Ronan-Urban
Public Information Meeting
March 4, 2013

- 5:30 – 7:00 Open House Format
- 7:00 Presentation
- Questions
Agenda

1) Introduction
2) Project Overview
3) Project Purpose & Need
4) Design
5) Environmental Status: 2008 SEIS & Updates
6) Next Steps
7) Questions
Project Overview

US 93: Evaro to Polson
People’s Way Corridor

Ninepipe/Ronan
Evaro to Polson

Source: 2008 SEIS, Figure 2.1-1
Project Overview

US 93
Ninepipe/Ronan

Ronan-Urban

Ninepipe/Ronan

Source: 2008 SEIS, Figure 2.1-2
Project Overview:

Ronan-Urban Project
Project Purpose:

To Improve:

- US 93 Transportation System
- Level of Service
- Mobility
- Traffic Flow
- System Linkage
- Safety

Source: 2008 SEIS, Page 2-1
Project Need:

The Existing Roadway:

- Does Not Meet Current Safety & Design Standards
- Experiences Congestion & is Expected to Increase
- Experiences 3 x Accidents/Mile as the State Average
- Has Higher Accident Severity than the State Average
- Has Limited Bike/Pedestrian Facilities

Source: 2008 SEIS, Page 2-3

- Traffic Volumes = 10,840 Daily Vehicles in 2009
  20,650 Daily Vehicles in 2040
Project Objectives:

- Reduce Accidents by Improving Safety
- Improve Capacity
- Improve Intersection Performance in Ronan
- Provide Improvements without Dividing Ronan
- Reduce Vehicle/Animal Conflicts
- Improve Wetland & Riparian Connectivity
- Respect CSKT Culture & “Spirit of Place”
- Balance Cost Efficiency, Safety, Traffic Operations & Environmental Protection

Source: 2008 SEIS, Page 2-5
Project Schedule:

- Design
- ROW Acquisition: Today
- Utility Relocation
- Construction
Design:

- 4-Lane & 5-Lane Roads
- 2-Lane, 1-Way Couplet Roads
- Traffic Signals
- Separated Bicycle/Pedestrian Trail
- Safety & Access Control
- Frontage Road
- Utilities
Design: 4- & 5-Lane Roads

US 93 FOUR LANE DIVIDED
(LOOKING NORTH)

US 93 FIVE LANE
(LOOKING NORTH)
Design:
2-Lane, 1-Way Couplet Roads
Design:
2-Lane, 1-Way Couplet Roads
Design: Traffic Signals
Design: Bike/Pedestrian Trail

Separation Bicycle/Pedestrian Trail

Original SEIS Route

Alternate Park/2nd Ave. Route
Design: Bike/Pedestrian Trail
Design: – Bike/Ped on 2nd Ave
Design: Safety

- 32 Conflict Locations
- Reduce to 13
Design: Access Control

Arterials:
- Higher Mobility
- Low Degree of Access

Collectors
- Balance between Mobility & Access

Local Roads
- Lower Mobility
- High Degree of Access

Design: Frontage Road
Design: Utilities, Drainage, etc.
Environmental Status:

- 2008 SEIS
- Re-Evaluation of SEIS
  - Design Changes
  - Environmental Changes
SEIS Summary: Re-Eval Design Changes

- Spring Creek Culvert
- 4-Lane versus 5-Lane (north of Innovation Lane)
- Separated Bike/Ped Path Replaces On-Street Bike Lanes

Possible Changes
- Bike/Ped Path into City Park
- Detention Pond Locations
SEIS Summary: Re-Eval Environmental Changes

- Updated Wetland Areas
- Cultural/Historic Impacts within Ronan
- Spring Creek Culvert Construction
- 4(f) Impacts to Protected Areas
  - Bike/Ped Path into City Park
  - 1st Avenue SW Construction
  - Others
Next Steps

- SEIS Re-evaluation in 2013
  - Seeking Written Comments by 4/4/13
- Design 2013 – 2016
- Right-of-Way Acquisition 2015-2016
- Construction 2017-2018