WELCOME

US 93 Polson-Somers Corridor Study

MEETING PURPOSE

- Learn more about the *US 93 Polson to Somers Corridor Study*
- View initial improvement options identified for the corridor
- Share your thoughts and concerns

SCAN ME

or visit
mdt.mt.gov/pubinvolve/us93polsonsomers

Your input is needed to improve transportation on US 93!

Needs and Objectives

Needs and objectives for the *US 93 Polson-Somers Corridor Study* were developed based on a review of local plans, public and stakeholder input, and social, environmental, and engineering conditions.

Identified improvement options attempt to address these needs and objectives while being responsive to other limiting considerations.

		Objectives
Need 1	**Improve Corridor Safety**	• Reduce fatalities and serious injuries in support of Vision Zero. • Reduce animal-vehicle conflicts. • Reduce roadside hazards. • Reduce vehicle conflicts.
Need 2	**Improve Corridor Operations**	• Accommodate existing and future travel demands. • Maintain reasonable access to adjacent lands. • Improve non-motorized mobility and accessibility.

Other Considerations

- Environmental resource impacts
- Social and cultural resource impacts
- Multimodal transportation accessibility
- Construction feasibility and impacts
- Local, Tribal, State, and Federal interests
- Corridor context, function, and use
- Funding availability
- Maintenance operations, responsibility, and costs

Improvement Options

Project Types

Improvement options are grouped into three categories. Improvements could be implemented as standalone projects or, where appropriate, combined into larger projects to achieve cost savings and operational efficiencies.

Spot Improvements

Corridor-Wide Improvements

Policy Improvements

Project Development Considerations

Partners

Successful implementation of improvements will require **collaboration** among **multiple entities**.

Timeframe

The timing and feasibility of implementing improvement options depend on several factors. Improvement options were categorized into three implementation timeframes according to estimated project delivery.

- **Short Term** (0-5 years)
- **Mid Term** (5-10 years)
- **Long Term** (10-20 years)

Funding

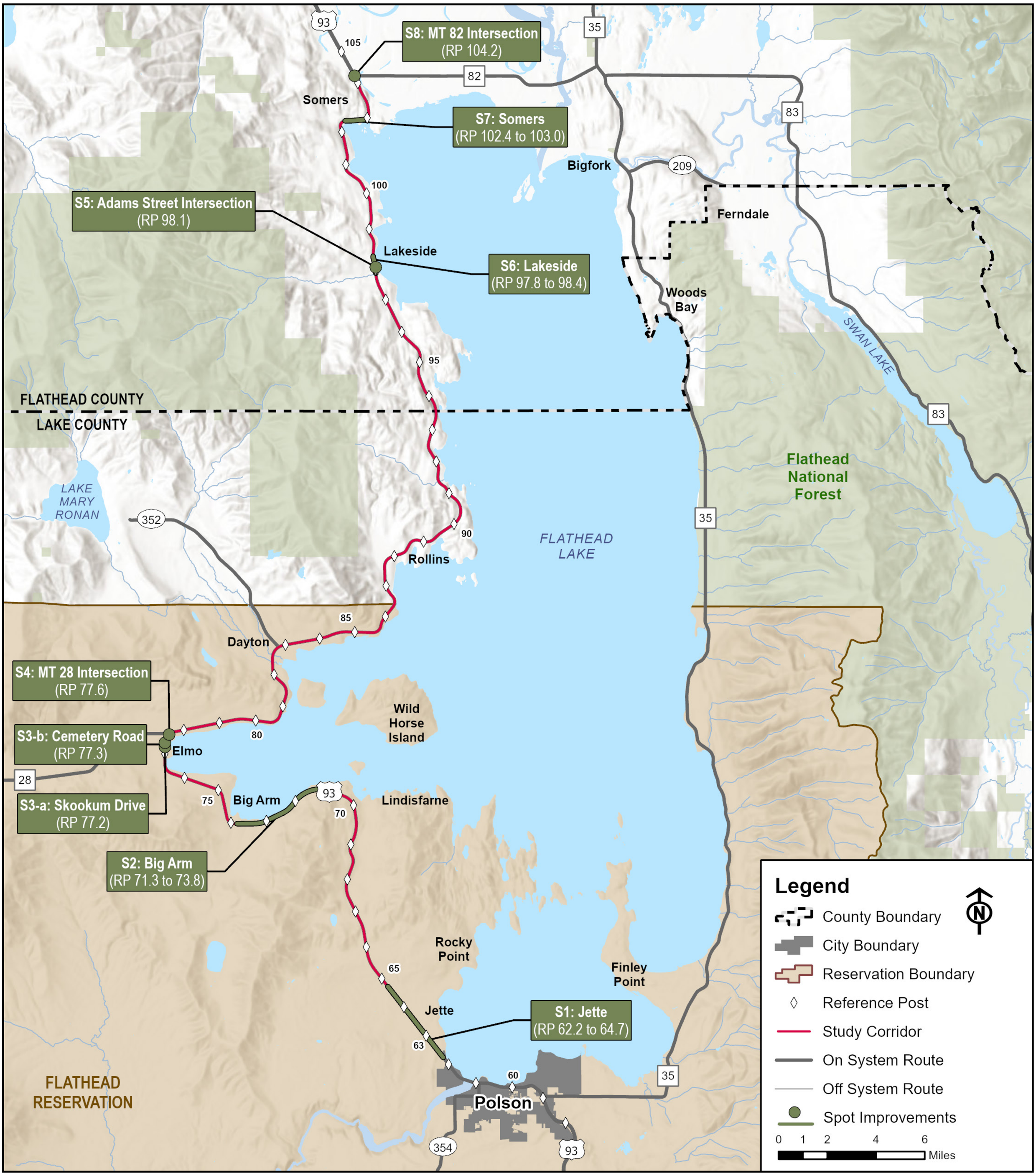
Advancing improvements from this study will depend on the availability of current and future funding. At this time, **no funding has been secured** to implement any of the improvements.

Other Considerations

As projects are developed, implementation partners will need to consider stakeholder interests, site-specific constraints, and indirect effects, in addition to complying with applicable permits, laws, and regulations.

Spot Improvements

Improvement options focus on enhancing roadway safety, traffic operations, and access management along the corridor.



Spot Improvements

Options		Description	Implementation Partners	Timeframe[1]	Cost Estimate[2]
S1	**Jette (RP 62.2 to 64.7)**	Flatten slopes; assess passing zone	MDT, CSKT, Lake County	Long-term	$32.2M
S2	**Big Arm (RP 71.3 to 73.8)**	Construct consistent three-lane configuration with center TWLTL; review passing zones	MDT, CSKT, Lake County	Long-term	$19.1M
S3	**Elmo Pedestrian Crossings**	Install RRFBs and ADA accommodations at pedestrian crossings	MDT, CSKT, Lake County	Mid-term	$850,000
	S3-a Skookum Drive (RP 77.2)				$420,000
	S3-b Cemetery Road (RP 77.3)				$430,000
S4	**MT 28 Intersection (RP 77.6)**	Install additional traffic control and accommodate business access as warranted with future development	MDT, CSKT, Lake County	Mid-term	$2.1M to $4.9M
S5	**Adams St Intersection (RP 98.1)**	Install additional traffic control as warranted based on future development	MDT, Flathead County, Private	Mid- to Long-term	$2.2M to $6.1M
S6	**Lakeside (RP 97.8 to 98.4)**	Install pedestrian and roadway infrastructure improvements	MDT, Flathead County	Mid- to Long-term	$1.3M to $12.8M
	S6-a Pedestrian Accommodations	*Extend existing sidewalk, curb, and gutter; upgrade 2 crosswalks and add 1*		*Mid-term*	*$1.3M*
	S6-b Urban Reconstruction	*TWLTL; sidewalk and boulevard on both sides; upgrade 2 crosswalks and add 1; lighting upgrades*		*Long-term*	*$12.8M*
S7	**Somers (RP 102.4 to 103.0)**	Install pedestrian and roadway infrastructure improvements	MFWP, MDT, Flathead County, Walleyes Unlimited	Mid- to Long-term	$1.7M to $13.0M
	S7-a Pedestrian Accommodations	*Extend and improve existing SUP; upgrade crosswalks*		*Mid-term*	*$1.7M*
	S7-b Urban Reconstruction	*TWLTL; sidewalk/SUP and boulevard on both sides; crosswalk improvements; lighting upgrades*		*Long-term*	*$13.0M*
S8	**MT 82 Intersection (RP 104.2)**	Modify business access; upgrade traffic signal	MDT, Flathead County, Private	Mid-term	$1.2M
	S8-a Upgrade Traffic Signal	*Upgrade signal timing and turn lanes*			*$600,000*
	S8-b Define Access Points	*Assess and define access points*			*$560,000*

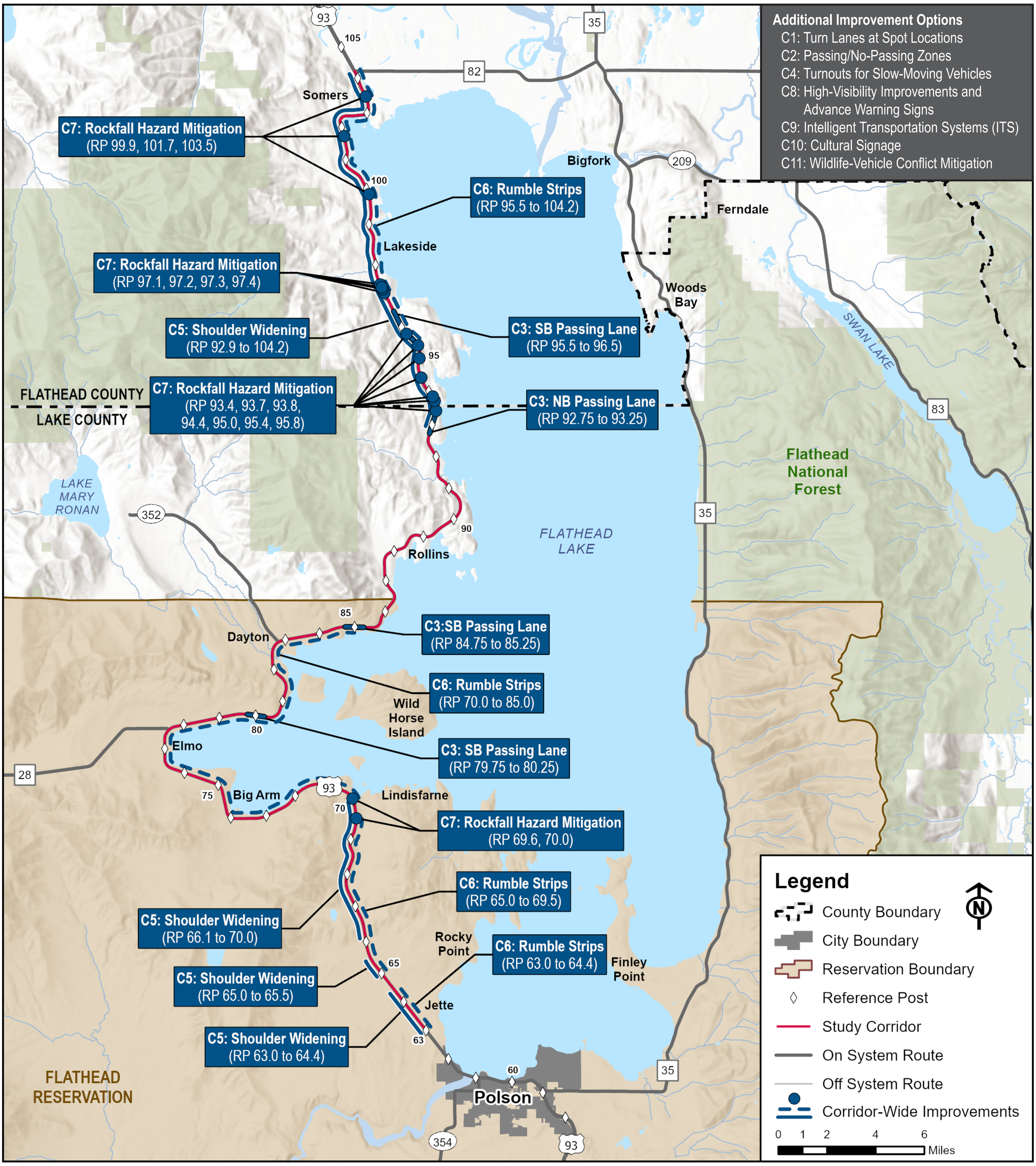
[1]**Timeframes:** The timing and ability to implement improvement options depends on factors including the availability of funding, right-of-way needs, and other project delivery elements. Implementation timeframes are not a commitment to developing recommendations.

- Short-term: Implementation is feasible within a 0- to 5-year period.
- Mid-term: Implementation is feasible within a 5- to 10-year period.
- Long-term: Implementation is feasible within a 10- to 20-year period.

[2]**Cost Estimates:** were developed using 2024 pricing and include estimates for construction, engineering, drainage, miscellaneous items, and indirect costs. An inflationary factor of 3.0 percent per year was applied to the planning-level costs to account for an estimated year of expenditure. Contingencies were added to account for unknown factors at the planning-level stage. Actual costs may vary due to changed conditions at the time of construction.

Corridor-Wide Improvements

Improvement options address traffic operations, safety, and access management across the corridor, ranging from low-cost measures like striping revisions and speed limit adjustments to larger-scale projects such as shoulder widening and wildlife-vehicle conflict mitigation.



Corridor-Wide Improvements

Options		Description	Implementation Partners	Timeframe[1]	Cost Estimate[2]
C1	Turn Lanes	Install turn lanes as warranted	MDT, CSKT, Lake and Flathead Counties, Private	Mid- to Long-term	$570,000 to $1.3M
C2	Passing/No-Passing Zones	Evaluate and modify existing passing/no-passing signing and striping	MDT	Short-term	$19,000 per mile
C3	Passing Lanes	Construct additional passing lanes	MDT, CSKT, Lake and Flathead Counties	Long-term	$4.7M to $11.4M
C4	Turnouts for Slow-Moving Vehicles	Construct/modify turnouts as appropriate; add signage at each location indicating slow-moving vehicles must use turnouts	MDT, CSKT, Lake and Flathead Counties	Mid- to Long-term	$230,000 to $1.3M per location
C5	Shoulder Widening	Widen roadway shoulders where feasible	MDT, CSKT, Lake and Flathead Counties	Mid- to Long-term	$3.0M to $6.2M per mile
C6	Rumble Strips	Install shoulder rumble strips throughout the corridor	MDT	Short-term	$26,000 per mile
C7	Rockfall Hazard Mitigation	Conduct rockfall hazard mitigation	MDT	Mid- to Long-term	$18.9M to $45.8M
C8	High-Visibility Improvements and Advance Warning Signs	Install curve warning signs, reflectors, and reflective paint on striping	MDT	Short-term	$50,000 per mile
C9	Intelligent Transportation Systems (ITS)	Install ITS technologies where appropriate	MDT	Mid-term	$70,000 to $240,000 each
C10	Cultural Signage	Install cultural signage throughout the corridor	MDT, CSKT, Lake County	Short-term	$1,100 each
C11	Wildlife-Vehicle Conflict Mitigation	Install appropriate wildlife accommodations resulting from MDT project development process; coordinate with MWTSC and other organizations to identify partnership opportunities and advance wildlife accommodation priorities	MDT, CSKT, USFWS, MFWP, MWTP, NGOs, Lake and Flathead Counties	Short- to Long-term	$1,100 (Static Sign) to $5.6M (Overpass)

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Policy Improvements

P1. **Access Management:** Develop and implement an Access Management Plan to enhance safety, maintain roadway function, and manage both current and future access points consistently

P2. **Speed Considerations:** Conduct speed studies in coordination with local officials and implement recommendations as appropriate

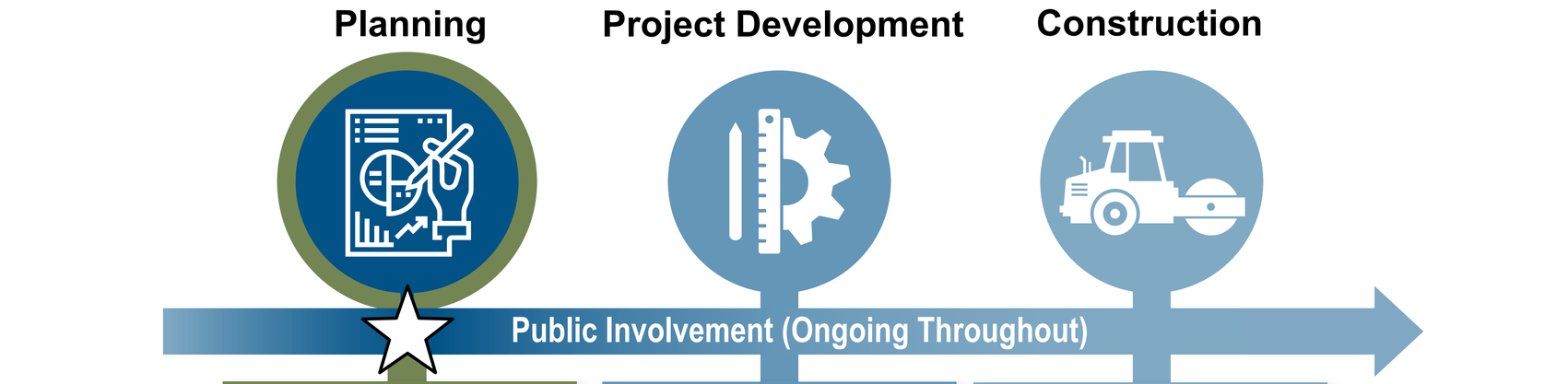
P3. **Transportation Demand Management:** Develop and implement transportation demand management campaigns to reduce congestion, improve safety, and extend the life of the current system

P4. **Maintenance:** Continue to address highway maintenance issues and research/implement best practices to improve maintenance

- The draft corridor study will be available for public review later this spring. **Subscribe to our mailing list for updates!**
- MDT will continue to develop a new access management plan for the corridor as a supplemental component to the study. The plan is anticipated to be completed by the end of May 2025.
- After considering all public comments, the study will be finalized and posted to the study website.
- MDT and its partners will **seek potential funding** to implement short- and long-term corridor improvements, including the access management plan.
- MDT will conduct project development and construction activities as funding becomes available

What Happens Next?

Upon completion of the corridor study, MDT will have a comprehensive set of transportation improvements ready for implementation within the corridor. MDT and its partner agencies will then work to secure funding for the design and construction of these improvements, though **no funding source has been identified at this time**.



US 93 Polson-Somers Corridor Study

Study Schedule

Work Tasks	Month-Year														
	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25
1.0 Project Management and Administration															
2.0 Tribal, Agency, and Public Involvement															
3.0 Existing and Projected Conditions															
4.0 Needs and Objectives															
5.0 Options and Recommendations															
6.0 Corridor Study Report															
7.0 Access Management Plan															
Meetings															
Advisory Committee															
Public Informational Meetings															
Resource Agency Meeting															
Tribal Council/Local Government Presentations															
Primary Deliverables															
Tribal, Agency, and Public Involvement Plan															
Environmental Scan															
Existing and Projected Conditions Memo															
Needs and Objectives Memo															
Improvement Options Memo															
Corridor Study Report															
Access Management Plan															

Advisory Committee Meeting · Public Meeting · Resource Agency Meeting · Tribal Council/Local Government Presentations · Primary Deliverable

How can I submit a comment?

Leave a **comment card** with us at the meeting!

Submit your comment **online** at

mdt.mt.gov/contact/comment-form.aspx

Reach out to the study contacts:

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