



WELCOME

US 93: Missoula to Florence Corridor
Fall 2023



MONTANA
Department of Transportation



AGENDA

Corridor & Speed Study Areas

Speed Study

Corridor Study Status

Public & Stakeholder Feedback

Corridor Study Findings

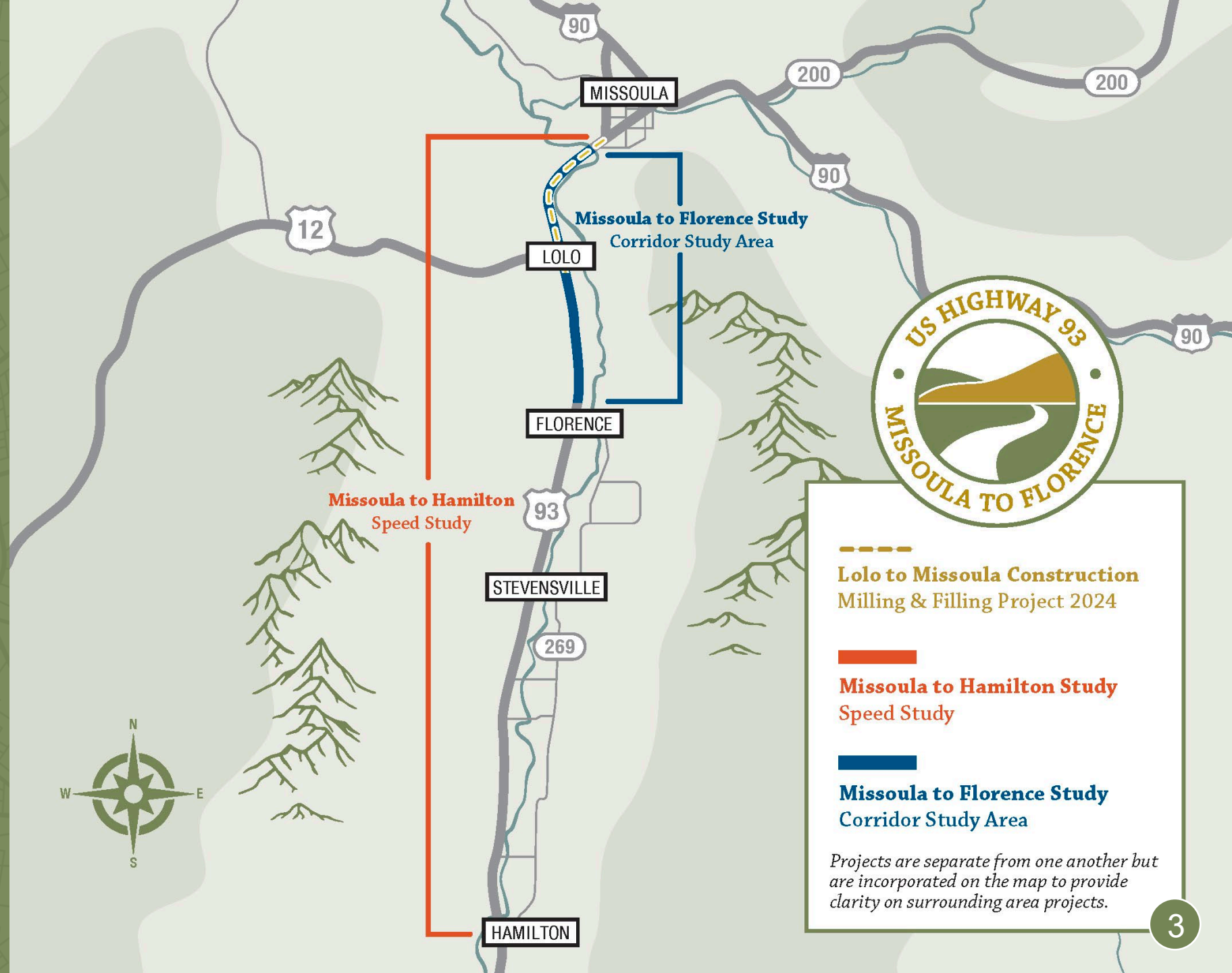
Potential Solutions

Feedback/Questions

Contact Info & Next Steps



CORRIDOR & SPEED STUDY AREAS



**Lolo to Missoula Construction
Milling & Filling Project 2024**

—
**Missoula to Hamilton Study
Speed Study**

—
**Missoula to Florence Study
Corridor Study Area**

*Projects are separate from one another but
are incorporated on the map to provide
clarity on surrounding area projects.*

SPEED STUDY

BACKGROUND

- Missoula County request for speed limit review on US 93.
- Speed study conducted in 2022 from Missoula to Hamilton by KLJ Engineering.
- **Five study area segments:**
 - 1) Lolo to Missoula.
 - 2) Florence to Lolo.
 - 3) Stevensville to Florence.
 - 4) Victor to Stevensville.
 - 5) Hamilton to Victor.

Methodology:



Roadway conditions/characteristics

- August 2022.



Vehicular classes

- 24-hour period on dates in August & September 2022.



Crash history

- Reviewed from 1/1/2016 - 12/31/2020.



Speed characteristics

- 24-hour period on dates in August & September 2022.

Full Study:

<https://bit.ly/speedstudyresults1>

SPEED STUDY

Findings



Current posted speeds are at 50th percentile. The 50th percentile may be appropriate for developed areas or when roadway conditions are not favorable for all users. 85th percentile is typically used to set speed limits when roadway conditions are favorable.



Many drivers traveling faster than the speed limit.



Drivers have difficulty slowing down when transitioning to developed areas.

Recommendations

- No change to current speed limits on US 93.
- 55 mph speed zones should be extended to 0.5 mile in length.
- A new 55 mph transition speed zone should be introduced between the existing 65 mph and 45 mph area south of Missoula.
- Traffic calming devices.

CORRIDOR STUDY STATUS



PUBLIC & STAKEHOLDER FEEDBACK



Growth and Development.



Insufficient Gaps in Traffic.



Speed Differential.



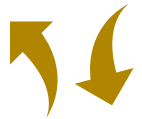
Limited Lighting and Adverse Road Conditions.



Near Misses.



Shared-Use Path.



Conflicts in the Center
Two-Way Left-Turn Lane
(TWLTL).

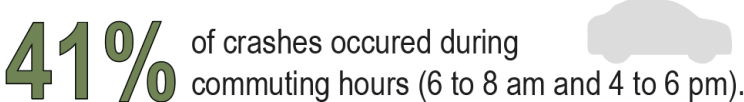


Wildlife.

CORRIDOR STUDY FINDINGS

Traffic, Safety and Crash Findings

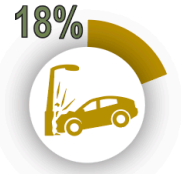
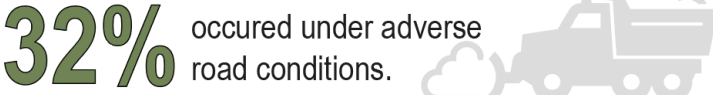
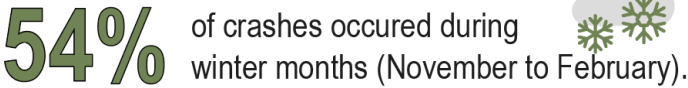
- 65% percent of traffic travel north in the AM and south in the PM.
- 3-4% of traffic is heavy trucks.
- Missoula is a destination for approximately 32% of trucks and 72% of vehicles.



Wild Animal



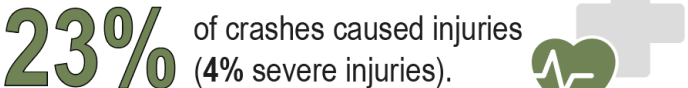
Rear End



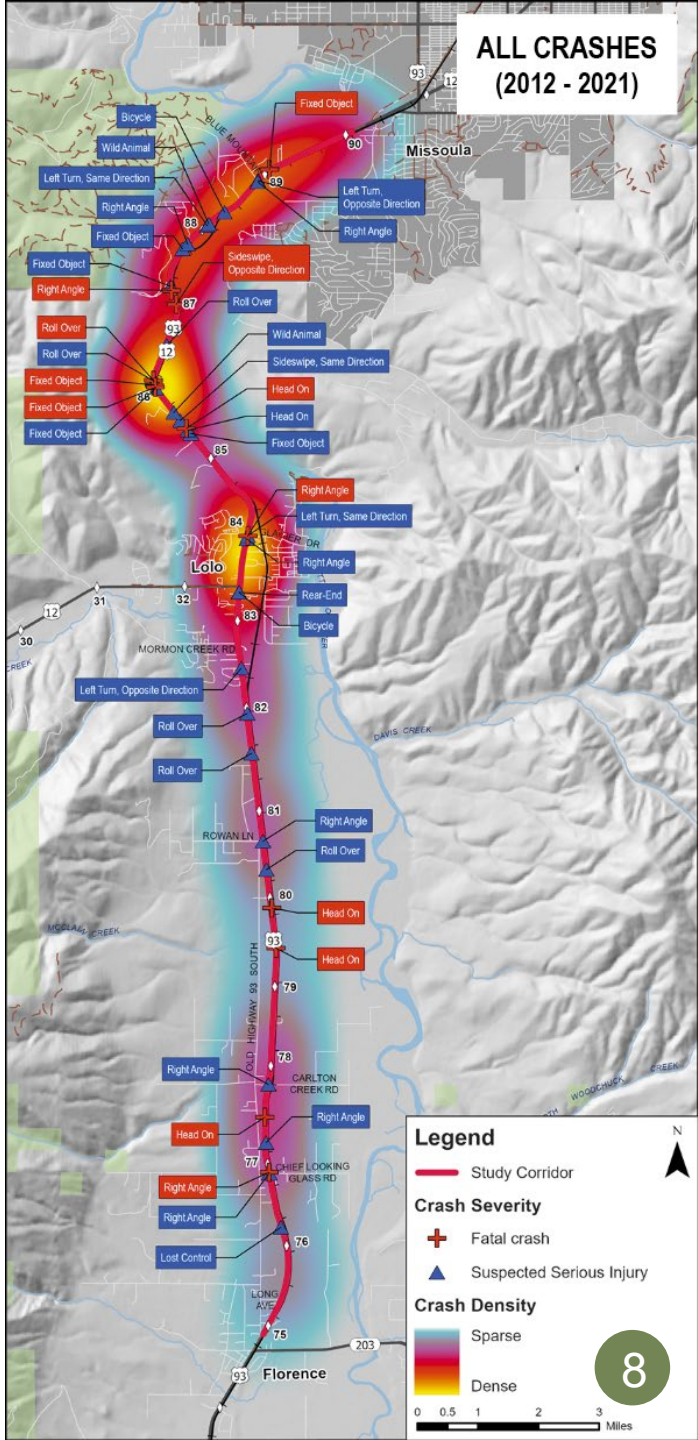
Fixed Object



Non-Junction



of crashes involved impairment (35% of severe crashes).



CORRIDOR STUDY FINDINGS

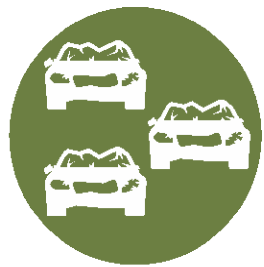
High Priority Locations

- Urban/Rural Transitions .
- Rural “S Curves”.
- Lolo Area.
- Rural Highway.



Safety Score

=



Crash Frequency

+

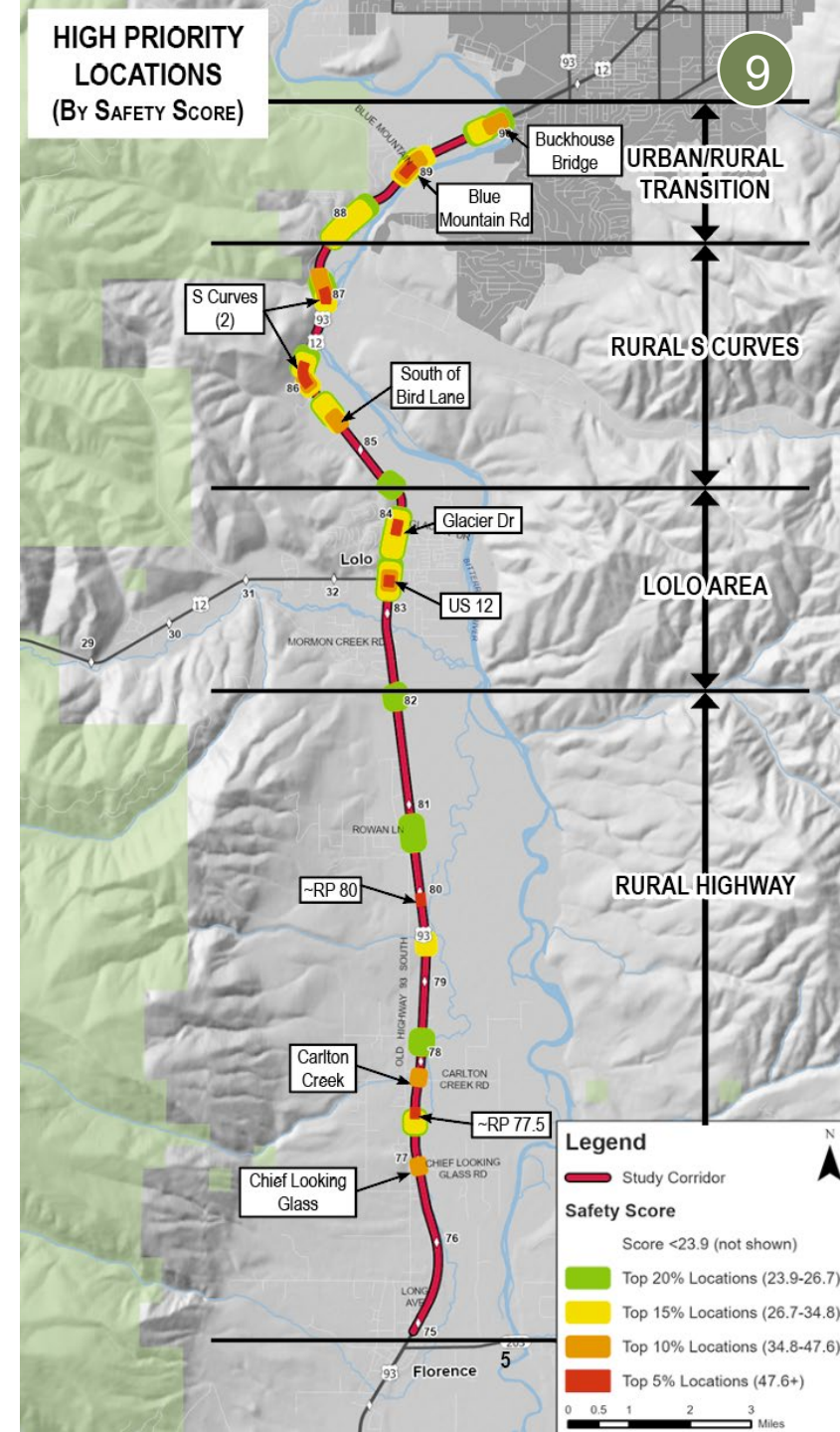


Crash Rate

+



Crash Severity



Potential Solutions

Intersection Strategies

Intersection Strategies

Lane Modifications



Potential improvements include:

- Right- or left-turn lanes.
- Right- or left-turn acceleration lanes.
- Left-turn staging.
- TWLTL.

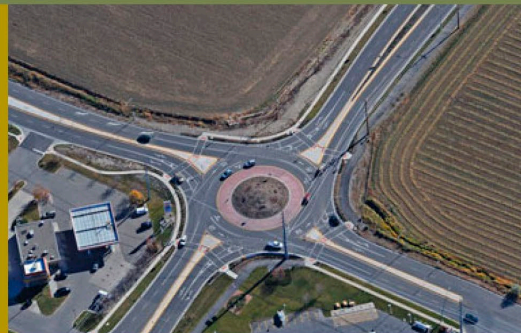
Traffic Signals



Potential improvements include:

- New signals.
- Signal modifications (protected phasing, timing changes, etc.).

Roundabouts



Roundabouts can help reduce travel speeds while providing continuous traffic flow through intersections. On US 93, roundabouts would need to be configured to accommodate multiple lanes.

Reduce Conflict Intersections



Potential improvements include:

- Restricted Crossing U-Turn (RCUT).
- Continuous Green T.

Potential Solutions

Roadway Segment Strategies

Roadway Segment Strategies

ITS



Potential improvements include:

- Dynamic curve warning.
- Variable speed limit.
- Weather alerts.
- Incident alerts.

Roadway Features



Potential improvements include:

- High friction surfacing.
- Roadside lighting.
- Enhanced pavement markings and signing.
- Widened medians.
- Centerline rumble strips.

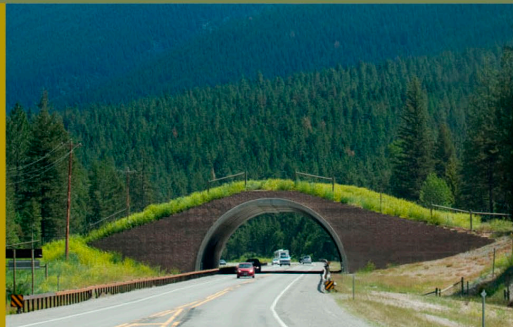
Traffic Calming



Potential improvements include:

- Urban transition zones.
- Speed feedback signs.
- Landscaping.
- Optical speed bars.

Wildlife Accommodations



Potential improvements include:

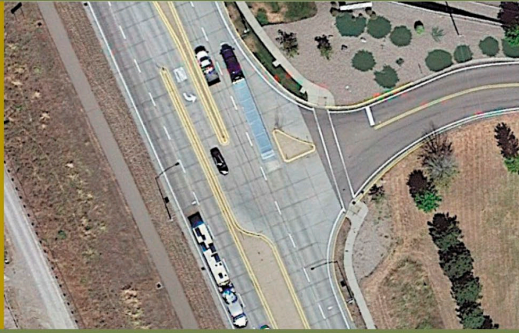
- Fencing.
- Grade-separated crossings.
- Detection/activated signs.
- Improved visibility (vegetation management, lighting, etc.).

Potential Solutions

Corridor-Wide Strategies

Corridor-Wide Strategies

Access Management



Potential improvements include:

- Access consolidation.
- Partial movement accesses.

Divided Highway



Potential improvements include:

- Concrete barrier.
- High-tension cable rail.
- Vegetated median.

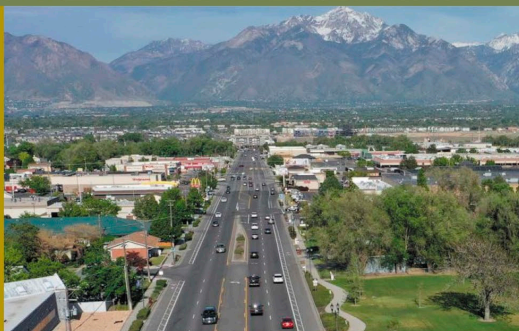
Reduced Conflict Highway



Potential improvements include:

- Reduced conflict intersections.
- Controlled access.

Suburban Design



To match and support suburban context, the following improvements may be used:

- Curb and concrete median.
- Slower speeds.
- Lighting.

Questions? Feedback?



NEXT STEPS



Contact your County Commissioners with speed study comments.



Evaluate improvement concepts and feedback: winter 2024.



Identify feasible recommendations: spring 2024.

**STAY
IN THE
KNOW**



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CALL

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