U.S. 93 in Montana

Idaho to B.C.

- 283 miles long
  - Serves fastest growing counties in Montana
  - Serves Glacier Park & Flathead Lake

- South section …Hamilton to Lolo
  - Reconstruct 33.4 miles to 4 lanes
  - Context Sensitive design features
  - First project: 1998 let
  - Last project: 2004 let

- North section …Somers to Whitefish
  - Reconstruct 20.6 miles to divided 4 and 5 lanes
  - Context Sensitive design features
  - First project: 1996 let
  - Last project: 2002 let

Project History (cont.)

Central Section of U.S. 93 – Evaro to Polson

- 1985 Dirty Corner to Ravalli
  - E.A. (4-lane)
- 1986 Ronan to Polson
  - E.A. (4-lane)
- 1988 Evaro to Dirty Corner
  - E.A. (4-lane)
- 1988 Ravalli North
  - E.A. (4-lane)
Project History
Central Section of U.S. 93 – Evaro to Polson

- Entirely within the Flathead Reservation of the Confederated Salish and Kootenai Tribes (CSKT)

Project History (cont.)
Central Section of U.S. 93 – Evaro to Polson

- Tribe Expressed Concern
  - Government to Government Relations
  - Tribal Sovereignty
- The impacts were significant
  - Cultural Issues
  - Growth

Project History (cont.)
Central Section of U.S. 93 – Evaro to Polson

- EA’s challenged – not appropriate
- Notice of Intent for EIS
  - August 8, 1991
FEIS - Two Alternatives

- Agreed on safety
- Agreed on alignment
- Disagreed on capacity
  - 4-lane alternative (MDT)
  - 2-lane alternative (CSKT)

No Agreement Because:

- No shared vision
- Lack of trust
- Lack of commitment
- Lack of resources
- Entrenched positions limited creative approaches
- Lack of authority for decision making
- No sense of urgency

Project History (cont.)

- March 2000 -- FHWA, MDT and CSKT met and established a Tri-government team to reach agreement in accordance with the ROD.
### Initial goals

- Develop understanding of the land and relationship of CSKT to the land
- Develop concepts that respect integrity and character of place, people, and wildlife
- Create a better visitor understanding of the CSKT homeland
- Respect and restore the way of life in small communities along the road
- Design a safe and efficient road that is sensitive to the context of the area

### Process

- Start w/ Spirit of Place - an understanding of the landscape
- Explore Cultural and Historic Resources
- Research Wildlife Crossing and Habitat
- Develop Design and Alignment Concepts
- Develop Operational, Safety and Level of Service Criteria

### Spirit of Place

- Includes more than just the road and adjacent areas ...
- It consists of the surrounding mountains, plains, hills, forest, valley, and sky, and the paths of waters, glaciers, winds, plants, animals, and native peoples.
Process

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Summary of Design Concepts

• Mostly two lane with passing lanes
• Four lane divided between the two largest cities in the corridor
• The 11.2 miles within Ninepipe Wildlife Preserve will identify an alternative through a supplemental Environmental Impact Statement
• LOS: all sections will operated at “C” or better through 2024
• Safety: Estimated reduction of 1235 accidents in 20 years (fatal, injury, personal property)
Fundamental Cultural Design Elements

- Use native plants in divided four-lane sections
- Use stone veneer on structures
- Protect older trees
- Restore abandoned roadway sections

Memorandum of Agreement
The words in the agreement are about rebuilding a road, but the process leading up to it was about rebuilding trust, honor and mutual respect among governments."

Fred Matt, CSKT Tribal Council Chairman

Current Status

Wildlife Crossings

• One Over Crossing
• Eight Lengthened Structures
• 34 Under crossings
  - 4’X6’
  - 10’X22’
  - 12’X22’
  - 14’X40’
Channel Reconstruction

Project Signing
- Portal Signing at Reservation Boundaries
- Community Signing
- Place Name Signing
- Conventional Highway Signing
Community Signs

US 93 - COMMUNITY ENTRY SIGN
FOR NOTICES AND SIGNS

Sn̓íaʔq̓né
"GOING INTO THE CANYON"
RAVALLI CANYON

Construction Issues

• Use of Contour Grading
• Clearing and Grubbing Limits
• Do not Disturb Areas
• Salvage Areas
• Limited Impact Outside Clearing Limits
• Worker Video
• Overall – not like your normal construction project!
Estimated Enhancement Costs

- Wildlife Crossings - $8,100,000
- Native Vegetation - $1,500,000
- Community Landscaping – $1,000,000
- Aesthetic Facings - $310,000
- Longer Bridges - $2,500,000

Cost Containments

- VE sessions - $8,300,000
- Eliminated 3 wildlife crossings
- Changed 4 Bridges agreed to in MOA to pipes for wildlife movement
- Reduced the size of 9 wildlife crossings from what was agreed to in MOA
- Increased the size of 3 wildlife crossings.

Long Term Benefits

- Developed Relationships
- Reservation Wide MOU
- TDC
- POG