

INFORMATIONAL MEETING

US 93: MISSOULA TO FLORENCE CORRIDOR

JUNE 25, 2024



Welcome

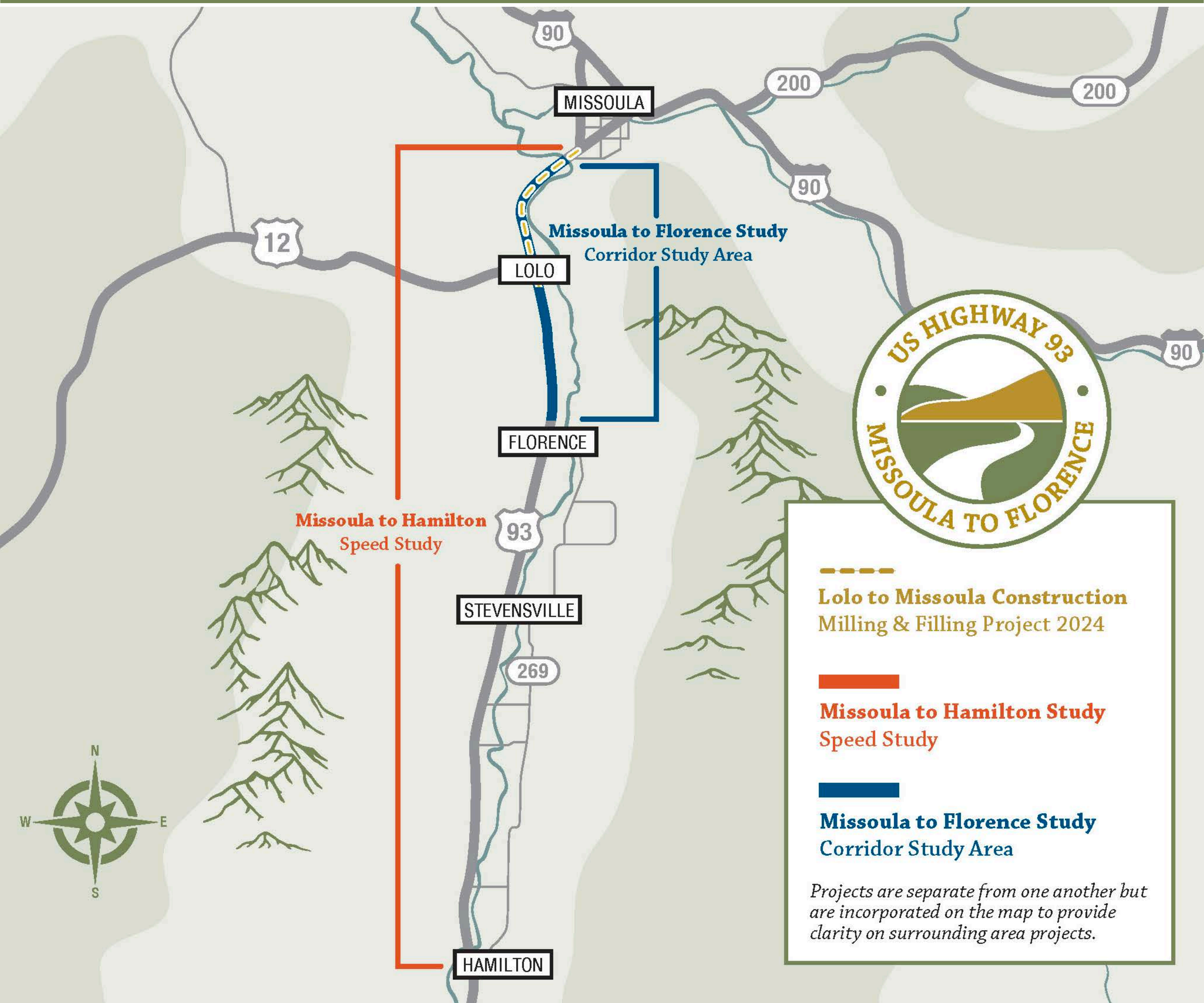


US 93: MISSOULA TO FLORENCE CORRIDOR

STUDY INTRODUCTION



Study Area



2022 and 2023

Corridor Study



Spring 2024 and

Fall 2024

Study Results

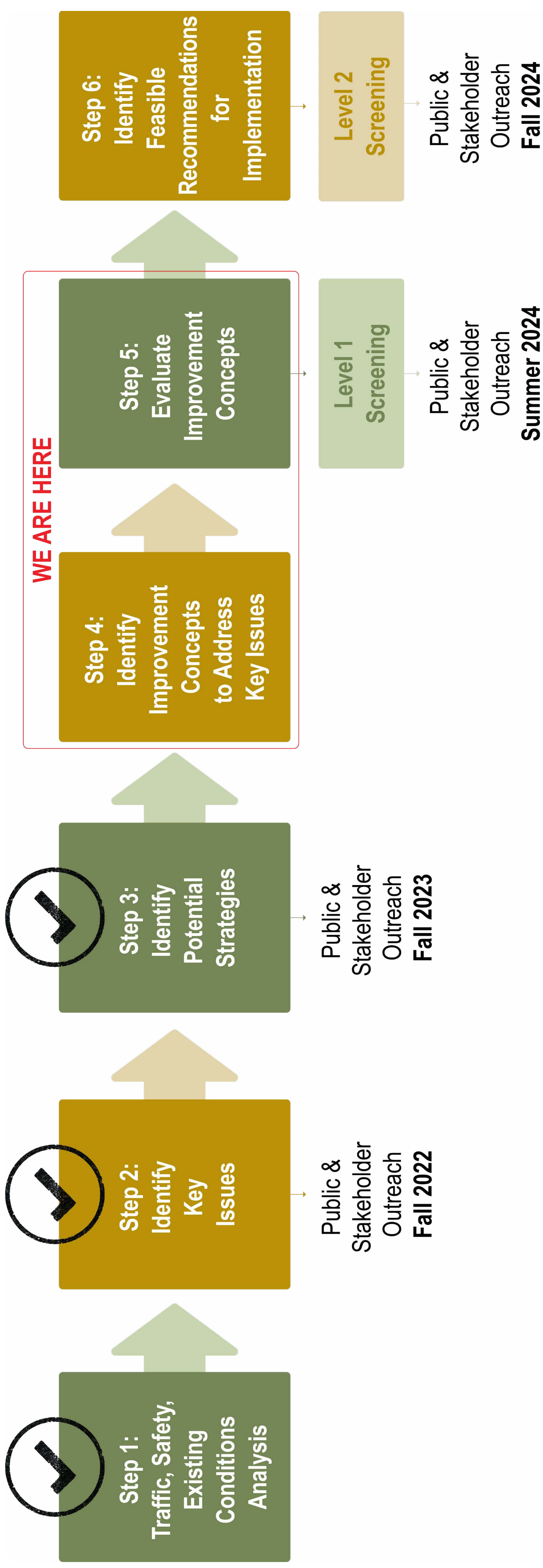


Future

Design and Construction
Anticipated
(timing dependent on funding)



Study Process



Summary of Key Issues



Safety and Traffic Operational Concerns



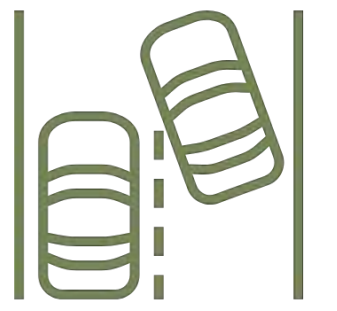
Difficult turning movements onto/off US 93.



Fixed object crashes.



Rear-end crashes at high-volume intersections.



Head-on/sideswipe crashes.



High-speed crashes.



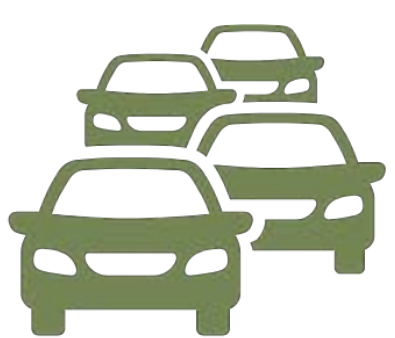
Wild animal crashes.



Adverse road, weather, or lighting conditions.



Pedestrian/bicycle conflicts.



Operational issues during commutes.

Improvement Concepts



Spot Improvements



Intersection Treatments.



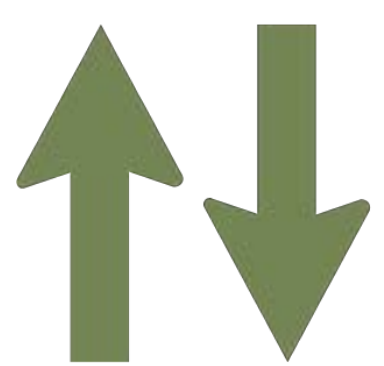
Intelligent Transportation Systems.



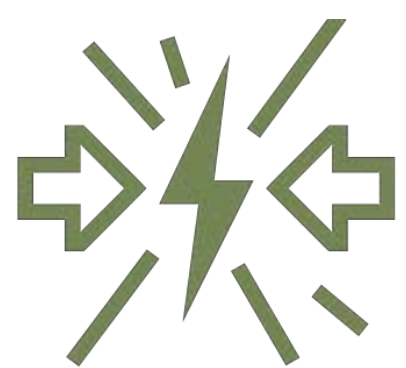
Shared-Use Path Improvements.



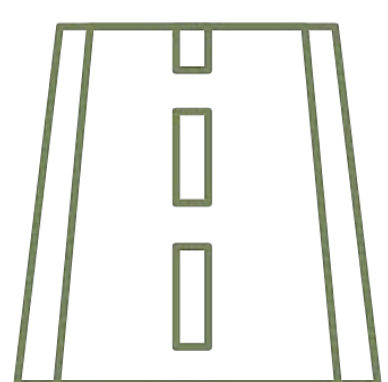
Wildlife Accommodations.



Access Modifications.

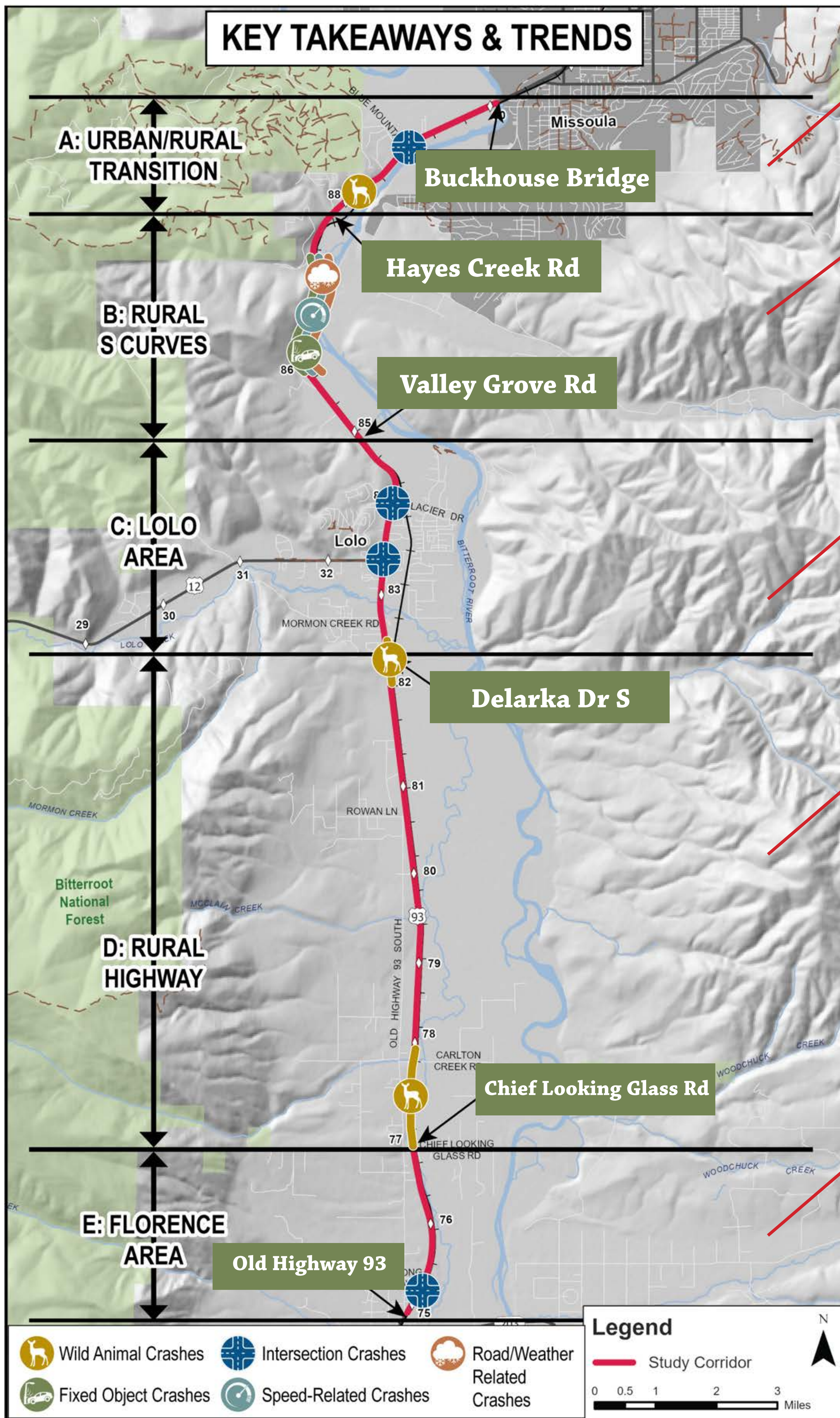


Intersection Safety Enhancements.



Median Upgrades.

Corridor Segments



Segment is characterized by high travel speeds and a suburban context.

Conflicts related to limited lighting or adverse weather/road conditions are common, along with a trend of fixed object crashes with concrete barrier rail.

High travel speeds and poor visibility around the curve entering the suburban context of Lolo can cause conflicts.

High speeds, undivided lanes, turning movements and sparse roadway lighting contribute to conflicts between mainline and entering/exiting vehicles and wild animal conflicts are common.

The transition from high-speed rural into suburban context and traffic for Florence-Carlton School contribute to conflicts.

Improvement Concepts



ADVANCED for
Segments **A**, **C**, and **E**

Concept 1: Suburban Design

Design features include:

- 45-55 mph design speed.
- Raised center medians and roadway lighting.
- Curb, gutter, sidewalk, and/or landscaping.
- Roadway lighting.
- Additional traffic calming features.

Improvement Concepts



Photo Courtesy Google Images

ADVANCED for
Segments **A, B, C, D** and **E**

Concept 2: Managed Access Design

Design features include:

- Maintain existing design speeds.
- Consolidated highway access points.
- Full movements and intersection control at major intersections.
- Divided highway and raised median features to limit full access movements.
- No u-turn options except for emergency services.

Improvement Concepts



ADVANCED for
Segments B and D

Photo Courtesy Google Images

Concept 3: Reduced Conflict Design

Design features include:

- Maintain existing design speeds.
- Eliminated full-movement access except at controlled locations.
- Reduced conflict intersection designs.
- Divided highway (raised medians, grassy medians, concrete barriers, cable rail).
- U-turn options.

Improvement Concepts



**ELIMINATED
from further
consideration due to
impacts and costs**

Concept 4: Increased Capacity Design **Design features include:**

- Maintain existing design speeds.
- Three travel lanes in each direction.
- Full access control.
- Reduced conflict intersection designs.
- Prioritized highway operations and accommodations for future growth.

Initial Concept Screening



Segment	Spot Improvements	Concept 1: Suburban	Concept 2: Managed Access	Concept 3: Reduced Conflict	Concept 4: Increased Capacity
A: Urban/Rural Transition	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
B: Rural S Curves	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
C: Lolo Area	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
D: Rural Highway	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
E: Florence Area	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		



Initial Concept Screening



Primary Goal

Minimize fatalities and serious injuries



- **Reduce conflicts between all users.**
- **Reduce conflicts with wild animals.**
- **Reduce conflicts with fixed objects.**
- **Encourage appropriate speed.**

Secondary Goals

Support efficient traffic operations and mobility



- **Minimize delay and travel times.**
- **Support corridor management.**
- **Provide appropriate and reasonable access.**

Support feasible solutions



- **Minimize capital and maintenance costs.**
- **Minimize impacts and constructability challenges.**

PUBLIC OPEN HOUSE

June 25, 2024

Lolo School, The Commons

**IDENTIFY FEASIBLE
RECOMMENDATIONS**

Summer/Fall 2024



**STAY
IN THE
KNOW**



CALL

406-207-4484



EMAIL

becca@bigskypublicrelations.com



VISIT

<https://bit.ly/US93MissFLo>