



Planning Steps & Schedule

Step #1 Identify issues ◆ Stakeholder interviews ◆ Meet with elected officials	Oct / Dec 2005
Step #2 Assess existing transportation / environmental / land use conditions	Nov 2005 thru Jan 2006
Public Open House #1 Project kickoff—Identify issues, discuss goals	Feb 2006
Step #3 Analyze future travel demand and performance	Jan 2006
Step #4 Confirm purpose & need / goals	Feb 2006
Step #5 Develop preliminary improvement options	Mar / Apr 2006
Public Open House #2 Confirm possible improvement options	Jun 2006
Step #6 Analyze improvement options	Jun / Jul 2006
Step #7 Identify feasible improvement projects and policies	Jul / Aug 2006
Public Open House #3 Present draft feasible improvements	Late Summer 2006
Step #8 Develop draft recommendations	Sept 2006 thru Jan 2007
Public Open House #4 Present draft corridor plan	Fall 2006
Step #9 Prepare final corridor plan	Spring 2007

For more information

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Project Web Site:

www.mdt.mt.gov/pubinvolve/us93corridor/

Project Description and Status

The US 93 Corridor Plan (the Plan) is being conducted by the Montana Department of Transportation to identify the most needed improvements to the US 93 transportation corridor between Missoula and Florence that will meet the corridor's operational requirements and user needs for the next 20 years, given financial constraints. The planning process considers the needs of local residents in Missoula, Lolo and Florence along with other residents in the region and the traveling public.

To date, the planning process has included a review of existing traffic and corridor use, land use and environmental conditions. A series of stakeholder interviews, the first round of public open house - events, the first advisory committee meeting, agency and a stakeholder workshops have also been completed. Based on this combined input and information, a list of corridor issues (see back of newsletter) have been identified and the draft corridor goals (see list below) have been established.

Using the public issues, existing conditions, corridor needs and goals as a guide, the consultant team is now developing a list of possible improvement options. These draft possible improvements will be presented at the next public open houses in late May or early June. Watch for the next newsletter and local media for dates, locations and times for these events.

Draft Corridor Goals

Safety: Provide and maintain a safe transportation corridor for all modes of travel

Environment: Minimize through "best practices", the negative corridor impacts to the adjacent environment, communities and wildlife

Financial: Ensure the wise use of financial resources, through financially feasible solutions

Multi-modal: Optimize the use of alternative transportation modes throughout the corridor

Transportation Corridor Design: Implement safe "context-sensitive" design solutions that balance corridor functional needs with the community and environmental character of the corridor

Congestion: Maintain acceptable levels of safe corridor operation

Access: Manage corridor access within the law





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Some corridor issues we've heard...

SAFETY

- Lack of adequate left turn protection
- Unsafe / illegal parking
- Vehicle / pedestrian conflicts
- Conflicting and improper center lane movements
- Traffic speeds seem too high
- No, or limited US 93 emergency access when blocked



MULTI-MODAL

- Desire to reduce motor vehicle travel demand
- Desire for separated pathway between Lolo and Missoula
- Desire for more alternative transportation modes
- Lack of sufficient multi-modal connections in Missoula
- Van pool schedules do not meet user needs
- Insufficient number / poorly lit Park and Ride lots
- Desire for passenger rail service

ROADWAY DESIGN

- Drainage / flooding / ice across highway at MP 86.2
- Insufficient shoulder / bike lane width
- Dip on Blue Mtn. Rd. at approach to US 93
- Lack of separation between north and southbound lanes
- Sight distance limitation at Trader Bros. intersection
- Insufficient shoulder width for right turn movements
- Bottleneck between Lolo and Missoula
- Difficulty of visibility of pavement markings during rain
- Lack of real-time roadway information for travelers
- Right turn radius is too tight for southbound truck turns onto Mormon Crk Rd.
- Turn bays on and off US 93 at East Side Highway are too short

CAPACITY / LEVEL OF SERVICE

- Backup on US 93 between Lolo and Missoula when closed due to emergencies
- Lack of traffic breaks during peak traffic
- Congestion at Blue Mountain Rd. westbound from US 93
- Traffic stacking is increasing along corridor
- Increased conflicts with commercial traffic
- Insufficient capacity to meet traffic volume needs and maintain acceptable level of service
- Congestion during peak traffic hours



ACCESS

- Too many / close access points
- Conflicting turning movements at Lolo School
- Residential development creates increased demand for access to US 93
- Long delays accessing US 93 during peak times
- Insufficient coordination with land use planning process
- Desire to maintain access control

ENVIRONMENTAL

- Corridor noise through Lolo and Florence
- Deer crossing and congestion near Buckhouse Bridge
- Reduced air quality due to traffic volumes and congestion
- Risks due to use of US 93 as hazardous material route
- Poor aesthetics at southern gateway to Missoula
- Aging population needs for emergency services and mobility
- US 93 impacts to wetlands; bisect and drainage
- Air pollution and impacts to bike and ped use from roadway dirt and winter time sanding
- Excessive noise from rumble strips



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