

# WELCOME

## January 2025 Open House



**STAY  
IN THE  
KNOW**



**CALL**  
406-207-4484



**EMAIL**  
becca@bigskypublicrelations.com



**VISIT**  
[mdt.mt.gov/pubinvolve/us93missoulaflorence/](http://mdt.mt.gov/pubinvolve/us93missoulaflorence/)



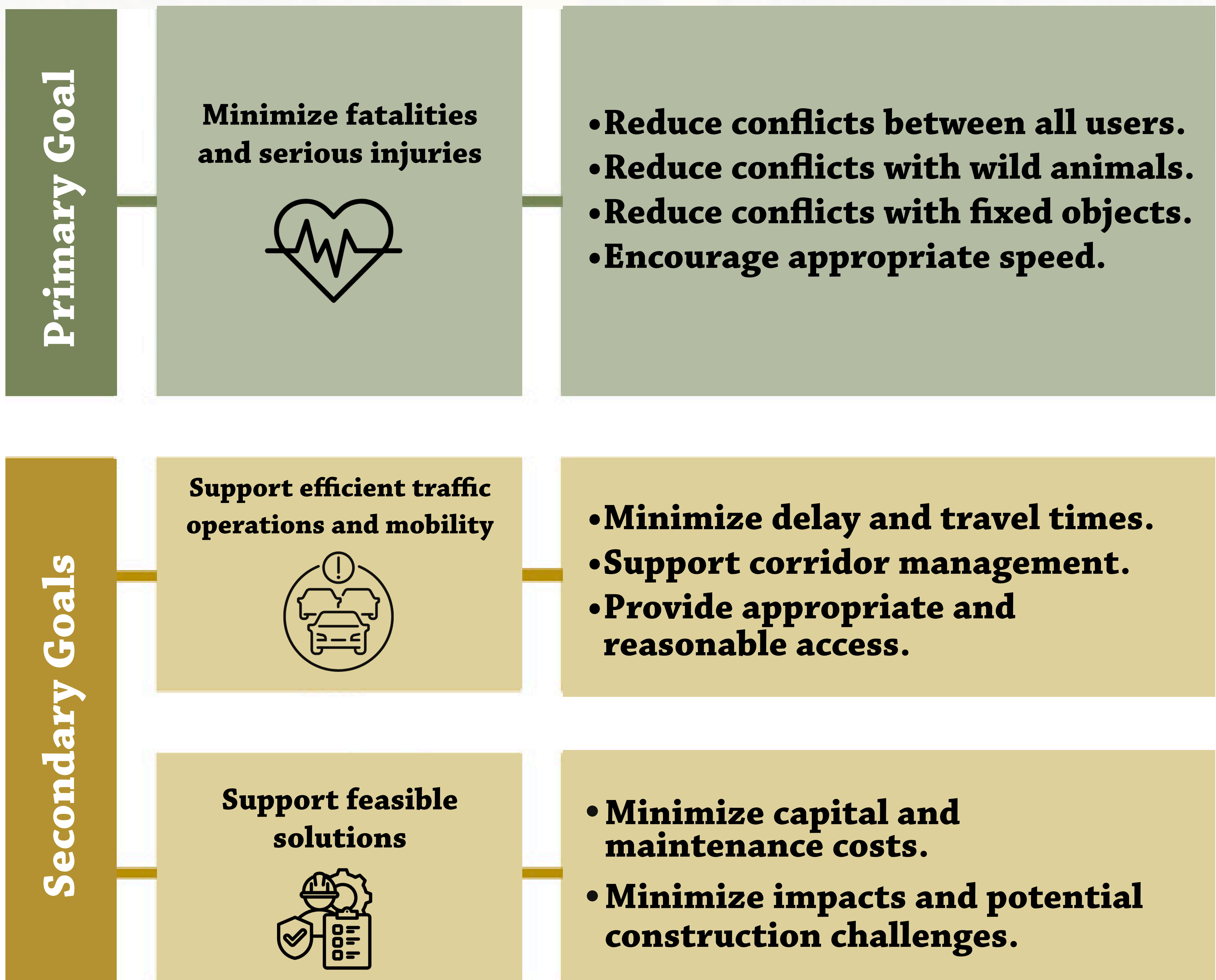
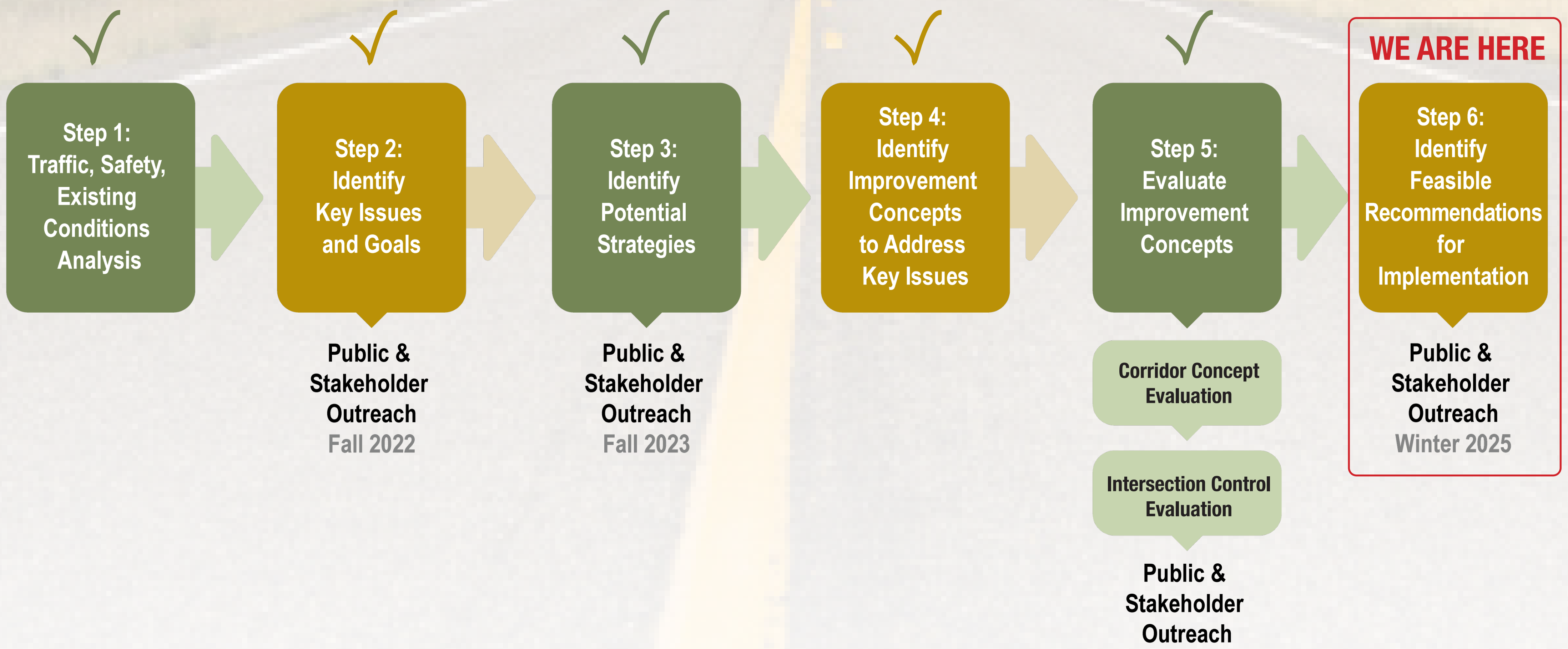
**SCAN  
ME!**



**MONTANA**  
Department of Transportation

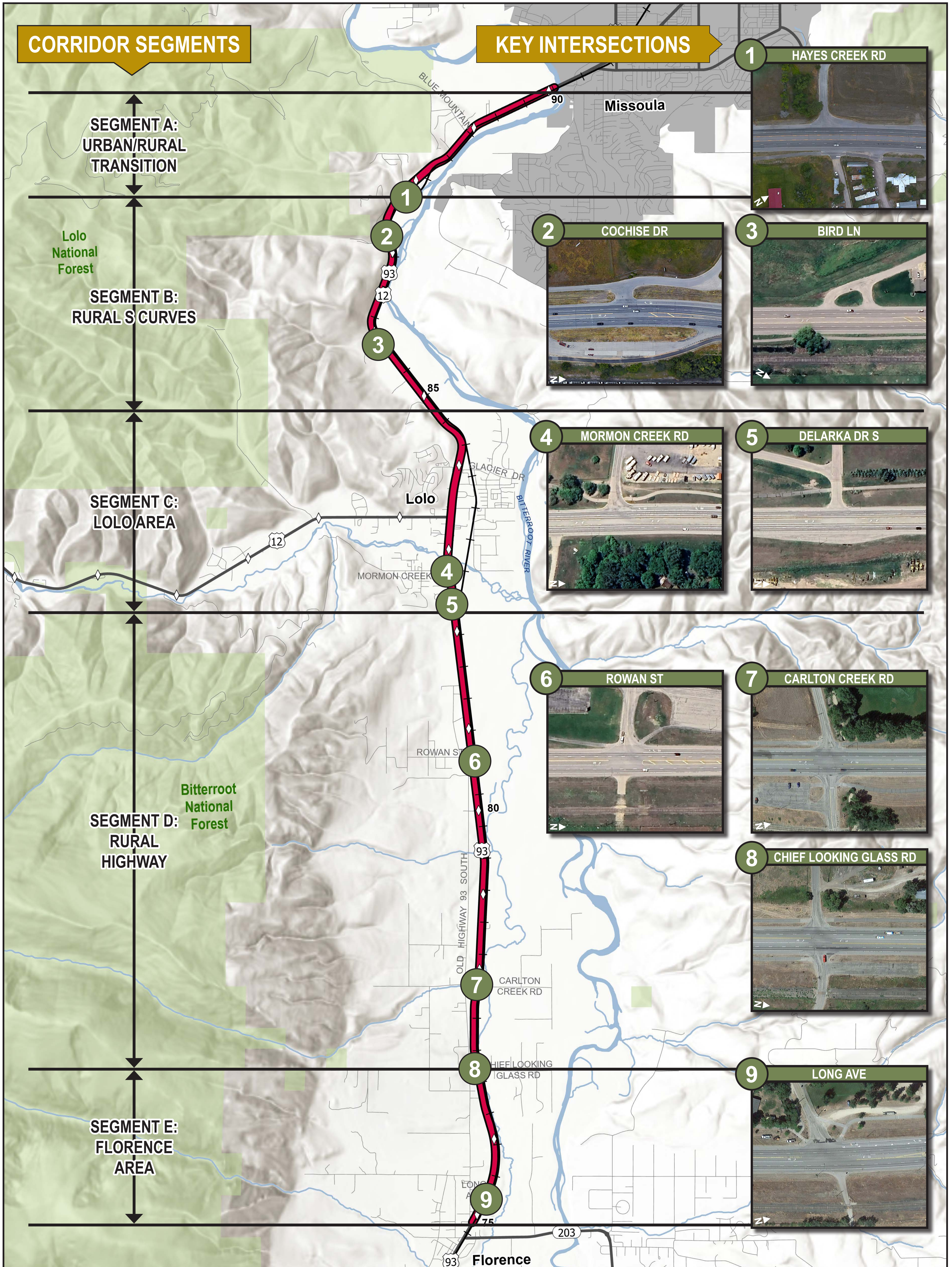


# Study Process & Goals





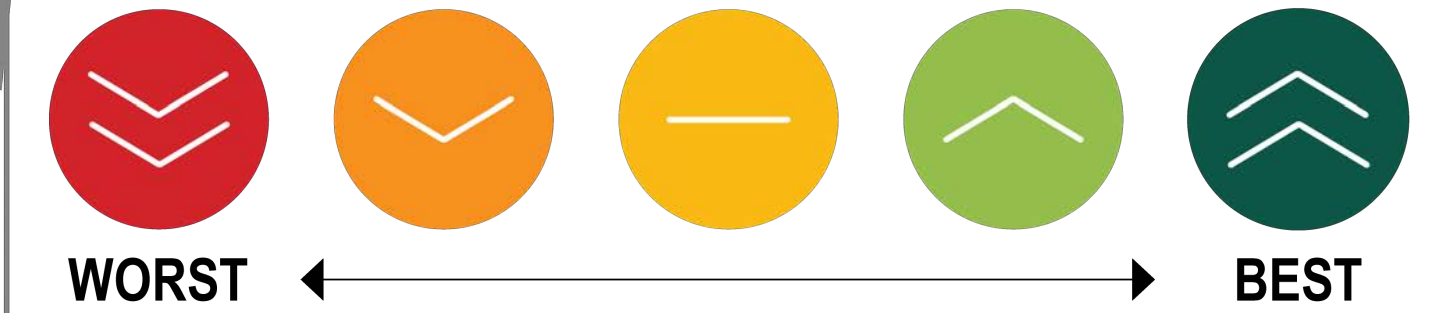
# Study Area & Key Intersections



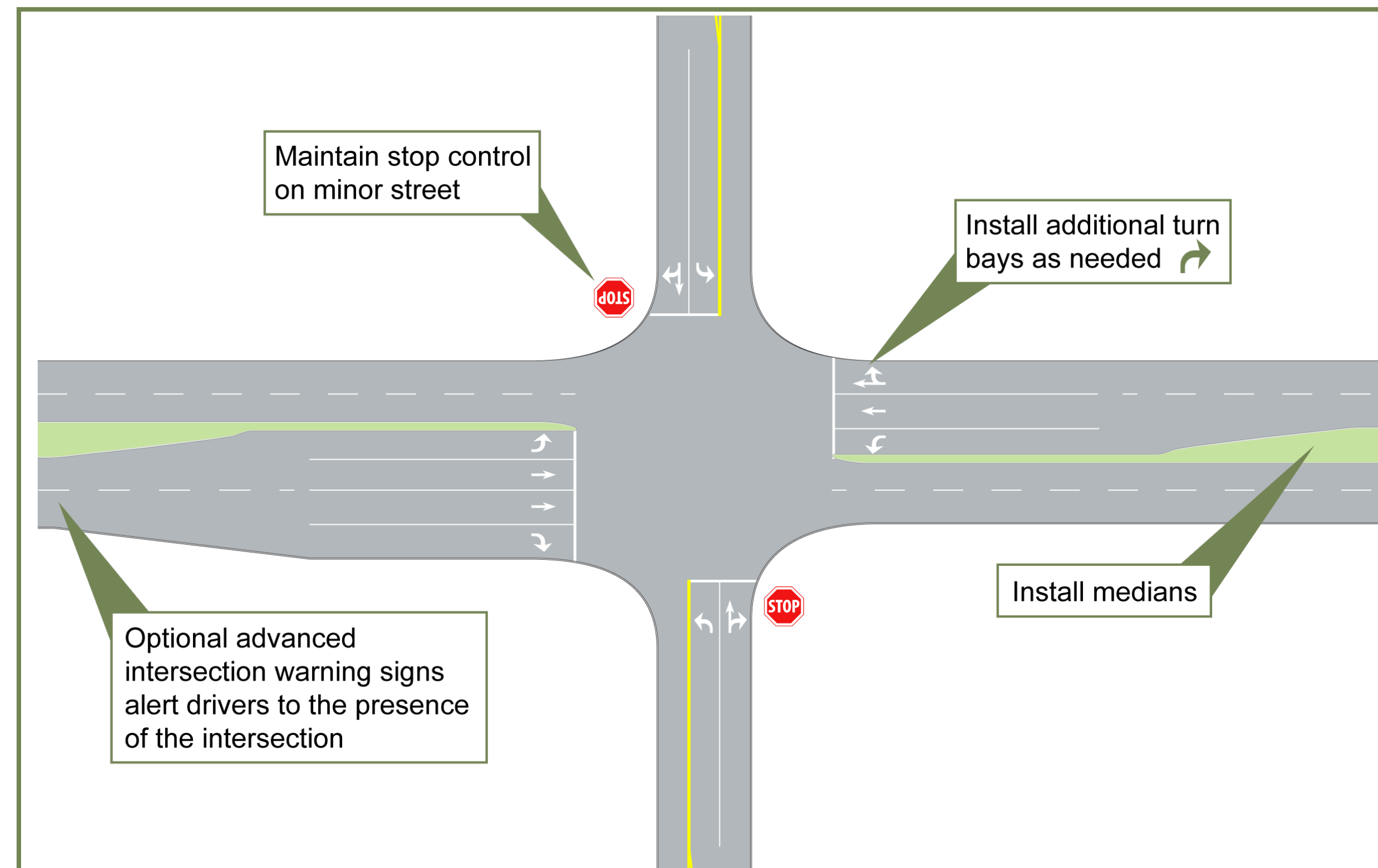


# Intersection Evaluation Process

## Evaluation Scale

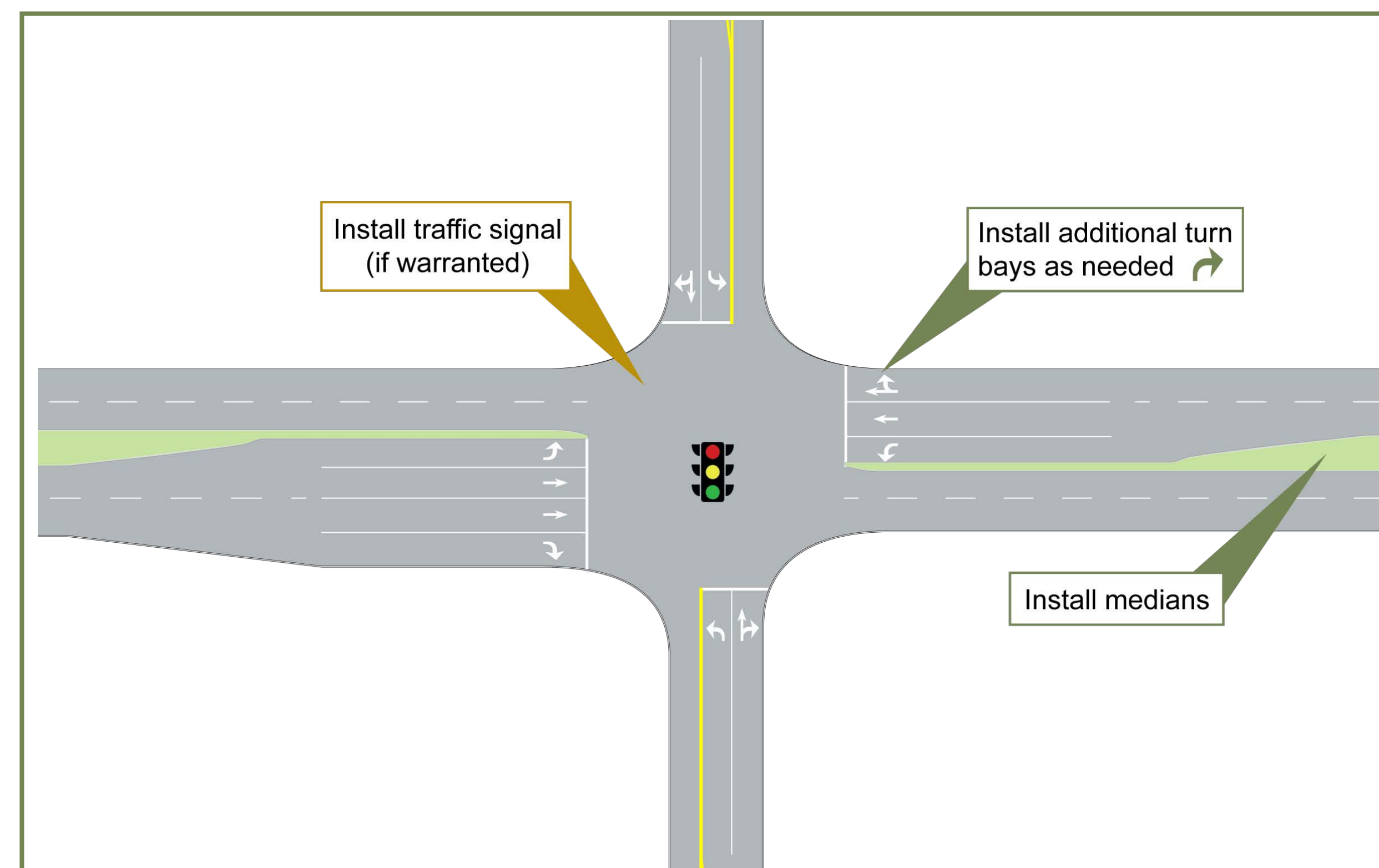


Five intersection alternatives were identified to address operational and safety concerns at each of the study intersections. Some configurations may not be applicable to all intersections.



## Enhanced Stop Control

- Provide stop control on minor approach legs.
- Provide additional lanes to accommodate turning vehicles as needed.
- Allow all turning movements.



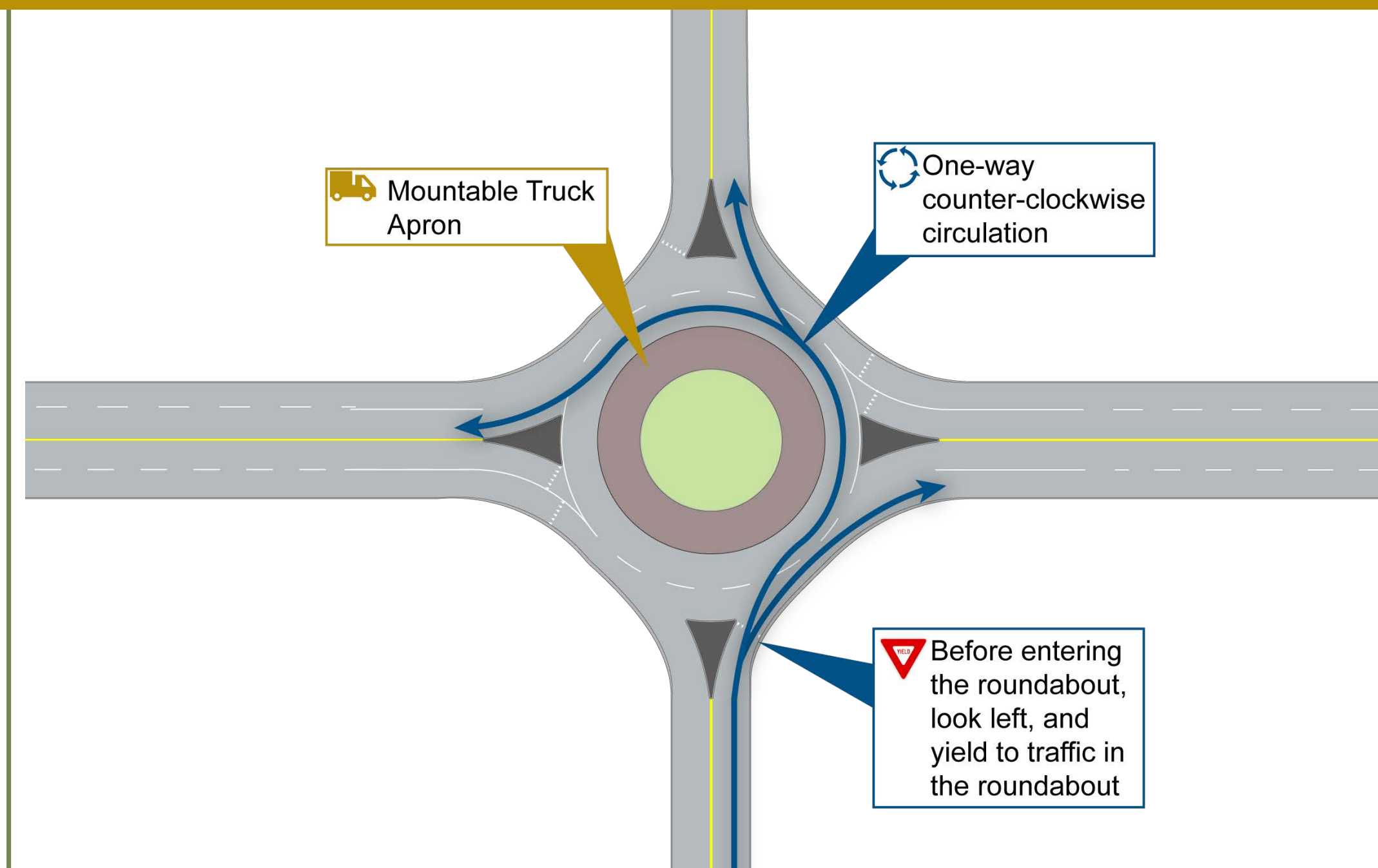
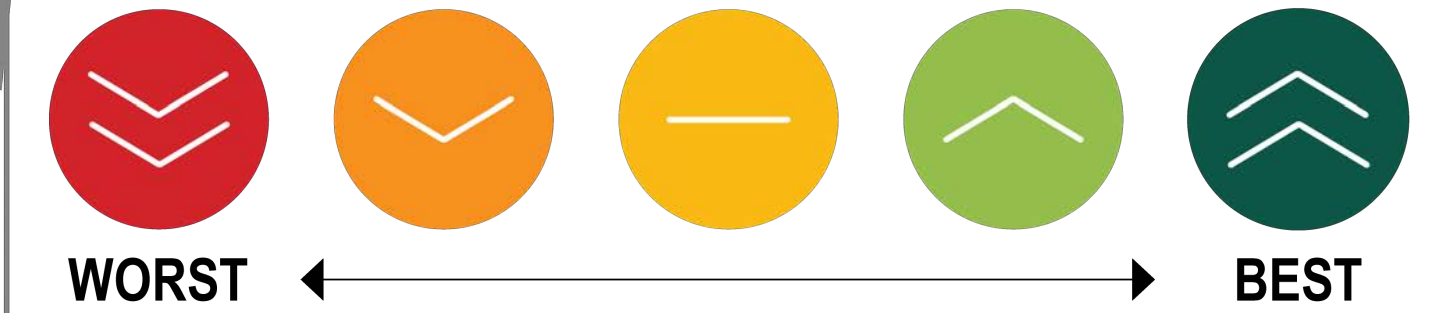
## Traffic Signal

- Use a traffic signal to direct and control traffic.
- Provide appropriate turn lanes and signal phasing.
- Allow all turning movements.



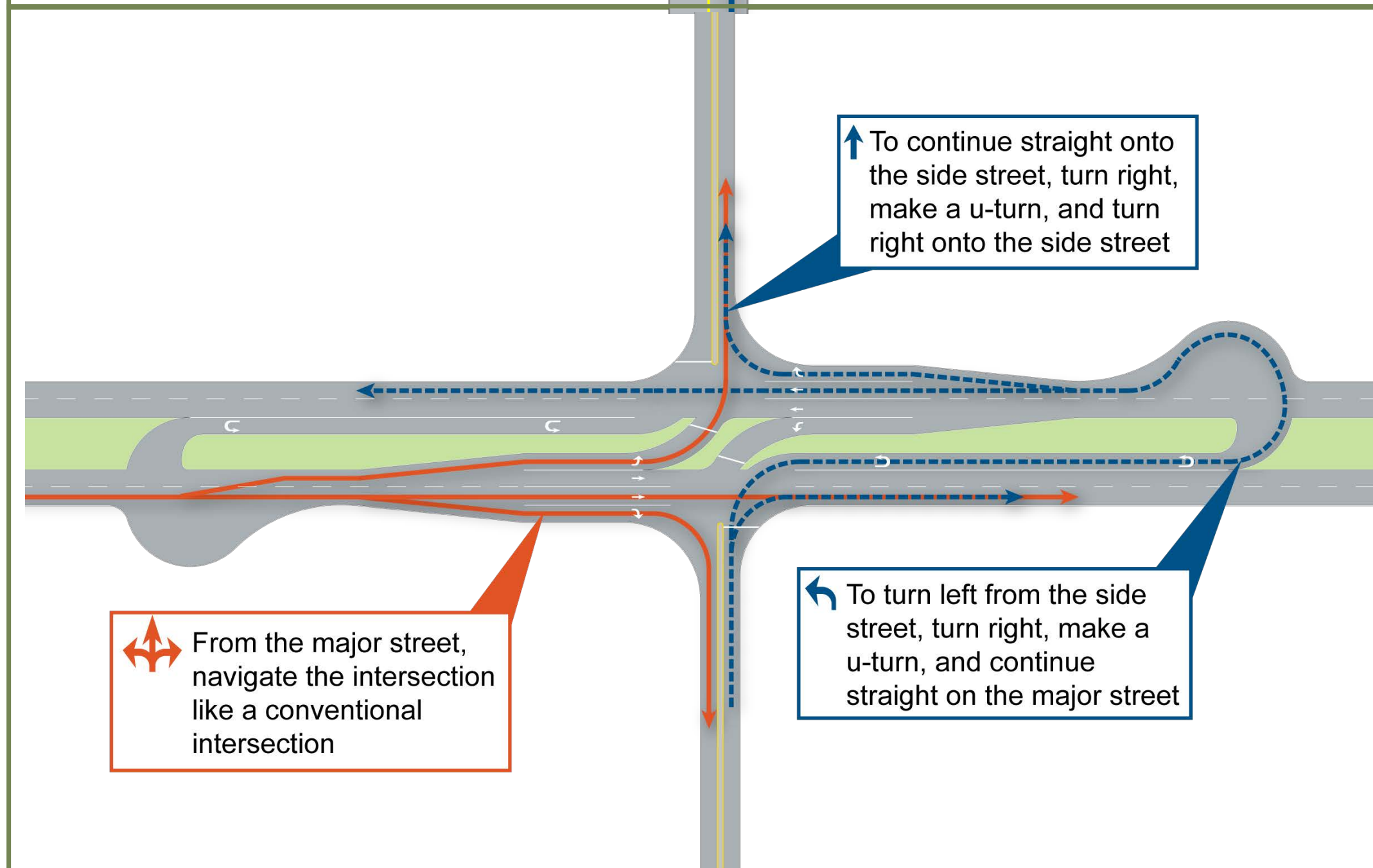
# Intersection Evaluation Process

## Evaluation Scale



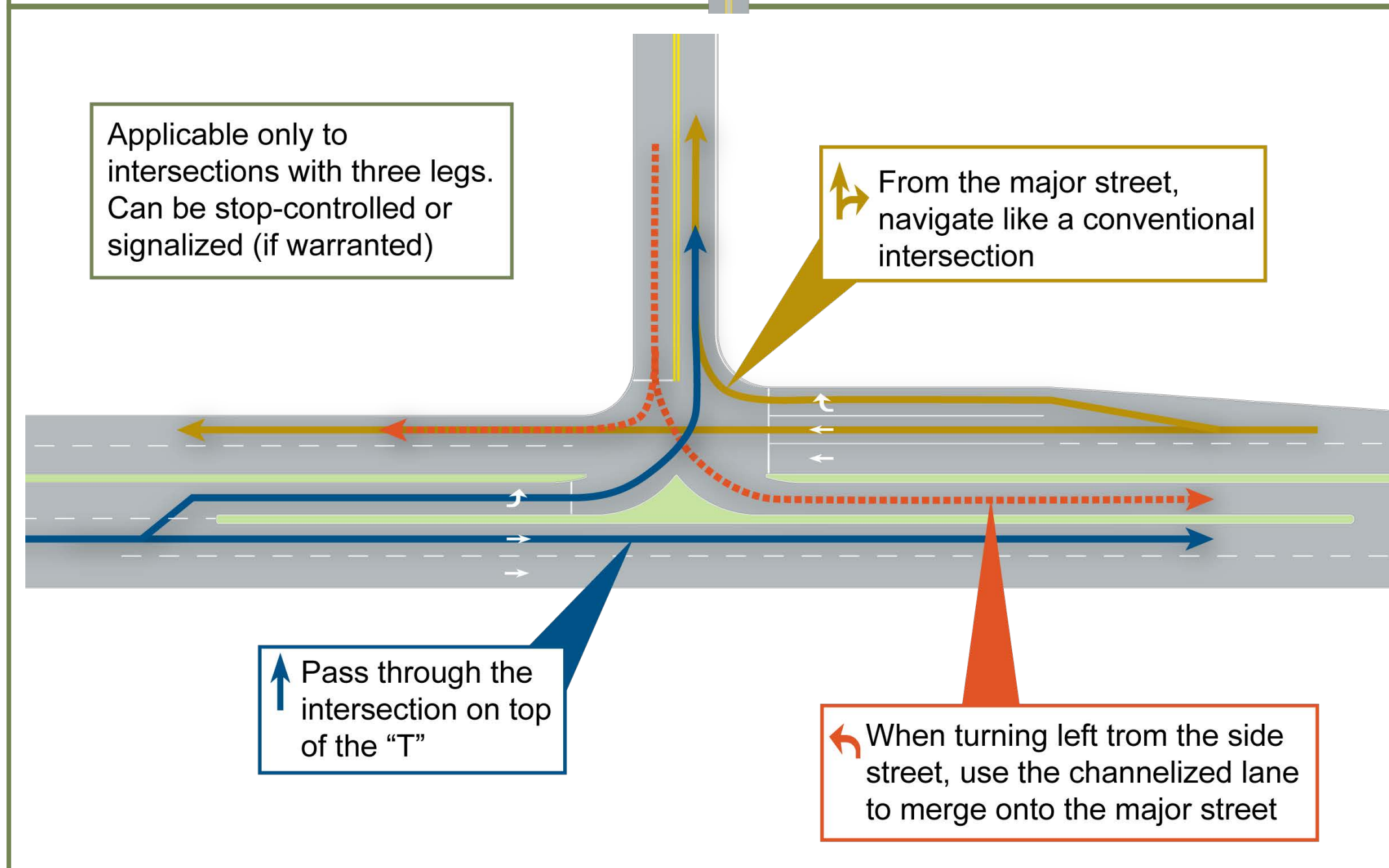
## Multi-Lane Roundabout

- Use a roundabout to direct and control traffic.
- Entering vehicles yield to circulating traffic.
- Allow all turning movements.



## Restricted Crossing U-Turn (RCUT)

- Allow right and left turns from US 93 to minor approaches.
- Allow only right turns from minor approaches.
- Provide U-turn opportunities.
- Provide unrestricted traffic flow on US 93.




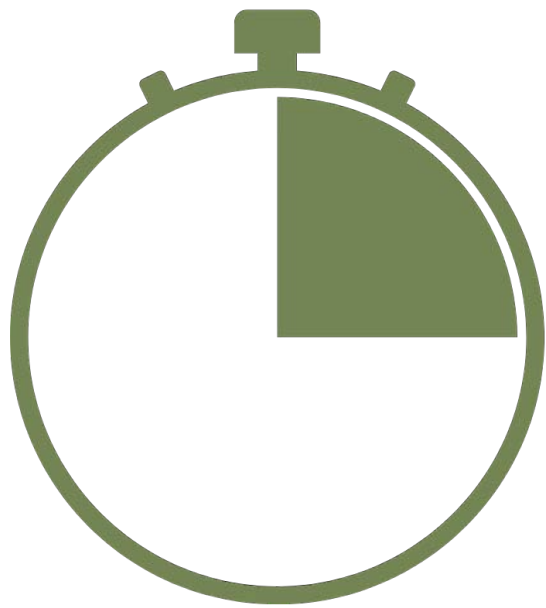


## Continuous T

- Use only at three-legged intersections.
- Provide a receiving lane for left-turning vehicles from the minor approach to merge onto US 93.
- Stop control on minor approach.



# Evaluation Criteria

The study team evaluated various intersection improvements based on criteria gathered from key issues and concerns identified within the corridor.

CRITERIA	DESCRIPTION
<b>SAFETY</b> 	<ul style="list-style-type: none"><li>• Reduce vehicle conflicts.</li><li>• Address historic crash trends.</li><li>• Provide visibility and sight distance.</li></ul>
<b>OPERATIONS</b> 	<ul style="list-style-type: none"><li>• Improve intersection performance.</li><li>• Reduce vehicle delay.</li><li>• Accommodate vehicles of all sizes, cyclists and pedestrians.</li><li>• Facilitate efficient highway operations.</li></ul>
<b>IMPACTS</b> 	<ul style="list-style-type: none"><li>• Minimize impacts to the environment.</li><li>• Minimize impacts to adjacent land.</li><li>• Minimize construction impacts.</li></ul>
<b>IMPLEMENTATION</b> 	<ul style="list-style-type: none"><li>• Balance improvement benefits and costs.</li><li>• Complete project within a reasonable timeline.</li></ul>



# Wildlife Management Strategies

The study team has identified a range of wildlife strategies to consider in the US 93 corridor. Some strategies may be appropriate throughout the corridor, whereas others may be appropriate at specific sites (see *Wildlife Accommodation Locations* map).

## Vegetation Management

Vegetation Management



Vegetation management, including mowing and clearing, plays a critical role in enhancing roadway safety by improving visibility for drivers and reducing the risk of wildlife-vehicle collisions. However, it is important to balance these safety benefits with the need to preserve wildlife habitat, ensuring that excessive clearing does not disrupt local ecosystems or reduce the availability of food and shelter for wildlife.

## Fencing

Fencing



Wildlife fences are effective at reducing wildlife-vehicle collisions and improving road safety by keeping animals off highways. However, fencing alone can exacerbate habitat fragmentation and restrict wildlife movement. To mitigate this, fences should be paired with wildlife crossing structures—such as underpasses, overpasses, and jumpouts—to allow safe animal passage.

## Wildlife Warning Signs

Static Signage



Static wildlife warning signs can raise driver awareness in areas with frequent large mammal crossings, but their effectiveness is limited by improper placement. If signs are not aligned with actual wildlife movement patterns, their ability to reduce wildlife-vehicle collisions may be minimal.

Variable Signage



Variable, or dynamic, wildlife warning signs are more effective than static signs because they can be activated during specific time periods based on known wildlife movement patterns. By providing drivers with timely, location-specific alerts, these signs can significantly reduce wildlife-vehicle collisions, particularly in known crossing areas.





# Wildlife Management Strategies

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## Wildlife Detection

Detection



Wildlife detection systems use technologies like infrared sensors or cameras to monitor animal movement along roadways and trigger warnings for approaching drivers. By detecting wildlife in real-time, these systems enhance safety by providing targeted alerts when hazards are present.

## Grade Separated Crossings

Culvert Rehabilitation/  
Reconstruction



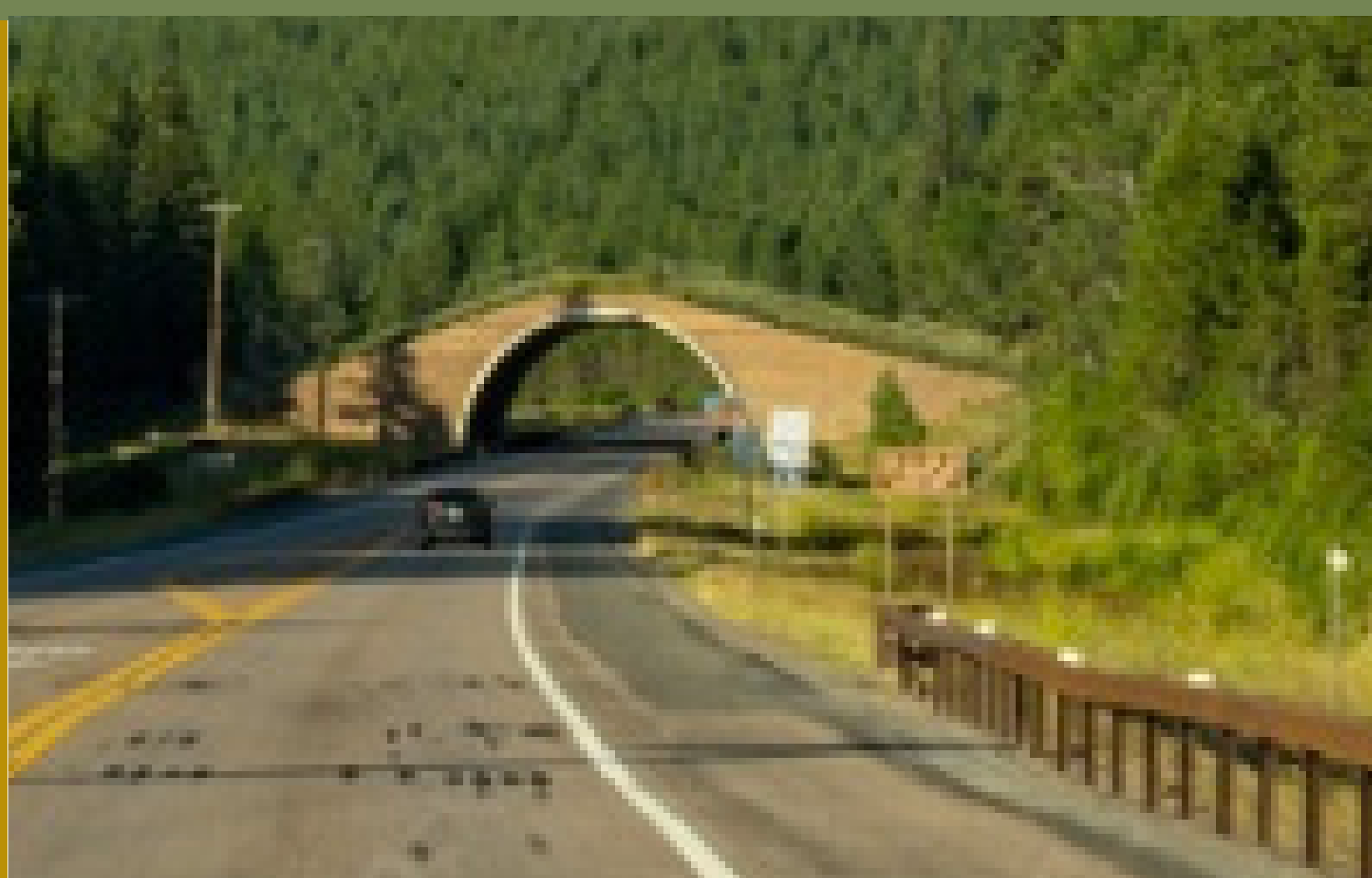
Rehabilitation or reconstruction of existing culverts can improve their suitability for wildlife passage by modifying their size, shape, or condition. Features such as ramps, wider openings, or natural substrates can be incorporated to enhance their effectiveness in attracting wildlife and facilitating safe crossings.

Bridges



For large mammals, retrofitting or enlarging major drainage crossings, such as bridges, can improve their effectiveness as wildlife passageways. Larger openings with adequate vertical clearance and dry paths are essential to ensure they are effectively used by large species such as deer, elk, and bear.

Overpasses

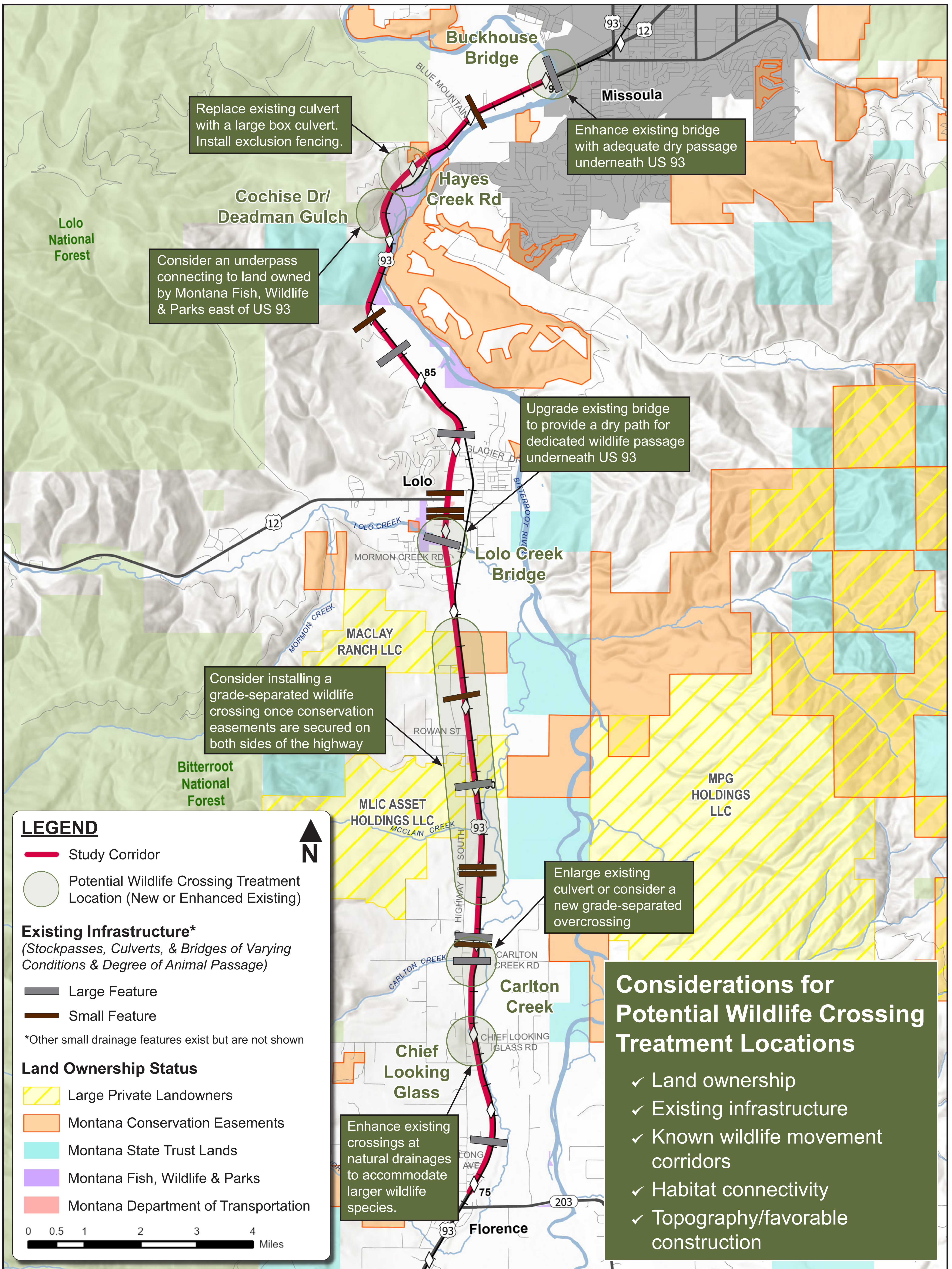


Wildlife overpasses are bridges or structures built above roadways to allow animals to safely cross highways while avoiding traffic. These structures are particularly beneficial for improving habitat connectivity for species with large home ranges or migration patterns, such as deer, elk, and bear.





# Wildlife Accomodation Locations

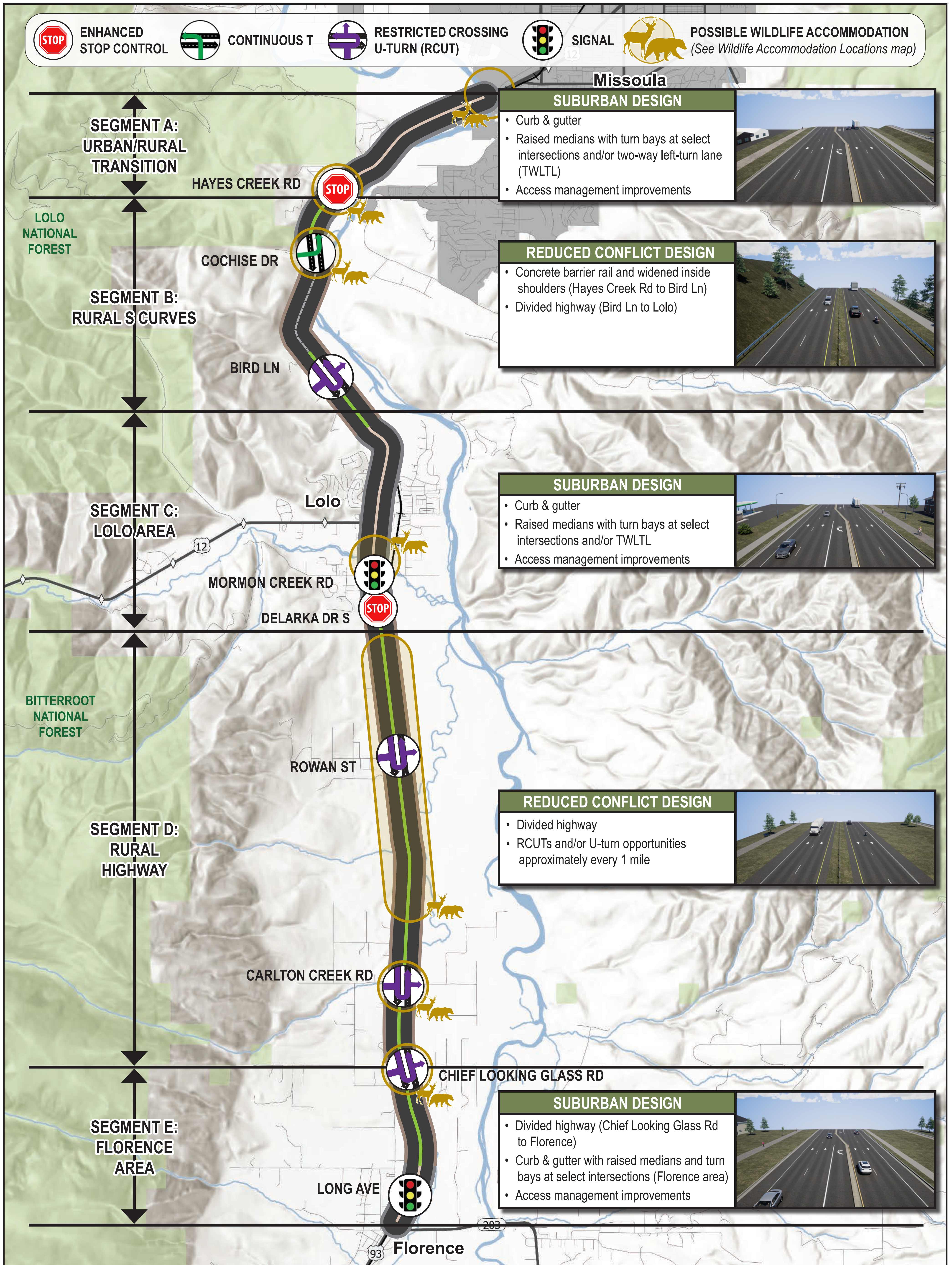




# Corridor Recommendations

This concept serves as the long-term vision for making improvements to the corridor.

Future corridor, intersection, and wildlife accommodation configurations may vary based on factors evaluated during future engineering design phases.





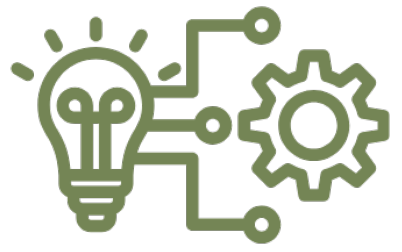
# Improvement Concepts



## Short-Term Options



Intersection treatments



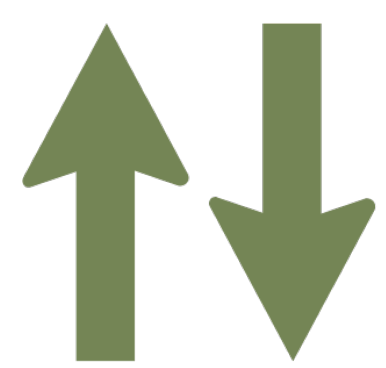
Intelligent transportation systems



Shared-use path improvements



Wildlife accommodations



Access modifications



Median upgrades



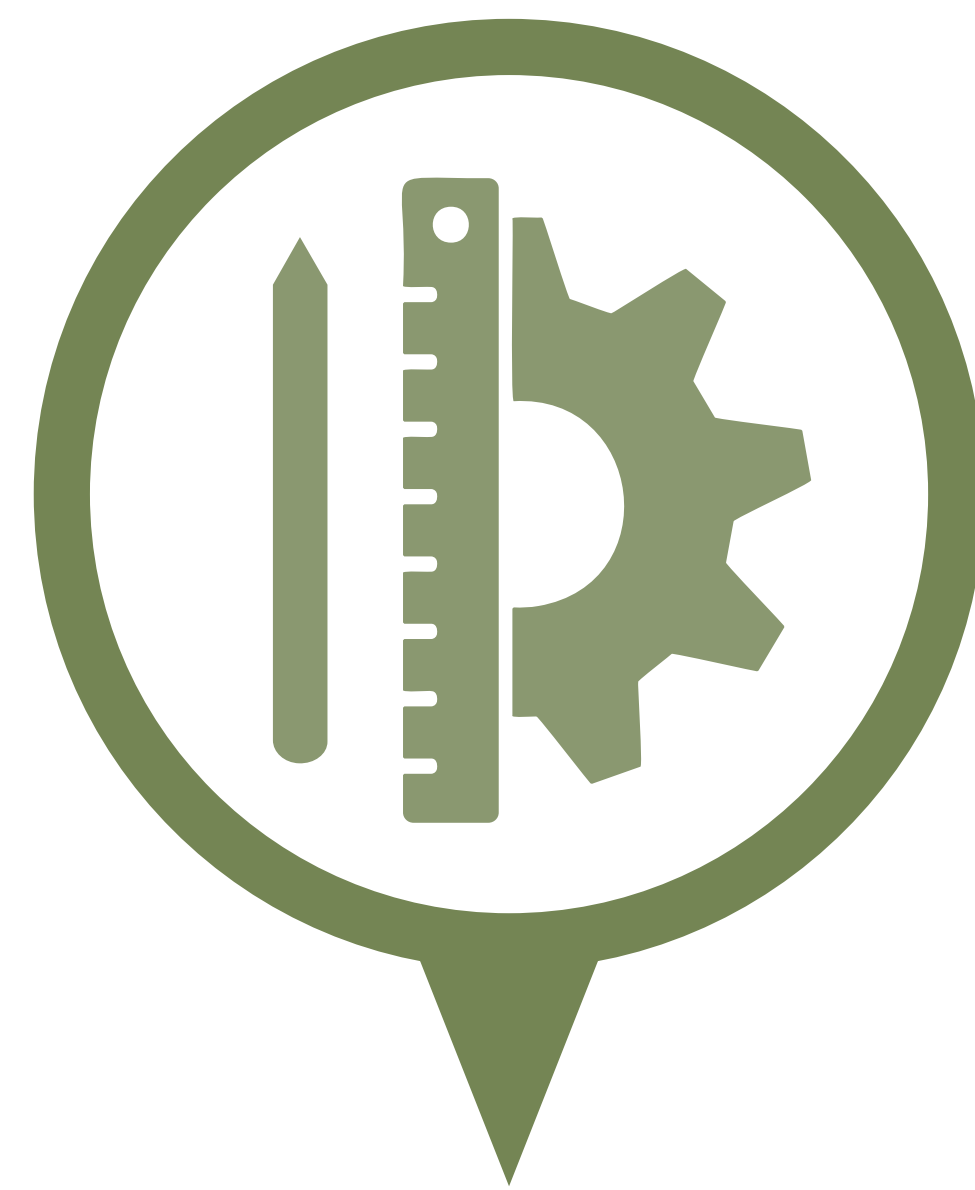
# Next Steps / Stay Involved



## PLANNING



## PROJECT DEVELOPMENT



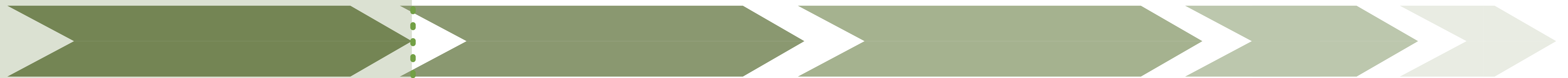
## CONSTRUCTION



## STAY INVOLVED

### How can I stay involved?

- Leave your email address at the sign-in table
- **Call:** 406-207-4484
- **Email:** [becca@bigskypublicrelations.com](mailto:becca@bigskypublicrelations.com)
- **Visit:** [mdt.mt.gov/pubinvolve/us93missoulaflarence](http://mdt.mt.gov/pubinvolve/us93missoulaflarence)



**WE ARE HERE**

- Funding identification
- Project nomination
- Feasibility/survey phase
- Design & environmental compliance
- Right-of-way acquisition

- Bid advertisement & contract award
- Team organization
- Construction & inspection
- Closeout

**Public Involvement**  
(Ongoing throughout all steps)





# Next Steps

## **Draft Study Report Available for Public Review: February-March 2025**

- The draft report will be posted to the study website for public review.
- All public comments will be considered before the study is finalized.
- *Sign up for study updates* to receive an announcement that the report is available!

## **Final Study: March 31, 2025**

- After considering all public comments, the study will be finalized and posted to the study website. An email will be sent to the study contact list when the final report is available.

## **Funding Identification and Implementation: 2025+**

- *No funding for corridor improvements has been identified at this time.* After the study is finalized, MDT will seek potential funding to implement short-term and long-term corridor improvements.
- Partner agencies may also pursue grant opportunities for specific treatments, such as wildlife accommodations.
- Once funding is identified, MDT will conduct project development and construction activities to implement improvements.

