



East Broadway

EAST MISSOULA HIGHWAY 200 CORRIDOR PLAN DRAFT

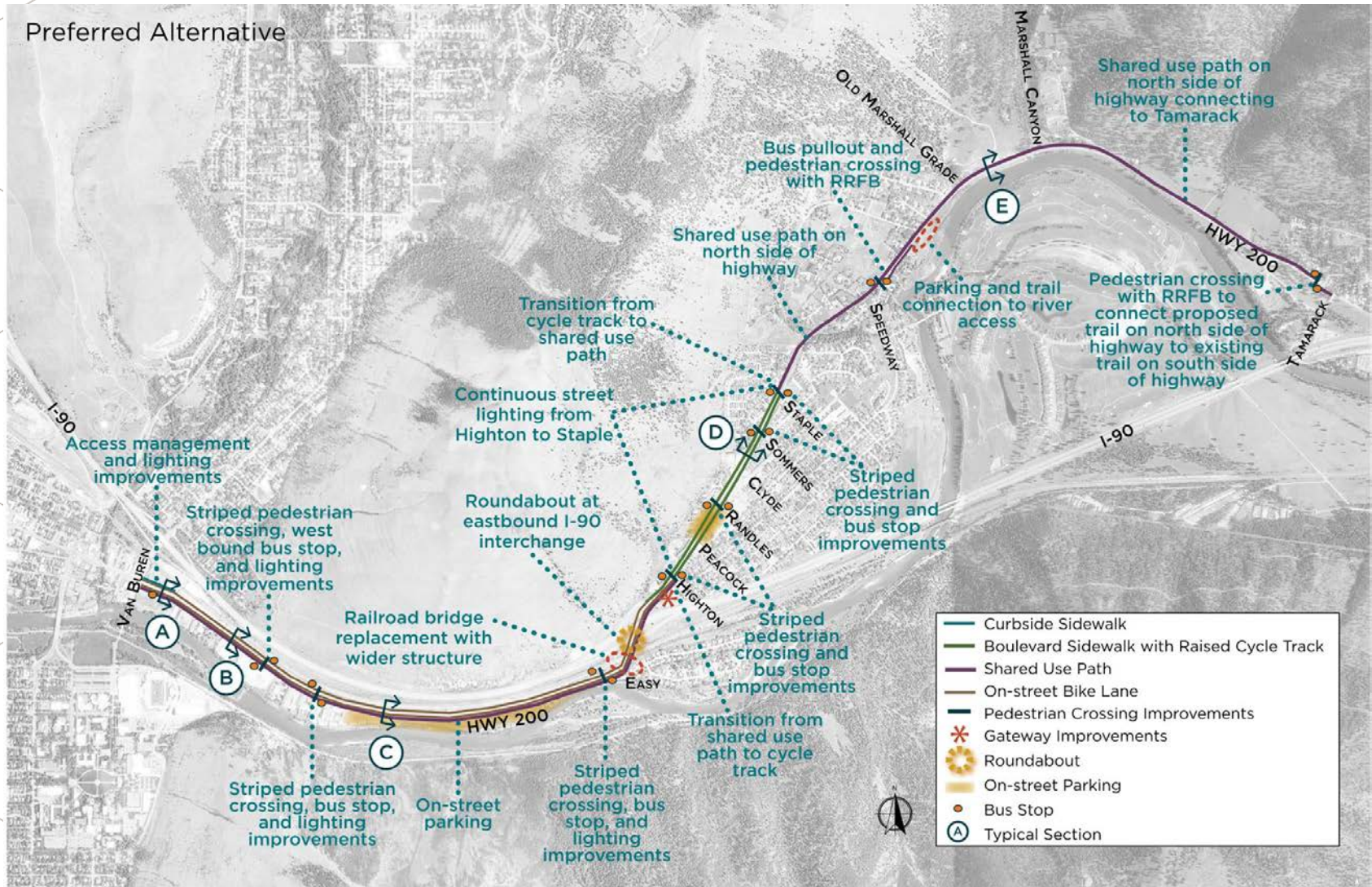


East Missoula



Sha-Ron/Marshall

Preferred Alternative



East Broadway Segment

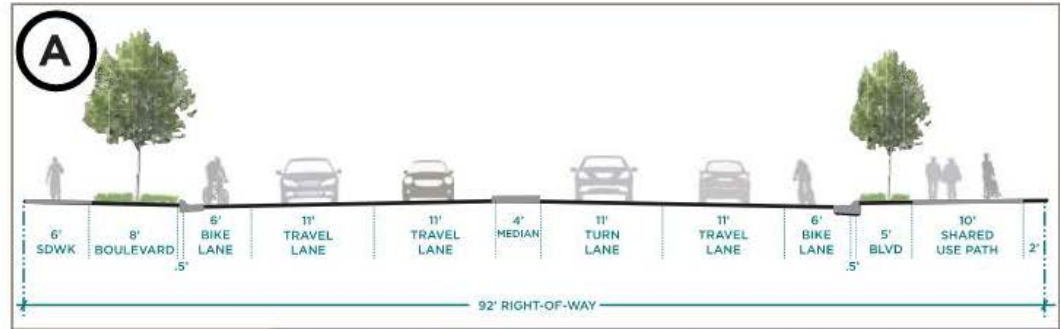


Figure 5-4: Preferred Alternative East Broadway Segment 'A' Typical Section Looking East

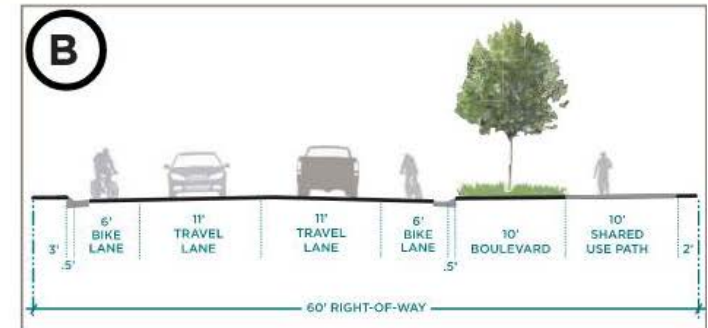


Figure 5-5: Preferred Alternative East Broadway Segment 'B' Typical Section Looking East

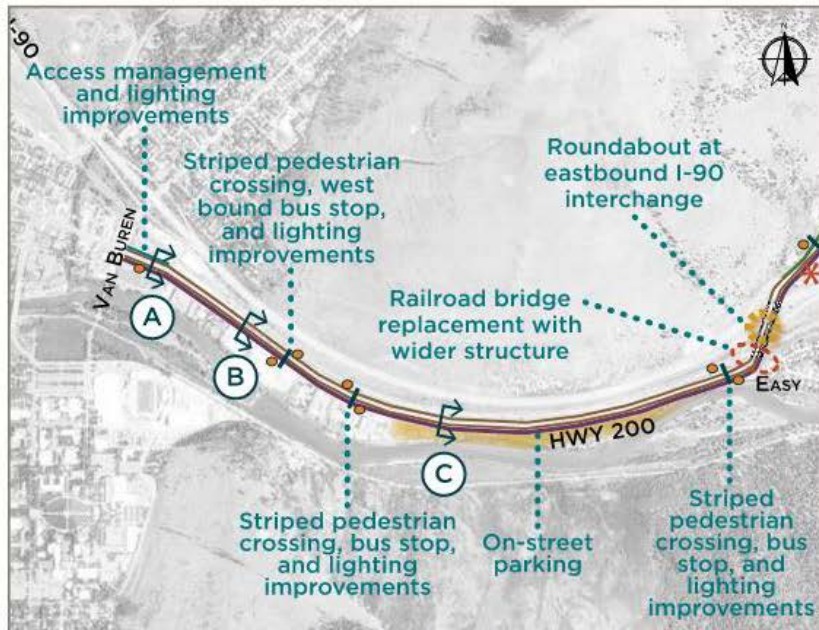


Figure 5-3: Preferred Alternative East Broadway Segment

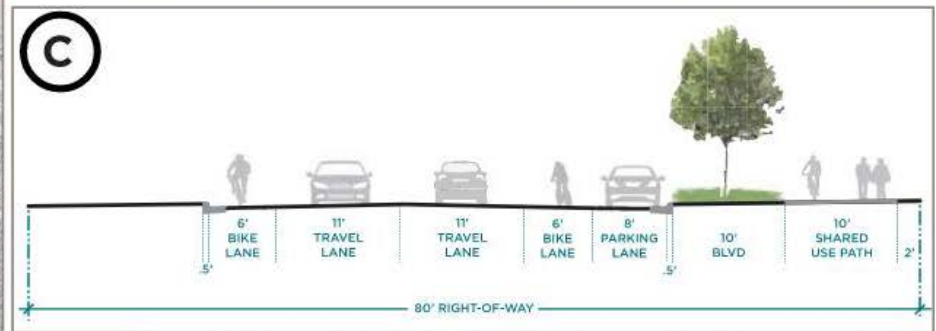
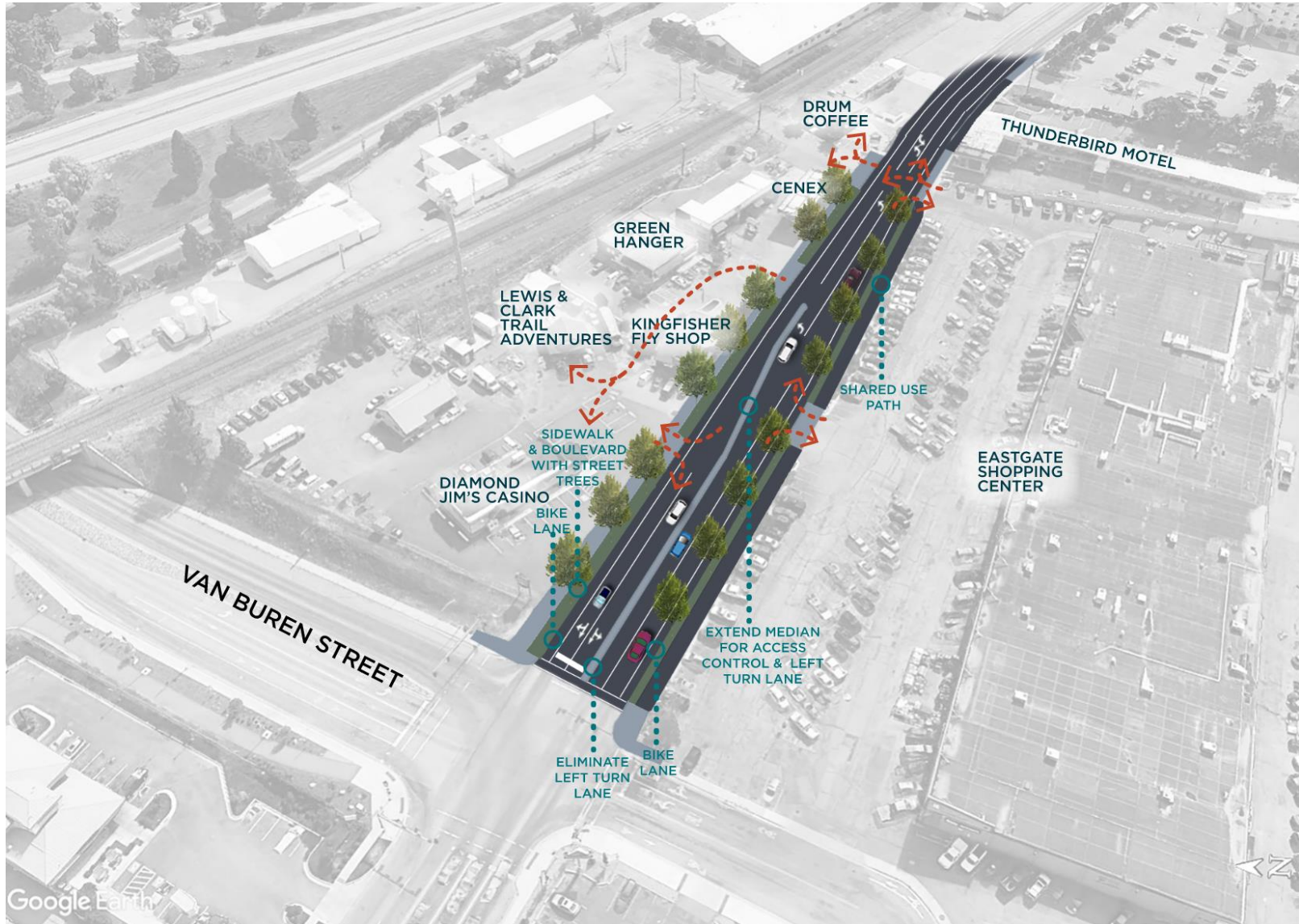


Figure 5-6: Preferred Alternative East Broadway Segment 'C' Typical Section Looking East

Van Buren Improvements



Railroad Bridge Improvements



Existing Railroad Bridge



Proposed Railroad Bridge Replacement and Roundabout at Eastbound I-90 Interchange

East Missoula Segment

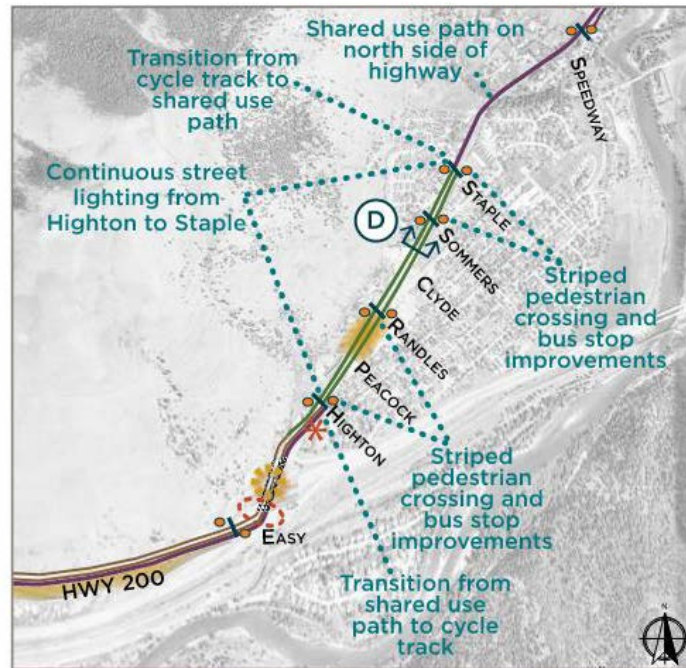


Figure 5-9: Preferred Alternative East Missoula Segment

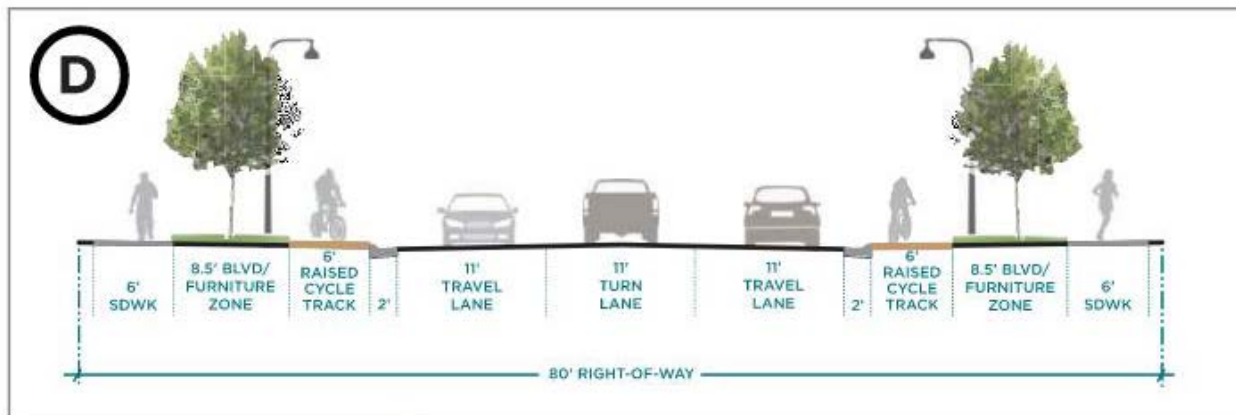


Figure 5-10: Preferred Alternative East Missoula Typical Section Looking East



East Missoula Improvements

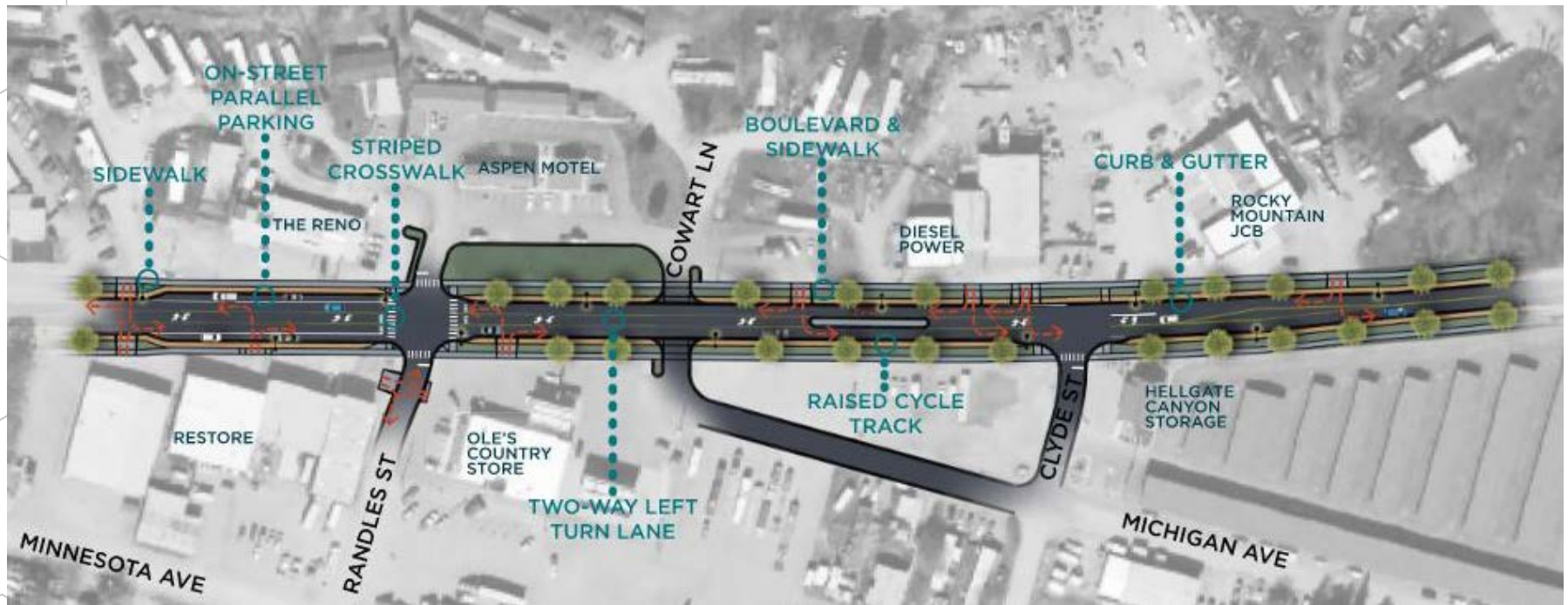


Existing Highway 200 Improvements
through East Missoula



Proposed Highway 200 Improvement through East Missoula

East Missoula Access Management



East Missoula Skewed Intersections

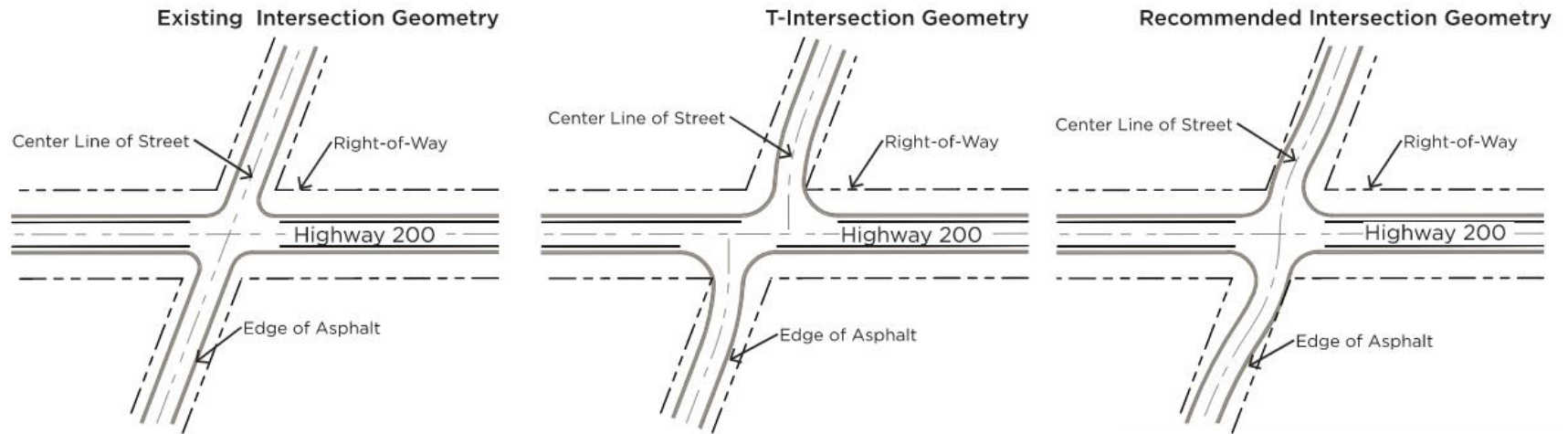


Figure 5-12: East Missoula Skewed Intersection Options



Sha-Ron/Marshall Segment

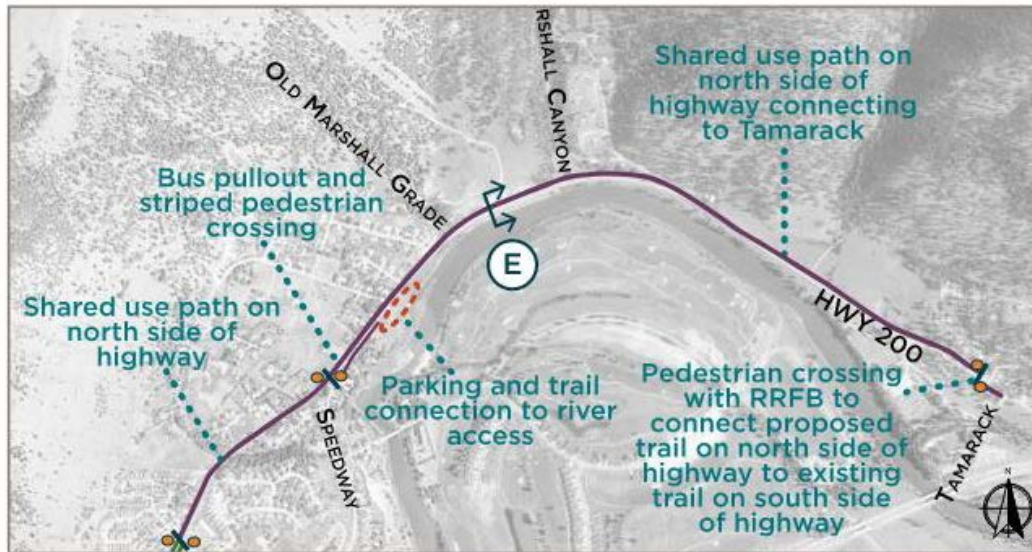


Figure 5-16: Preferred Alternative Sha-Ron/Marshall Segment

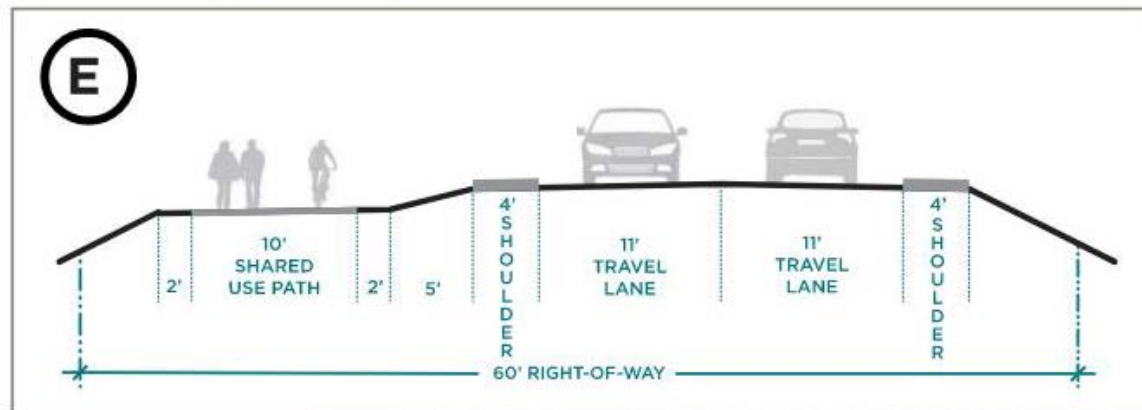


Figure 5-17: Preferred Alternative Sha-Ron/Marshall Typical Section Looking East



Funding & Implementation

- Identified Federal, State, and Local funding sources
- Identified projects with costs

Steps to Moving a Project To Completion

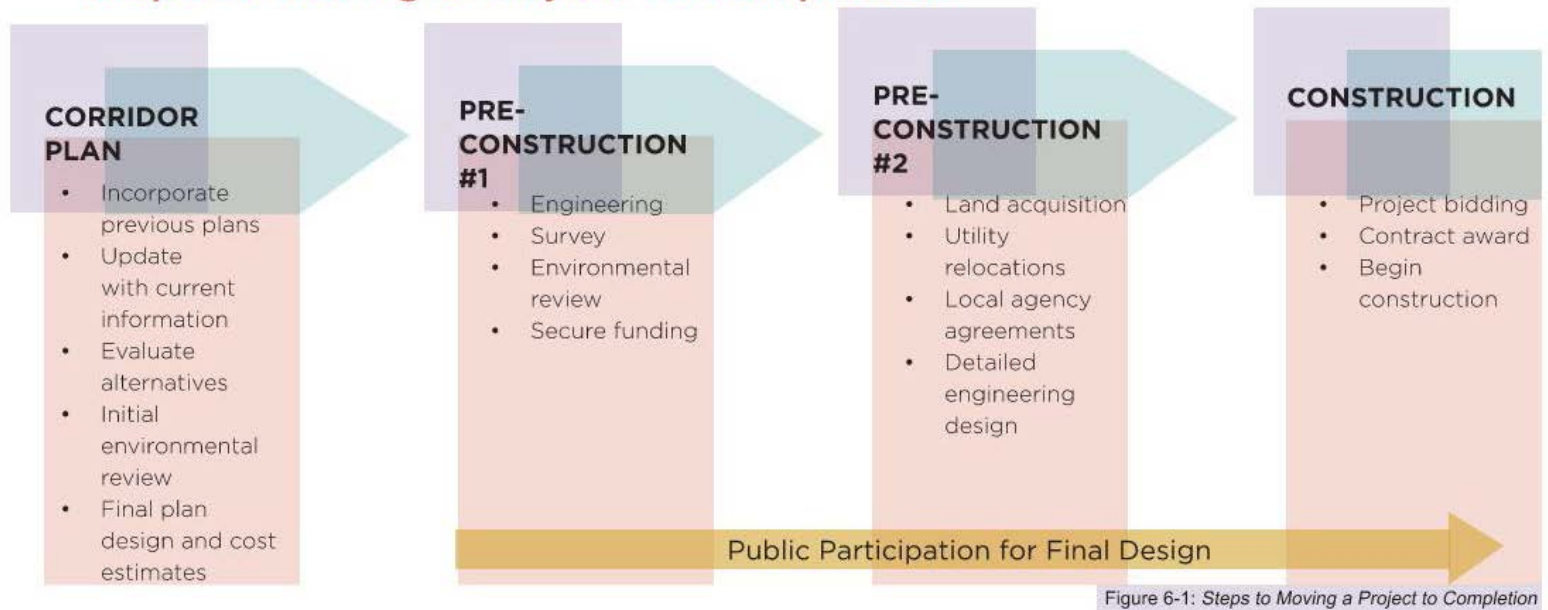


Figure 6-1: Steps to Moving a Project to Completion

Implementation Projects


PROJECT	COST	PROJECT ELEMENTS	FEASIBILITY CONSIDERATIONS	PROJECT GOAL IMPLEMENTATION	PRIORITY	POTENTIAL FUNDING SOURCES
East Missoula Streetscape/ Reconstruction	\$7M	<ul style="list-style-type: none"> • Curb & Gutter • Skewed Intersections • Sidewalks • Landscaped Boulevards • Raised Cycle Tracks • Transit Facilities • Striped Pedestrian Crossings • Lighting 	<ul style="list-style-type: none"> • Multiple property owners involved • Transit stops require future traffic studies 	<ul style="list-style-type: none"> • Improves safety • Addresses access management • Expands multi-modal transportation facilities • Enhances the character of the East Missoula segment • Provides cost-effective, feasible improvements 	High	HSIP BUILD Main Street CMAQ
East Broadway Clark Fork River Bank Stabilization	\$2.3M	<ul style="list-style-type: none"> • Bank Stabilization 	<ul style="list-style-type: none"> • MDT, DEQ, FWP Coordination 	<ul style="list-style-type: none"> • Improves safety • Protection of environmental resources 	High	
Montana Rail Link Bridge Replacement	\$10.8M	<ul style="list-style-type: none"> • On Street Bike Lanes • Shared Use Path • New MRL Bridge 	<ul style="list-style-type: none"> • Requires close coordination with MRL, MDT, City, and County stakeholders • Requires the construction of a shoe fly because rail traffic must remain unimpeded throughout project construction • Cost 	<ul style="list-style-type: none"> • Improves safety • Improves operation of roadway • Expansion of multi-modal transportation facilities 	High	HSIP BUILD TIF Impact Fees CMAQ
Sha-Ron Parking Improvements	\$325K	<ul style="list-style-type: none"> • Parking Lot • Path from Parking Lot to Sha-Ron River Access 	<ul style="list-style-type: none"> • MDT, Northwestern Energy, FWP Coordination 	<ul style="list-style-type: none"> • Improves safety • Improves operation of roadway • Expands multi-modal transportation facilities • Preserves, protects, and enhances the corridor character • Provides cost-effective, feasible, maintainable improvements • Protects environmentally sensitive areas 	High	FWP LWCF

Implementation Projects

PROJECT	COST	PROJECT ELEMENTS	FEASIBILITY CONSIDERATIONS	PROJECT GOALS	PRIORITY	POTENTIAL FUNDING SOURCES
I-90 Eastbound Roundabout	\$3.2M	<ul style="list-style-type: none"> Roundabout Infrastructure 	<ul style="list-style-type: none"> MDT, FHWA, and MRL coordination Impacts to adjacent structures including the I-90 and MRL bridges over Highway 200 	<ul style="list-style-type: none"> Improves safety Improves operation of roadway Enhances character of corridor 	Mod	BUILD HSIP CMAQ
Sha-Ron to Tamarack Shared Use Path	\$1.8M	<ul style="list-style-type: none"> Shared Use Path Transit Facilities Pedestrian Crossing 	<ul style="list-style-type: none"> Improvements within ROW Future geotechnical analysis and stabilization efforts at Brickyard Hill and near Marshall Canyon road pinch points. 	<ul style="list-style-type: none"> Expands multi-modal transportation facilities Enhances the character of the Sha-Ron-Marshall segment Provides feasible improvements 	Mod	LWCF FLAP Trail Bond RTP CMAQ
Van Buren Intersection Improvements & Eastgate Access Management	\$780K	<ul style="list-style-type: none"> Shared Use Path On-Street Bike Lanes Transit Facilities Striped Pedestrian Crossings Extended Median 	<ul style="list-style-type: none"> Improvements within ROW Requires additional traffic analysis & coordination with MDT for lane reduction at main intersection coming off I-90 	<ul style="list-style-type: none"> Improves safety Improves the operation of the roadway and addresses access management Expands multi-modal transportation facilities Enhances the character of the East Broadway segment Provides cost-effective, feasible improvements 	Mod	BUILD Impact Fees CMAQ
East Broadway Reconstruction	\$5.6M	<ul style="list-style-type: none"> Shared Use Path On-Street Bike Lanes Transit Facilities Striped Pedestrian Crossings 	<ul style="list-style-type: none"> Improvements within ROW Additional parking could require R/W acquisition, depending on location 	<ul style="list-style-type: none"> Improves the operation of the roadway Expands multi-modal transportation facilities Enhances the character of the East Broadway segment Provides cost-effective, feasible, and maintainable improvements 	Low-Mod	BUILD TIF Impact Fees CMAQ

Next Steps

A decorative pattern of light gray hexagons is located on the left side of the slide, extending from the top to the bottom.

- 
- A solid brown horizontal bar is positioned below the 'Next Steps' header.
- Three week comment period on public draft – ended Feb 28, 2021
 - MPO Approval process for final plan in March
 - City & County adoption in April

