



Newsletter
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Billings Area I-90 Corridor Planning Study

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What Are the Needs in the Corridor?

Corridor needs and objectives were developed through a review of existing and projected conditions, input from community members and resource agencies, and coordination with MDT District staff. The needs listed below reflect transportation system issues and concerns along with the desire to maintain the function and operation of the Interstate facility.

Need 1: Accommodate existing and future transportation demand on I-90.

Need 2: To the extent practicable, provide a facility that safely accommodates Interstate travel.

Improvement options were developed to address corridor needs and objectives. Recommended improvements include safety improvements to reduce conflicts at interchange ramps; geometric improvements to bring facilities up to current MDT design standards; and operational improvements to decrease congestion and improve traffic operations where Level of Service (LOS) is anticipated to drop below acceptable levels by 2035. Engineers use the LOS concept to describe operational characteristics of a facility, with LOS A representing the best conditions and LOS F representing the worst conditions. Desirable operations for Interstate facilities and interchange ramp intersections are defined as LOS B and LOS C, respectively.

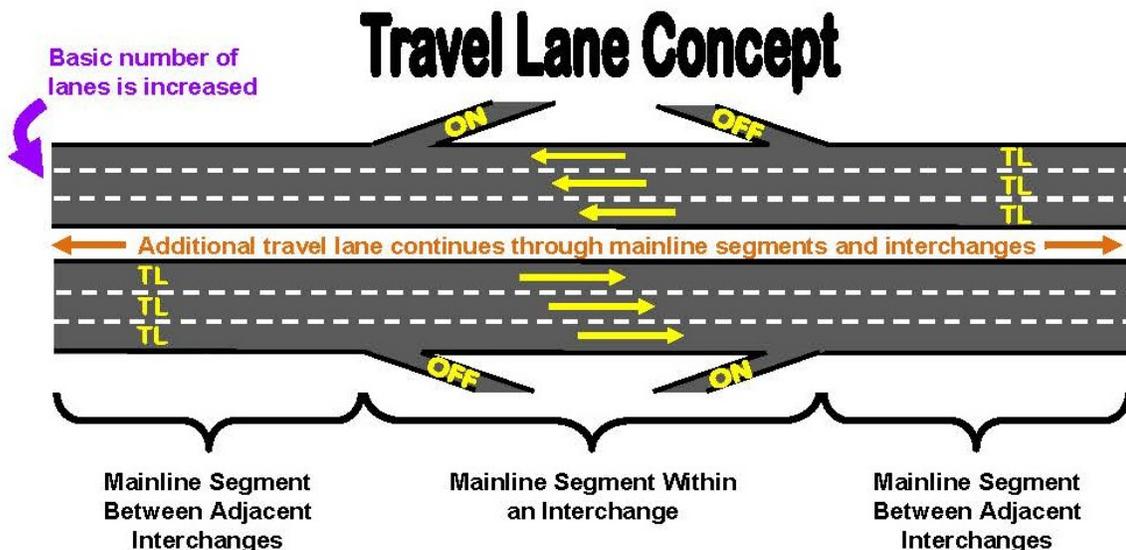
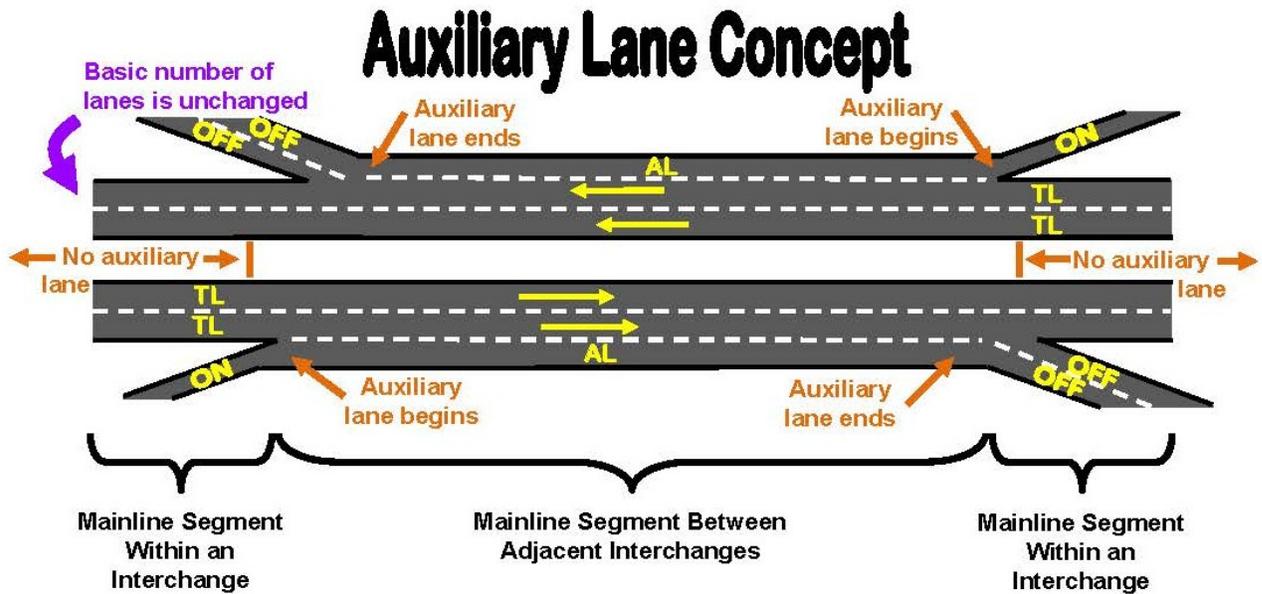
Improvement options illustrated on page 3 are recommended for further consideration as funding becomes available. Additional information, including the complete list of needs and objectives, is provided in the Draft Corridor Study Report. The report may be viewed online beginning February 20, 2012.

View documents on the study website at
<http://www.mdt.mt.gov/pubinvolve/i90corridor>

Mainline Interstate Concepts

Several mainline Interstate segments between the Shiloh Interchange and the Johnson Lane Interchange are projected to operate at an undesirable LOS C by 2035 if left in their current configuration. A third lane is recommended in each direction to improve these segments to a desirable LOS B. A third mainline Interstate lane can be developed in one of two ways:

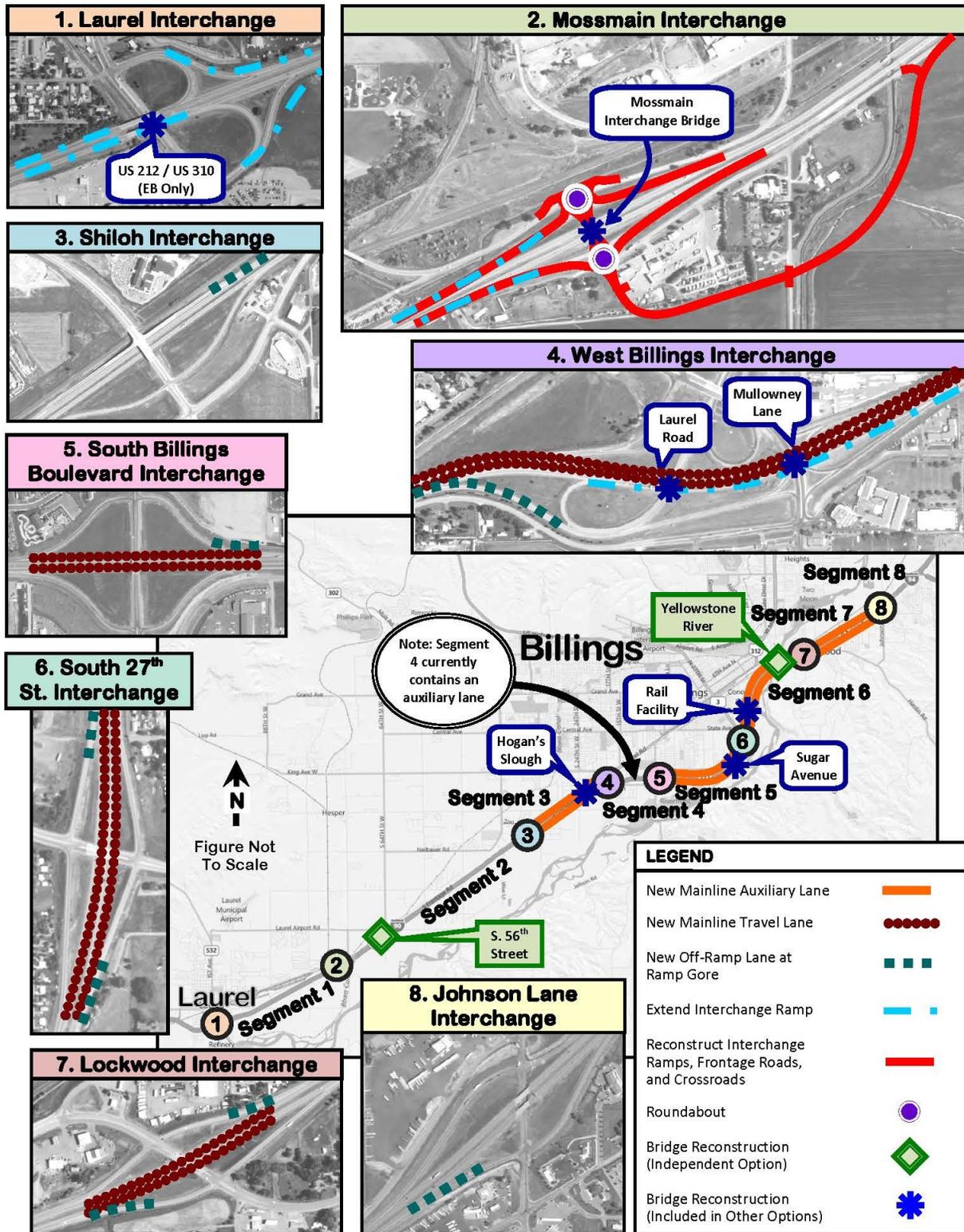
- (1) Construct an **auxiliary lane** on one or more mainline segments between interchanges. An auxiliary lane is a lane that occurs between interchanges, but does not proceed through the interchange. Auxiliary lanes can occur on consecutive or alternating mainline segments.
- (2) Increase the basic numbers of lanes on the Interstate by constructing an additional **travel lane** on two or more consecutive mainline segments traveling through consecutive interchanges. Auxiliary and travel lane concepts are illustrated below.



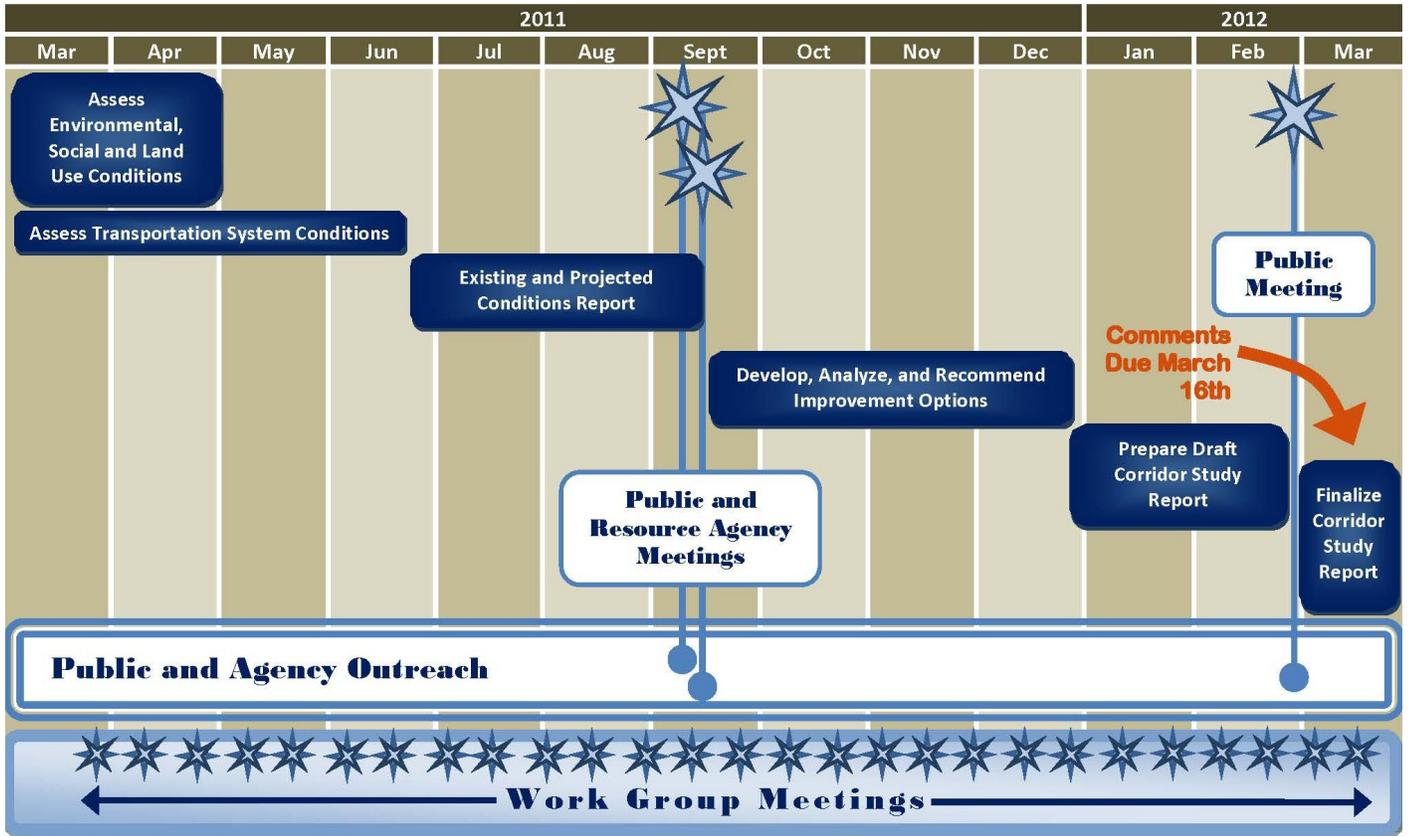
Key	
TL: Travel Lane	AL: Auxiliary Lane
ON: On-Ramp	OFF: Off-Ramp

Note: This figure is intended for illustrative purposes only and does not represent any portion of the I-90 study corridor.

Recommended Improvement Options are illustrated in the figure below. Near term and long term options include improvements to the mainline Interstate, bridges, interchange ramps, and the Laurel and Mossmain Interchange ramp intersections. Options are recommended for further consideration as funding becomes available. Mainline Interstate improvement options are generally anticipated to remain within existing right-of-way. Additional right-of-way may be needed for improvements to the Laurel and Mossmain Interchanges. Detailed information is provided in the Draft Corridor Study Report. This document may be viewed online at <http://www.mdt.mt.gov/pubinvolve/i90corridor> beginning February 20, 2012.



Study Schedule



How can I stay involved in this study?

Please join us for **Public Meeting #2** on **Tuesday, February 28, 2012 at 6pm** at the Parmly Billings Library, 3rd Floor Meeting Room, 510 N. Broadway in Billings. To review additional information about the study and to submit comments electronically, visit the study website at <http://www.mdt.mt.gov/pubinvolve/i90corridor>

Comments on the Draft Corridor Study Report are due on **March 16, 2012**.

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