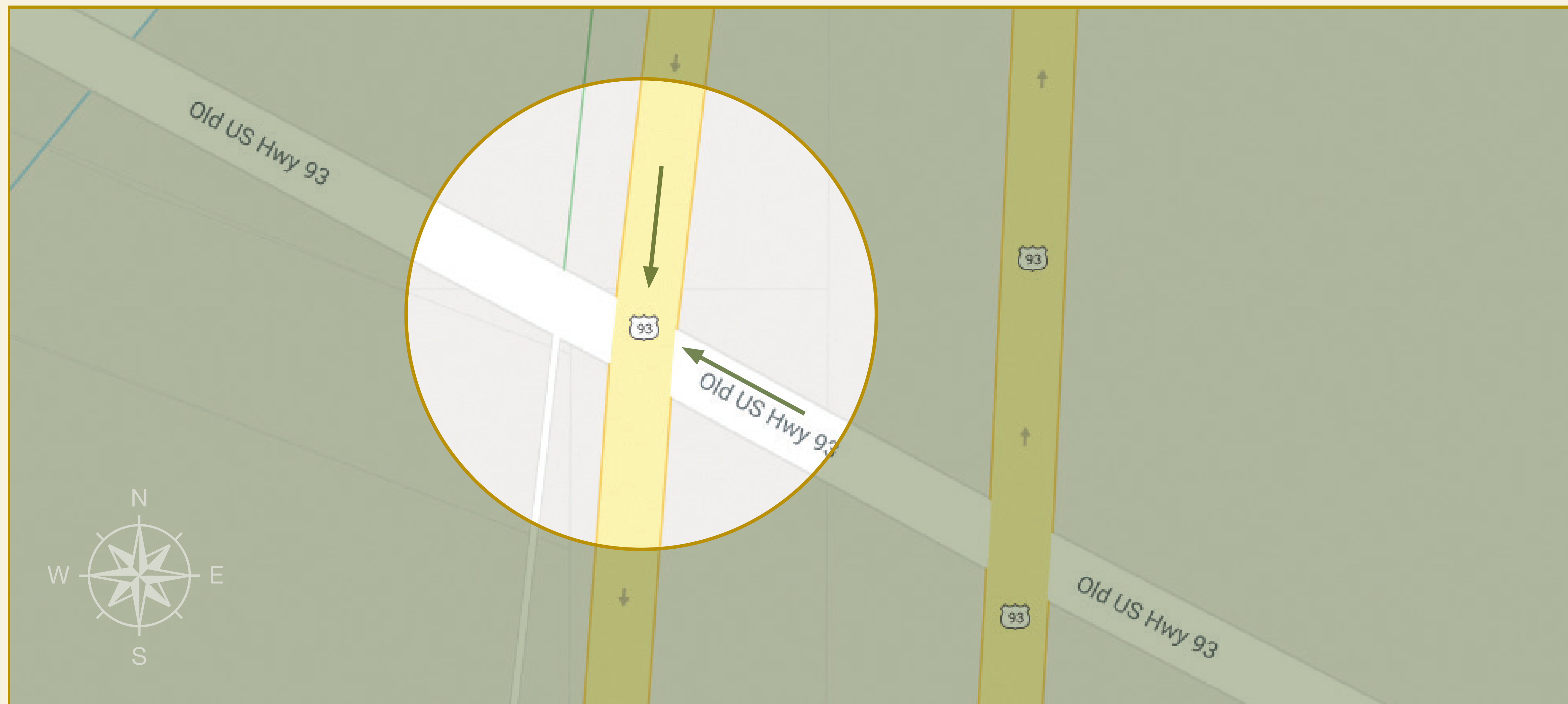


Pablo Intersection Crash History

The intersection of US93 and Old Highway 93 has been nominated for improvement due to the high proportion of fatal and serious injury crashes at the location.

Records show at least 15 crashes and two fatalities at the intersection over the last 13 years.

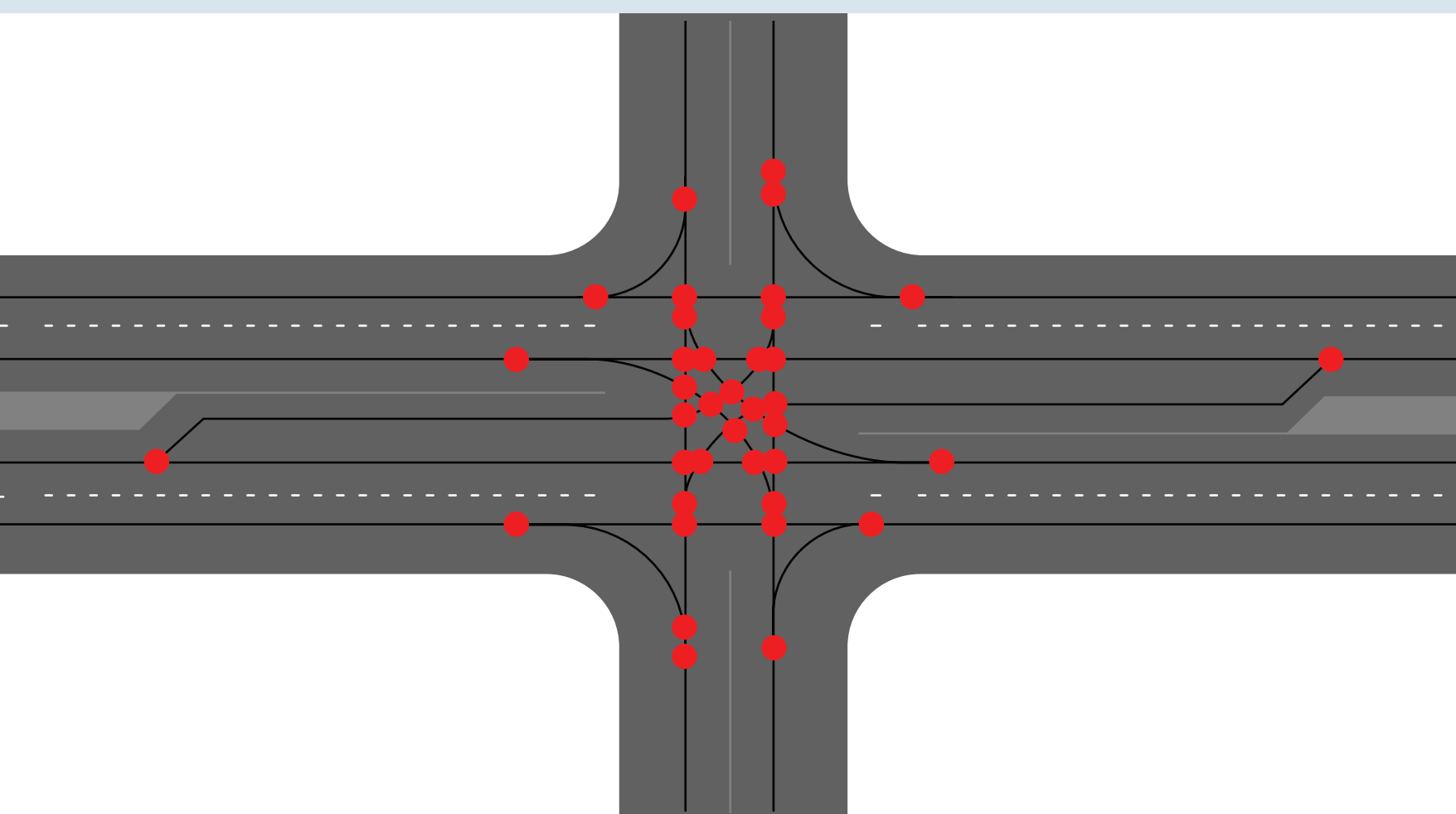
MDT traffic and safety engineers have identified a right-angle (T-bone style) crash trend in which drivers traveling westbound on Old Highway 93 are crashing into southbound motorists on US93. Right angle crashes are among the deadliest intersection-related crashes, frequently resulting in fatalities or debilitating injury.



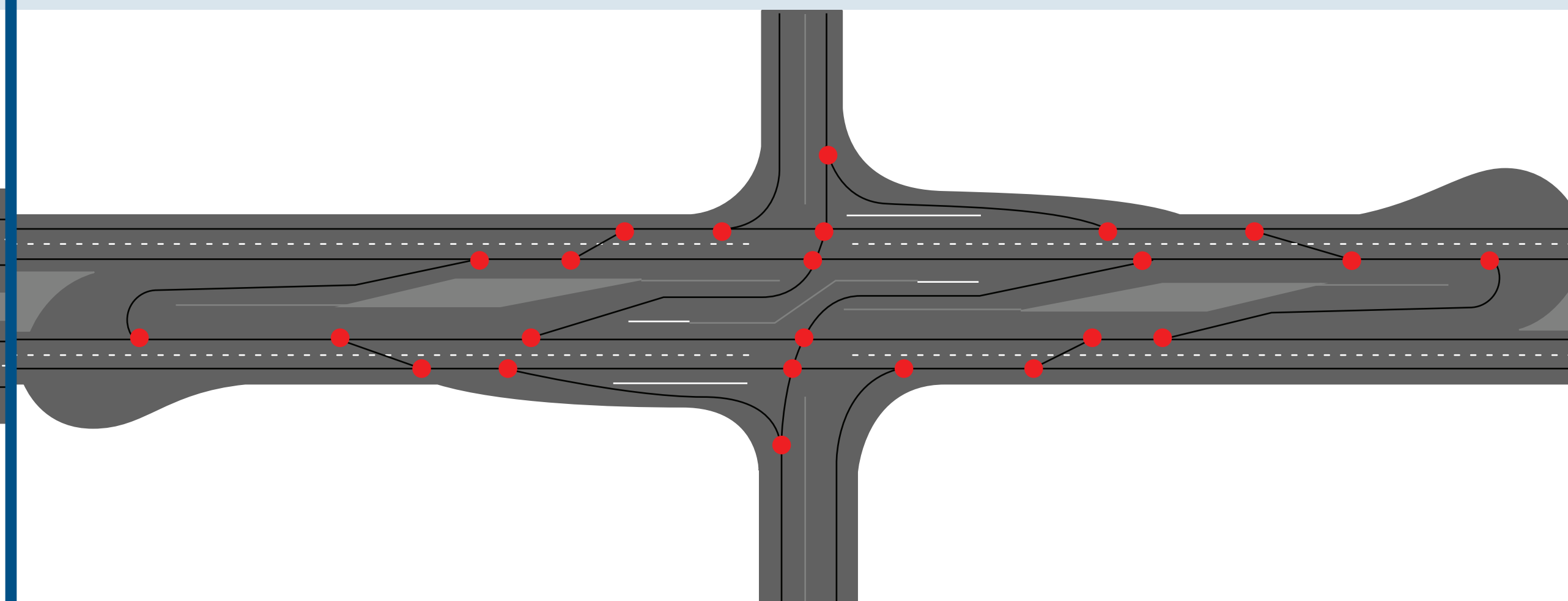
Why Choose an RCI?

Reduced Conflict Intersections are a proven safety measure to reduce fatal and serious injury crashes at divided highway intersections like the one south of Pablo.

TRADITIONAL DESIGN
42 CONFLICT POINTS



RCI DESIGN
24 CONFLICT POINTS



RCIs eliminate the most high-risk crossing & turning movements

Traditional intersections have 42 different points at which vehicles can crash into one another- compared to 24 points for a reduced conflict intersection.



With an RCI, drivers don't have to guess whether they have enough time to cross the highway. Motorists approaching a divided highway simply turn right onto the highway and proceed to a designated U-Turn location.

Not A New Idea

Reduced Conflict intersections have been used for years to prevent deadly crashes at divided highway intersections

49% Reduction in intersection related crashes

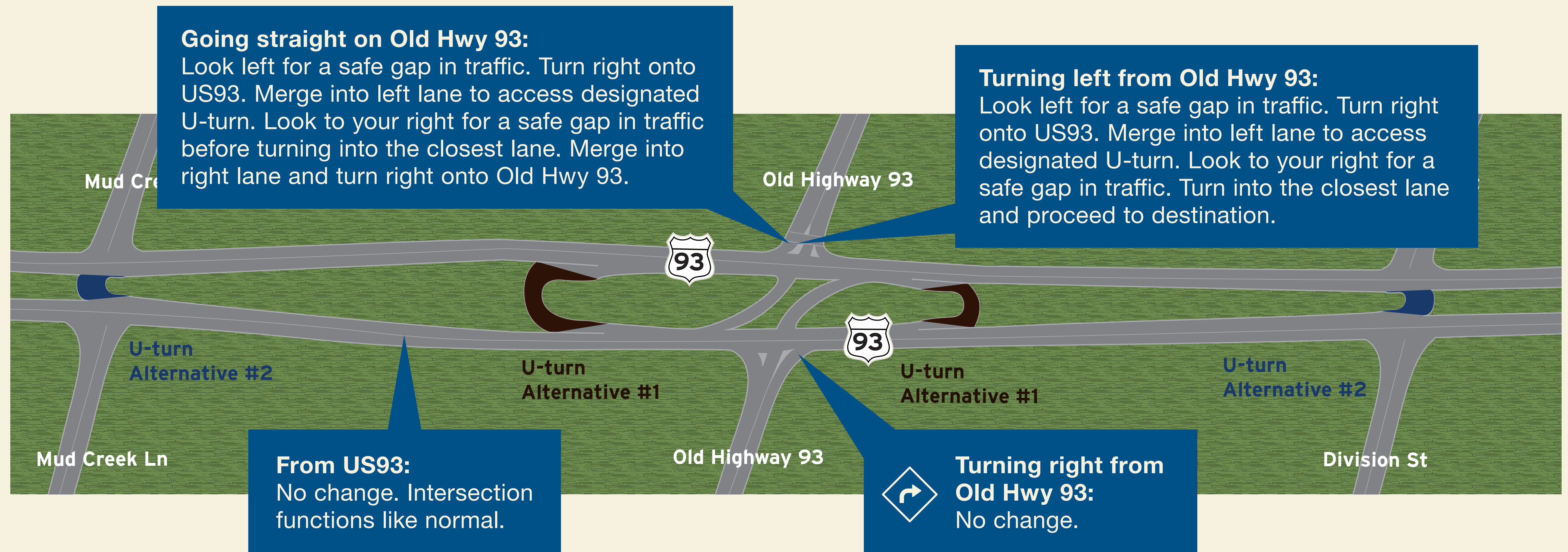
42% Reductions in injury crashes

70% Reduction in fatalities



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How to Navigate an RCI



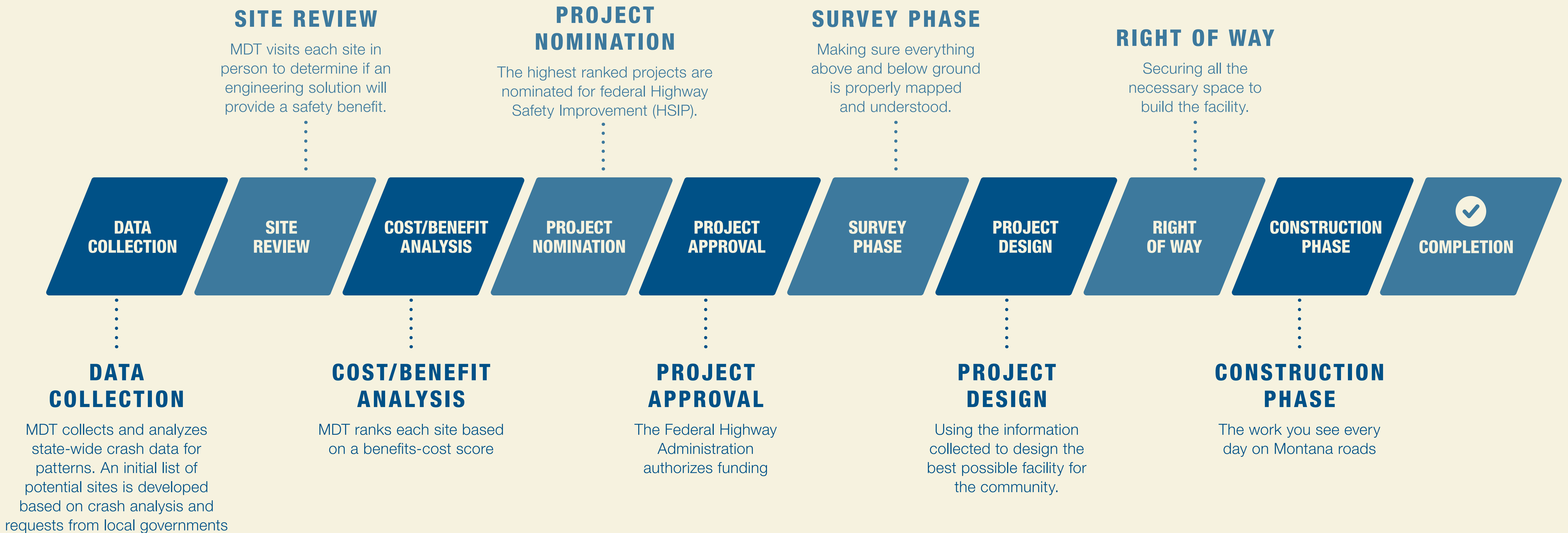
Rules to Remember

- Always wait for a safe gap in US93 traffic before turning or changing lanes.
- Don't forget to use your turn signal to tell other drivers what you're trying to do.



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How Highway Safety Improvement Projects are Developed



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Alternatives Considered

In order to receive funding for the Pablo Safety Improvements MDT must identify a solution that addresses the crash trend at the intersection in a cost-effective manner.

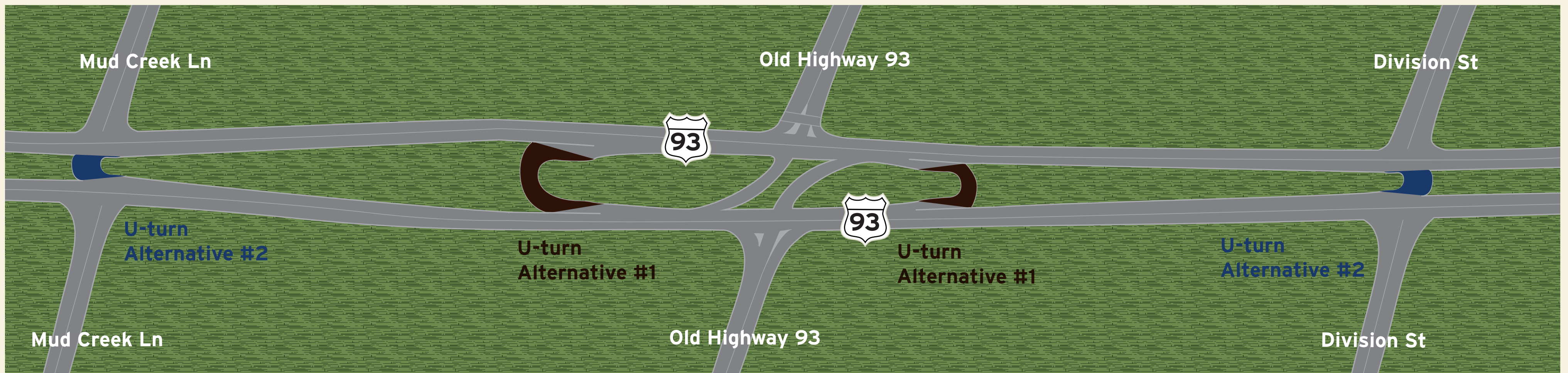
Here are some of the things we explored:

ALTERNATIVE	FEASIBILITY	REASON
Removing handrail on the multiple use path	 Fails to address the crash trend	Most crashes involved vehicles traveling west on Old Highway 93. The handrail is needed to protect pedestrians and bikers from falling down the slope.
Flattening of slopes on US93	 Fails to address the crash trend	The intersection grades meet or exceed standards for maximum grade and sight distance.
Flashing Yellow Light	 Fails to address the crash trend	Only warns traffic of vehicles present at the intersection. Based on existing crash frequency and severity a more robust long-term solution is needed.
Stop Light	 Does not meet warrants	Traffic volumes on Old Highway 93 cannot justify the installation of a stoplight.
Overpass	 Cost prohibitive	Less costly alternatives are available to mitigate crashes at the intersection.
Roundabout	 Operational difficulties	A roundabout would address most safety issues, but could create operational challenges due to the high volume of traffic on US93
Reduced Conflict Intersection	 Addresses Crash Trend + Cost Effective	Eliminates the most risky, cross-traffic movements, while remaining cost effective. Site distance is also improved.



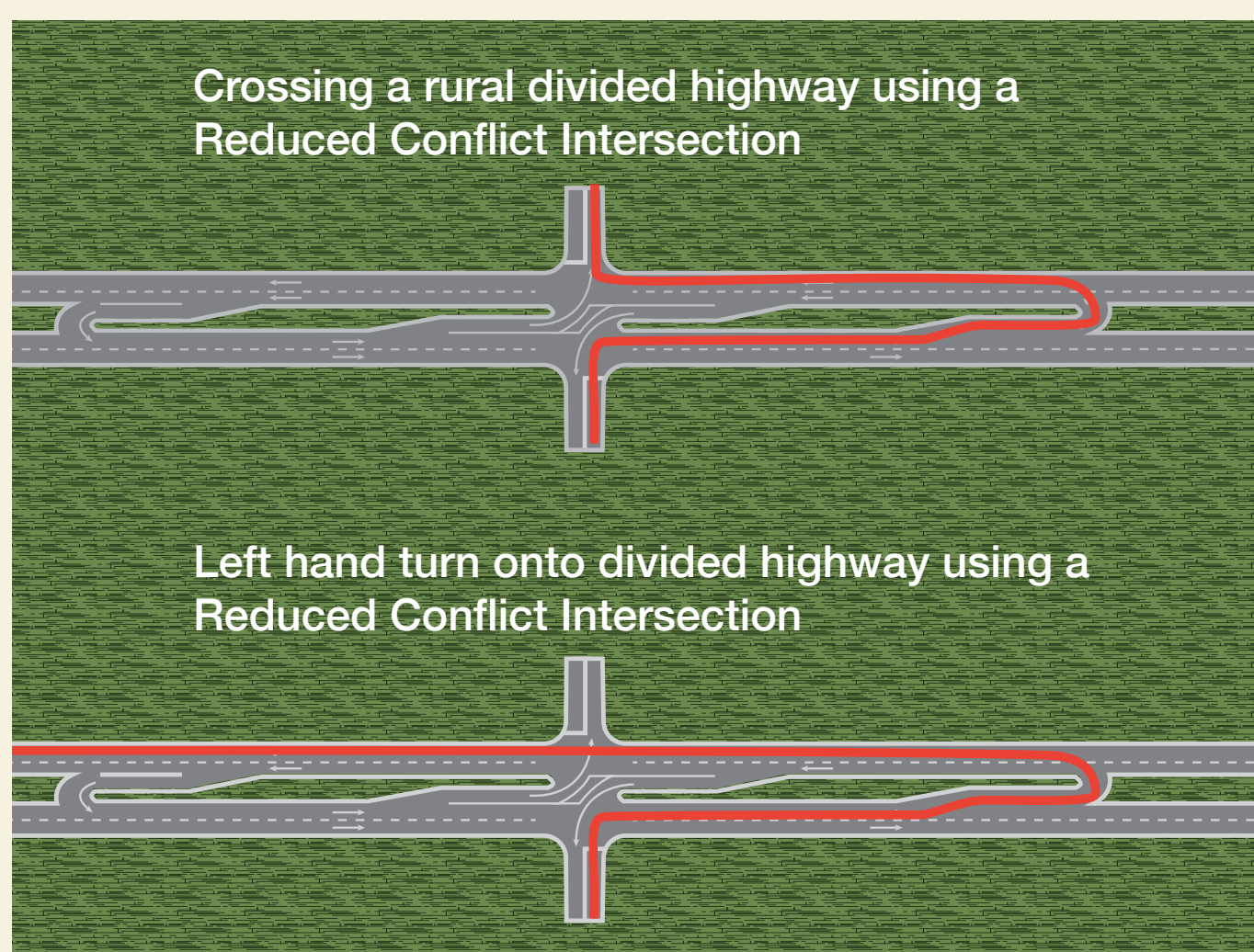
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Alternative #1: Reduced Conflict Intersection



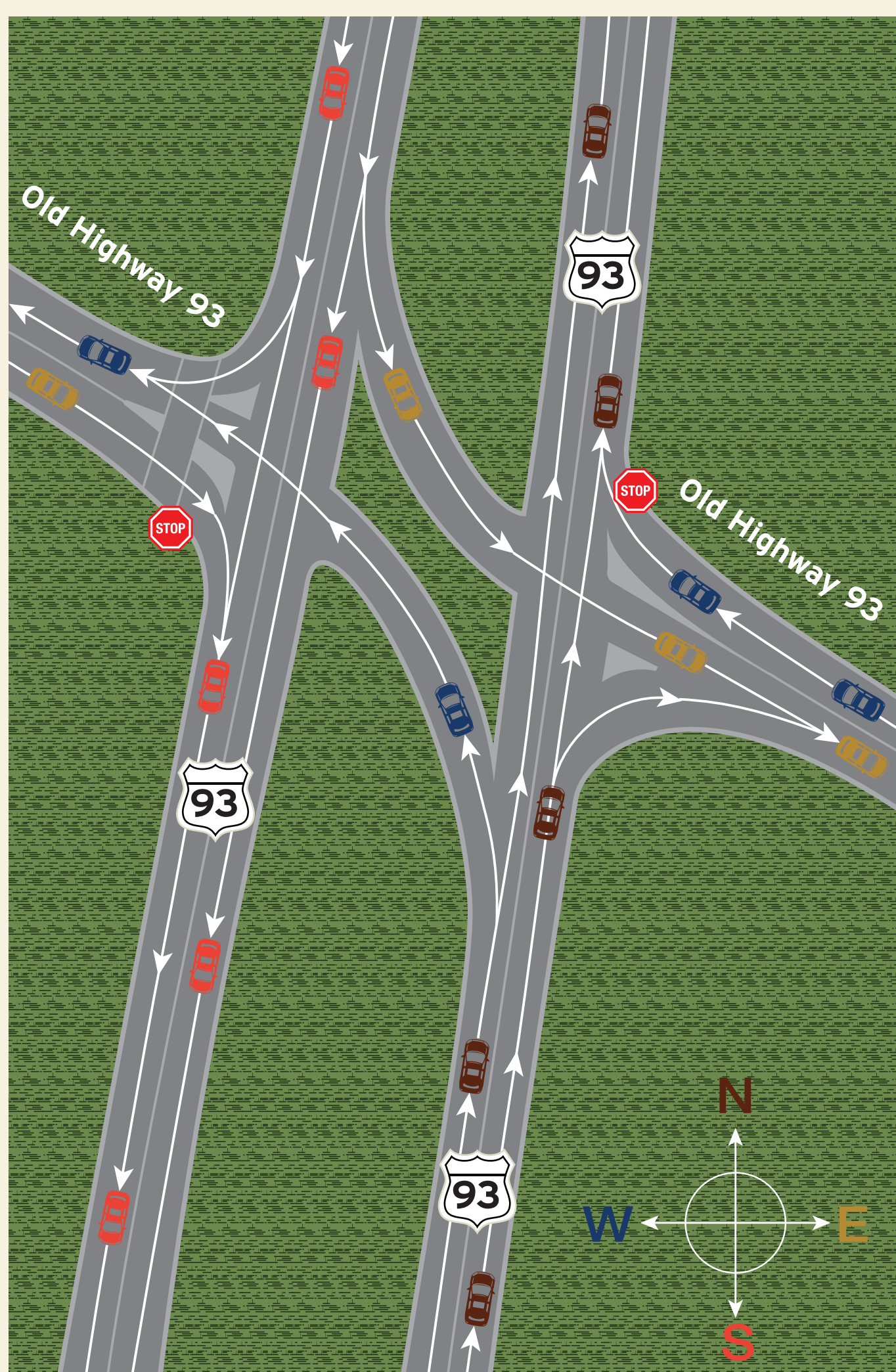
What is an RCI?

A reduced conflict intersection (RCI) is a proven safety measure to reduce right-angle, T-bone style crashes on four lane divided highways. RCIs work by eliminating the most high-risk crossing and left turning movements.



What's different about an RCI?

RCIs restrict through movements and left turns at an intersection but allow these same movements downstream via a designated U-turn. Instead of waiting for a gap in traffic to cross the highway, motorists approaching a divided highway from a side road simply turn right onto the highway and then make a U-turn at a designated location.



How would an RCI south of Pablo work?

Drivers on Old Highway 93 approaching US93 would not be allowed to make left turns or cross traffic; instead, all traffic would turn right onto the highway before accessing a designated U-turn to proceed in the desired direction.

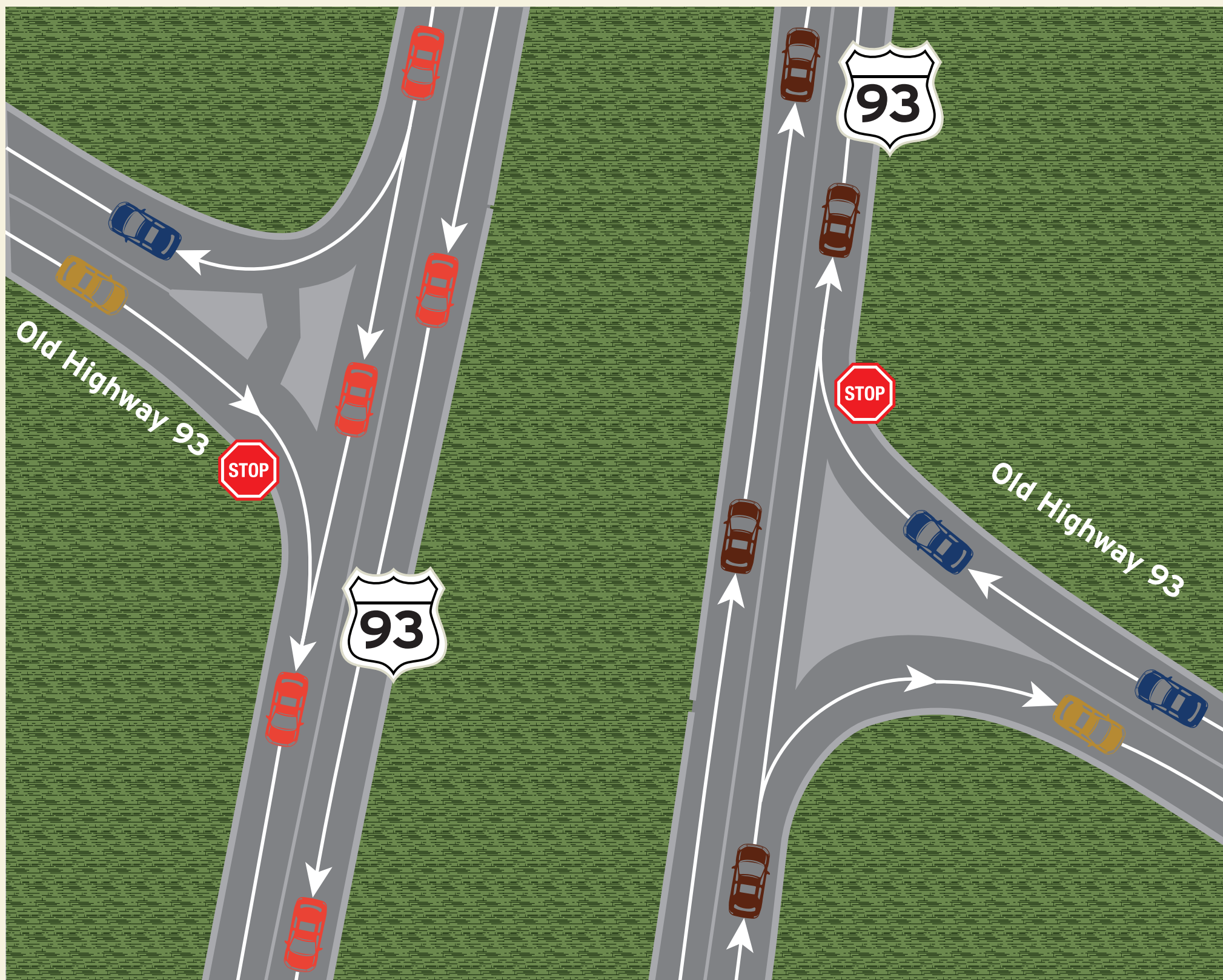
All turning movements on US93 would be preserved.

Where would the designated U-turns be located?

Further analysis is needed to determine a viable location for the designated U-turns; however, MDT is broadly considering two options:

- ¼ Mile on either side of the existing intersection;
- existing intersections of Division St. and Mud Creek Ln, respectively.

Alternative #2: Restrict Access from US93



This alternative removes the center-strip of Old Highway 93, effectively closing the roadway to all forms of east-west movement

- Eliminates crossing and left-hand turn movements from Old Highway 93
- Eliminates left turns from US93
- Drivers attempting to make these movements would be required to use an alternative intersection.

Other Improvements

Other potential improvements to the intersection include:



Removal of Right-turn Lane

Eliminating the southbound right-turn lane on US93 would allow traffic to pull out past the bike path and guardrail improving sight distance.



Acceleration lanes

A potential southbound acceleration lane would allow slower moving vehicles like trucks and farm equipment to reach speed before merging onto US93.



Guardrail Modification

Select portions of guardrail may be modified or removed to improve line of sight.



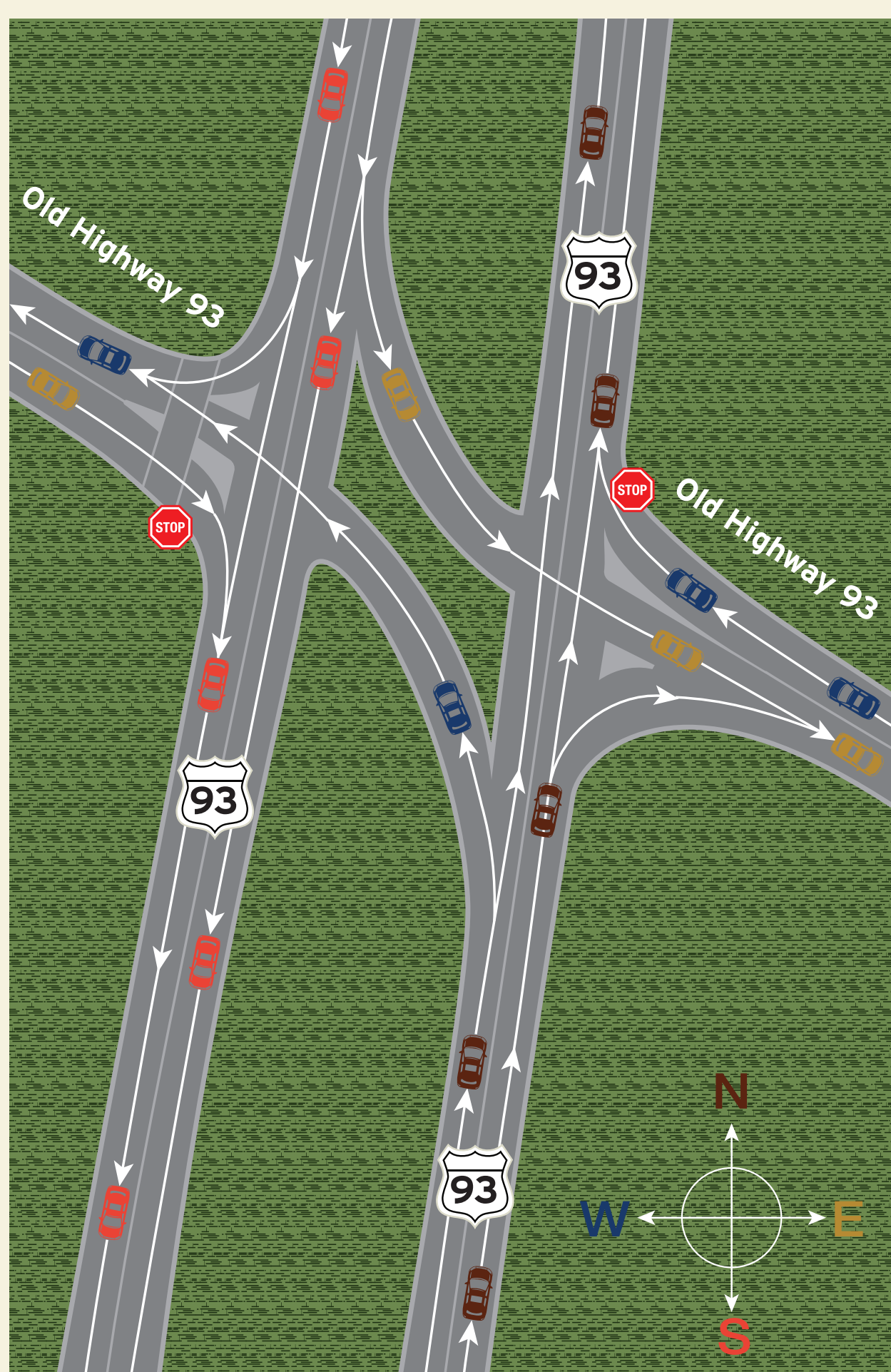
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Intersection Alternatives



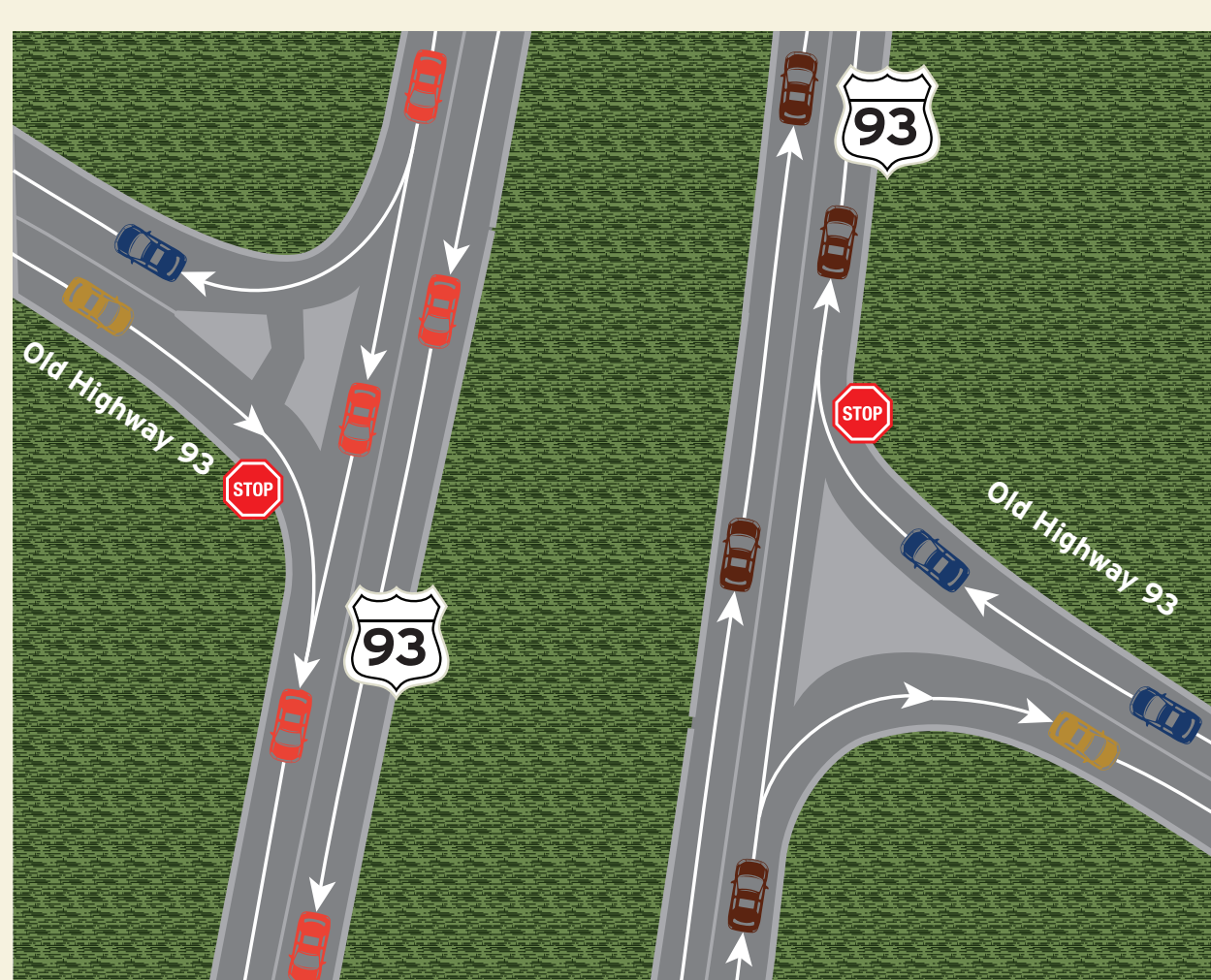
Alternative #1: Reduced Conflict Intersection

PROS

- Reduces high-risk cross-traffic and turning movements
- Preserves left-hand turning movements from US93
- Comparatively Low Construction Costs
- Eligible for federal funding

CONS

- Increased travel time for left-turns and through movements
- Merging/ weaving crashes may increase near U-turns
- Potential for T-bone style crashes still exists



Alternative #2: Restrict Access from US93

PROS

- Eliminates the potential for T-bone style crashes
- Low construction costs
- Easy for the public to understand

CONS

- Increased travel time for left-turns and through movements
- No left turns from US93
- Most disruptive to local traffic

How the Highway Safety Improvement Program Works

The Pablo Safety improvement project will be funded through the federal Highway Safety Improvement Program (HSIP). HSIP is a core federal-aid program aimed at reducing traffic fatalities and serious injuries on all public roads.

The HSIP program requires states to adopt a data driven, strategic approach to improving highway safety.

Projects must meet all of the following criteria:

- **Address a priority in the State Highway Safety Plan**
Projects must be consistent with the goals and objectives in the State Highway Safety Plan
- **Is identified through a data-drive process**
Projects must be selected based on crash rate, crash severity, or other data supported means.
- **Targets an identified safety problem**
Projects must address the crash trend identified through the data driven process
- **Contributes to a reduction in fatalities and serious injuries**
Projects should employ research-based, effective countermeasures identified by the Federal Highway Administration
- **Meets Cost Benefit Standards**
Direct and indirect benefits of an alternatives must exceed costs in order for a project to gain funding.



Where does the money come from?

The Federal Government funds 90-100 percent of each HSIP project with states providing up to a 10 percent match.



Showing Progress

States must report annually on their progress implementing highway safety improvement projects and the effectiveness of those projects. If projects aren't meeting identified safety improvement goals it could jeopardize funding in future years.

Pablo Safety Improvements

Safer Roads for Everyone

The Pablo Safety Improvement project is a community driven effort to address fatal and serious injury crashes at the intersection of US93 and Old Highway 93, one mile south of Pablo. The intersection requires drivers to cross multiple lanes of high-speed traffic, presenting a significant safety risk.

Stay Involved

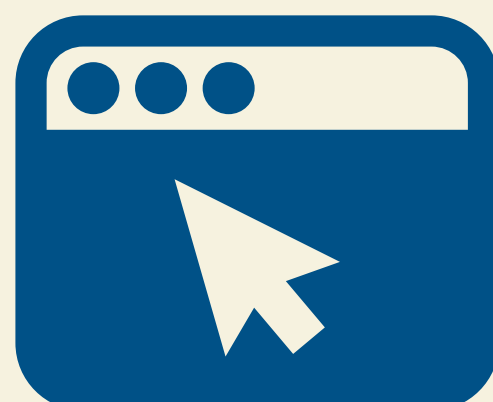
MDT encourages members of the public to continue participating in the planning process. Updates are available on the following platforms:



CALL THE
PROJECT HOTLINE
AT 406-422-2922
WITH A QUESTION OR CONCERN



EMAIL
MELISSAS@STRATEGIES360.COM
TO SIGN-UP FOR
REGULAR PROJECT UPDATES



VISIT
WWW.MDT.GOV/PUBINVOLVE/PABLO



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