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## 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 five lanes
  - Context Sensitive design features
  - First project: 1996 let
  - Last project: 2002 let

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## 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)



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## Project History

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

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



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## 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



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## 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



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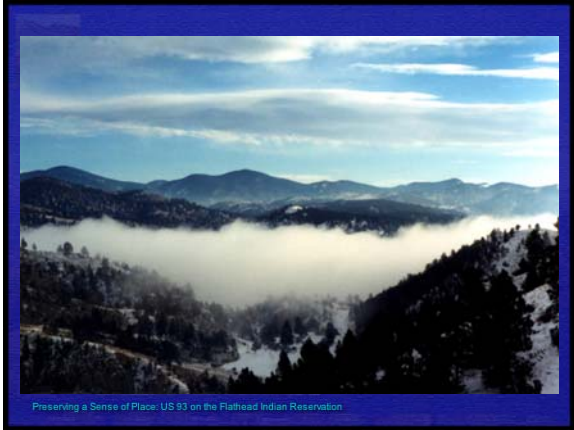
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Preserving a Sense of Place: US 93 on the Flathead Indian Reservation

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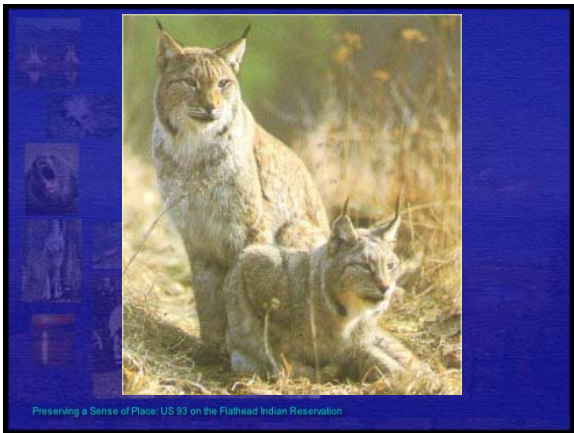
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Preserving a Sense of Place: US 93 on the Flathead Indian Reservation

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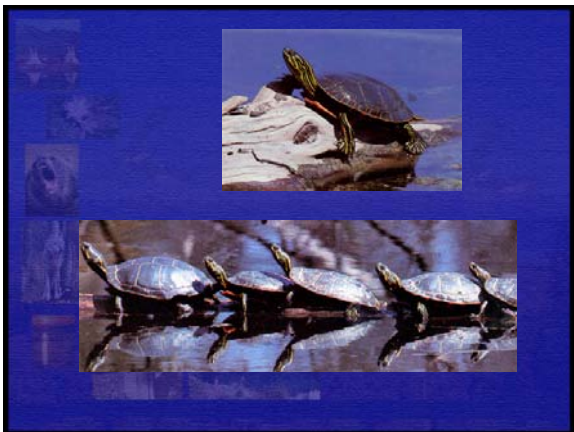
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## FEIS - Two Alternatives

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



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## 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

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## Project History (cont.)

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



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**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

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**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

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**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.

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**Process**

- Start w/ Spirit of Place - an understanding of the landscape
- Explore Cultural and Historic Resources
- Research Wildlife Crossing and Habitat
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The slide has a dark blue background with several small, semi-transparent inset images on the left side, including a mountain peak, a person's face, and a landscape scene.

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**Process**

- Start w/ Spirit of Place - an understanding of the landscape
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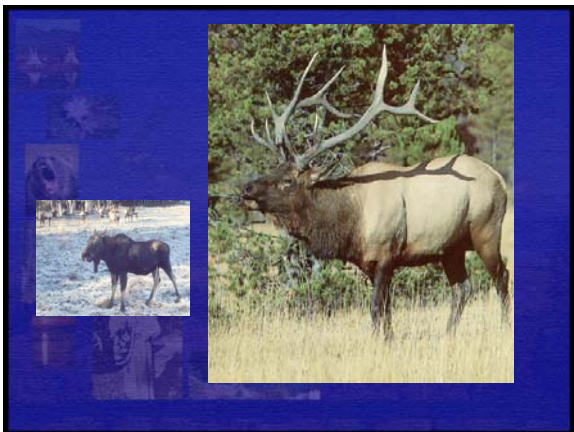
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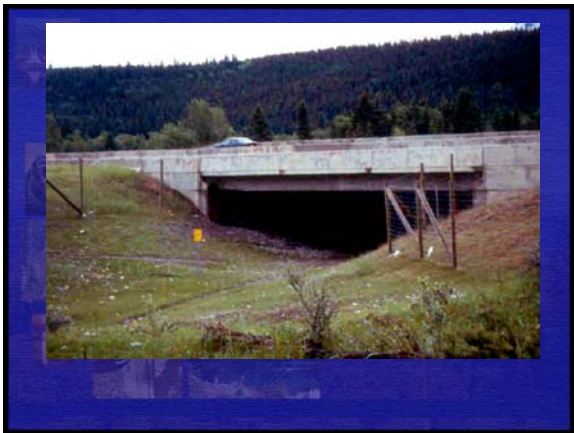
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**Process**

- 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

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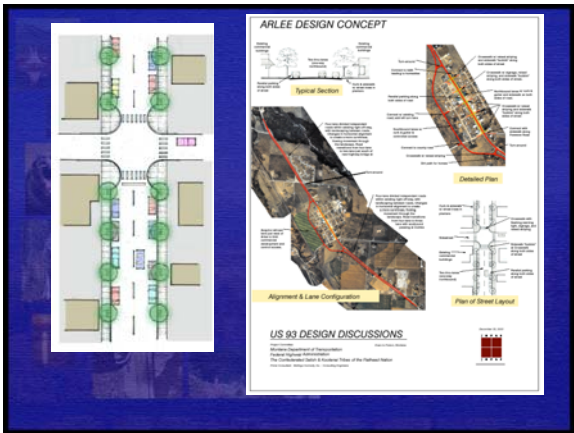
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### Process

- 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

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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)

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### Fundamental Cultural Design Elements

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

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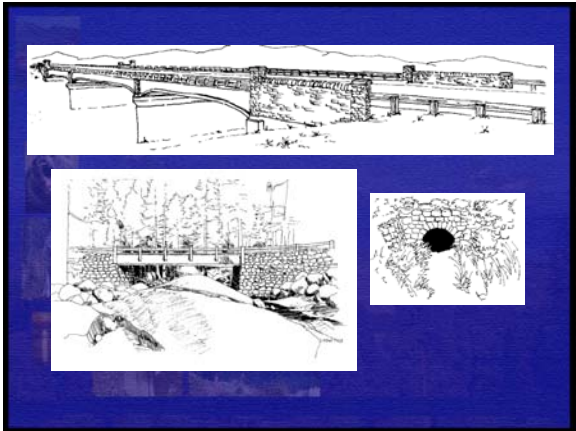
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### Memorandum of Agreement

The cover of a Memorandum of Agreement. It features a landscape photograph of a valley with mountains in the background. The logos for MDT and FHWA are visible. The text on the cover reads: "Memorandum of Agreement", "US 93", and "Evaro to Polson".

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*"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

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Current Status

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Wildlife Crossings

- One Over Crossing
- Eight Lengthened Structures
- 34 Under crossings
  - 4'X6'
  - 10'X22'
  - 12'X22'
  - 14'X40'

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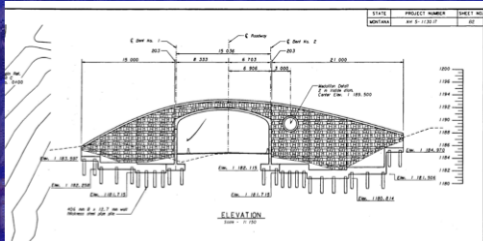
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## Wildlife Over crossing



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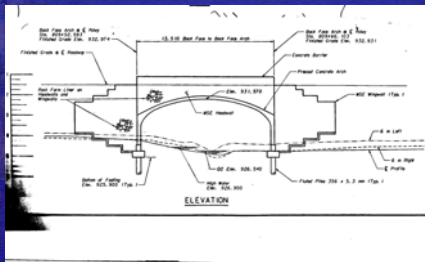
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## Large Wildlife Under crossing



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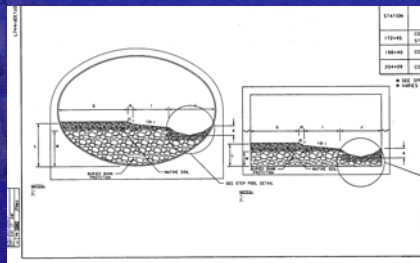
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## Wildlife Under Crossing



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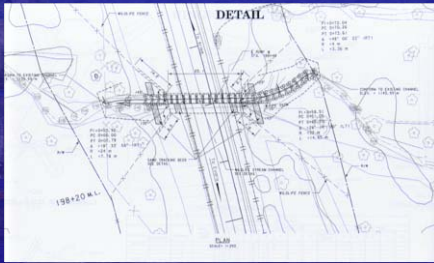
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## Channel Reconstruction



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## Project Signing

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

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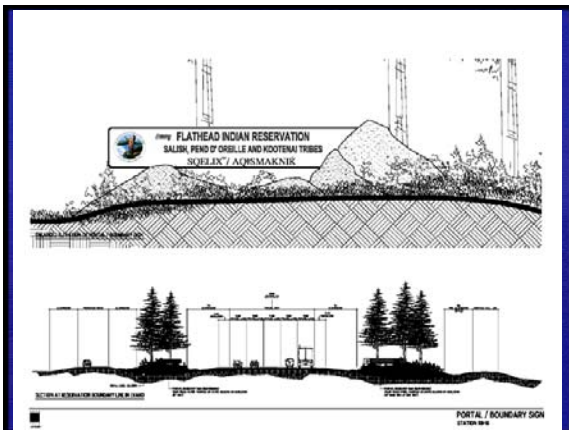
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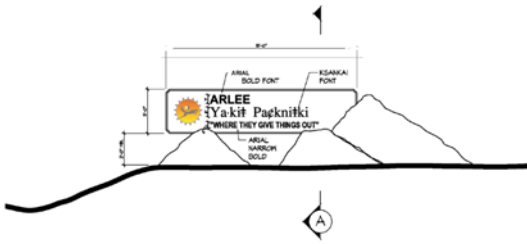
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## Community Signs



US 93 - COMMUNITY ENTRY SIGN  
FONT STYLES AND SIZES

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## 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!

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## 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

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## 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.

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## Long Term Benefits

- Developed Relationships
- Reservation Wide MOU
- TDC
- POG

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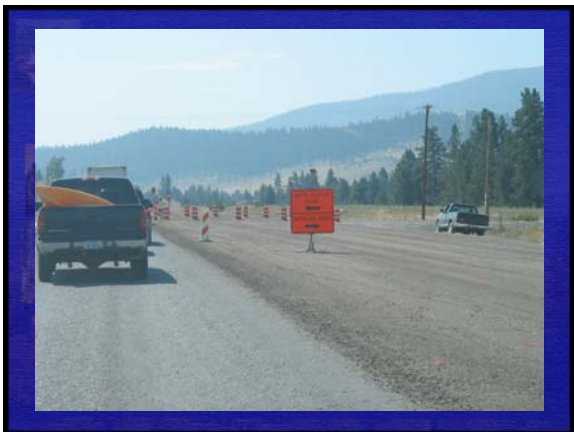
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