridor

How is this Plan Different from Previous Plans?



While previous planning efforts have looked at potential changes to East Missoula and the rest of the Highway 200 Corridor Project Area, this project provides the detailed designs and concepts necessary to get a project funded.

1. Provides detailed design information for cost estimates, critical for funding eligibility, that is insufficient, outdated, or lacking in other existing reports. Cost estimates are a necessary piece in successfully obtaining funding.
2. Will have a formalized work

plan, identifying priorities and funding options, that will lead the way to real on-the-ground changes.

3. Is the necessary next step to ensure projects are ready for funding, when funding becomes available.
4. Follows a process that includes initial environmental analysis, development and consideration of alternatives, and robust public engagement that is recognized by MDT, which must approve highway projects.

This new plan also is different

because it specifically focuses on Highway 200 from Van Buren to Tamarack Road. The MMPO recognizes the East Missoula segment as a top priority, given the long history of needed improvements there. Including the Van Buren segment (west segment) and ShaRon-Rural segment (east segment) is important because they also directly or indirectly affect the East Missoula segment. It is also efficient and cost-effective to include them now, rather than addressing them later as separate plans.



Why haven't Previous Plans and Studies Resulted in Changes?



Previous plans for East Missoula haven't been successful in creating change in large part because previous plans did not raise the East Missoula projects to a

sufficient competitive level for funding, particularly at the federal level where funding is becoming harder to obtain. This project will provide detail and formal process

to get the projects into regional long range planning documents that form the basis for federal transportation funding.



Why Does this Plan Focus on Such a Narrow Corridor?



The focus of this plan is generally what is located within the ROW, which complies with MDT

standards for Corridor Plans. As a result, some suggestions to consider bike-pedestrian

connections that follow the river more closely or link to existing trails, are not a part of this plan.





Why Include Portions of Highway 200 in Addition to East Missoula?

Major projects to the east and west have been in the planning stages for years and are interconnected to East Missoula issues, including:

- Connections to bike-pedestrian paths on either side of East Missoula
- Addressing safety-traffic concerns with seasonal river-floating

- Congestion and safety issues at Eastgate area near Van Buren
- Pedestrian crossings, transit, and parking issues on north side of Hwy 200 from Van Buren to I-90 interchange
- Missoula College development

The MMPO recognizes the East Missoula segment as a top priority, given the long history of needed

improvements there. Including the Van Buren segment (west segment) and Sha-Ron-Rural segment (east segment) is important because they also directly or indirectly affect the East Missoula segment. It is also efficient and cost-effective to include them now, rather than addressing them later as separate plans.

How are Previous Plans and Studies Incorporated into this Effort?



From the start, previous plans and studies have been consulted for this plan. This project has worked to incorporate elements from these into the public involvement efforts. It was important to test public awareness and acceptance of previously suggested plans, given the age of some of these documents.

At the start of this project, a comprehensive review of transportation studies and other plans was completed to identify current or anticipated projects, and long-range goals for this area. A total of 16 reports were reviewed, including:

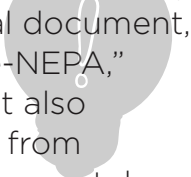
- Pedestrian and Bicycle Plans

- East Missoula Corridor Vision and Redevelopment
- Missoula City and County Growth Policies
- Activate Missoula 2045 (Regional Long Range Transportation Plan
- Mountain Line Transit Plans
- East Missoula Road Safety Audit

That review was compiled into a report, “The Introductory Framework,” accessible on the MMPO website. The report summarizes the previous work and identifies gaps.

The next step was to compile a complete “Technical Report” of existing conditions, which also incorporated information from

previous reports.



A separate environmental document, that is referred to as “Pre-NEPA,” has also been prepared. It also incorporates information from existing plans. The environmental review is a typical element of Highway Corridor Plans because it provides initial information that can determine whether an Environmental Assessment or Environmental Impact Statement may be required before on-the-ground projects can take place.

Existing reports and plans were also consulted prior to developing the design alternatives.

Project Goals and Objectives

The plan for the corridor is intended to meet four *project goals* that conform to Federal and state standards for corridor plans and to direction in the Missoula Metropolitan Planning Organization's current transportation plans. A set of *project objectives* further define how each goal will be achieved.

1

Improve safety for all users

- Reduce crash frequency/severity
- Reduce conflicts among modes
- Increase safe pedestrian and bicycle facilities

2

Improve roadway operation and access management

- Create designated spaces for non-motorized transportation
- Provide safe and convenient access between public roadways and adjacent land
- Develop parking solutions
- Educate landowners on the benefits of access management
- Reduce intersection congestion for existing and future demands
- Preserve roadway capacity
- Utilize complete streets design principles
- Incorporate flexibility for future change and redevelopment

3

Expand multimodal transportation

- Improve pedestrian facilities
- Improve bicycle facilities
- Reduce conflicts between transportation modes
- Provide accessible transportation facilities that improve mobility
- Improve connections to businesses, neighborhoods, recreational amenities, and downtown
- Improve transit stop amenities
- Facilitate pedestrian access to transit
- Minimize adverse impacts on traffic flow and intersection operations
- Design with flexibility for changing technology and mobility options

4

Preserve, protect, & enhance the unique character of each segment

- Recognize the environmental, cultural, recreational, and agricultural nature of individual segments
- Promote livability
- Consider attractive, pedestrian-friendly design features
- Focus on place and place making
- Improve streetscape aesthetics
- Increase public spaces and amenities
- Support area economic vitality and growth of commercial and residential areas



Public Participation

How Public Comments Make a Difference

- Helps to ensure a broader range of perspectives and impacts are considered
- Provides insight into issues from locals and neighbors
- Is an initial gauge of public receptiveness to a project
- Helps to identify alternative approaches

How the Public is Involved in the East Missoula-Highway 200 Corridor Project

Advisory Committee: Established for this project, the bi-monthly committee advises on process and approach, and reviews documents prior to public release. The Advisory Committee consists of approximately 14 individuals representing:

- East Missoula Community Council
- City and County Public Works
- Mountain Line Transit
- Missoula Redevelopment Authority
- Montana Rail Link
- City and County Parks/ Recreation/Trails
- Montana Department of Transportation
- Associated Students- University of Montana - Transportation
- County Planning

Updates with East Missoula and Bonner Community Councils: Missoula Metropolitan Planning Organization (MMPO) staff and WGM consultants provide updates to community councils via email news or attendance at council meetings.

Open Houses: Three open houses over the course of this project.

Online Information: Information on the project, interactive maps, and comment platforms are on the MMPO website.

General Outreach:

- Postcard notices to more than 1,000 area landowners (prior to Open House #2)
- News releases
- Flyers prior to Open Houses - intended to reach renters and others
- Outreach to businesses and recreationists - phone calls and surveys to sample groups
- Notices via MMPO newsletter

COVID-19 effect on public engagement: The first Open House was held in February, when there was little statewide awareness of COVID and prior to any COVID restrictions. All subsequent public meetings will comply with local and state requirements for social distancing and other measures to prevent spread of COVID. Some meetings may be held online.

Public Involvement Process

Phase 1: Project Initiation and Issue Identification (Winter 2020)

- Open House #1
- How Comments Make a Difference: Use in refining issues and developing design alternatives

Phase 2: Design Alternatives (Spring 2020)

- Open House #2:
- How Comments Make a Difference: Use in selecting preferred alternative, including suggested modifications

Phase 3: Preferred Alternative (Fall/Winter 2020-2021)

- Open House #3
- How Comments Make a Difference: Use in refining the preferred alternative and development as final alternative

Phase 4: Final Plan (early 2021)

- Review Draft available for comment
- How Comments Make a Difference: Will be considered before finalizing plan

Phase 1: Issue Identification

Step 1: Learn from Previous Public Involvement

The Highway 200 Corridor Plan builds on public engagement from previous plans. Most of those plans address a much broader area than the East Missoula-Highway 200 Corridor. The most locally-specific public engagement was the 2015 East Missoula Vision document.

Step 2: Open House #1, Interactive Online Map, Facebook, Email

To get a sense of whether issues identified in earlier plans had changed over time, Open House #1 and an interactive online map were designed with open-ended questions to allow folks to bring up new issues, not just react to previous concepts.

Starting in February, comments on the project were received from the general public. More than 100 written comments were received during this phase of the project.

- Online Interactive Map (Feb. 6 through April 24): 1,184 visits, 94 written comments
- Facebook (March): 17 persons submitted comments
- Other Comments (Feb.-April): 8
- Open House #1 (Feb. 6): 25-30 persons attended to discuss the project

Phase 1: Comment Summary

Safety



Public comment on this Highway 200 Corridor project makes it clear the main concerns are safety related. East Missoula is a high priority area, as is the Railroad Tunnel-I-90 underpass area, ShaRon, and Van Buren-East Broadway intersection. Bicyclists and pedestrians also need safer ways to travel along the highway.

East Missoula



In East Missoula, there is still general support for many basic components of the 2015 East Missoula Vision. East Missoulians are more than ready to see improvements on the ground and a bit disappointed to realize the current plan is needed before major changes can occur. Comments also made it clear that some components, such as the “triangle” parcel near Ole’s, may need a different approach from the 2015 East Missoula Vision. Public involvement also indicated need for a flashing signal on the highway for East Missoula Fire/Emergency vehicles.

ShaRon Fishing Access



Sha-Ron river access is a traffic congestion and safety issue during the river floating season. Comments addressed needs and suggestions for parking, speed limits, and intersection control.

Railroad Tunnel/I-90



The Railroad Tunnel and I-90 underpass area generated many comments about safety concerns and suggestions for making it better. These included widening the tunnel, a separate tunnel for bikers/walkers, roundabout approaches to/from I-90. There was also opposition to roundabouts.

Van Buren Intersection



Public comments about the Van Buren-East Broadway intersection suggested needed fixes for bike/pedestrian safety. The median to the east makes it difficult to make left turns from east-bound lanes to businesses on north side of the highway. The merging lanes are confusing. Traffic congestion in this area is a problem.

Bike-Pedestrian



Bicyclists and walkers are very much interested in bike lanes, sidewalks, or shared use paths from the Van Buren-Broadway intersection to the Bonner trail system. They also recognize that bike/walk facilities may differ in the three corridor segments – East Broadway, East Missoula, and Sha-Ron. City-style sidewalks, for example, do not fit with the rural feel of the Sha-Ron area. Public comment indicated specific locations for pedestrian crossings and suggestions for striping and signage.

Phase 2: Design Alternatives

Step 1: Prepare Design Alternatives

The project team developed alternative designs based on project goals and objectives, conformance with existing plans, and issues identified by the public in phase 1. A separate team of local state and federal agencies reviewed initial designs for potential environmental impacts. The alternatives covered a broad range of options intended to address the spectrum of issues and differing public opinions on such items as roundabouts.

The design alternatives included three corridor wide alternatives and more detailed options for four focus areas – Van Buren intersection, Railroad Crossing and I-90 interchange, East Missoula, and Sha-Ron fishing access.

Step 2: Open House #2, Interactive Maps, and Design Preference Survey

In the last week of June, the project team sent more than 1,000 postcards to nearby landowners, providing notice of the design alternatives and Open House #2. The project team posted the design alternatives and an interactive preference survey on the website on July 1. Approximately 30 people attended Open House #2 on July 14. By the comment deadline on July 31, 1,276 visits had been made to the interactive survey, and a total of 196 responses and comments. The project received a few additional comments via email and phone calls.

Phase 2: Survey Summary

Corridor Wide Alternatives

Three alternative designs provided options for the length of the corridor.

Alternative A, “Complete Streets,” provided in-street bike lanes and sidewalks separated from the street by landscaped boulevards for the western portion of the corridor. The more rural portion to the east included a shared use path, separated from the highway, and extending the length of the corridor.

Alternative B, “Shared Use Path,” provided a shared use path along Mt Jumbo in the East Broadway segment, separated sidewalk and shared use path on different sides of the highway in the East Missoula segment, and a shared use path in the Sha-Ron segment. The mix of sidewalks and path extended the length of the corridor.

Alternative C, “Sidewalks and Parking,” had on-street parking and sidewalks in the East Broadway and East Missoula segments, but only East Broadway had the sidewalk separated from the street. The Sha-Ron segment had a shared use path that extended only to Marshall Grade.

The public preferred Alternative B, “Shared Use Path.” Pedestrian and bicyclist safety was the apparent reason it scored so much higher than the other alternatives. Other favored aspects included the continuous path for the length of the corridor, and the greenery in the buffer separating vehicles from the path. Although the proposed Mount Jumbo path would provide a safer route across the highway and railroad, people were concerned that some bikers and walkers would still use the highway. Other concerns included the preference to keep the path all on one side of the highway to reduce crossings.

| | Responses | Percent |
|--|-----------|---------|
| Alternative A: Complete Streets | 17 | 28% |
| Alternative B: Shared use Path | 40 | 66% |
| Alternative C: Sidewalks & Parking | 4 | 7% |

Van Buren Focus Area

The Van Buren focus area is the area just east of the Van Buren intersection, extending to the far edge of the Eastgate shopping center. The three options in this area centered on bike/pedestrian movement and included boulevard/sidewalk, shared use path, and curbside sidewalk. Respondents overwhelmingly favored a shared use path to an on-street bike lane. Although it was also the preference for pedestrian use, some comments indicated a separate sidewalk should be included.

| | Responses | Percent |
|---|-----------|---------|
| Bicycle Amenity | | |
| Option 1: On-Street Bike Lane | 2 | 9% |
| Option 2: Shared use Path | 20 | 91% |
| Pedestrian Amenity | | |
| Option 1: Boulevard Sidewalk | 7 | 32% |
| Option 2: Curbside Sidewalk | 1 | 5% |
| Option 3: Shared use Path | 14 | 64% |
| Total # of Responses | 22 | |

Railroad and I-90 Interchange Focus Area

The three options for this focus area included: 1) two roundabouts and improved railroad underpass, 2) a shared use path on Mount Jumbo connecting from Van Buren to East Helena (and no other improvements to Hwy 200), and 3) a single roundabout between I-90 and the railroad.

The majority of respondents favored option 1 with two roundabouts and improved railroad underpass. Some respondents who selected the other two options also wanted to see the underpass widened in those options. Safety at the underpass has been a consistent public concern from the start of this project. Many people who selected option 1 favored roundabouts generally, but there was a split on which one was most necessary. Respondents who selected option 2 indicated the shared path was safest for bike/ped and did not like roundabouts. Some persons selected option 2 because it was the only option without roundabouts. Persons who selected option 3 indicated this was the biggest problem interchange and the highway will need bike lanes.

| | Responses | Percent |
|--|-----------|---------|
| Option 1: Two Roundabouts & Improved Railroad Underpass | 24 | 57% |
| Option 2: Mount Jumbo Shared use Path | 15 | 36% |
| Option 3: One Roundabout | 3 | 7% |
| Total # of Responses | 42 | |

East Missoula Focus Area

The East Missoula focus area includes the main business portion of East Missoula. The survey for this area centered on bicycles, pedestrians and on-street parking, with multiple options for each.

The preferred bicycle amenity was the shared use path. Comments indicated differing opinions of the value and safety of raised cycle track.

On the pedestrian question, there was a near-tie for the top two preferences – shared use path and boulevard sidewalk (separated by one vote). Comments included putting the sidewalk on one side only, a shared use path on the south side, and concern about potential congestion and conflicts of use on the shared use path.

Regarding on-street parking, the preference was for parallel parking, but many questioned the need for any

| | Responses | Percent |
|--|-----------|---------|
| Bicycle Amenity | | |
| Option 1: Raised Cycle Track | 9 | 29% |
| Option 2: Curbside Sidewalk | 6 | 19% |
| Option 3: Shared use Path | 16 | 52% |
| Pedestrian Amenity | | |
| Option 1: Boulevard Sidewalk | 14 | 45% |
| Option 2: Curbside Sidewalk | 2 | 6% |
| Option 3: Shared use Path | 15 | 52% |
| On-Street Parking Type | | |
| Option 1: Parallel Parking | 17 | 59% |
| Option 2: Angle Parking | 8 | 28% |
| Option 3: Back-in Angle Parking | 4 | 14% |
| Total # of Responses | 31 | |

Sha-Ron Focus Area

The Sha-Ron focus area includes highway corridor on either side of Speedway Avenue. The survey included two options. Option 1, “On-Street Protected Parking,” provided parking spaces on the south side of the highway, west of Speedway. The parking would be in the existing right-of-way, but separated from traffic lanes by a buffer strip. This option also provided a bus pull-out in the right-of-way east of Speedway and adjacent to the fishing access site. Option 2, “East Parking Lot,” was an approximate 80-space parking lot in the right-of-way, within walking distance east of the fishing access.

The majority of respondents favored option 2, “East Parking Lot. Several persons did not like either option but had to select one or the other in order to make that statement. These respondents often indicated a preference to limit use at Sha-Ron or move the access for floaters to an entirely different location on the river. Others indicated they would like to see some combination of options 1 and 2 and many of these really liked the bus-shuttle pull through in option 1. There were also some concerns about the need for a marked pedestrian crossing to access the north side of the highway to accommodate high volume of bike traffic in Marshall Canyon.

| | Responses | Percent |
|---|------------------|----------------|
| Option 1: On-Street Protected Parking | 15 | 41% |
| Option 2: East Parking Lot | 22 | 60% |
| Total # of Responses | 37 | |

Phase 3: Preferred Alternative

Step 1: Prepare Preferred Design Alternative

To develop the preferred design alternative, the project team evaluated individual components of the multiple design alternatives in Phase 2. They worked to develop a corridor-wide design that could best meet project goals and objectives and reflect public preferences.

Step 2: Open House #3 and Other Public Comment

The preferred design alternative was released on October 22 on the project website. In advance of the release, the project team sent more than 1,000 postcards to nearby landowners about the preferred design and Open House #3. Additional notices were sent to a project email list. Approximately 20 participants, not including project staff, attended Open House #3, conducted as an online Zoom meeting, on the evening of October 22. On November 10, MMPO staff discussed the preferred design at a meeting of the East Missoula Community Council. A dozen other comments were received via email by the comment deadline on November 12.

Phase 3: Comment Summary

The following summarizes questions and responses from Open House #3 and other comments received separately. In general, comments were supportive of the preferred design overall.

Q: Will there still be a bus stop on Staple Street?

A: Yes. Mountain Line plans to route busses on the highway through East Missoula. Several bus stops are planned in this area.

Q: Is there the possibility of also including an air compressor at the bus stop before Tamarack? We continue to see a lot of folks accessing the river at that point.

A: Yes, that can certainly be considered. The cost of adding an air compressor is relatively minor.

Q: Will there be a cross walk at Marshall Canyon Rd? Lots more bike activity there with the mountain bike trails at the ski area.

A: The shared use path is planned on the north side of the highway in this area so a crossing will not be needed to access Marshall Canyon Road. Connecting to this area is one of the reasons for locating the shared use path on the north side of the highway.

Q: Will all bus stops have lighting? Will school bus stops also be considered?

A: Yes, all bus stops will have lighting. Regarding school bus stops, we have been coordinating with the Missoula and Bonner schools on this preferred design.

Q: I would like you to go back to the East Broadway section and explain the parking areas particularly from Silver Tip to Easy St. Also the amount of lighting proposed. What is the lighting going to be like from Easy St. to the new roundabout?

A: The proposed parking lane shown on the south side of Highway 200 is conceptual. Prior to changes, a more detailed final design will be developed and respond to existing and anticipated parking demand. We do not envision providing a parking lane for areas with little or no demand.

Regarding lighting, we have focused on the areas where lighting is most needed for safety. For the eastern portion of East Broadway to the railroad tunnel, proposed lighting is only at bus stops, street crossings, and the railroad bridge. The lighting will be night-sky sensitive and downward focused.

Q: Why will the path be on the north side of the highway on the east end of this corridor? It will have to cross far more driveways on that side, the river access is on the south side, the path already built past Tamarack is on the south side.

A: We examined both sides of the highway before selecting the north side as the preferred design. This was due mainly to a lack of room to accommodate a trail on the south side due to bank stabilization improvements made this summer by MDT. The MDT bank stabilization project will introduce a retaining wall that would have prevented trail users on the south side of the road from accessing Marshall Mountain. Additionally, by placing the trail on the north side of the road, the residents in these areas can easily access it without crossing Hwy 200, thus we can limit pedestrian crossings to known locations.

Q: What is the plan for parking on the highway near Sha-Ron?

A: Within the Preferred Alternative, there is a recommendation for a new parking lot east of Sha-Ron with a trail connecting the Sha-Ron fishing access. This provides safe parking away from traffic on Highway 200. Additionally, action is already being taken on developing the new parking lot. The Montana Department of Transportation (MDT) is working with Missoula County, and Montana Fish, Wildlife and Parks, which manages Sha-Ron, to address the current parking issues. They are keenly aware of the safety issues associated with the fishing access site.

Q: What will be done to shore up the bank from the end of Cobblestone to Easy St.?

A: The erosion issue will be documented in the final plan and should be addressed in detail as engineering plans are developed for implementing the preferred alternative.

Q: Parking on the north side of the highway in the East Broadway segment – that doesn't make sense in the area where the people who need it are on the south side. The north side area is also used for living in vehicles and many vehicles are left/abandoned in that area.

A: Montana Rail Link owns the north side of the highway there. They plan to fence the area off in the future to eliminate the parking and nuisance uses. They have indicated some willingness to transfer some of their right-of-way to expand road right-of-way where needed. If that occurs, the road would be realigned and parking would be expanded on the south side.

Q: Will there be street lighting at Staple in East Missoula? I personally think it should be lit; it is a dark intersection.

A: Yes, there will be lighting at Staple and at other intersections and at bus stops in East Missoula. Lighting will be downward focused and night sky sensitive.

Q: For the East Broadway segment, has there been any talk of changing the speed limit or changing where the speed increases/decreases? In particular by the University/College area. Do we anticipate a speed reduction at Sha-Ron as part of this plan?

A: MDT will continue to assess the need for reducing speed limits on the highway corridor.

Q: Previously it was mentioned that a Porta Potty would be at ShaRon.

A: Yes, that has been a concern for many but is outside of the scope of this project, which is limited to the highway right-of-way. It is our understanding that there are some issues with proximity to the river and access for water/sewer lines. FWP is aware of the problems and you might contact them.

Q: Move the pedestrian crossing from Tamarck to McDowell Drive.

A: The proposed crossing location just west of Tamarack Road coincides with a Mountain Line bus stop which combines two higher pedestrian use areas into one. This will allow a future project to introduce traffic calming; such as enhanced crosswalks, narrow shoulders, curb and cutter, and shorter crossings at one location. Given this is a state route, traffic calming items such as these require crossing usage thresholds be met. By combining our crossing locations, into one crossing, these thresholds are easier to meet, and we can provide a safer crossing.

Q: (This comment sent as an email prior to the meeting) Could someone PLEASE reach out to the University to inquire about accessing the river via the new Missoula College. Create a walk-in at the proposed new pedestrian bridge. Utilize the existing parking lot at the Missoula College since it is vacant in the summer. I drove by the Missoula College this summer at the peak of the floating season and it was ALWAYS empty! Overflow parking can utilize the proposed parking on the North side of Broadway. The University can show their commitment to the community. It also would alleviate the danger floaters encounter in the existing rapids behind the college. By accessing the river at the University, recreational floaters can avoid this unsafe rapid. Just have it for foot traffic and no boat ramp. Please start embracing the river! This is a win-win-win. University-city-citizens

A: Yes, the parking lot is often empty during the summer and considering how it might be utilized to better coordinate river rafting is a good idea.

Q: The project needs to consider shared use paths on Speedway, Deer Creek Road, and across Bandmann Bridge to connect to existing Canyon River path and Kim Williams Trail.

A: The project is limited to what can be done within the highway 200 right-of-way. That said, the project design team is aware of the need for connections to other existing and future bike-ped pathways and need for a design that can work for those connections.

Q: Will MRL agree to the changes to the RR underpass?

A: We have met with MRL and discussed options for improving bicycle and pedestrian connectivity through improvements to the railroad bridge. The preferred alternative includes a new, wider structure for the railroad crossing which is also MRL's preferred solution. MRL understands the need for safety improvements at that location and has indicated they are willing to work with the County to allow those improvements to happen. The cost for the improvements and maintenance will not be MRL's responsibility and MRL will require uninterrupted service for their tracks during construction. This will be accomplished through a shoofly which is a temporary track that goes around the structure that will be replaced. The cost estimate includes a provision for ensuring continued rail transport during construction.

Q: Concerns about the intersection of Staple St. and Hwy 200 - with poor sight distance.

A: The project design team is reviewing this intersection.

Q: Preference is for the shared use path to be on the south/river side of the highway east of Brickyard Hill.

A: We examined both sides of the highway before selecting the north side as the preferred design. This was due mainly to a lack of room to accommodate a trail on the south side due to bank stabilization improvements made this summer by MDT. The MDT bank stabilization project will introduce a retaining wall that would have prevented trail users on the south side of the road from accessing Marshall Mountain. Additionally, by placing the trail on the north side of the road, the residents in these areas can easily access it without crossing Hwy 200, thus we can limit pedestrian crossings to known locations.

Q: How will these projects be funded?

A: Due to the scale and scope of this project, it is likely to be funded through federal or state sources, including grants. It may also be a partnership between the City and County, similar to what is occurring with the BUILD grant on the west end of town between Mullan and Broadway. Funding options will be spelled out in greater detail in the final report. Needless to say, there is still a lot of work to be done to acquire funding, but this corridor plan puts the projects in a really good place to pursue funding sources.

Other Comments:

- This will be a beautiful improvement to East Missoula. So much safer, especially the RR overpass area.
- I love all of the thought put into this, it is going to be amazing! These changes have been needed for years.
- Thank you for all the work that went into this. It looks great, and especially appreciate the addition of urban trees to the East Missoula corridor, and the considerable improvements to cyclist safety.
- I will add a request for bike parking at sha-ron in my written comments! Thanks!
- Thank you for all your efforts and considering the input throughout this process. It's exciting to see the possibility of this corridor transforming.



Project Advisory Committee

Established specifically for this project, the Advisory Committee meets bi-monthly to advise on process and approach, and to review documents prior to public release. The Advisory Committee consists of approximately 14 individuals representing:

- East Missoula Community Council
- City and County Public Works
- Mountain Line Transit
- Missoula Redevelopment Authority
- City and County Parks/Recreation/Trails
- Montana Rail Link
- Associated Students-University of Montana - Transportation
- County Planning
- Montana Department of Transportation



[Click here for agendas and summaries of Advisory Committee meetings](#)

[Advisory Committee **AGENDA** & Summaries](#)



Process & Timeline for Improvements

Short Term Expectations: 2020-21

Some changes are already occurring, based on previous plans:

- Erosion Repair Project near Marshall Mountain Road (2020):
<https://www.mdt.mt.gov/pubinvolve/oldmt200/default.shtml>
- Resurface Speedway/3rd/Clements/Deer Creek (2020):
https://mdt.mt.gov/travinfo/docs/tcp_montana_map.pdf

Prioritizing Projects in the Highway 200 Corridor: Van Buren to Tamarack Road

The final plan for the East Missoula-Highway 200 Corridor will include both large and small projects that can be phased over time. It is unrealistic to

expect funding for one comprehensive project that addresses all of the issues from Van Buren to Tamarack Road. Prioritizing projects will be a part of

the final plan, along with estimated costs and potential funding for individual projects.

Prioritizing Projects in Broader Context: Missoula Regional Long Range Transportation Plan

In order to be considered for Federal funding, all highway projects in the Missoula Urban Area need to be addressed in the regional long-range Transportation Plan. These plans must be updated every four years.

The current plan is “Activate Missoula 2045.” It is going through the update process titled, “Missoula Connect: 2050.” The East Missoula-Highway 200 Corridor Plan will provide critical information for the 2050 update.

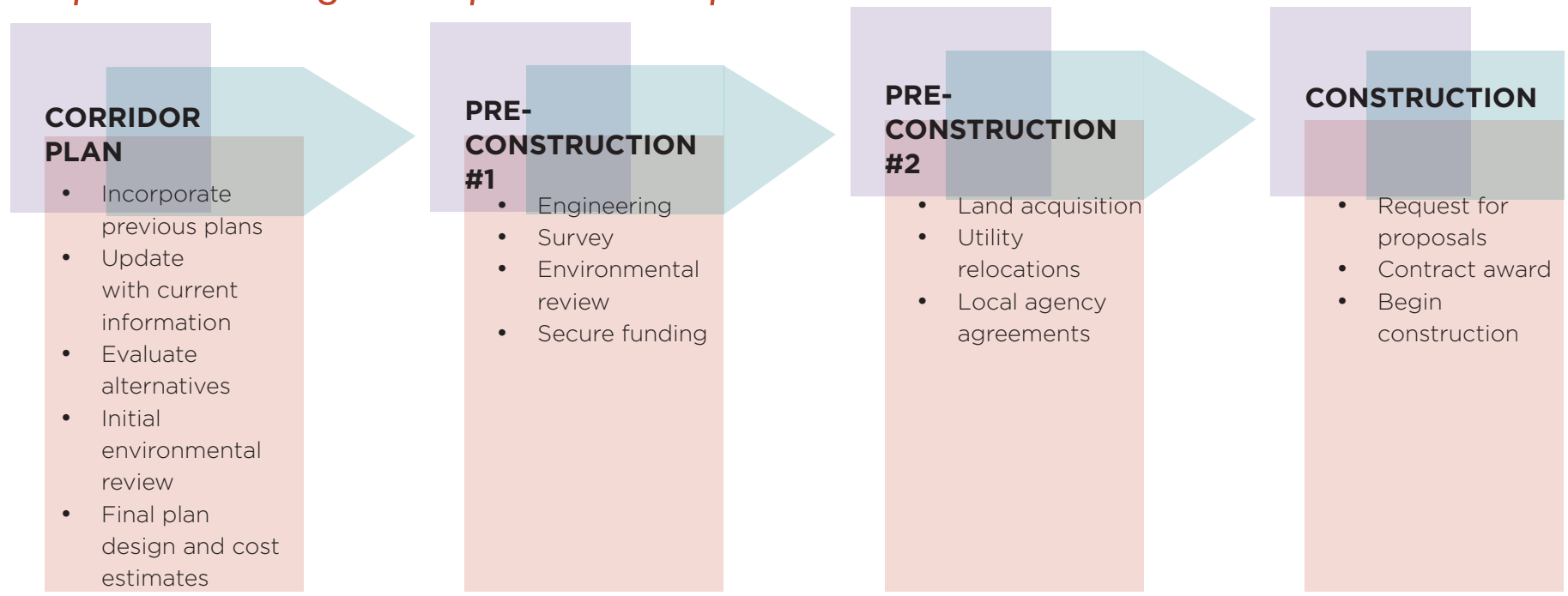
Inclusion in the 2050 Long Range Transportation Plan moves the project forward but does not guarantee projects will be completed in the next four years.

One of the ways the Highway 200 Corridor Plan can elevate the project in regional priorities is getting the design to a point where we can start pursuing funding. So, having the full corridor designed at a planning level helps get the project “shovel ready.”

Typically projects that are well defined and supported by the community will happen before other projects.

Timing of a project is contingent upon federal, state or local funding availability, right-of-way acquisition (if applicable), utility relocations, environmental review, surveying, and engineering design. ROW acquisition, utility relocations, environmental review, surveying and design.

Steps in Moving a Project to Completion



Time Needed for Project Realization

Project timing can vary substantially. From the time a corridor plan is determined to meet state and Federal highway department standards to the time a project is completed could take

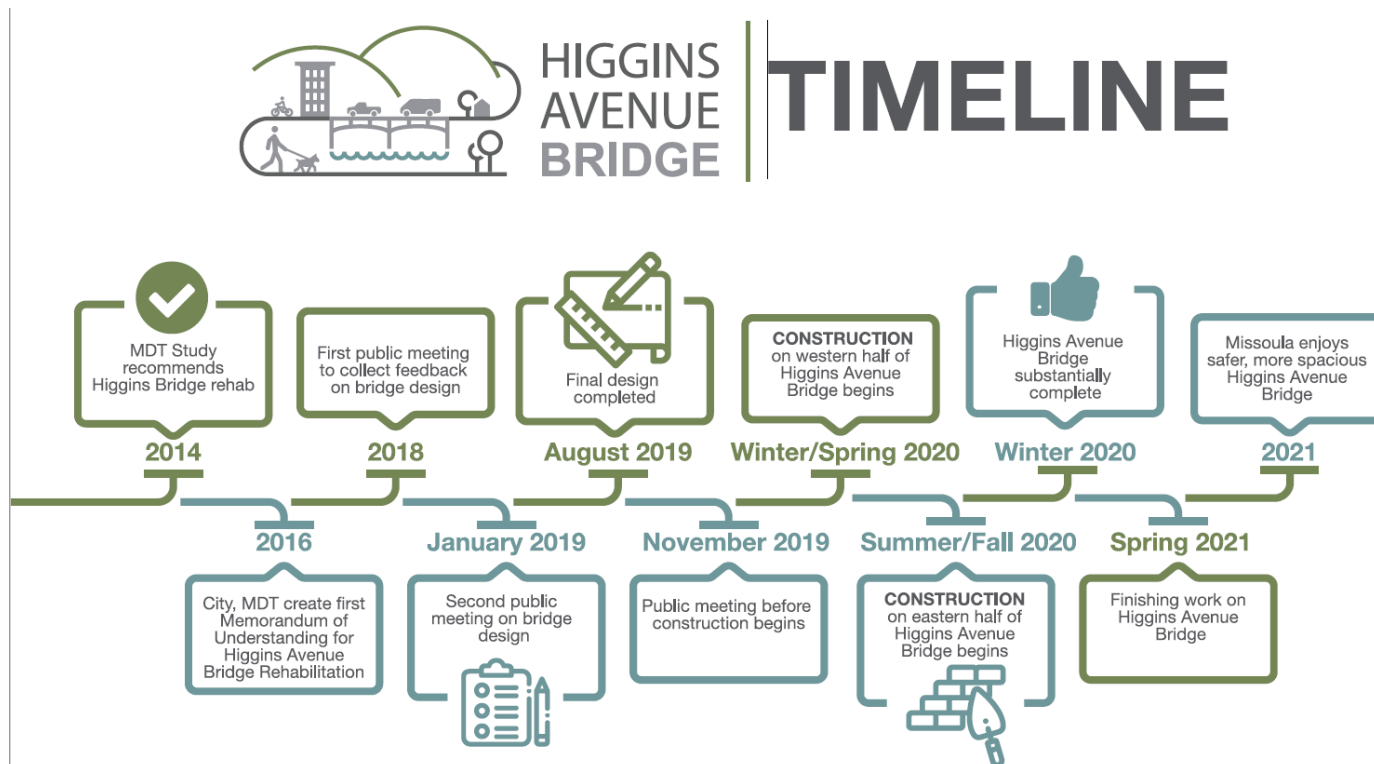
two to ten years or sometimes even more.

Prioritizing project elements or phases can assist in moving faster toward

completion, but a high cost or low priority can increase the amount of time it takes to complete.

Examples of Project Timing:

- **Van Buren-I-90 Roundabouts** - In 2004, MDT completed a study to evaluate traffic flow at the Van Buren interchange. Three options were identified and the roundabout option was selected. It took several years to get the project to a Request for Proposal for Construction. The actual work began in 2018 and was completed in 2019 (two years).
- **Higgins Avenue Bridge**



Source:
<https://www.mdt.mt.gov/pubinvolve/higginsbridge/schedule.shtml>



Design Alternatives

Process for Developing Preferred Design Alternative

Phase 1: Project Initiation and Issue Identification (Winter 2020)

1

- a. Review Previous Plans and Studies
 - Summarize relevant information
 - Identify information gaps
 - Document findings: Introductory Framework
- b. Analyze Existing Conditions
 - Detailed analysis of current conditions, building from previous studies
 - Identify current issues
 - “Pre-NEPA” environmental summary
 - Document findings: Technical Analysis
 - Public Open House #1 and online comments to introduce project and obtain initial feedback on concerns/issues

Phase 2: Develop Design Alternatives (Spring 2020)

2

- a. Consider comments from the general public (Open House #1 and other comments), focus groups (East Missoula businesses and area bike/pedestrian interests), individuals, agencies (e.g., Resource Agency meeting)
- b. Consider relevant elements from previous studies and technical analysis
- c. Prepare project goals and objectives
- d. Identify a comprehensive and broad range of approaches to achieve project goals and objectives
- e. Public Open House #2 and online comments to obtain public preferences among alternatives and suggestions for modifications

3

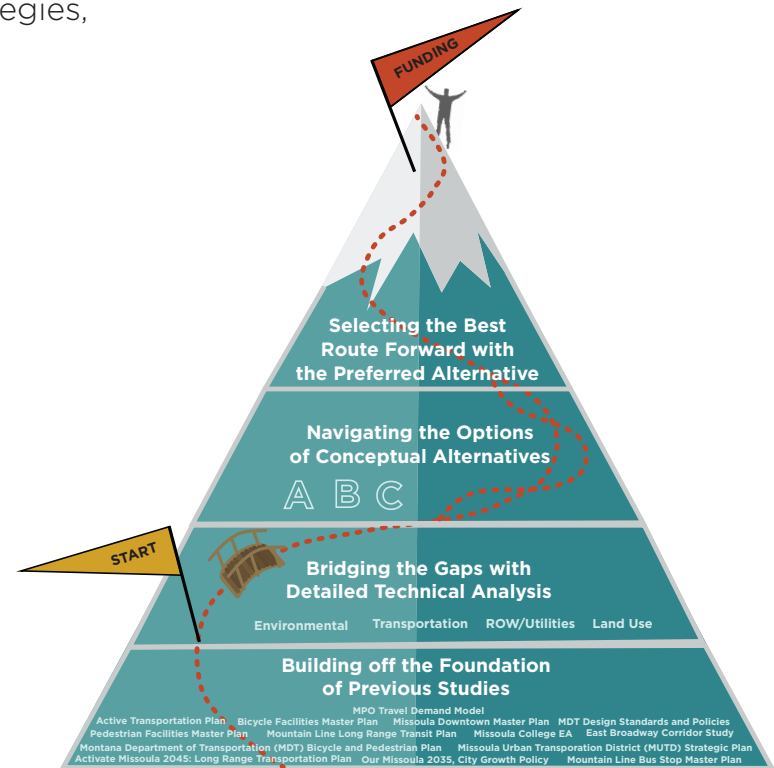
Phase 3: Preferred Alternative (Fall/Winter 2020-21)

- a. Prepare Draft Preferred Alternative
 - Consider comments regarding alternative preferences and suggested modifications from the public (Open House #2 and other comments) and from agencies
 - Evaluate alternatives for conformance to selection criteria (based on ability to meet goals and public preferences)
 - Evaluate modifications to improve goal achievement
 - Identify preferred alternative
- b. Finalize Preferred Alternative
 - Public Open House #3
 - Consider comments from the general public (Open House #2 and other comments) and from agencies
 - Evaluate options for improving final preferred alternative to better meet goals and selection criteria
 - Refine and evaluate cost estimates, funding strategies, and project phasing/implementation
 - Revise final alternative as needed

4

Phase 4: Final Plan (early 2021)

- a. Release East Missoula-Highway 200 Corridor Plan for public comment
- b. Consider comments and finalize plan





Appendix C

Advisory Committee

Agendas & Meeting Minutes



East Missoula Highway 200 Corridor Plan Advisory Committee Meeting 1 Agenda September 27, 2019

1. Welcome/Introductions
2. Overview of Project
3. Committee Roles/Responsibilities
4. Approach to Public Engagement
5. Identifying Stakeholders and how best to involve them
6. Results of Initial Analysis of Existing Documents and Data Gaps
7. Identify dates, times, and locations for subsequent Advisory Committee meetings

MEETING SUMMARY

DATE/TIME: September 27, 2019/ 8:30-10:30am

PROJECT NAME/NO: Highway 200

SUBJECT: Advisory Committee Meeting 1

ATTENDEES: Jack Ballas, Troy Monroe, Shane Stack, Neil Miner, Vicki Crnich, Donny Pfeiffer, Danny Gundlach, Christine Dascenzo, Corey Aldridge, David Gray (MMPO), Tara Osendorf (MMPO), Aaron Wilson (MMPO), Anne Cossitt (WGM consultant), Kate Dinsmore (WGM consultant),

During this Advisory Committee meeting there was an introduction to the project, discussion of committee roles, public engagement, Introductory Framework report, and identifying key stakeholders.

- The project will prepare three alternative approaches for each of the three segments. The final recommendation will be one alternative that includes the preferred alternative for each of the three segments.
- Reviewed the Public Involvement Plan, which has been approved by the Missoula Metropolitan Planning Organization (MMPO), and which sets out the roles and responsibilities of Advisory Committee members as well as the overall approach to public engagement.
- Public engagement will include three public open houses, website updates, on-line comment platform with geo-specific capacity, and a leave-behind graphic for concisely explaining the project.
- Key stakeholders in the area included property owners, highway 200 commuters, and recreationists. Holding meetings with some of these people may give a better idea to the design alternative.
- Reviewed findings of the Introductory Framework, a report that summarizes the information in existing documents as they related to each separate section of the Hwy 200 Corridor study area.
- The most specific information is for the East Missoula segment, and there is considerably less information for the other two segments. Noticeably missing is a variety of up-to-date traffic information. Only East Missoula has had a traffic safety audit.
- WGM will be working now to update information needed for the Hwy 200 Corridor Plan. The MMPO has more up-to-date data and there is a recently completed safety plan.

East Missoula Highway 200 Corridor Plan Advisory Committee Meeting 2 Agenda January 17, 2020

1. Technical Analysis – key findings (WGM presentation) and discussion of issues/opportunities
2. Public Engagement Update:
 - a. Open House #1 – review format and Advisory Committee roles – discuss with Advisory Committee how to engage public in identifying/clarifying issues/opportunities
 - b. Social Pinpoint – WGM presentation on use
 - c. Other Meetings – local outreach and special interests – WGM will present concepts for the eight “other” meetings included in our scope
3. Resource Agency Workshop – Update
4. Next steps for Advisory Committee involvement

MEETING SUMMARY

| | |
|-------------------------|---|
| DATE/TIME: | January 17, 2020; 8:30-10:15 |
| PROJECT NAME/NO: | Hwy 200 Corridor Study/190517 |
| SUBJECT: | Advisory Committee Meeting #2 |
| ATTENDEES: | Lee Bridges, Daniel Gundlach, Ben Nunnallee, Dave Gray, Shane Stack, Neil Miner, Chris Behan, Steve Feliz, Ben Weiss, Tara Osendorf (MMPO), Aaron Wilson (MMPO), Anne Cossitt (WGM consultant), Kate Dinsmore (WGM consultant), Anna Vickers (WGM consultant) |

The primary purpose of this meeting was to review the Technical Analysis report.

Advisory Committee Comments:

- Bank stabilization should be added as an area of concern.
- Mountain Line identifies Highway 200 as one of their highest ridership routes.
- There needs to be more explanation regarding crash trends.
- It would be beneficial to cross check growth rate numbers between WGM and local city and county growth projections.
- Cross check right of way information against MDT and the City projects.
- There are opportunities for sewer and water if the project gets funded.
- Urban Renewal Plan and Downtown Master Plan 2019 would also show development potential for the western segment. While the plan is looking out twenty years, the infrastructure that is being planned as part of this project will likely be in place for much longer than twenty years.
- It may be a good idea to let City and County planning staff review land use pieces.
- The railroad creates a bottleneck for the entire corridor.
- There is work needed on text throughout the document in order to better describe the graphics.
- The information displayed through the graphics could be better emphasized, fix the “dots” on Figure 11.
- Follow up on traffic volume information from the City and MMPO
- MDT and City can provide additional right-of-way

East Missoula Highway 200 Corridor Plan Advisory Committee Meeting 3 Agenda February 14, 2020

1. Introductions (as needed)
2. Open House #1
 - a. Summary of comments and other observations (what worked and what didn't)
 - b. Discussion and identification of key points relevant for Designing Alternatives
3. Framing the Development of Alternatives
 - a. Draft Design Goals and Objectives
 - b. Develop Alternatives Selection Methods, Criteria, and Metrics
4. Designing Alternatives
 - a. Next Steps - Technical Approach
 - b. Additional Public Comment Information
 - i. Focus Groups
 - ii. Social Pinpoint - March 15 comment deadline for this first round
5. Resource Agency Workshop - after Alternatives designed -Early April
6. Other Discussion Items?
7. Next Advisory Committee Meeting
8. Adjourn

MEETING SUMMARY

DATE/TIME: February 14, 2020/ 8:30-10:30

SUBJECT: Advisory Committee Meeting #3

ATTENDEES: Chris Behan, Neil Miner, Vince Caristo, John Stegmaier, Lee Bridges, Shane Stack, Vicki Crnich, Tara Osendorf – MMPO, Aaron Wilson – MMPO, Anne Cossitt (WGM Consultant), Kate Dinsmore (WGM Consultant), Anna Vickers (WGM Consultant)

During this Advisory Committee meeting there was a recap of open house #1, discussion about the goals and objectives for the design alternative.

Open House #1 Recap

- There were three media stations in attendance.

The Advisory Committee then began to discuss the open house comments.

- A lot of intersections have drainage issues.
- The Clyde Street issue can be resolved without roundabouts.
- Crosswalks to Ole's or Sinclair would be nice.
- There needs to be a resolve for parking for summer recreation activities.

Goals & Objectives for the Design Alternatives

The Advisory Committee reviewed and discussed draft goals and objectives. Their changes are incorporated into the attached document.

Alternative Selection Methods, Criteria, and Metrics

The Advisory Committee reviewed initial criteria. Their changes are incorporated into the attached document.

East Missoula Highway 200 Corridor Plan

PROJECT GOALS AND OBJECTIVES

(as revised by the Advisory Committee 2/14/2020)

- 1) Improve the safety of the corridor for all users**
 - a. Reduce the frequency and severity of all crashes
 - b. Reduce potential conflict for all modes
 - c. Support the development of safe pedestrian and bicycle facilities

- 2) Improve the operation of the roadway and address access management**
 - a. Preserve roadway capacity
 - b. Coordinate land use and transportation needs to provide safe and reasonable access between public roadways and adjacent land
 - c. Develop parking solutions along the roadway
 - d. Educate landowners on the need and benefits of access management
 - e. Reduce intersection congestion for existing and future demands
 - f. Accommodate alternative transportation modes
 - g. Utilize complete streets design principles
 - h. Incorporate flexibility to allow for future change and redevelopment

- 3) Expand multimodal transportation facilities and increase safety of these facilities**
 - a. Improve pedestrian facilities
 - b. Improve bicycle facilities
 - c. Reduce potential conflicts between transportation modes
 - d. Provide accessible transportation facilities that improve mobility
 - e. Improve connections to and between businesses, neighborhoods, recreational amenities, and downtown
 - f. Provide improved transit stop amenities
 - g. Facilitate pedestrian access to transit
 - h. Minimize adverse impacts on traffic flow and intersection operations
 - i. Design for future mobility trends and allow technology that is rapidly changing

- 4) Preserve, protect, and enhance the unique character of each segment of the corridor**
 - a. Recognize the environmental, cultural, recreational, and agricultural nature of the individual segments
 - b. Consider attractive, pedestrian-friendly design features
 - c. Focus on place and place making
 - d. Improve the attractiveness of the streetscape
 - e. Increase public spaces and amenities
 - f. Support the economic vitality and growth of the commercial and residential areas
 - g. Promote livability

5) Provide cost-effective, feasible, and maintainable improvements

- a. Consider total cost of public infrastructure
- b. Help attract funding sources
- c. Provide opportunities to phase projects
- d. Align with planned City/County/MDT projects
- e. Leverage private investment
- f. Minimize the need for additional right-of-way
- g. Consider the resources and obligations for maintaining new improvements
- h. Consider feasibility of constructing improvements
- i. Provide innovative and sustainable solutions

6) Protect environmentally sensitive areas and natural features from negative impacts

- a. Consider potential adverse impacts to environmental resources that may result from improvement options
- b. Avoid adverse environmental impacts on air or water quality, wetlands, and endangered species

East Missoula Highway 200 Corridor Plan
CRITERIA FOR SELECTING A PREFERRED ALTERNATIVE

- 1) Does the alternative address the identified safety issues?
- 2) Does the alternative address access management?
- 3) Does the alternative improve multimodal transportation facilities?
- 4) Does the alternative respond to and enhance the individual character of each segment?
- 5) Is the alternative cost-effective? Is it a good value?
- 6) Is the alternative feasible? Are the improvements within the existing right-of-way?
- 7) Are there resources available to maintain the proposed improvements in the alternative?
- 8) Does the alternative propose improvements that will adversely affect the environment?
- 9) Does the alternative reflect community priorities and have community support?
- 10) Does the alternative have agency support?
- 11) Are there advantages for funding this alternative?
- 12) Does the alternative comply with adopted plans?

East Missoula Highway 200 Corridor Plan Advisory Committee Meeting #4 Agenda June 19, 2020

MEETING PURPOSE:

Obtain Advisory Committee Guidance on:

- Any changes needed to Design Alternatives prior to public release - Identify if Advisory Committee is comfortable with the alternatives as presented and if not, understand the issue(s) and make adjustments to alternatives or to presentation
- Criteria and Process for selecting a Preferred Alternative

1. 8:30 Welcome & Overview of Progress to Date
 - a. Nearing the end of the “Design Alternatives” Phase
 - b. Resource Agency Committee has met
 - c. Advisory Committee guidance a last step prior to public release
2. 8:35 Design Alternatives
 - a. Presentation
 - i. Overview on process and information used to develop design alternatives -
 - Present the alternatives in format generally proposed for recorded video to be released to the public July 1 - looking for public comments regarding preferred alternative, preferred components
 - Social Pinpoint application - update
 - ii. Review Resource Agency Comments
 - b. Advisory Committee Discussion
Focus discussion on any needed changes --missed opportunities, feasibility, etc.
 - c. Review of Resource Agency Comments
 - d. Advisory Committee Discussion and Recommendations
3. 10:00 Next Work Phase: Select and Refine Preferred Alternative
 - a. Present recommendations for Selection Process and Criteria
 - b. Advisory Committee Discussion and Recommendation
4. 10:15 Next Steps - Upcoming Schedule
5. 10:25 Other Discussion Items?
6. 10:30 Adjourn

MEETING RECORD

DATE/TIME: June 19, 2020 8:30 – 10:30

PROJECT NAME/NO: East Missoula Hwy 200 Corridor Planning

SUBJECT: Advisory Committee Meeting #4, Online Zoom Meeting

BY: Anna Vickers, WGM Group

ATTENDEES: Chris Behan (MRA), Daniel Gundlach (ASUM Transportation), Jacquelyn Smith (MDT), John Stegmaier (County Parks/Trails), Kevin Slovarp (City Engineer), Robert Vosen (MDT), Lee Bridges (East Missoula Community Council), Ben Weiss (City Bicycle and Pedestrian), Aaron Wilson (MMPO), Tara Osendorf (MMPO), Stephen McDaniel (WGM), Kate Dinsmore (WGM), Anne Cossitt (WGM), Anna Vickers (WGM)

Meeting Purpose:

Obtain Advisory Committee Guidance on:

- Any changes needed to Design Alternatives prior to public release. – Identify if Advisory Committee is comfortable with the alternatives as presented and if not, understand the issue(s) and make adjustments to alternatives or to presentation.
- Criteria and Process for selecting a Preferred Alternative.

1. Welcome and Overview of Progress to Date

Anne Cossitt, WGM Senior Planner, welcomed the group and briefly reviewed meeting purpose and agenda. The project is at the end of the “Design Alternatives” phase and this meeting is to touch base with the Advisory Committee for changes before releasing the design alternatives to the public.

2. Design Alternatives

Kate Dinsmore, WGM Project Manager, presented the design alternatives. The Resource Agency Group met earlier in the week and had no changes to the design alternatives.

Advisory Committee Comments on Design Alternatives:

- Daniel: 10ft path is going to be wide enough?
 - Ben: 10ft is current shared used path standard. It’s what the riverfront trail and bitterroot trail is. That being said the new AASHTO design

guidelines and that says 14 or 16ft minimum. If right-of-way (ROW) is challenge 10ft is fine. If there are options, we would like to go a little wider; that would be appreciated. No less than 10 ft.

- Jacquelyn: Have there been conversations about how this will be paid for?
 - Aaron: We want to get a preferred design first and think of creative ways on how to fund this. Unless we got a build grant it's unlikely to do all at once. Until we have a design in place it's hard to get started. Funding isn't abundant we will have to consider that when implementing this. More/less expensive and make decisions about that as we go. Once we have preferred design, we think about funding.
- Jacquelyn:
 - Is a la carte approach a good option?
 - Anything within ROW needs to be approved by Montana Department of Transportation. (MDT)
 - Compare new guidance on crosswalks and what's being proposed. (Jacquelyn will send this.)
 - Before going to public with these will there be a planning level cost estimate put together?
 - Kate: We have cost estimate we aren't planning on sharing that publically. We would share that with Advisory Committee if MMPO is okay with that.
 - Aaron is okay with that. Share crosswalk standards with MMPO
 - Has Montana Rail Link (MRL) been coordinated on this?
 - Kate: We have talked to MRL quite a bit. We have run ideas by him. Sent iteration to Nick and asked for his comments. We think we are in good shape with MRL.
 - A concern when shared use path is next to roadway some drivers may view as roadway.
 - Other communities have concerns when parking lane and travel lane are not paying attention to bikers around them. Have been instances of bikers getting hit by car door.
- Kevin:
 - East Broadway: City engineering put together curb and sidewalk about 10 years ago. Would like to utilize those improvements because they cost a lot of money. In some locations along Hwy 200 have a shared use path along river. Maybe that can be used for the shared use path facility and in areas where shared use path along river is not available. That's when pathway comes back to road and we widen existing sidewalk with proper pathway along road. Would like to utilize existing infrastructure as much as possible. Don't see a huge need for a parking lane and a sidewalk on the north side. Don't know that would be beneficial to the most users, whether it's vehicle or pedestrian. If you do put parking you will want a place for pedestrians to utilize that. If you don't put parking you don't need a pedestrian facility.
 - East Missoula: See option for angle parking or parallel parking, do not know how much that is needed. Those businesses on east side of roadway have a sea of asphalt and really ample parking right now. Don't see a huge need for parking in the East Missoula section.

- ShaRon-Marshall: would hesitate to end the pathway facility midway. If you have facility you want to continue to the next logical place. Would hesitate to stop that early. Definitely want to discuss the alternatives in more detail. Get into Van Buren and other portions.
- Lee:
 - East Missoula segment: I want to point out that in East Missoula that all of our residential streets approach Highway 200 at a severe angle and until that is resolved I can't jump onboard with any big ideas. We need to take care of water drainage and of street angles. We also can't be jumping on deciding about trees and boulevards and sidewalk and curb. Without resolving existing problems, we can't be done until this is done. Page 14 did not allow for any accommodation for angled streets. It's like having to stop and do a u-turn when coming down from these approaches. Sent a photo of solution done on Mullan and Ranch Club Road. This shows you run a tapered exit off highway 200 to meet up with neighborhood street. Really sharp tight angle stops traffic dead on. When you have to turn and go backwards you stop all traffic. Ole's has issues because we go into parking lot to not stop. Clyde street and those have to have remedy before I'll agree to these issues. All neighborhood streets come into an angle like they do.
 - Kate: I want to stay high level and we will talk about this.
 - I do like single roundabout and I do like lighting at intersections
- Anne:
 - We want to identify changes that need to happen before going to the public. Is there something that needs to change before these go out to the public?
- Kate: How do you feel about having a variable width for a shared use path?
 - Ben: I think it can vary I would be hard pressed to see it go below 10 feet and consider it a commuter route. I know that's hard pressed in the Marshall section. But I would like to see it be at least 10' throughout.
 - Kate: In areas we could go up to 16' would it be okay to have it widened and narrowed throughout. Have not seen that be a problem here or elsewhere.
- Ben: The complete street option for option 1 since when you break out different variation. If the main typical section shown would be the raised bike lane that would be the complete street. Is Mountain Line on board if 200 was improved would they move service off speedway?
 - Kate: Open to having raised bike lane.
- Aaron: Do we have to establish crosswalk or additional pedestrian protection if putting in bus stop?
 - Jacquelyn: Will look into that.
- John: Think about winter maintenance and which design scenario will allow for snow storage. A sidewalk in that area would be more likely to be maintained for winter maintenance. What would be the community's expectation around those facilities being useable year round? With a shared path 12 feet wide, it's difficult to have snow storage and maintenance.

Focus Areas:

- Lee: None of this impacts parking area of Eastgate shopping center?
 - Kate: No.
- Ben:
 - 4' median could that accommodate a T-lighting
 - Likes the single consolidate approach to Eastgate at far east, but issues with Thunderbird right up to lot line and narrower.
 - Do we want to envision the ideal far east entry to Eastgate - not just deal with what we have?
 - Think about what this could be - significant redesign possible? what about a four point intersection to access north businesses and Eastgate to the south
- Stephen: Where it is now shown connects to the street that goes across RR by Drum
- Chris Behan: Thunderbird may redevelop sooner rather than later...
 - Any possibility for a setback or something at Thunderbird to make sight and access better
 - North side: sight lines are tough on that north side to get onto Hwy 200, watch placement of trees there - spacing now looks pretty good. Needs some greening. That intersection is an example of urban blight.
- Kevin Slovarp
 - MDT safety study done a while back and they recommended lighting - we need to make sure lighting gets into all options to promote safety
 - What traffic analysis has been done to support dropping the turn lane and how do we ensure that traffic still moves well (or better) - we do not want to make things worse. Would hate to put an option that really messes things up traffic wise. Traffic is not more important than safety but want to know how the operations are working with each of these options.
- Jacquelyn:
 - In regards to the public meeting, hope that it can be relayed to manage public expectation. Looking at typical section and boulevard and bike lanes that these features should be outside of our right-of-way. Just be showing it, it's not a guarantee that it will be approved.
 - Aaron: In an urban environment we will never be able to accommodate future growth if we are not accommodating travel lanes and bike lanes.
 - Issues are that no one wants to maintain
- Kate:
 - Lighting comments should look at closer and how they would work. How closely did you look at this?
 - Stephen: With Van Buren options we do have a bit of extra right-of-way width if we shifted some of our improvements and we could include. When we go to the public we would want to have light poles on there to illustrate that we can accommodate it.
- Aaron: Where is the existing curb to curb width? Do they all require reconstruction to existing curb line? Can we do all this and maintain the curb width? That feels like a good cost saving.

- Stephen to follow-up with Aaron.
- Kate: Existing street and show the typical section of what existing is and show what the curb line is.

Railroad Crossing and I-90 Interchange Focus Area:

- Lee: Go with option 3 for cost. Would like to see the railroad underpass enlarged. Would like to see widened where cars go through, but do like bike path and walking path. Do like option 2 roundabout better. Does not see where the other (far east) roundabout is a problem area.
- Kevin:
 - What is the reasoning for why pedestrian tunnel farthest east, why not closer to tunnel?
 - Kate: MRL requires this for distance between structures.
 - Worried that the tunnel is a potential safety issue - sight distance at sharp turn entry.
 - Kate: Needs lighting
 - Is the roundabout on the south side of the interstate? Is that one a problem because of sight visibility and other reasons?
 - Stephen: Speed and sight visibility is main concern with the crash trends. MDT study says that a roundabout will slow traffic down the best and will provide the safest interstate operation. The grades were very similar to Van Buren
 - If existing tunnel was widened, would there still be the same sight visibility and need for roundabout?
 - Stephen: You would be making it more comfortable for higher speeds but helping sight.
 - What kind of treatments will there be for at grade pedestrian crossing?
 - Will be similar to the one that goes up in the Rattlesnake by Greenough.
- Kate: Safety concern for the tunnel we talked about lighting being important for the tunnel. Because it is off to the side we don't want to lose that
- Jacquelyn: Are you guys looking at or proposing changing speed limit in this area?
 - Kate we are not proposing that.
- Ben: Curious if it was possible to mix and match. Do single roundabout with the pathway adjacent to the road the way it is in the double roundabout option. Do underpass widening and single roundabout. Seems like that's the point. Want to mix and match. Do one and with bridge lighting.
- Aaron: MRL said the city/state would own the bridge. MRL would no longer take on the bridge.
- Ben: The at grade crossing does seem a lot more feasible. But a large chunk of the day there are trains so we are not allowing a connection to town.

East Missoula:

- Kate:
 - Showing one access management plan. Looking at curb and gutter throughout the entire East Missoula area will also help with drainage issues.
 - Minimizing property impacts would get the project along faster.
- Stephen: Issue is less related to the angle and more to the lack of drainage. You actually need to make a sharper turn than you like, unless you have a well-defined curb line. Clyde and Randall will be likely larger because we have a note to accommodate large trucks
- Lee: Drainage issues need to be addressed because can't see puddles and damage undercarriage. Intersection formation is important because coming to a complete stop.
- Kate: The entire street is really going to change and we are considering how drainage works.
- Kevin: Is Ole's the only place that needs large vehicle access?
- Lee: Peacock is concern because of all fire department exits. Is there a balance between driveways and street width and try to allow for that in some places but minimize in other places?
 - Stephen: There is a balance. Clyde and Randall Street need to accommodate large trucks, but once you get down to Summers, looks like balance between large truck balance and pedestrian balance.
 - Aaron: Truck turn radius creates safety issue for bicyclists
- Lee: The problem with layouts that both parallel parking and angled parking have to backup into traffic lane. And there is not a distance between travel lane and parking. Doesn't want the speed limit to drop, but doesn't want to jeopardize the travel lane.
 - Kate: Starts to become an urban Main Street with parking instead of a highway.
 - Kevin: Some greenspace in this corridor would be great. Like the options with the trees and greenspace shown. In public meeting you don't want to have all of it. Mix and match these in various sections of the overall project.
 - Aaron: There are some creative options. Don't have to do a typical section for the whole length.
 - Kate: It would be good to build in variability and maintain connections throughout there.

Sha-Ron – Marshall:

- Lee: Sharp grade of hill – problem with bicyclists going up hill
 - Stephen: Steep part of the hill is further east
- Ben: Options 1 & 2 if you are a west bound bike rider, so having to wait and cross the street deflates that. My concern with option 3 is about making the left turn about the downhill move has me concerned. A mix and match of option 2 & 3 where you do improvements with trailer parking. Is there a way to include this in option 3. Shifting speedway alignment
- Kate: Informal parking lot you lose a lot of efficiency.

East Missoula Highway 200 Corridor Plan Advisory Committee Meeting #5 Agenda August 7, 2020

MEETING PURPOSE:

Obtain Advisory Committee Guidance on:

- **Selecting Preferred Alternative and Identifying Needed Adjustments**

1. 8:30 Welcome - Update since Release of Alternatives
 - a. How alternatives changed from last Advisory Committee meeting
 - b. Other new information
 - c. Comments Since Release of Alternatives - Overview

2. 8:50 Evaluate and Rank Alternatives
 - a. Review Advisory Committee Score Sheet Tallies
 - b. Advisory Committee Ranking of Alternatives/Options

3. 9:15 Refining Preferred Alternative
Advisory Committee Recommendations for Modifying the Highest Ranking Alternatives/Options

4. 10:20 Next Steps - Upcoming Schedule

| | |
|-------------|---|
| 09-18 | Advisory Committee #6 - Finalize Alternative Prior to Public Release |
| Wk of 09/28 | Open House #3: Preferred Alternative |
| 10-09 | Advisory Committee #7: Review Public Comment and Determine any Needed Revisions of Selected Alternative |
| 11-20 | Advisory Committee #8: Review Draft Plan |
| Wk of 11/30 | Release Draft Plan for Comment |
| Wk of 12/28 | Final Report |
| Jan 2021 | Plan Approval |

5. 10:25 Other?

6. 10:30 Adjourn

MEETING RECORD

DATE/TIME: Aug 7, 2020 8:30 – 10:30

PROJECT NAME/NO: East Missoula Hwy 200 Corridor Planning

SUBJECT: Advisory Committee Meeting #5, Online Zoom Meeting

BY: Anne Cossitt, WGM Group

ATTENDEES: Chris Behan (MRA), Lee Bridges (East Missoula Community Council), Andrew Hagemeyer (Missoula County CAPs), Vicki Crnich (MDT), Daniel Gundlach (ASUM Transportation), Neil Miner (City Parks and Rec), Jacquelyn Smith (MDT), Kevin Slovarp (City Engineer), Shane Stack (County Public Works), Ben Weiss (City Bicycle and Pedestrian), Aaron Wilson (MMPO), Tara Osendorf (MMPO), Stephen McDaniel (WGM), Kate Dinsmore (WGM), Anne Cossitt (WGM), Anna Vickers (WGM)

Meeting Purpose:

Obtain Advisory Committee Guidance on selecting Preferred Alternative and Identifying Needed Adjustments

1. Welcome and Update since Release of Alternatives

a. Changes to Alternatives since last Advisory Committee meeting

Kate Dinsmore reviewed the corridor-wide alternatives and focus area options as presented on the project website.

Those options were a bit different from what was reviewed by the Advisory Committee at their last meeting in June. Information on the changes was sent to the Advisory Committee prior to release of the options to the public.

Kate quickly reviewed what necessitated the changes, including feedback from landowners. The major changes were replacing previous Sha-Ron parking options with protected on-street parking near the Sha-Ron site and an east parking lot option. The other major change was replacing the pedestrian tunnel under the railroad with a trail along Mt. Jumbo on the north side of I-90. The Mt. Jumbo alternative will need additional feasibility analysis if it moves forward.

b. Other new updates

Aaron Wilson briefed the group on new developments around Sha-Ron. It looks like things could be moving faster than anticipated for an east-area parking lot in highway 200 easement. The county and MDT are working to fast-track this, starting with a retracement of the survey.

c. Public involvement updates

Anne Cossitt summarized outreach efforts since the last Advisory Committee meeting --- more than 1,000 postcards sent to landowners in the general area, the Open House had about 30 or so participants, social pinpoint had 1,276 visits, 275 users, and 196 survey responses/comments. A handful of emails and phone calls were also received on the project.

d. Cost estimate information

Stephen McDaniel addressed a couple of questions raised in email from Advisory Committee members:

- i. The estimates do not include ROW acquisition at this time. Trying to stay within the existing ROW.
- ii. The estimates do not include utility relocation, in part because not getting good information from the utility providers and in part because we haven't honed a final alternative.

2. Evaluating and Ranking Alternatives

We received a total of eight completed score sheets. Results included at the end of this meeting summary.

Anne Cossitt briefed the committee on results of the public survey on social pinpoint, including what influenced the votes. See "Short Summary of Public's Preferences for Alternatives," attached to this meeting summary.

3. Developing a Preferred Alternative

The Committee agreed to the following components of a preferred alternative:

- a. Bike-Ped Facilities for entire length of corridor. This will be a mix of shared-use path, sidewalk, and in-street bike. Final mix to be determined, but what was agreed:
 - i. Shared-Use Path from Staple Street to Tamarack
 - ii. Well-marked crossings as needed when path shifts sides of the hwy (shifting sides is "as needed" to avoid constraints or issues with topography, ROW, areas with lots of driveway access, etc.)

b. RR-I-90 Interchange Focus Area - RR bridge, single roundabout, and bike-ped facilities along hwy 200

c. East Missoula Focus Area

Parking: Limit parking to certain areas -on-street only where it is absolutely needed (with potential to be opened up later for add'l pkg if needed) Parallel parking uses less ROW than angle parking, leaving more room for multi-modal mobility

NOTE: Public does not understand that some parking will be lost because existing parking is in HWY ROW - need to get this message out

d. Naming Preferred Alternative - The final name will need to be something different than the Alternatives presented to the public. It was confusing to label Alternative A as "Complete Street" when it contains elements that do not conform to "Complete Street" standards.

4. NEXT MEETING: At 10:25, the group agreed to meet again to finalize their preferences on the rest of the corridor items. WGM will be sending out a doodle schedule poll.

MEETING RECORD

DATE/TIME: Aug 25, 2020 8:30 - 10:30

PROJECT NAME/NO: East Missoula Hwy 200 Corridor Planning

SUBJECT: Advisory Committee Meeting #6, Online Zoom Meeting

BY: Anne Cossitt, WGM Group

ATTENDEES: Chris Behan (MRA), Lee Bridges (East Missoula Community Council), Vince Caristo (Mountain Line), Vicki Crnich (MDT), Andrew Hagemeyer (Missoula County CAPs), Neil Miner (City Parks and Rec), Lindsey Romanie (Missoula County CAPs), John Sand (MMPO), Shane Stack (County Public Works), John Stegmaier (County Parks and Trails), Ben Weiss (City Bicycle and Pedestrian), Aaron Wilson (MMPO), Stephen McDaniel (WGM), Kate Dinsmore (WGM), Anne Cossitt (WGM)

Meeting Purpose:

Finalize Advisory Committee Guidance on Preferred Alternative

Kate Dinsmore presented a recommended preferred alternative prepared by WGM and that was the basis for discussion at this meeting. A marked-up copy showing changes from the meeting is attached.

The committee went through the recommendation section by section with the following changes.

1. Van Buren - East Missoula
 - 1) Priorize bike lane over on-street parking on south side
 - 2) Keep on-street parking where 80' width allows
 - 3) Shared-Use Path - 10' minimum, go wider where you can - it's esp important by east gate (Neil) -
 - 4) Consider future changes in existing development -- Provisions for easements to better accommodate bike/ped, (Chris) also potential for landscaped boulevard - show in design (Neil?)
 - 5) Recognize the river path may still occur, but not part of this plan but see potential for both to be realized - river path could be different type of use
 - 6) Speed limit change - monitor need
2. RR-I90 - No changes

3. East Missoula

- 1) Refine the transitions from cycle tracks in street to shared use path at Staple Street - consider moving and pay attention to how it interacts with bus stops
- 2) Incorporate transit stops into design

4. Sha-Ron Marshall Segment - Show the bus stop

5. Lighting

WGM Proposal:

- Sha-Ron - no lighting
- E. Msla - decorative lighting for bike/ped/cars
- E. Broadway - lighting at crossings, and/or lighting on shared-use path

Advisory Committee recommendation: got with this approach, which provides for lighting in higher use areas instead of continuous

Next steps:

1. WGM will make modifications to the proposed alternative and send it out to the Advisory Committee before it is released to the public in October

East Missoula Highway 200 Corridor Plan Advisory Committee Meeting #7 Agenda December 18, 2020

MEETING PURPOSE:

To review suggested changes for the final plan and finalize approach, focusing first on the following newest chapters:

- “Preferred Alternative”
- “Implementation”

1. Welcome/Update

Our last scheduled Advisory Committee meeting. Brief status report and update on next steps for completion.

2. Comments and Discussion on New Material Clarify Advisory Committee recommendations for:

- a. Preferred Alternative
- b. Implementation

3. Other suggested changes to the Final Plan

- a. Any suggested changes in order of chapters? Or missing things?
- b. Deadline for submitting comments on other portions of the plan 12/28

4. THANK YOU!

East Missoula Highway 200 Corridor Plan Advisory Committee Meeting #7 Agenda December 18, 2020

MEETING PURPOSE:

To review suggested changes for the final plan and finalize approach, focusing first on the following newest chapters:

- “Preferred Alternative”
- “Implementation”

1. Welcome/Update

Our last scheduled Advisory Committee meeting. Brief status report and update on next steps for completion.

2. Comments and Discussion on New Material Clarify Advisory Committee recommendations for:

- a. Preferred Alternative
- b. Implementation

3. Other suggested changes to the Final Plan

- a. Any suggested changes in order of chapters? Or missing things?
- b. Deadline for submitting comments on other portions of the plan 12/28

4. THANK YOU!

- Kevin: Realignment of speedway is where it is because of public well or private well in that area, there was a constraint in that area.
 - Kate: Resource agency group brought up that restroom facility might be more feasible on north side,
 - Lee: Contact water/sewer board
- Jacquelyn:
 - Volume of pedestrian crossing road – safety concerns?
 - Kate: RFB crossing, also considered an option for tunnel under the road

How do we move forward?:

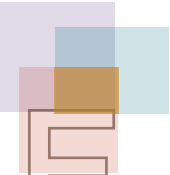
- Biggest tweak is understanding East Missoula access points.
 - Take ideas from each of the options. Make a comment in design alternatives that people can take pieces out of each of the scenarios and put together what they want. Point that out to the public.
 - MDT is nervous about maintenance and who is taking over maintenance on these items. Every project that we do if it's on an MDT route. MDT is requiring city or county to take over maintenance. When we bring this out to the public this needs to be decided. Want to get public input. Not be making promises, but more to get feedback and desires but not guaranteeing or promising on features. Seeing what's desired and evaluating what's feasible. Maintenance and funding are still in the air. Think about and talk about what can be delivered.
 - Lee: Trees would help with Van Buren intersection. But in East Missoula all the upkeep, this is a low income community and don't have the monetary ability to fund those things.
 - Right now we are on track to release this to public on first week of July and outdoor open house on July 8th.
3. Next Work Phase: Select and Refine Preferred Alternative
Anne Cossitt indicated there was not enough time in the meeting to go over proposed criteria for selecting and refining the preferred alternative. The draft document will be sent to the Advisory Committee.
4. Upcoming Schedule – Revised Advisory Committee Meeting Dates
Anne Cossitt reported that the project was slightly off-schedule, due in part to issues with COVID-19. A new schedule will be sent to the Advisory Committee.



Appendix D

Map of Properties Notified of Public Process





Appendix E

Design Alternatives Opinion of Probable Costs



Opinion of Probable Costs - Alternate A

Project Name: HWY 200
 Project No.: 19-05-17
 Prepared By: ARM
 Checked By: SM
 Date: August 5, 2020



**Conceptual:
Subject to Change**

Description: **Alternate A - Typical Missoula Complete Street**

Includes full rebuild of HWY 200 from Van Buren Street Intersection through East Missoula. An added shared use path is included from East Missoula to Tamarack Road. This option includes added mobility with boulevard sidewalks and bike lanes. The boulevard allows for street trees and lighting and the boulevard could be swapped for parallel parking as needed. There is potential to provide pocket parking while still maintaining narrower crossings. Boulevard sidewalks cannot fit on the north side of the road through east Missoula without an easement, but one could look to add with an easement. Potential cost savings exist along the East Broadway corridor depending on the structural integrity of the road. However they are not presented in this estimate, because this estimate will be used to target the funding necessary to implement the needed improvements. Any savings based on the structural integrity of the roadway would be determined by a geotechnical investigation during final design.

Excludes railroad underpass treatment, interchange costs, and parking at Sha-Ron river access, see supplemental estimates for those costs.

| Item Number | Description | Quantity | Unit | Unit Price | Total | Notes |
|--|---|----------|------|-----------------|------------------------------|--|
| Schedule A - Miscellaneous Items | | | | | | |
| 1 | Mobilization | 1 | LS | \$ 750,000.00 | \$ 750,000 | |
| 2 | Traffic Control | 1 | LS | \$ 225,000.00 | \$ 225,000 | |
| 3 | Misc. Work | 400,000 | EACH | \$ 1.00 | \$ 400,000 | |
| 4 | Erosion Control | 1 | LS | \$ 50,000.00 | \$ 50,000 | |
| 5 | Permits/Bonds | 1 | LS | \$ 50,000.00 | \$ 50,000 | |
| | | | | | Subtotal | \$ 1,475,000 |
| Schedule B - East Broadway (2,425 LF) | | | | | | |
| 1 | Excavation | 19,350 | CY | \$ 20.00 | \$ 387,000 | East Broadway includes HWY 200 from Van Buren to the bridge (see attached exhibit) Assume 1 ft depth across width of typical section. Includes Demolition |
| 2 | Concrete Sidewalks/Driveways | 54,900 | SF | \$ 6.50 | \$ 356,850 | Includes 4, 6, and 8 inch sidewalk, driveway aprons, and bus stops. |
| 3 | Combined Concrete Curb & Gutter | 17,100 | LF | \$ 23.00 | \$ 393,300 | Includes 6 and 8 inch thick gutter pans |
| 4 | Concrete Ribbon Median | 5,200 | SF | \$ 8.50 | \$ 44,200 | |
| 5 | 4" Thickness Asphalt Surfacing (2 lifts) | 38,416 | SY | \$ 20.00 | \$ 768,320 | Typical section widths and thicknesses assumed based on current City of Missoula and MDT design standards for urban arterial streets |
| 6 | 6" Thickness 3/4" Minus Crushed Base Course | 38,416 | SY | \$ 7.50 | \$ 288,120 | Assume medium subgrade conditions (CBR = 10-19) |
| 7 | 12" Thickness 3" Minus Sub-Base Course | 14,072 | CY | \$ 35.00 | \$ 492,520 | |
| 8 | Landscaping and Irrigation | 85,200 | SF | \$ 3.00 | \$ 255,600 | Assumes 6" of Topsoil, Seed, and Irrigation |
| 9 | Decorative Street Lighting | 86 | EACH | \$ 10,000.00 | \$ 860,000 | Assume 1 pole per 100' of street. Includes conduit, wiring and services. |
| 10 | Storm Drain Sump | 44 | EACH | \$ 5,500.00 | \$ 242,000 | Assume 1 sump per 10,000 sf of street with pre-treatment |
| 11 | Street Trees | 275 | EACH | \$ 750.00 | \$ 206,250 | Assume 3 trees per 100' of boulevard |
| 12 | Bank Stabilization | 1 | LS | \$ 1,460,000.00 | \$ 1,460,000 | Includes piles and tie back anchors similar to Federal Aid Project STPX-ER 32200(3) Old MT-200 Erosion Repair. |
| 13 | Signing and Striping | 1 | LS | \$ 62,668.00 | \$ 62,668 | |
| | | | | | Subtotal | \$ 5,816,828 |
| Schedule C - East Missoula (6,550 LF) | | | | | | |
| 1 | Excavation | 16,178 | CY | \$ 20.00 | \$ 323,560 | Includes HWY 200 from the westbound on/off ramp to the top of Brickyard Hill. (see attached exhibit) Assume 1 ft depth across width of typical section. Includes Demolition |
| 2 | Concrete Sidewalks/Driveways | 67,200 | SF | \$ 6.50 | \$ 436,800 | Includes 4, 6, and 8 inch sidewalk, driveway aprons, and bus stops. |
| 3 | Combined Concrete Curb & Gutter | 11,200 | LF | \$ 23.00 | \$ 257,600 | Includes 6 and 8 inch thick gutter pans |
| 4 | 4" Thickness Asphalt Surfacing (2 lifts) | 26,134 | SY | \$ 20.00 | \$ 522,680 | Typical section widths and thicknesses assumed based on current City of Missoula and MDT design standards for urban arterial streets |
| 5 | 6" Thickness 3/4" Minus Crushed Base Course | 26,134 | SY | \$ 7.50 | \$ 196,005 | Assume medium subgrade conditions (CBR = 10-19) |
| 6 | 12" Thickness 3" Minus Sub-Base Course | 9,541 | CY | \$ 35.00 | \$ 333,935 | |
| 7 | Landscaping and Irrigation | 112,000 | SF | \$ 3.00 | \$ 336,000 | |
| 8 | Decorative Street Lighting | 56 | EACH | \$ 10,000.00 | \$ 560,000 | Assume 1 pole per 100' of street. Includes conduit, wiring and services. |
| 9 | Storm Drain Sump | 32 | EACH | \$ 5,500.00 | \$ 176,000 | Assume 1 sump per 10,000 sf of street with pre-treatment |
| 10 | Street Trees | 336 | EACH | \$ 750.00 | \$ 252,000 | Assume 3 trees per 100' of boulevard |
| 11 | Signing and Striping | 1 | LS | \$ 43,622.00 | \$ 43,622 | |
| | | | | | Subtotal | \$ 3,438,202 |
| Schedule D - Sha Ron to Tamarack (9,500 LF) | | | | | | |
| 1 | Excavation | 5,667 | CY | \$ 20.00 | \$ 113,340 | Includes HWY 200 from the top of Brickyard Hill to Tamarack Road. (see attached exhibit) Assume 1 ft depth across width of typical section. |
| 2 | 3" Thickness Asphalt Surfacing | 11,333 | SY | \$ 16.50 | \$ 186,995 | Assume 10' shared use path on the one side of HWY 200 |
| 3 | 4" Thickness 3/4" Minus Crushed Base Course | 11,333 | SY | \$ 5.00 | \$ 56,665 | Assume 10' shared use path on the one side of HWY 200 |
| 4 | Precast Gravity Retaining Wall | 1,100 | SF | \$ 100.00 | \$ 110,000 | Retaining wall at Brickyard Hill to facilitate shared-use-path installation. |
| 5 | Topsoil and Seed | 40,800 | SF | \$ 1.50 | \$ 61,200 | |
| 6 | Signing and Striping | 1 | LS | \$ 72,906.00 | \$ 72,906 | |
| | | | | | Subtotal | \$ 601,106 |
| TOTAL | | | | | | |
| | | | | | Construction Subtotal | \$ 11,331,136 |
| Schematic Design and Regulatory Contingency | | | | | 20% | \$ 2,270,000 |
| Construction Contingency | | | | | 10% | \$ 1,130,000 |
| | | | | | Construction Total | \$ 14,731,136 |
| | | | | | PROJECT TOTAL | \$ 14,731,136 |
| Estimated Professional Services - Design | | | | | 12% | \$ 1,767,736 |
| Estimated Professional Services - Construction | | | | | 10% | \$ 1,473,114 |
| | | | | | 2020 PROJECT TOTAL | \$ 17,971,986 |
| Average Inflation Factor Per Industry Cost Index: | | | | | | 3.0% |
| | | | | | 2025 Project Total | \$ 20,834,457 |
| | | | | | 2030 Project Total | \$ 24,152,846 |
| | | | | | 2035 Project Total | \$ 27,999,768 |

Opinion of Probable Costs - Alternate B

Project Name: HWY 200
 Project No.: 19-05-17
 Prepared By: ARM
 Checked By: SM
 Date: August 5, 2020



**Conceptual:
Subject to Change**

Description: **Alternate B - Shared Use Path on South Side**

Includes full rebuild of HWY 200 from Van Buren Street Intersection through East Missoula. An added shared use path is included from East Missoula to Tamarack Road. This option includes boulevard on south side which allows for street trees and lighting. This option provides off-street two way multi-use facility that appeals to all users and reduces the curb to curb width which provides traffic calming. The boulevard could be swapped for on street parking (parallel for East Broadway and potentially angled for East Missoula). Potential cost savings exist along the East Broadway corridor depending on the structural integrity of the road. However they are not presented in this estimate, because this estimate will be used to target the funding necessary to implement the needed improvements. Any savings based on the structural integrity of the roadway would be determined by a geotechnical investigation during final design.

Excludes railroad underpass treatment, interchange costs, and parking at Sha-Ron river access, see supplemental estimates for those costs.

| Item Number | Description | Quantity | Unit | Unit Price | Total | Notes |
|--|---|----------|------|-----------------|------------------------------|--|
| Schedule A - Miscellaneous Items | | | | | | |
| 1 | Mobilization | 1 | LS | \$ 750,000.00 | \$ 750,000 | |
| 2 | Traffic Control | 1 | LS | \$ 225,000.00 | \$ 225,000 | |
| 3 | Misc. Work | 400,000 | EACH | \$ 1.00 | \$ 400,000 | |
| 4 | Erosion Control | 1 | LS | \$ 50,000.00 | \$ 50,000 | |
| 5 | Permits/Bonds | 1 | LS | \$ 50,000.00 | \$ 50,000 | |
| | | | | | Subtotal | \$ 1,475,000 |
| Schedule B - East Broadway (2,425 LF) | | | | | | |
| 1 | Excavation | 19,343 | CY | \$ 20.00 | \$ 386,860 | East Broadway includes HWY 200 from Van Buren to the bridge (see attached exhibit) Assume 1 ft depth across width of typical section. Includes Demolition |
| 2 | Concrete Sidewalks/Driveways | 90,900 | SF | \$ 6.50 | \$ 590,850 | Includes 10' shared use path on the south side of HWY 200. Includes 4, 6, and 8 inch sidewalk, driveway aprons, and bus stops. |
| 3 | Combined Concrete Curb & Gutter | 17,100 | LF | \$ 23.00 | \$ 393,300 | Includes 6 and 8 inch thick gutter pans |
| 4 | Concrete Ribbon Median | 5,200 | SF | \$ 8.50 | \$ 44,200 | |
| 5 | 4" Thickness Asphalt Surfacing (2 lifts) | 33,767 | SY | \$ 20.00 | \$ 675,340 | Typical section widths and thicknesses assumed based on current City of Missoula and MDT design standards for urban arterial streets |
| 6 | 6" Thickness 3/4" Minus Crushed Base Course | 33,767 | SY | \$ 7.50 | \$ 253,253 | Assume medium subgrade conditions (CBR = 10-19) |
| 7 | 12" Thickness 3" Minus Sub-Base Course | 12,611 | CY | \$ 35.00 | \$ 441,385 | |
| 8 | Landscaping and Irrigation | 74,950 | SF | \$ 3.00 | \$ 224,850 | Assumes 6" of Topsoil, Seed, and Irrigation |
| 9 | Decorative Street Lighting | 86 | EACH | \$ 7,500.00 | \$ 645,000 | Assume 1 pole per 85' of path. Includes conduit, wiring and services. |
| 10 | Storm Drain Sump | 45 | EACH | \$ 5,500.00 | \$ 247,500 | Assume 1 sump per 10,000 sf of street with pre-treatment |
| 11 | Street Trees | 93 | EACH | \$ 750.00 | \$ 69,750 | Assume 3 trees per 100' of boulevard |
| 12 | Bank Stabilization | 1 | LS | \$ 1,460,000.00 | \$ 1,460,000 | Includes piles and tie back anchors similar to Federal Aid Project STPX-ER 32200(3) Old MT-200 Erosion Repair. |
| 13 | Signing and Striping | 1 | LS | \$ 64,909.00 | \$ 64,909 | |
| | | | | | Subtotal | \$ 5,497,197 |
| Schedule C - East Missoula (6,550 LF) | | | | | | |
| 1 | Excavation | 15,141 | CY | \$ 20.00 | \$ 302,820 | Includes HWY 200 from the westbound on/off ramp to the top of Brickyard Hill. (see attached exhibit) Assume 1 ft depth across width of typical section. Includes Demolition |
| 2 | Concrete Sidewalks/Driveways | 89,600 | SF | \$ 6.50 | \$ 582,400 | Includes 10' shared use path on the south side of HWY 200. Includes 4, 6, and 8 inch sidewalk, driveway aprons, and bus stops. |
| 3 | Combined Concrete Curb & Gutter | 11,200 | LF | \$ 23.00 | \$ 257,600 | Includes 6 and 8 inch thick gutter pans |
| 4 | 4" Thickness Asphalt Surfacing (2 lifts) | 20,534 | SY | \$ 20.00 | \$ 410,680 | Typical section widths and thicknesses assumed based on current City of Missoula and MDT design standards for urban arterial streets |
| 5 | 6" Thickness 3/4" Minus Crushed Base Course | 20,534 | SY | \$ 7.50 | \$ 154,005 | Assume medium subgrade conditions (CBR = 10-19) |
| 6 | 12" Thickness 3" Minus Sub-Base Course | 7,674 | CY | \$ 35.00 | \$ 268,590 | |
| 7 | Landscaping and Irrigation | 112,000 | SF | \$ 3.00 | \$ 336,000 | |
| 8 | Decorative Street Lighting | 56 | EACH | \$ 10,000.00 | \$ 560,000 | Assume 1 pole per 100' of street. Includes conduit, wiring and services. |
| 9 | Storm Drain Sump | 30 | EACH | \$ 5,500.00 | \$ 165,000 | Assume 1 sump per 10,000 sf of street with pre-treatment |
| 10 | Street Trees | 336 | EACH | \$ 750.00 | \$ 252,000 | Assume 3 trees per 100' of boulevard |
| 11 | Signing and Striping | 1 | LS | \$ 58,832.00 | \$ 58,832 | |
| | | | | | Subtotal | \$ 3,347,927 |
| Schedule D - Sha Ron to Tamarack (9,500 LF) | | | | | | |
| 1 | Excavation | 5,667 | CY | \$ 20.00 | \$ 113,340 | Includes HWY 200 from the top of Brickyard Hill to Tamarack Road. (see attached exhibit) Assume 1 ft depth across width of typical section. |
| 2 | 3" Thickness Asphalt Surfacing | 11,333 | SY | \$ 16.50 | \$ 186,995 | Assume 10' shared use path on the one side of HWY 200 |
| 3 | 4" Thickness 3/4" Minus Crushed Base Course | 11,333 | SY | \$ 5.00 | \$ 56,665 | Assume 10' shared use path on the one side of HWY 200 |
| 4 | Precast Gravity Retaining Wall | 1,100 | SF | \$ 100.00 | \$ 110,000 | Retaining wall at Brickyard Hill to facilitate shared-use-path installation. |
| 5 | Topsoil and Seed | 40,800 | SF | \$ 1.50 | \$ 61,200 | |
| 6 | Signing and Striping | 1 | LS | \$ 72,906.00 | \$ 72,906 | |
| | | | | | Subtotal | \$ 601,106 |
| TOTAL | | | | | | |
| | | | | | Construction Subtotal | \$ 10,921,229 |
| Schematic Design and Regulatory Contingency 20% | | | | | \$ | 2,180,000 |
| Construction Contingency 10% | | | | | \$ | 1,090,000 |
| | | | | | Construction Total | \$ 14,191,229 |
| | | | | | PROJECT TOTAL | \$ 14,191,229 |
| Estimated Professional Services - Design 12% | | | | | \$ | 1,702,947 |
| Estimated Professional Services - Construction 10% | | | | | \$ | 1,419,123 |
| | | | | | 2020 Project Total | \$ 17,313,299 |
| Average Inflation Factor Per Industry Cost Index: | | | | | | 3.0% |
| | | | | | 2025 Project Total | \$ 20,070,859 |
| | | | | | 2030 Project Total | \$ 23,267,626 |
| | | | | | 2035 Project Total | \$ 26,973,556 |

Opinion of Probable Costs - Alternate C

Project Name: HWY 200
 Project No.: 19-05-17
 Prepared By: ARM
 Checked By: SM
 Date: August 5, 2020



Description: **Alternative C - Attached Sidewalk/Bike Lanes/ Parallel Parking.**

Includes full rebuild of HWY 200 from Van Buren Street Intersection through East Missoula. An added shared use path is included from East Missoula to Old Marshall Grade Road. This option includes bike lanes in both directions with attached 7' sidewalks as well as parking lanes where needed. There are no boulevards, but parking lanes could be easily swapped for boulevard when not needed. Attached sidewalk sections are hard to install lighting and the wider streets will result in higher speeds. There is a potential for bulbouts with this option. Potential cost savings exist along the East Broadway corridor depending on the structural integrity of the road. However they are not presented in this estimate, because this estimate will be used to target the funding necessary to implement the needed improvements. Any savings based on the structural integrity of the roadway would be determined by a geotechnical investigation during final design.

Excludes railroad underpass treatment, interchange costs, and parking at Sha-Ron river access, see supplemental estimates for those costs.

| Item Number | Description | Quantity | Unit | Unit Price | Total | Notes |
|--|---|----------|------|-----------------|--|--|
| Schedule A - Miscellaneous Items | | | | | | |
| 1 | Mobilization | 1 | LS | \$ 550,000.00 | \$ 550,000 | |
| 2 | Traffic Control | 1 | LS | \$ 225,000.00 | \$ 225,000 | |
| 3 | Misc. Work | 100,000 | EACH | \$ 1.00 | \$ 100,000 | |
| 4 | Erosion Control | 1 | LS | \$ 50,000.00 | \$ 50,000 | |
| 5 | Permits/Bonds | 1 | LS | \$ 50,000.00 | \$ 50,000 | |
| | | | | | Subtotal | \$ 975,000 |
| Schedule B - East Broadway (2,425 LF) | | | | | | |
| 1 | Excavation | 18,972 | CY | \$ 20.00 | \$ 379,440 | East Broadway includes HWY 200 from Van Buren to the bridge (see attached exhibit) |
| 2 | Concrete Sidewalks/Driveways | 123,300 | SF | \$ 6.50 | \$ 801,450 | Assume 1 ft depth across width of typical section. Includes Demolition |
| 3 | Combined Concrete Curb & Gutter | 17,100 | LF | \$ 23.00 | \$ 393,300 | Includes 4, 6, and 8 inch sidewalk, driveway aprons, and bus stops. |
| 4 | Concrete Ribbon Median | 5,200 | SF | \$ 8.50 | \$ 44,200 | Includes 6 and 8 inch thick gutter pans |
| 5 | 4" Thickness Asphalt Surfacing (2 lifts) | 33,239 | SY | \$ 20.00 | \$ 664,780 | Typical section widths and thicknesses assumed based on current City of Missoula and MDT design standards for urban arterial streets |
| 6 | 6" Thickness 3/4" Minus Crushed Base Course | 33,239 | SY | \$ 7.50 | \$ 249,293 | Assume medium subgrade conditions (CBR = 10-19) |
| 7 | 12" Thickness 3" Minus Sub-Base Course | 12,346 | CY | \$ 35.00 | \$ 432,110 | |
| 8 | Decorative Street Lighting | 8 | EACH | \$ 10,000.00 | \$ 80,000 | Includes street lighting only at Eastgate access management area and bus stops. |
| 9 | Storm Drain Sump | 52 | EACH | \$ 5,500.00 | \$ 286,000 | Assume 1 sump per 10,000 sf of street with pre-treatment |
| 10 | Bank Stabilization | 1 | LS | \$ 1,460,000.00 | \$ 1,460,000 | Includes piles and tie back anchors similar to Federal Aid Project STPX-ER 32200(3) Old MT-200 Erosion Repair. |
| 11 | Signing and Striping | 1 | LS | \$ 64,909.00 | \$ 64,909 | |
| | | | | | Subtotal | \$ 4,855,482 |
| Schedule C - East Missoula (6,550 LF) | | | | | | |
| 1 | Excavation | 16,178 | CY | \$ 20.00 | \$ 323,560 | Includes HWY 200 from the westbound on/off ramp to the top of Brickyard Hill. (see attached exhibit) |
| 2 | Concrete Sidewalks/Driveways | 89,600 | SF | \$ 6.50 | \$ 582,400 | Assume 1 ft depth across width of typical section. Includes Demolition |
| 3 | Combined Concrete Curb & Gutter | 11,200 | LF | \$ 23.00 | \$ 257,600 | Includes 4, 6, and 8 inch sidewalk, driveway aprons, and bus stops. |
| 4 | 4" Thickness Asphalt Surfacing (2 lifts) | 36,089 | SY | \$ 20.00 | \$ 721,780 | Includes 6 and 8 inch thick gutter pans |
| 5 | 6" Thickness 3/4" Minus Crushed Base Course | 36,089 | SY | \$ 7.50 | \$ 270,668 | Typical section widths and thicknesses assumed based on current City of Missoula and MDT design standards for urban arterial streets |
| 6 | 12" Thickness 3" Minus Sub-Base Course | 12,859 | CY | \$ 35.00 | \$ 450,065 | Assume medium subgrade conditions (CBR = 10-19) |
| 7 | Decorative Street Lighting | 56 | EACH | \$ 10,000.00 | \$ 560,000 | Assume 1 pole per 100' of street. Includes conduit, wiring and services. |
| 8 | Storm Drain Sump | 44 | EACH | \$ 5,500.00 | \$ 242,000 | Assume 1 sump per 10,000 sf of street with pre-treatment |
| 9 | Signing and Striping | 1 | LS | \$ 58,832.00 | \$ 58,832 | |
| | | | | | Subtotal | \$ 3,466,905 |
| Schedule D - Sha Ron to Tamarack (9,500 LF) | | | | | | |
| 1 | Excavation | 5,667 | CY | \$ 20.00 | \$ 113,340 | Includes a shared use path from the top of Brickyard Hill to Old Marshall Grade Road. Assumes High 200 does not need rebuilt. |
| 2 | 3" Thickness Asphalt Surfacing | 3,889 | SY | \$ 16.50 | \$ 64,169 | Assume 1 ft depth across width of typical section. |
| 3 | 4" Thickness 3/4" Minus Crushed Base Course | 3,889 | SY | \$ 5.00 | \$ 19,445 | Assume 10' shared use path on the one side of HWY 200 |
| 4 | Precast Gravity Retaining Wall | 1,100 | SF | \$ 100.00 | \$ 110,000 | Assume 10' shared use path on the one side of HWY 200 |
| 5 | Topsoil and Seeding | 40,800 | SF | \$ 1.50 | \$ 61,200 | Retaining wall at Brickyard Hill to facilitate shared-use-path installation. |
| 6 | Signing and Striping | 1 | LS | \$ 72,906.00 | \$ 72,906 | |
| | | | | | Subtotal | \$ 441,060 |
| TOTAL | | | | | | |
| | | | | | Construction Subtotal | \$ 9,738,446 |
| | | | | | Schematic Design and Regulatory Contingency 20% | \$ 1,950,000 |
| | | | | | Construction Contingency 10% | \$ 970,000 |
| | | | | | Construction Total | \$ 12,658,446 |
| | | | | | PROJECT TOTAL | \$ 12,658,446 |
| | | | | | Estimated Professional Services - Design 12% | \$ 1,519,013 |
| | | | | | Estimated Professional Services - Construction 10% | \$ 1,265,845 |
| | | | | | 2020 PROJECT TOTAL | \$ 15,443,304 |
| | | | | | Average Inflation Factor Per Industry Cost Index: | 3.0% |
| | | | | | 2025 Project Total | \$ 17,903,021 |
| | | | | | 2030 Project Total | \$ 20,754,509 |
| | | | | | 2035 Project Total | \$ 24,060,164 |

Opinion of Probable Costs - Railroad Crossing & I-90 Interchanges Focus Area
Option 1 Railroad Bridge Replacement



**Conceptual:
Subject to Change**

Project Name: HWY 200
Project No.: 19-05-17
Prepared By: ARM
Checked By: SM
Date: August 5, 2020

Description: Costs below represent an expected range based on coordination with MRL (scoping) and HDR Engineers (unit cost of track).

| Bridge Length Calc | | | |
|---|------|---------------------|----------------------|
| Street Width - Back of walk to back of walk (ft) | | 57 | |
| Bridge abutment x 2 - 14' clearance at 2:1 (ft) | | 28 | |
| Total Bridge Span (ft) | | 113 | |
| Number of Tracks | | 2 | |
| Total Length of Track (ft) | | 226 | |
| Bridge Cost Calc | | Range | |
| | | Low | High |
| Bridge Unit Price per Lineal Foot of Track | | \$ 20,000 | \$ 25,000 |
| Cost of Bridge | | \$ 4,520,000 | \$ 5,650,000 |
| Cost of Shoofly | | \$ 1,000,000 | \$ 2,000,000 |
| Construction Subtotal | | \$ 5,520,000 | \$ 7,650,000 |
| Contingency | 15% | \$ 828,000 | \$ 1,147,500 |
| Construction Total | | \$ 6,348,000 | \$ 8,797,500 |
| Estimated Professional Services - Design | 12% | \$ 761,760 | \$ 1,055,700 |
| Estimated Professional Services - Constuction | 10% | \$ 634,800 | \$ 879,750 |
| 2020 Project Total | | \$ 7,744,560 | \$ 10,732,950 |
| Average Inflation Factor Per Industry Cost Index: | | 3.0% | |
| Project total in | 2025 | \$ 8,978,068 | \$ 12,442,431 |
| Project total in | 2030 | \$ 10,408,041 | \$ 14,424,187 |
| Project total in | 2035 | \$ 12,065,772 | \$ 16,721,586 |

Opinion of Probable Costs - Railroad Crossing & I-90 Interchanges Focus Area
Option 1 & Option 3 Roundabouts



Conceptual:
Subject to Change

Project Name: HWY 200
Project No.: 19-05-17
Prepared By: ARM
Checked By: SM
Date: August 5, 2020

Description: Roundabout Interchange Options
Based on costs from the recent Van Buren Interchange project. Costs have been reduced based on excluding certain items such as sound barrier walls, bridge work, and sidewalk infrastructure

| Two Roundabout Option | | |
|--|-----|----------------------|
| Van Buren Construction Cost | | \$ 10,000,000 |
| Sound Barrier Walls | | \$ (3,350,000) |
| Bridge Work | | \$ (1,000,000) |
| Reduction based on length | | \$ (900,000) |
| Construction Subtotal | | \$ 4,750,000 |
| Contingency | 15% | \$ 712,500 |
| Construction Total | | \$ 5,462,500 |
| Estimated Profesional Design Fees | 12% | \$ 655,500 |
| Estimated Profesional Design Fees | 10% | \$ 546,250 |
| 2020 Project Total | | \$ 6,664,250 |
| Average Inflation Factor Per Industry Cost Index | | 3.0% |
| Project Total in 2025 | | \$ 7,725,692 |
| Project Total in 2030 | | \$ 8,956,195 |
| Project Total in 2035 | | \$ 10,382,684 |

| One Roundabout option | | |
|--|-----|---------------------|
| 1/2 of 2 roundabouts | | \$ 2,375,000 |
| Sidewalk & Decorative Concrete | | \$ (100,000) |
| Construction Subtotal | | \$ 2,275,000 |
| Contingency | 15% | \$ 341,250 |
| Construction Total | | \$ 2,616,250 |
| Estimated Profesional Design Fees | 12% | \$ 313,950 |
| Estimated Profesional Design Fees | 10% | \$ 261,625 |
| 2020 Project Total | | \$ 3,191,825 |
| Average Inflation Factor Per Industry Cost Index | | 3.0% |
| Project Total in 2025 | | \$ 3,700,200 |
| Project Total in 2030 | | \$ 4,289,546 |
| Project Total in 2035 | | \$ 4,972,759 |

Opinion of Probable Costs - Railroad Crossing & I-90 Interchanges Focus Area
Option 2 Mount Jumbo Trail

Project Name: HWY 200
Project No.: 19-05-17
Prepared By: ARM
Checked By: SM
Date: August 5, 2020



Conceptual:
Subject to Change

Description: Includes 10' trail from east Missoula I-90 WB ramp to Van Buren WB ramp.

This estimate is based on schematic layout without survey or detailed engineering. The trail will need retaining walls and hand rails as it traverses portions of the Mt. Jumbo hillside. Guardrail was included to protect the trail from freeway vehicles at pinch points between the freeway and Mt. Jumbo.

| Item Number | Description | Quantity | Unit | Unit Price | Total | Notes | |
|--|---|----------|------|---------------|--|--|--|
| Schedule A - Miscellaneous Items | | | | | | | |
| 1 | Mobilization | 1 | LS | \$ 100,000.00 | \$ 100,000 | | |
| 2 | Traffic Control | 1 | LS | \$ 10,000.00 | \$ 10,000 | | |
| 3 | Misc. Work | 50,000 | EACH | \$ 1.00 | \$ 50,000 | | |
| 4 | Erosion Control | 1 | LS | \$ 20,000.00 | \$ 20,000 | | |
| 5 | Permits/Bonds | 1 | LS | \$ 15,400.00 | \$ 15,400 | | |
| | | | | | Subtotal | \$ 195,400 | |
| Schedule B - 10' trail from East Missoula I-90 WB ramp to Van Buren WB Ramp | | | | | | | |
| 1 | Excavation | 2,779 | CY | \$ 20.00 | \$ 55,580 | Includes 10' trail from East Missoula I-90 WB ramp to Van Buren WB ramp. | |
| 2 | 3" Thickness Asphalt Surfacing | 9,850 | SY | \$ 16.50 | \$ 162,525 | Includes 10' trail from east Missoula I-90 WB ramp to Van Buren WB ramp. | |
| 3 | 4" Thickness 3/4" Minus Crushed Base Course | 9,850 | SY | \$ 5.00 | \$ 49,250 | Includes 10' trail from east Missoula I-90 WB ramp to Van Buren WB ramp. | |
| 4 | MGS Guardrail with Terminal Sections | 600 | FT | \$ 50.00 | \$ 30,000 | | |
| 5 | Precast Gravity Retaining Walls | 22,330 | SF | \$ 100.00 | \$ 2,233,000 | | |
| 6 | Hand Rail | 3,675 | LF | \$ 120.00 | \$ 441,000 | Included on all outside retaining walls | |
| 7 | Topsoil and Seeding | 35,400 | SF | \$ 3.00 | \$ 106,200 | | |
| | | | | | Subtotal | \$ 3,077,555 | |
| TOTAL | | | | | | | |
| | | | | | Construction Subtotal | \$ 3,272,955 | |
| | | | | | Schematic Design and Regulatory Contingency 20% | \$ 650,000 | |
| | | | | | Construction Contingency 10% | \$ 330,000 | |
| | | | | | 2020 Construction Total | \$ 4,252,955 | |
| | | | | | PROJECT TOTAL | \$ 4,252,955 | |
| | | | | | Estimated Professional Services - Design 12% | \$ 510,355 | |
| | | | | | Estimated Professional Services - Construction 10% | \$ 425,296 | |
| | | | | | 2020 Project Total | \$ 5,188,606 | |
| | | | | | Average Inflation Factor Per Industry Cost Index: | 3.0% | |
| | | | | | 2025 Project Total | \$ 6,015,016 | |
| | | | | | 2030 Project Total | \$ 6,973,053 | |
| | | | | | 2035 Project Total | \$ 8,083,679 | |

**Opinion of Probable Costs - Sha-Ron Focus Area
Option 1 On-Street Protected Parking**

Project Name: HWY 200
Project No.: 19-05-17
Prepared By: ARM
Checked By: SM
Date: August 5, 2020



**Conceptual:
Subject to Change**

Description: Include on-street protected parking pull out along HWY 200.

Includes parking pull out along HWY 200 with 27 new parking spaces, an enhanced crossing of HWY 200 with RRFB, and a bus pull out.

| Item Number | Description | Quantity | Unit | Unit Price | Total | Notes |
|--|---|----------|------|--------------|---|--|
| Schedule A - Miscellaneous Items | | | | | | |
| 1 | Mobilization | 1 | LS | \$ 10,000.00 | \$ 10,000 | 8% |
| 2 | Traffic Control | 1 | LS | \$ 3,000.00 | \$ 3,000 | 2% |
| 3 | Misc. Work | 4,500 | EACH | \$ 1.00 | \$ 4,500 | 3% |
| 4 | Erosion Control | 1 | LS | \$ 800.00 | \$ 800 | 0.5% |
| 5 | Permits/Bonds | 1 | LS | \$ 800.00 | \$ 800 | 0.5% |
| | | | | | Subtotal | \$ 19,100 |
| Schedule B - Speedway and Parking | | | | | | |
| 1 | Excavation | 650 | CY | \$ 20.00 | \$ 13,000 | Assume 1 ft depth |
| 2 | 4" Thickness Asphalt Surfacing (2 lifts) | 1,200 | SY | \$ 20.00 | \$ 24,000 | Includes Speedway Drive and parking pull out |
| 3 | 6" Thickness 3/4" Minus Crushed Base Course | 1,200 | SY | \$ 7.50 | \$ 9,000 | Assume medium subgrade conditions (CBR = 10-19), Includes Speedway Drive, approach to fishing access, and pull out |
| 4 | 12" Thickness 3" Minus Sub-Base Course | 400 | CY | \$ 35.00 | \$ 14,000 | Includes Speedway Drive |
| 5 | Topsoil and Seeding | 340 | SF | \$ 3.00 | \$ 1,020 | Includes parking area island and areas disturbed by Speedway Drive obliteration and realignment |
| 6 | Concrete Ribbon Median | 4,850 | SF | \$ 8.50 | \$ 41,225 | Includes median in pullout and center island on Speedway Drive |
| 7 | Concrete Sidewalk | 1,350 | SF | \$ 6.50 | \$ 8,775 | |
| 8 | Rectangular Rapid Flashing Beacon | 1 | EACH | \$ 35,000.00 | \$ 35,000 | Includes associated electrical |
| 9 | Signing and Striping | 1 | LS | \$ 4,100.00 | \$ 4,100 | |
| | | | | | Subtotal | \$ 150,120 |
| TOTAL | | | | | | |
| | | | | | Construction Subtotal | \$ 169,220 |
| | | | | | Schematic Design and Regulatory Contingency | 20% \$ 30,000 |
| | | | | | Construction Contingency | 10% \$ 20,000 |
| | | | | | 2020 Construction Total | \$ 219,220 |
| | | | | | PROJECT TOTAL | \$ 219,220 |
| | | | | | Estimated Professional Services - Design | 12% \$ 26,306 |
| | | | | | Estimated Professional Services - Construction | 10% \$ 21,922 |
| | | | | | 2020 Project Total | \$ 267,448 |
| | | | | | Average Inflation Factor Per Industry Cost Index: | 3.0% |
| | | | | | 2025 Project Total | \$ 310,046 |
| | | | | | 2030 Project Total | \$ 359,428 |
| | | | | | 2035 Project Total | \$ 416,675 |

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**Opinion of Probable Costs - Sha-Ron Focus Area
Option 2 East Parking Lot**

Project Name: HWY 200
Project No.: 19-05-17
Prepared By: ARM
Checked By: SMM
Date: August 5, 2020



**Conceptual:
Subject to Change**

Description: Includes parking lot along HWY 200 east of the Sha-Ron Fishing Access and shared use path (included in base cost estimate) from the Sha-Ron Fishing Access to the Parking lot. Parking lot drainage will be treated in an infiltration swale, and a fence with a gate is planned along the property line to prevent people from accessing the river across private property.

| Item Number | Description | Quantity | Unit | Unit Price | Total | Notes |
|---|---|----------|------|--------------|--|---|
| Schedule A - Miscellaneous Items | | | | | | |
| 1 | Mobilization | 1 | LS | \$ 14,000.00 | \$ 14,000 | |
| 2 | Traffic Control | 1 | LS | \$ 4,000.00 | \$ 4,000 | |
| 3 | Misc. Work | 5,300 | EACH | \$ 1.00 | \$ 5,300 | |
| 4 | Erosion Control | 1 | LS | \$ 1,000.00 | \$ 1,000 | |
| 5 | Permits/Bonds | 1 | LS | \$ 1,000.00 | \$ 1,000 | |
| | | | | | Subtotal | \$ 25,300 |
| Schedule B - Parking Lot | | | | | | |
| 1 | Excavation | 1,330 | CY | \$ 20.00 | \$ 26,600 | Assume 1 ft depth |
| 2 | 4" Thickness Asphalt Surfacing (2 lifts) | 2,900 | SY | \$ 20.00 | \$ 58,000 | |
| 3 | 6" Thickness 3/4" Minus Crushed Base Course | 3,140 | SY | \$ 7.50 | \$ 23,550 | Assume medium subgrade conditions (CBR = 10-19) |
| 4 | Topsoil and Seeding | 11,100 | SF | \$ 3.00 | \$ 33,300 | Includes areas disturbed by parking lot construction and infiltration swale |
| 5 | Pin Down Curb | 84 | EACH | \$ 100.00 | \$ 8,400 | |
| 6 | Infiltration Swale | 140 | CY | \$ 20.00 | \$ 2,800 | Includes 450 LF of excavation for a 6' x 2' infiltration swale |
| 7 | Infiltration Strip 1-1/2" to 4" Gravel | 4 | CY | \$ 35.00 | \$ 140 | Includes 3 Gravel Infiltration Strips with 2' depth, 1.5' width, and 10' length |
| 8 | Chain Link Fence | 450 | LF | \$ 40.00 | \$ 18,000 | |
| 9 | Gate | 1 | EACH | \$ 3,000.00 | \$ 3,000 | |
| 10 | Signing and Striping | 1 | LS | \$ 4,100.00 | \$ 4,100 | |
| | | | | | Subtotal | \$ 177,890 |
| TOTAL | | | | | | |
| | | | | | Construction Subtotal | \$ 203,190 |
| | | | | | Schematic Design and Regulatory Contingency 20% | \$ 41,000 |
| | | | | | Construction Contingency 10% | \$ 20,000 |
| | | | | | 2020 Construction Total | \$ 264,190 |
| | | | | | PROJECT TOTAL | \$ 264,190 |
| | | | | | Estimated Professional Services - Design 12% | \$ 32,000 |
| | | | | | Estimated Professional Services - Construction 10% | \$ 26,000 |
| | | | | | 2020 Project Total | \$ 322,190 |
| | | | | | Average Inflation Factor Per Industry Cost Index: | 3.0% |
| | | | | | 2025 Project Total | \$ 373,507 |
| | | | | | 2030 Project Total | \$ 432,996 |
| | | | | | 2035 Project Total | \$ 501,962 |

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Appendix F

Preferred Alternative Opinion of Probable Costs



Opinion of Probable Costs - Preferred Alternative

Project Name: HWY 200
Project No.: 19-05-17
Prepared By: ARM
Checked By: SM
Date: December 22, 2020



Conceptual:
Subject to Change

Description: Preferred Alternative
The Preferred Alternative enhances connectivity throughout the East Missoula Highway 200 Corridor with multi-modal improvements. In response to the unique character of each segment of the corridor, multi-modal improvements include a shared-use path, on-street bike lanes, raised cycle tracks, and sidewalks as well as bus stop improvements. Additional improvements include replacing the railroad bridge with a wider structure, a roundabout at the eastbound I-90 interchange, and parking improvements at Sha-Ron Fishing Access.

Table with columns: Item Number, Description, Quantity, Unit, Unit Price, Total, Notes. Rows include Project A (Van Buren Intersection), Project B (East Broadway), Project C (East Broadway Reconstruction), Project D (MRL Bridge), Project E (I-90 Eastbound Roundabout), Project F (East Missoula Streetscape), Project G (Sha-Ron Shared Use Path), and Project H (Sha-Ron Parking). Summary rows for 2020, 2025, 2030, and 2035 project totals.