



this issue

Corridor Study Update

US 93 Alternate Route Options

Work Completed To Date

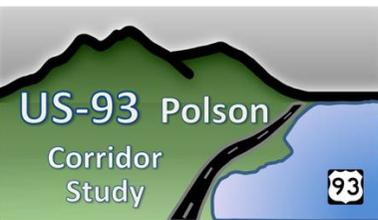
Next Steps

Contact Us

Public Meeting #2

February 24, 2011
6:00 P.M.
High School Auditorium
1712 2nd Street West,
Polson

The public is encouraged and welcome to attend. We hope to see you there.



Corridor Study Update

Since the last public meeting, the technical oversight committee, consisting of the City of Polson, Lake County, Confederated Salish and Kootenai Tribes (CSKT), and the Montana Department of Transportation (MDT), has been working towards developing preliminary US 93 Alternate Route options.

The pre-NEPA/MEPA Corridor Study process encourages early coordination with the public and resource agencies to identify potential impacts to social, economic, and environmental resource areas. The committee met with resource agencies in the Fall of 2010 to identify potential areas of concern.

Equally important in identifying potential environmental impacts is the focus on engineering and safety. In addition to potential resource area impact assessments, the committee identified roadway issues and concerns associated with the existing US 93 corridor. The potential US 93 Alternate Route options address safety and environmental concerns of the transportation corridor based on needs presented by the public, study partners, and resource agencies.

A route optimization software (Quantm) used to generate multiple cost-based alignments that satisfy defined constraints and scenarios, was utilized to develop preliminary US 93 Alternate Route options. These preliminary routes are presented in more detail on the following pages.

A Pre-NEPA Corridor Study is:

- ❖ NOT a NEPA Study or Environmental Study
- ❖ NOT a Preliminary or Final Design Project
- ❖ NOT a Construction or Maintenance Project
- ❖ NOT a Right-of-Way Acquisition Project



contact us

Todd Crossett

City of Polson

406.249.5637

[PolsonManager@](mailto:PolsonManager@centurytel.net)

centurytel.net

Bill Barron

Lake County

406.883.7204

[LakeCommissioners@](mailto:LakeCommissioners@lakemt.gov)

lakemt.gov

Joe Hovenkotter

CSKT

406.542.1300

Jhovenkotter@cskt.org

Sheila Ludlow

MDT

406.444.9193

Sludlow@mt.gov

Jeff Key, P.E.

CDM

406.441.1400

KEYJA@cdm.com

US 93 Alternate Route Options

The following US 93 Alternate Route options are presented in more detail below and shown in the graphic on page 3. These options will be weighed against the corridor needs and objectives, and later analyzed in a thorough screening criteria process. All estimated costs were generated by Quantm and will vary depending on exact future alignment.

Southern Bridge Crossing

The southern bridge crossing is the farthest crossing of the Flathead River from the city. The southern crossing would result in a bridge structure much higher in elevation than the existing US 93 bridge crossing. The route would follow Caffrey Road from the east for two miles, traverse in a northwest direction to a crossing of the Flathead River, and then veer north to tie into the existing US 93 north of the Rocky Point intersection.

(Range of Estimated Construction Costs: \$37M - \$47.2M)

Central Bridge Crossing

The central bridge crossing would also follow Caffrey Road for two miles from the east. However this route would utilize the existing Kerr Dam Road for a short segment before traversing to the northwest. A bridge crossing would be in place around the southwestern edge of the airport property. At this location the route could either continue to a terminus with the Rocky Point intersection, or to a point to the north of the Rocky Point intersection.

(Range of Estimated Construction Costs: \$36M - \$43.5M)

Northern Bridge Crossing

The northern bridge crossing follows Caffrey Road for two miles, and then wraps up to follow Kerr Dam Road in its entirety. The northern bridge crossing would be the closest to the existing bridge crossing, closest to the city proper, and would traverse the Flathead River near the Fairgrounds.

A connection to 7th Avenue may or may not be part of this alternate route. This route would tie into the existing US 93 just northwest of the existing bridge across the Flathead River.

(Range of Estimated Construction Costs: \$33M - \$39.1M)

EIS Alignments

Seven alternate routes from the original 1995 Environmental Impact Statement (EIS) are also under consideration at this point in the study. These alignments are shown on page 3 (in yellow), and will be screened in accordance with the screening criteria to be developed.

All of the US 93 Alternate Routes shown on page 3 are high level, preliminary concepts for a new facility. The routes are not intended to show exact road centerlines, but rather are broad corridor “paths” to be evaluated further.

Screening criteria to evaluate the alternate routes will be developed to identify whether the route(s) will meet the needs and objectives for US 93 within the community.

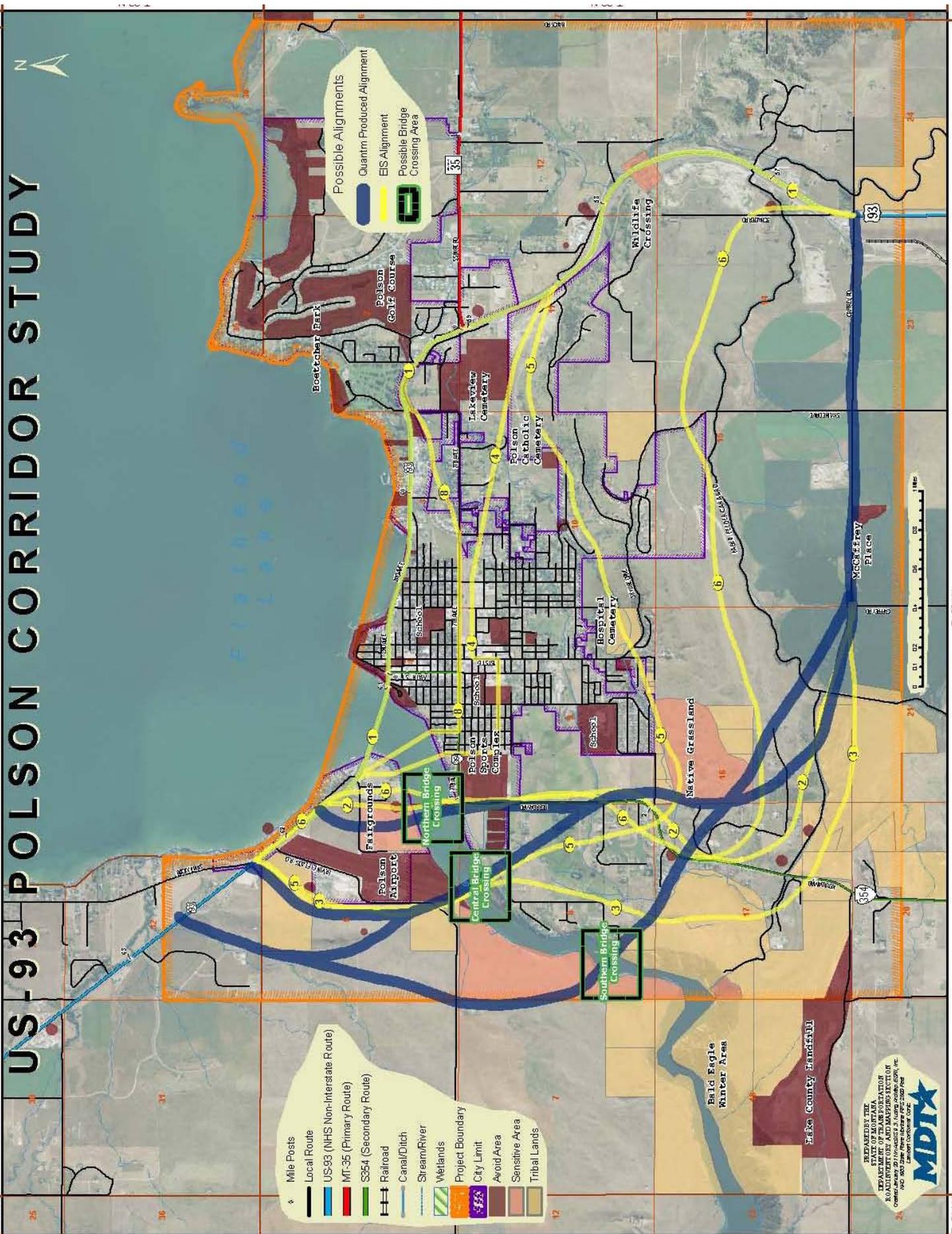


Check out the study website at:

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy



US-93 POLSON CORRIDOR STUDY



PREPARED BY THE
 MISSOURI DEPARTMENT OF TRANSPORTATION
 DEPARTMENT OF PLANS SUBSTANTIATION
 ENGINEERING AND MAPPING SECTION
 CONTRACT NO. 2014-001-0000-0001-0001
 DATE: 08/2015
 LAMBERT CORNER, MISSOURI





NEXT STEPS...

Screening criteria will further refine the US 93 Alternate Route options to potential corridors that meet the needs and objectives for the community of Polson.

Would you like to comment on this study?

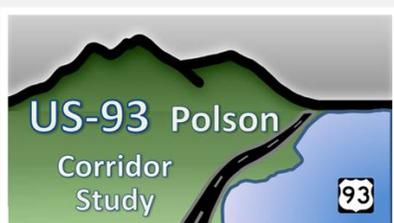
Community participation is a very important part of the study process. Opinions, comments, and concerns may be submitted orally or in writing at the public meeting on February 24, 2011. Comments may also be submitted by:

Mail:

Sheila Ludlow, MDT Statewide and Urban Planning
PO Box 201001
Helena, MT 59620

Website:

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy



Work Completed To Date...

- ❖ Environmental Scan Report
- ❖ Corridor Setting Document
- ❖ Comprehensive Crash Statistics
- ❖ Existing Conditions of US 93
- ❖ Quantm Analysis
- ❖ Public Outreach Events