KALISPELL WHITEFISH
ACCESS MANAGEMENT PLAN

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MONTANA
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1.0 INTRODUCTION

The Montana Department of Transportation (MDT) in partnership with the Federal Highway Administration (FHWA), the City of Kalispell, the City of Whitefish, and partners from Flathead County have developed this *Access Management Plan* for US Highway 93 (US 93) between Kalispell and Whitefish, Montana. This *Access Management Plan* focuses on operational and safety concerns related to access points and spacing for a portion of US 93 from reference post (RP) 115.8 (Reserve Drive) to RP 133.0 (just west of Livermore Flats) in Flathead County (see **Figure 1** for vicinity map).

The purpose of this *Access Management Plan* is to preserve the safety and efficiency of US 93 by reducing conflict points. With increasing requests for access on US 93, local governments have requested a guidance document for analyzing these access requests on US 93. This plan will assist in defining access control measures in a consistent manner.

Access control is defined as "the condition in which the right of owners or occupants of abutting land or other persons to access, light, air, or view in connection with a highway is fully or partially controlled by public authority" [MCA 60-1-103(6)]. Access control is implemented through the adoption of an **Access Control Resolution** executed by the Montana Transportation Commission.

Access points will be managed in accordance with this *Access Management Plan*. Reasonable access will be maintained for all existing parcels adjacent to the highway; however, some existing direct access points may be relocated, combined, or eliminated if alternate reasonable access is available or can be provided.

New direct access will be subject to the criteria established in this plan and may require mitigation of impacts to roadway operations as a condition of permitting.

US 93 is classified as a rural principal arterial on the Non-Interstate National Highway System as authorized in CFR 470.107(b). MDT defines non-interstate principal arterials as roadways other than the Interstate that serve major travel destinations and transportation needs, connectors to major transportation terminals, the Strategic Highway Network and connectors, and high-priority corridors identified by law. The rural arterial network provides interstate and intercounty service so that all developed areas are within a reasonable distance of an arterial highway.[1] This rural arterial network provides both interstate and intercounty service, ensuring that all developed areas are within a reasonable distance of an arterial highway

Access management is the process of managing the points of access to highway facilities through the use of a permitting system or access control. Access management effectively maintains the function and character of arterials by **facilitating the flow of traffic by preserving the function and mobility, improving safety, and managing existing and future access in a consistent manner**. The access control guidelines contained within this plan describe methods such as eliminating or consolidating accesses, reducing curb cut openings or limiting travel movements to and from properties, adding turn lanes, implementing turning restrictions, and adding additional traffic control measures.

This plan outlines access management needs and objectives, summarizes short-, mid-, and long-term impacts, and provides corresponding access management recommendations. The plan recommendations align with MDT's access control guidelines. Analysis of crash clusters, traffic patterns and existing and future land use used in development of the guidelines and plan are included herein.

This plan has been created to guide public agencies, landowners, and developers in land use and access planning during development, redevelopment, or construction projects. While planned facility improvements or private subdivision projects may implement some access management recommendations where applicable, there are no specific construction projects planned solely for implementing the modifications recommended by this plan.

This planning-level document does not determine or define legal access to parcels and is only intended as a guide for future development.

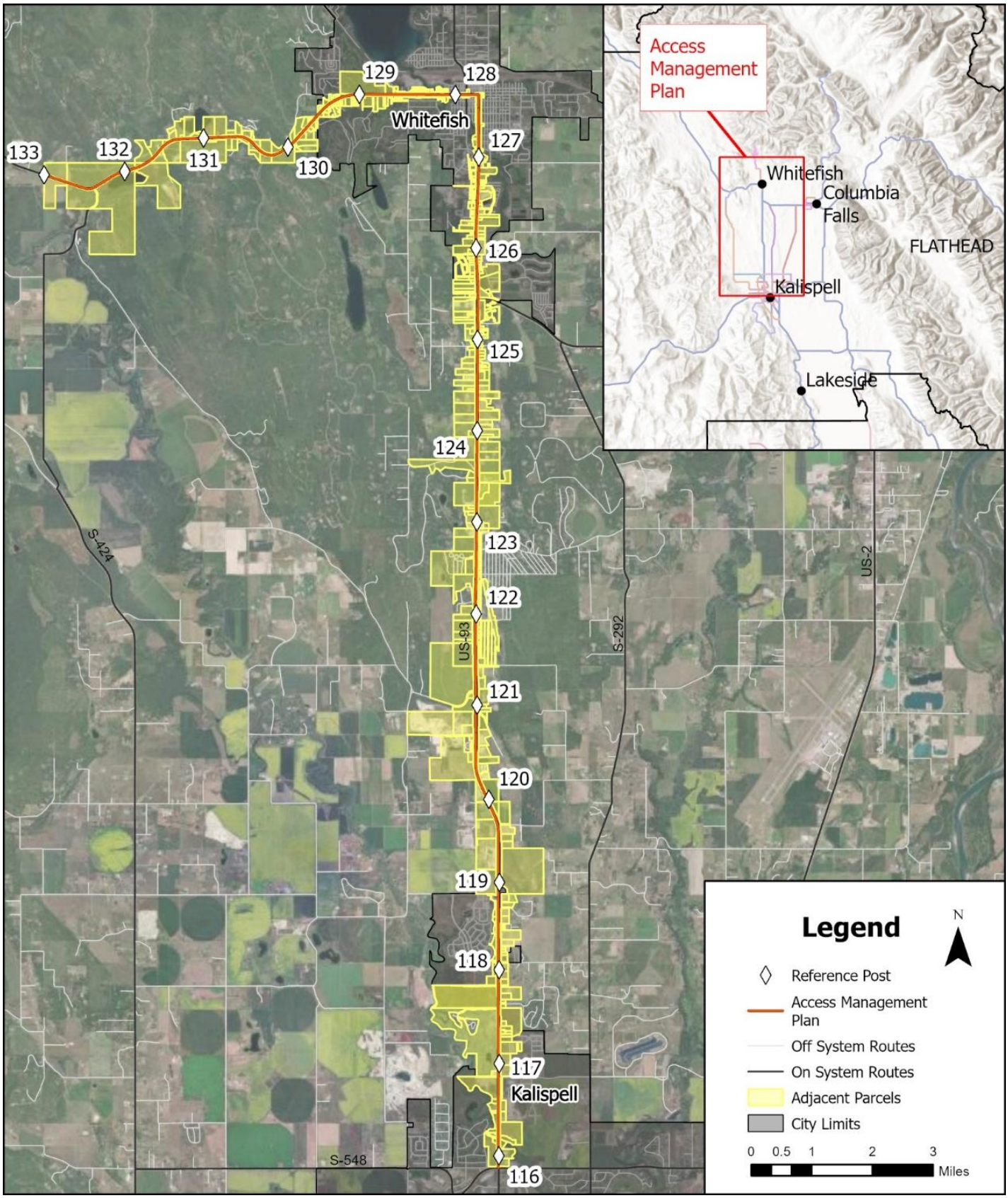


Figure 1: Access Management Plan Study Area

2.0 PLAN GUIDELINES

Access management is the coordinated planning, regulation, and design of access between roadways and land development. An effective access management program can reduce crashes by 50 percent, increase roadway capacity by 23 to 45 percent, and reduce travel time and delay by 40 to 60 percent.[2] Access management also can have an overall positive economic impact on businesses in access-controlled corridors. The purpose, therefore, of this *Access Management Plan* is to provide for and manage access to land development, while preserving the flow of traffic in terms of safety, capacity, and speed. The guidelines recognize both the right of reasonable access to private property and the right of users to safe and efficient travel.

2.1 Authority

In Montana, those authorities of the state, counties, and municipalities authorized to participate in construction and maintenance of highways may plan, designate, establish, regulate, vacate, alter, improve, maintain, and provide controlled-access facilities for public use. Each authority shall by resolution make the findings and determinations provided for in Montana Code Annotated (MCA) 60-5-103 in order to designate a highway as a controlled-access facility. *[MCA 60-5-104(1)]*[3]

Each authority shall, by resolution, follow the findings and determinations of the MCA to designate a highway as a controlled-access facility. The MCA states "A portion of any interstate highway, throughway or throughway intersection, or other commission-designated highway system or state highway may not be designated as a controlled-access highway unless the commission adopts a resolution so designating it." *[MCA 60-5-103(1)]*

Each highway authority may so design any controlled-access facility and so regulate, restrict, or prohibit access as to best serve the traffic for which the facility is intended. In so doing, it may divide and separate any controlled-access facility into separate roadways by the construction of raised curbings, central dividing sections, or other physical separations or by designating the separate roadways by signs, markers, stripes, and other devices. *[MCA 60-5-105(1)]*

Upon completion of these Guidelines and the *Access Management Plan*, MDT shall submit an Access Control Resolution to the Transportation Commission for their approval. The resolution must contain a statement of the reasons for its adoption and set forth the location, distance, and termini of the portion of the highway designated as a controlled-access highway. *[MCA 60-5-103(2)]*

Once approved, the resolution will be recorded in the office of the Clerk and Recorder of Flathead County.

2.2 Police Power

The following is MDT's position for police power for controlling access within this corridor:

> *Frontage property owners have some right of reasonable access to a public highway and highway users have a right of safety and freedom of movement. The Department must consider the needs and rights of both the property owner and the highway user. When the needs of the individual property owner and the public highway user conflict, the needs of the highway user control.*[4] *Highway access is a property right that is subject to the state's police power. Access Control is considered a governmental police power;*

therefore, it is not considered a "taking" or a property owner right that requires just compensation to the landowner.[5]

It is the intent of the Access Management Plan to provide reasonable access to all properties adjacent to the subject roadways. The plan defines specific access locations and modifications consistent with the guidelines, goals, and objectives. Ultimately, "reasonable" access must be provided to all existing properties/parcels. "Reasonable" access may be from a frontage road or side street, not directly from the subject roadways. If, as a result of a construction project, reasonable access cannot be provided to a specific parcel, compensation will be made available to the parcel owner.

2.3 Access Management Principles & Terms Used

Access management is an important means of maintaining the mobility of a roadway by limiting the number of access points along a corridor that interrupt traffic flow. A conflict point occurs when the path of a vehicle intersects with the path of another vehicle, pedestrian, or bicycle. The guidelines and recommendations set forth in this document are based on the following strategies related to the elimination or improvement of conflict points:

- Limit the number of conflict points
- Separate conflict areas
- Reduce interference with through traffic
- Provide sufficient spacing between at-grade intersections
- Reduce conflicting volumes
- Improve roadway operations
- Improve driveway operations

The words "*shall*", "*should*", and "*may*" are used to describe specific conditions and in order to clarify their meanings, the following definitions apply:

- **SHALL** – A mandatory condition. Where certain requirements in the design or application of the device are described with the "shall" stipulation, it is mandatory when an installation is made that these requirements be met.
- **SHOULD** – An advisory condition. Where the word "should" is used, it is considered to be advisable usage, recommended but not mandatory.
- **MAY** – A permissive condition. No requirement for design or application is intended.

Highway/roadway categories should be considered when establishing the level of access for a highway segment based on the intended function of that segment:

- Rural: These areas will continue to be primarily undeveloped and will exhibit principally an agricultural or natural character. Typically, parcels of land are relatively large and primarily vacant, accesses are infrequent, and the public road system is widely spaced.
- Intermediate: These areas are typically located on the fringe of a community or development activity centers. They usually represent somewhat less dense development patterns, larger parcels, and local street/road systems at less frequent spacing.
- Developed: These are highly developed areas, typically through communities, which have historically and traditionally relied on the highway for access. These areas are typified by smaller

lots with independent access to the highway and by the public street intersections as city block spacing. These areas require a higher degree of access.

Approved accesses will be classified according to their existing land use, level of use, and associated traffic volumes as defined by the current edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual*[6] as:

- Field: An approach used for access to and/or from agricultural or vacant lands and for no other purpose.
- Private: An approach used for access to and/or from commercial, agricultural, industrial, or residential property based on the use of the property served.
- Public: An entrance to and/or from a highway, street, road, alley, or other dedicated right-of-way that the appropriate jurisdiction has acknowledged authority over.

The following additional access conditions apply:

- Shared: An access point that provides highway access for a frontage road, serving multiple properties or parcels through a common connection to the highway.
- Joint-Use: An approach shared by two adjacent property owners for access to and/or from the highway.[7]

2.3.1 Existing Access

Existing accesses become subject to this plan when land use changes, with development or redevelopment of a parcel, when access change is initiated by the landowner, or through right-of-way negotiations for development of capital improvement projects. The aim of these guidelines is to ensure "reasonable" access to all existing properties and parcels. Significant efforts should be made to reduce the number of access points and increase the spacing between accesses when development/redevelopment occurs. By reducing and separating access points, safety and roadway operations will be enhanced. The following guidelines shall apply to existing accesses:

- Existing accesses should be eliminated if reasonable alternative access to other state highways, county roads, city streets or other public roads is available or can be provided. "Reasonable" does not mean direct access to the subject roadways.
- Only one access to the highway shall be allowed for each parcel/property that has no other reasonable access available, unless one or both of the following conditions apply:
    - Multiple access points are vital to the current operation of the property. This condition may require the development of a traffic study and shall be considered on a case-by-case basis.
    - Additional access provides a significant benefit to the safe operation of the highway. This condition may require the development of a traffic study and shall be considered on a case-by-case basis.
- Whenever feasible and reasonable:
    - Existing accesses to adjacent properties should be combined into a single, shared access.
    - Existing accesses should be relocated to meet the minimum spacing criteria set forth in these guidelines.
    - Existing accesses should be relocated to align with accesses directly opposite, especially in the case of high-volume commercial use.

- Existing accesses should be brought into compliance with MDT and local agency approach standards, with local agency coordination and/or approval, as appropriate.

2.3.2 New Access

Any request for new access will be evaluated on its own merit and will be subject to the same criteria as outlined in the existing access guidelines herein. New accesses may be subject to MDT's System Impact Action Process (SIAP)[8] administered by MDT's Planning Division, with coordination or approval from local jurisdictions. Any property further subdivided after imposition of access control shall provide internal circulation to existing established access points. Exceptions may be made in developed or intermediate areas if they are within identified areas of growth where additional access may be tolerated.

If additional new access is necessary for a change in land use, such as subdivision requirements, access control will be used to support land use decisions. All approval or denial of access shall be made by MDT after close coordination with local officials and land use planners.

2.3.3 Land Use Changes

The intent of the *Access Management Plan* is to preserve the function and operation of the highway through the application of access control policies. The type of land use and level of use (volume of vehicles) accessing the highway has a direct impact on the operation of the highway. For this reason, it is necessary to review the effect of land use changes on highway operations. Changes are likely to require mitigation measures to ensure that safety and traffic flow are not compromised, as determined with a traffic study through the SIAP. The following guidelines shall apply to land use changes after implementation of the plan:

- Any change in land use shall require that the access be re-evaluated as though it were a new access and shall require a new approach permit. Based on this re-evaluation, mitigation measures may be required to maintain a safe and efficient highway.
- Re-evaluation of an access may result in the relocation of the access or possible elimination of the access or other accesses if other reasonable access is available or can be provided.
- Any change in level of use (volume of use) of 20 percent or greater, as defined by the current edition of the *ITE Trip Generation Manual*, shall require that the access be re-evaluated as though it were a new access and shall require a new approach permit. Based on this re-evaluation, mitigation measures may be required to maintain a safe and efficient highway.
- Parcels subdivided or consolidated after the *Access Management Plan* is implemented shall require re-evaluation of the existing access. Requests for additional access shall not be granted unless necessary for local approval of the land use change. These shall be subject to joint review by MDT and the local authority as identified in this document, and mitigation measures may be required to maintain a safe and efficient highway.
- Changes within agricultural land use from one type of agricultural product to another shall not be considered land use changes under these guidelines.

2.3.4 Frontage and/or Access Roads

The following shall apply to frontage or access roads:

- Direct existing access to US 93 shall be eliminated if reasonable and cost-effective access is provided via frontage or access roads.

- Approaches to frontage or access roads within the MDT right-of-way shall be controlled by road approach permit issued in accordance with MDT approach standards.
- Construction and maintenance of frontage or access roads for future development shall be the responsibility of the developer.

2.3.5 Auxiliary Lanes

The following shall apply to auxiliary lanes:

- Right-turn and left-turn auxiliary lanes may be provided at each major public road on a case-by-case basis according to MDT road design standards.

2.3.6 Access Spacing

Table 1 outlines minimum access spacing guidelines for signalized and unsignalized access points across the three access categories: Rural, Intermediate, and Developed. These guidelines, established in consultation with MDT staff, represent preferred minimum spacing standards. Actual access spacing may vary depending on operational needs, safety considerations, site-specific conditions, and other influencing factors.

Table 1: Minimum Access Spacing Guidelines

Type	Rural	Intermediate	Developed
Signalized Access Spacing	1 mile	½ to 1 mile	¼ mile
Unsignalized Access Spacing	425 ft	660 ft (desirable) 330 ft (minimum)	330 ft

3.0 GOALS AND OBJECTIVES

3.1 Access Management Goals

The following goals are generated from Montana Law (MCA 60-1-101):

- Facilitate the free flow of traffic on an integrated transportation system.
- Promote safe and convenient transportation for both motorized and non-motorized users in support of Vision Zero.
- Provide reasonable access to adjacent properties.
- Support preservation of property values and do not impede the economic progress of the citizens.
- Reduce the costs of motor vehicle operations.
- Contribute to national defense.

3.2 Access Management Objectives

I. Facilitate the free flow of traffic on an integrated transportation system.

A. Implement approach design standards.

1. Apply MDT design standards for each public and private approach within the study area. Define driveways to provide clear identification of entrance and exit movements.

B. Eliminate congestion.

1. Remove turning vehicles from through traffic through addition of turn lanes.
2. Reduce conflict points.

a). Accesses: Consider the following in priority order:

(1). Remove/relocate/consolidate adjoining accesses (shared use).
(2). Relocate to a side street or alley.
(3). Provide frontage or access road, promote circulation between properties.
(4). Relocate to align with accesses directly across or to remove adverse turning paths.
(5). Restrict movements in and out of approaches (e.g., right-in/right-out only).
(6). Upgrade to meet approach standards.

b). Cross Streets: Provide adequate storage at cross-streets by shifting accesses away from intersections.

II. Promote safe and convenient transportation for both motorized and non-motorized users in support of Vision Zero.

A. Hazard mitigation.

1. Remove turning vehicles from through traffic through addition of turn lanes.
2. Reduce conflict points, see I.B.2.a).
3. Maintain MDT and AASHTO sidewalk and pedestrian crossing standards.

III. Provide reasonable access to existing parcels along the study corridor.

A. Provide site-specific access solutions that accommodate appropriate land usage, see I.B.2.a).

IV. Support preservation of property values and do not impede the economic progress of the citizens.

A. Locate approaches to facilitate internal property traffic movements.
B. Provide site-specific access solutions that accommodate appropriate land usage.

V. Reduce the costs of motor vehicle operations.

A. Eliminate congestion, see I.B.
B. Consistently implement Access Management Guidelines on the study corridor for future projects and for future approach requests.
    1. Continue process for review of future development and approach requests.

VI. Contribute to national defense.

A. Eliminate congestion, see I.B.

4.0 EXISTING CONDITIONS

The US 93 study corridor extends from RP 115.8 in Kalispell to RP 133.0 west of Whitefish, passing through a diverse mix of land uses, roadway configurations, and traffic conditions. This stretch of US 93 serves both urban and rural areas, transitioning from the commercial and residential developments in Kalispell to the rural outskirts west of Whitefish. Within the Whitefish city limits—from RP 125.3 to RP 129.5—the corridor experiences a notable increase in access density, traffic volumes, and intersections. The following sections describe past and ongoing projects, access patterns, land use characteristics, and other key features that define the corridor's current conditions.

4.1 Past and Ongoing Projects

The US 93 corridor between Kalispell and Whitefish has undergone multiple improvements over the years to enhance traffic flow, safety, and access management. Several past projects have established limited and controlled-access sections, while more recent transportation plans outline future modifications to address increasing traffic volumes and improve overall corridor efficiency. This section provides an overview of key projects and a summary of access points.

- Kalispell-Whitefish F 5-3(32)115 Project (1989) Constructed in 1989: This project established US 93 as a limited-access highway from approximately 0.5 miles north of Kalispell to the Whitefish River crossing at the south edge of Whitefish. The goal was to improve traffic flow and reduce conflicts caused by unrestricted access.
- Karrow to Mountainside to MP 133 Projects (NH 5-3(103)129 & NH 5-3(104)130): These projects designated the section from 164 feet west of Karrow Avenue to RP 133.0 as a controlled-access facility. Right-of-way plans were developed to specify approach locations and changes; however, no formal access management plan was implemented at the time. The proposed notable changes include extending Sasquatch Hollow Road across US 93 to establish a new connection with Lion Mountain Road. This realignment would provide a consolidated access point while eliminating the existing direct access from Lion Mountain Road to US 93. A shared use path is proposed along most of the corridor ending at Twin Bridges Road. At RP 130.8 a new residential approach is being proposed to avoid conflict with the shared path. The Mountainside project is expected to go to construction this year.
- Move 2040 Kalispell Area Transportation Plan[9]: The plan outlines long-term transportation investment goals for Kalispell, including the development of an access management plan from within the city limits to RP 117. This plan aims to enhance traffic efficiency and safety by addressing uncontrolled access points and optimizing corridor operations.
- 2022 Transportation Plan[10]: This plan highlights increasing traffic volumes along US 93 from MT 40 to 13th Street as a growing concern. To mitigate congestion and enhance safety, the plan proposes medians, roundabouts, and traffic signals at key locations. While the Montana Department of Transportation (MDT) is expected to finalize the design, the timeline remains undetermined.

4.2 Roadway Configuration

The US 93 study corridor exhibits multiple cross-section types that adjust to accommodate varying traffic volumes and turning movements. Beginning near Reserve Drive in Kalispell, the roadway consists of five lanes, two travel lanes in each direction with a continuous two-way left-turn lane (TWLTL). This

configuration continues to approximately RP 117.6, where the corridor transitions into a divided highway featuring a grass median and two lanes in each direction. From RP 122.3 to RP 122.9, the corridor returns to a five-lane section that includes raised medians or dedicated left-turn lanes at major access points. North of 13th Street in Whitefish, the roadway narrows and varies between two and three lanes, with intermittent left-turn lanes provided at intersections such as Karrow Avenue and Fairway Drive. A TWLTL is reintroduced at RP 128.1 and continues to approximately RP 129.7, supporting access to adjacent developments and intersections. From RP 129.7 to RP 133.0 the road narrows to two travel lanes in each direction with a dedicated left-turn lane for Whitefish Hills Drive (RP 130.2).

Curb and gutter are present along specific segments of US 93, primarily in urbanized. Within the study corridor, curb and gutter are installed at the Reserve Drive intersection, extending just beyond the intersection before transitioning to open shoulder. A section begins at Forest Acres and extends north to Hodgson Road. Another segment starts at MT 40 and continues through the City of Whitefish. This section ends approximately 500 feet southwest of Mountain Side Drive near Michael's Auto Repair. Beyond these locations, the corridor primarily consists of rural roadway sections with open drainage.

Speed limits along US 93 vary in response to surrounding land uses, access density, and roadway design. Starting at the southern end of the corridor, the speed limit transitions from 45 mph from the urban segment in Kalispell to 65 mph north of Reserve Drive. Approaching the city limits of Whitefish, speed limits gradually decrease to 35 mph, consistent with denser land use and more frequent driveways and intersections. Within Whitefish itself, posted speed limits range from 25 to 30 mph in accordance with the urban context and pedestrian activity. Exiting the city limits of Whitefish, the speed limit gradually increases, reaching 60-mph at RP 129.8 and remains that speed through the end of the study limits. Throughout some of the sharper horizontal curves west of Whitefish, there are advisory speed limits of 50-mph at RP 130.2, 130.5, and 132.4.

4.3 Major Intersections and Medians

Throughout the study area, the corridor includes a mix of signalized and unsignalized intersections, as well as various median configurations. These include raised medians, TWLTL segments, and designated median breaks.

Notable intersections within the study corridor are shown in **Table 2.**

Table 2: Notable Intersection Traffic Configurations

Intersecting Street	Signal	Divided Median Opening	TWLTL	Dedicated Left-Turn	Dedicated Right-Turn	Restricted Movements Onto Hwy 93	Partial Cloverleaf Interchange
Rose Crossing	X			X	X		
Eagle Valley Drive				X		X	
Hagerman Lane		X		X			
Silverbrook Drive/Tronstad Road		X		X			
Church Drive							X
Disposal Road		X		X			
Scenic Ridge Road		X		X			
Forest Acres		X		X			
Timber Lane		X		X	X		
Hodgson Road		X	X				
MT 40	X			X	X		
JP Road	X			X			
Commerce Street	X			X			
13th Street	X			X	X		
US 93/E Second Street	X			X			
Central Avenue	X						
Baker Avenue	X			X			
Karrow Avenue				X	X		
State Park Road/Natures Way				X			

At Forest Acres (RP 122.6) and Timber Lane (RP 122.7), two closely spaced median breaks are provided.

4.4 Access Points and Density

Access points along the US 93 corridor have been categorized into public, private, and field approaches. To better understand how approach density varies throughout the corridor, the route was divided into segments based on geographic context and land use patterns, such as urban versus rural areas. **Table 3** provides a breakdown of approaches and density by segment, revealing noticeably higher access concentrations within the Whitefish city limits compared to the surrounding areas.

Table 3: Existing Access Points and Density

US 93 Segment	Begin RP	End RP	Public Approaches	Private Approaches	Field Approaches	Total	Approach Density (per mile)
Kalispell to Whitefish	115.8	125.2	25	116	15	156	17
Whitefish City Limits	125.2	129.2	48	152	5	205	52
West of Whitefish	129.2	133.0	2	33	3	38	10
TOTAL	**115.8**	**133.0**	**75**	**301**	**23**	**399**	**24**

Access points were plotted using approximate latitude and longitude coordinates to map their locations along US 93. **Figure 2** displays the resulting map, with each segment labeled to show the number of approaches per mile, providing a visual representation of access density across the corridor.

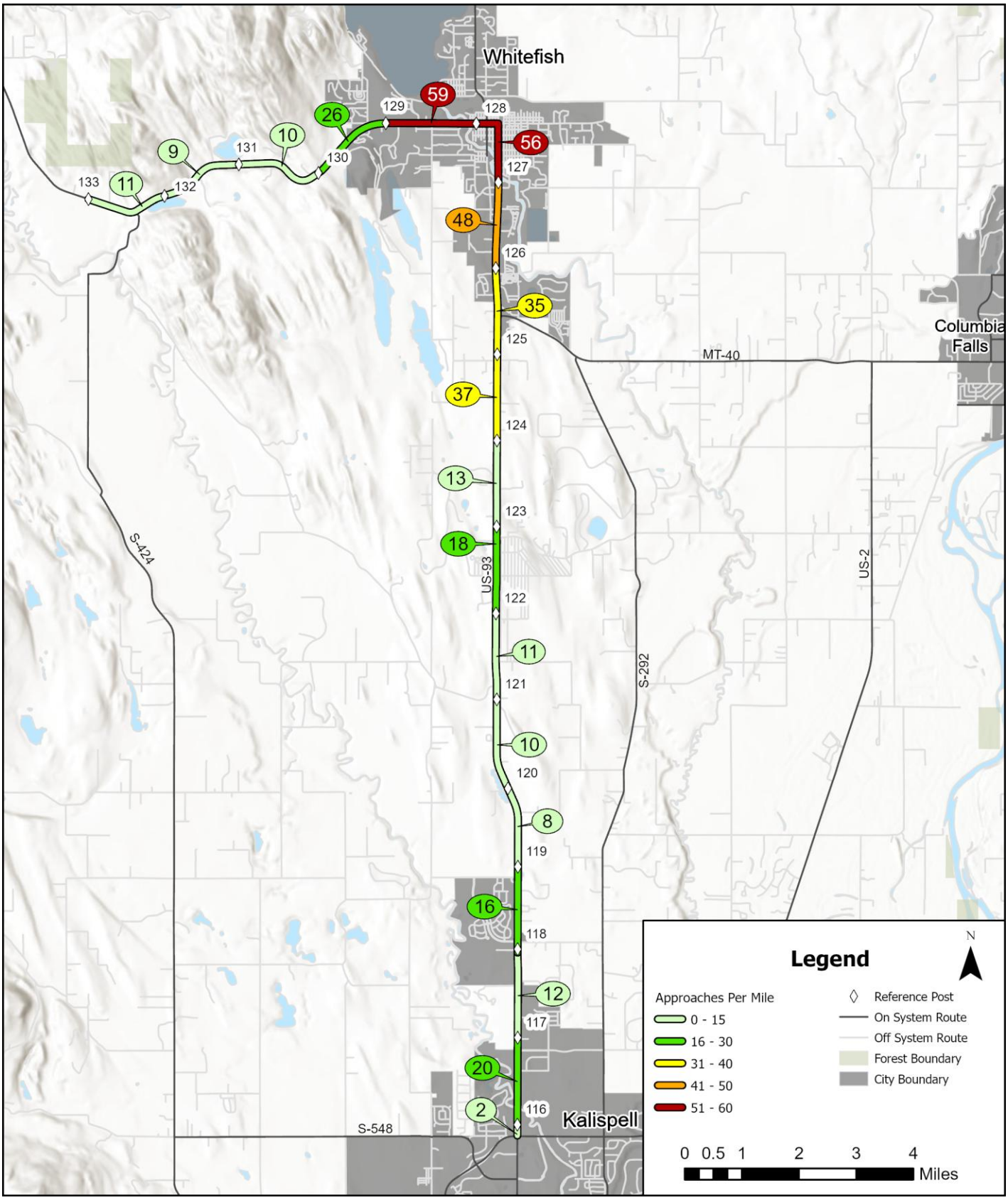


Figure 2: Access Density

4.5 Land Use and Zoning

The study corridor along US 93 encompasses a diverse range of land uses and zoning districts, reflecting ongoing development trends. Land ownership in the area is primarily private, with some parcels managed by Flathead County, the City of Whitefish, and various state agencies. Additionally, a single government-owned parcel is located at Reference Post (RP) 128.9, under the jurisdiction of the United States.

From Reserve Drive (RP 115.8) to Chickadee Way (RP 124.5), zoning is predominantly suburban agricultural, with increasing subdivision and development activity. Common zoning classifications in this segment include SAG-10 and SAG-5 (Suburban Agricultural), R-1 (Suburban Residential), B-1 (Neighborhood/Professional Business), and B-2 (General Business).

Approaching Whitefish city limits, the land use transitions to a more commercial character, with a cluster of businesses along US 93. This area is primarily zoned BS (Business Service) and B-4 (Secondary Business). Within the City of Whitefish, the corridor features a mix of small businesses and suburban residential areas, with zoning that includes WB-2 (Limited Business), WB-3 (General Business), WR-3 (Low-Density Multi-Family Residential), WR-4 (Business Park), and WSR (Suburban Residential).

West of Whitefish, the corridor shifts to a rural and agricultural landscape, with large subdivisions and golf courses. Zoning in this section consists mainly of R-2.5 (Rural Residential), AG-40 (Agricultural), and SC (Scenic Corridor).

5.0 TRAFFIC CONDITIONS

US 93 is classified as a rural principal arterial on the National Highway System (NHS), supporting high-volume traffic and long-distance travel. Continued growth and urban development are anticipated in the coming years.

5.1 Traffic Volumes

Existing traffic volumes along US 93 reflect a clear urban-to-rural transition. The highest volumes are found in the developed areas of Kalispell and Whitefish. Between these two communities, traffic is relatively steady, averaging around 25,000 vehicles per day (vpd) between Reserve Drive in Kalispell (RP 115.8) and 13th Street in Whitefish (RP 126.9).

Within Whitefish city limits, traffic volumes vary based on proximity to downtown and major intersections, but generally trend lower than the segments south of town. At the southern end of Whitefish, volumes are near 15,000 vpd, decreasing to approximately 7,000 vpd at the west end of the city near State Park Road (RP 129.2).

Northwest of Whitefish, traffic volumes continue to decrease as the corridor enters more rural areas near Lion Mountain Road and Livermore Flats Road. At the corridor's western terminus, volumes are approximately 5,000 vpd.

Figure 3 shows the existing Average Annual Daily Traffic (AADT) volumes along the corridor.

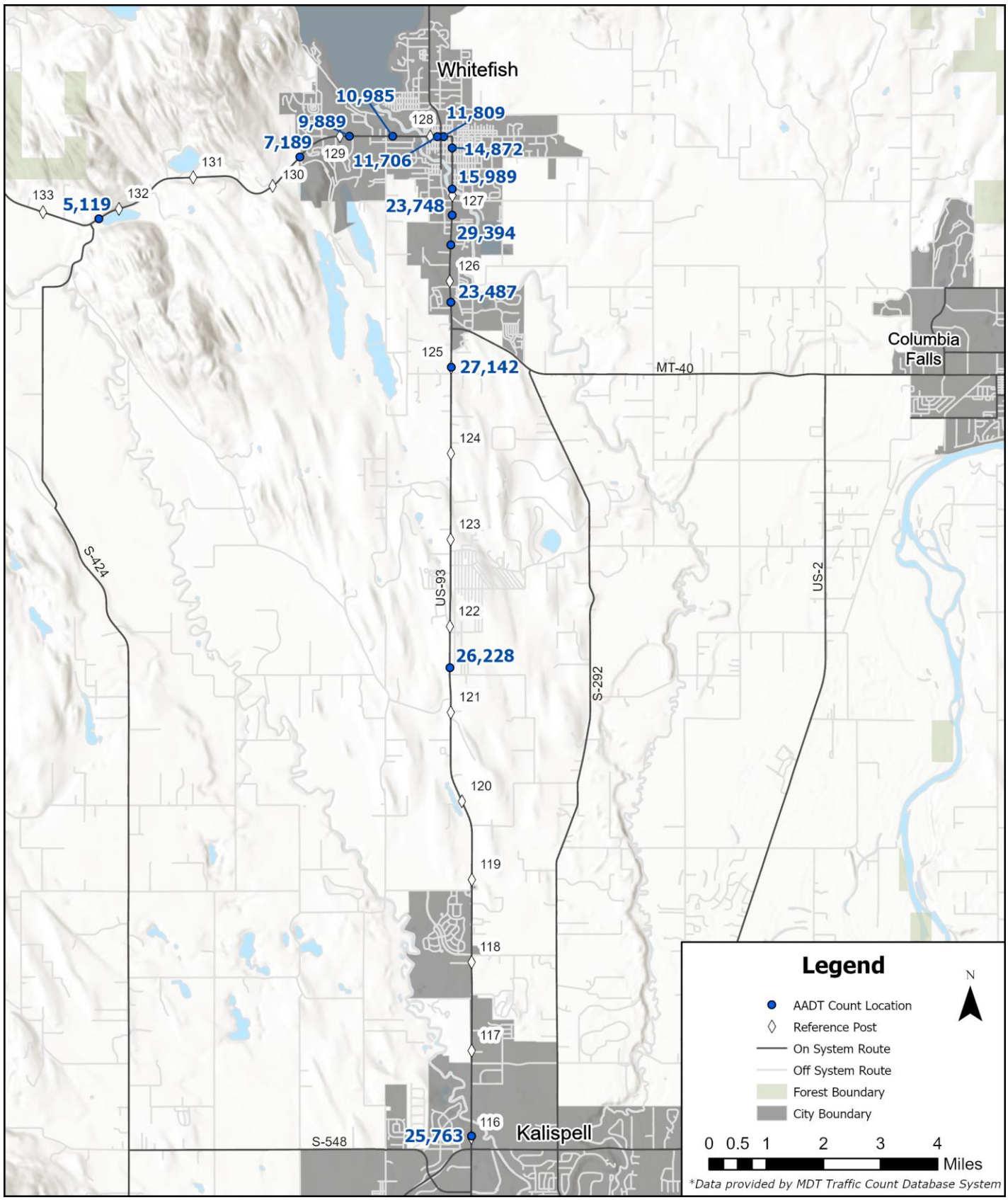


Figure 3: Existing (2024) Average Annual Daily Traffic

5.1.1 Historic Traffic Volumes

Historic traffic volumes along US 93 have shown a generally steady upward trend, with some segments, particularly between Kalispell and southern Whitefish, experiencing more pronounced growth. On average, traffic volumes along the corridor have increased by approximately 2.0 percent annually since 2005. **Figure 4** illustrates the AADT trends from the 14 count sites over the past 20 years.

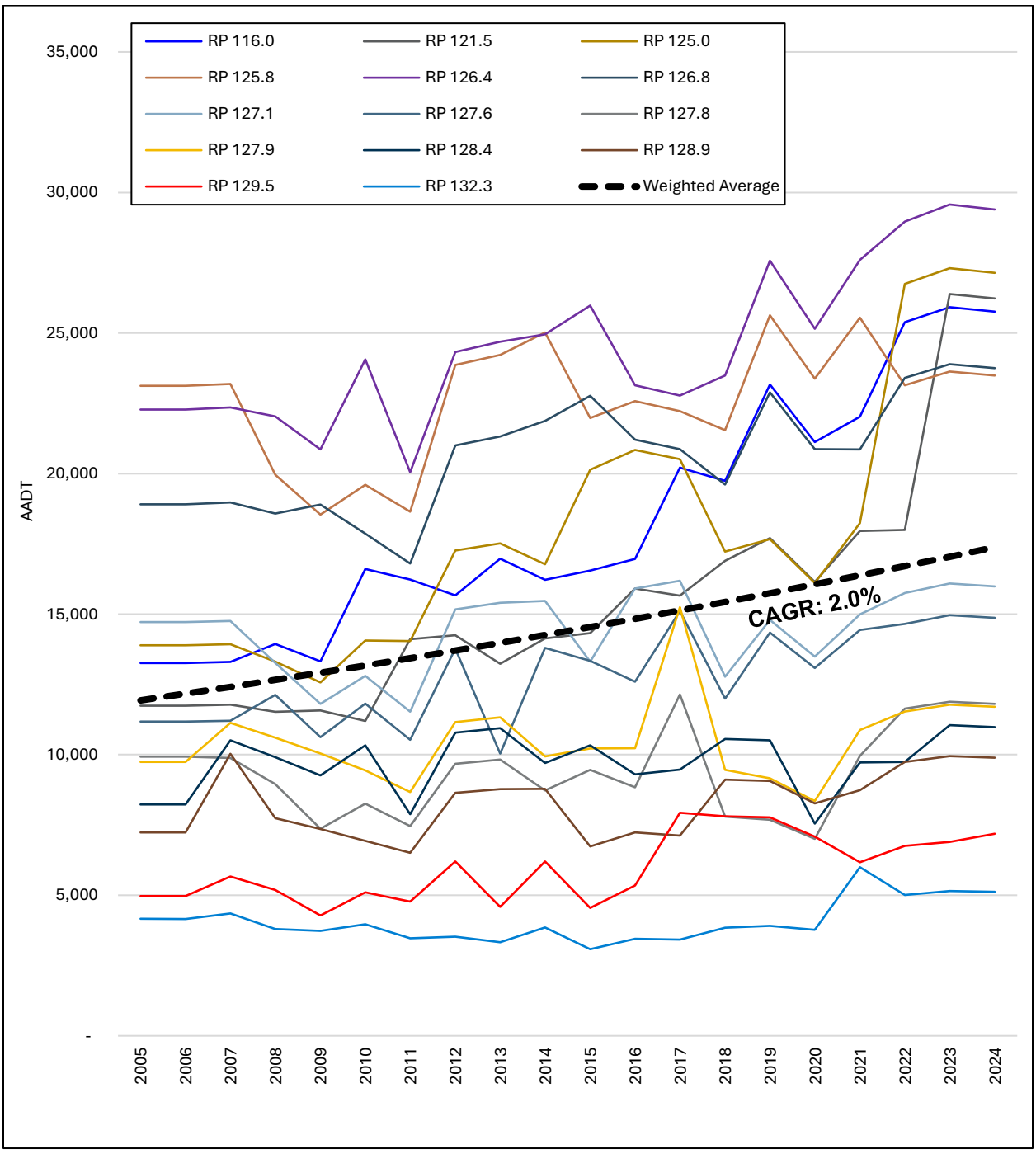


Figure 4: Historic Traffic Volumes

5.2 Projected Conditions

Table 4 shows the weighted compound annual growth rate (CAGR) averages for specific segments along US 93 using existing traffic count data provided by MDT. These segments were selected to capture traffic growth trends in distinct geographic and land use contexts, including rural, suburban, and urban areas.

Table 4: Segmented Traffic Volume Historic Growth Rates

Location	RP	20-Year CAGR	10-Year CAGR	5-Year CAGR
South of Whitefish City Limits	116.0 – 125.0	3.8%	5.0%	12.1%
Whitefish City Limits	125.8 – 128.9	1.1%	1.7%	4.7%
West of Whitefish City Limits	129.5 - 132.3	2.0%	4.3%	2.8%
US 93 North/South	116.0 – 127.6	2.2%	3.0%	6.8%
US 93 West	127.8 – 132.3	1.0%	2.7%	7.7%
Full Corridor	**116.0 – 132.3**	**2.0%**	**2.9%**	**6.9%**

In addition to the historic traffic data, MDT provided their own 20-year compound annual growth rates for segments along US 93 shown in **Table 5.** The CAGRs supplied by MDT will be used as a conservative estimate for all future traffic scenarios. The weighted average growth rate reported by MDT is 1.8 percent per year, slightly less than the overall historic growth rate of 2.0 percent per year. **Figure 4** shows the locations of the current and projected traffic volumes.

Table 5: MDT Provided Projected Traffic Volumes and Growth Rates

RP	2024 AADT	2044 AADT	Annual Growth Rate
115.865 to 120.744	26,440	39,280	2.0%
120.744 to 125.446	27,420	40,750	2.0%
125.446 to 126.943	26,650	39,600	2.0%
126.943 to 127.682	16,030	19,570	1.0%
127.682 to 133.000	7,040	8,590	1.0%
		Weighted Avg Growth	**1.8%**

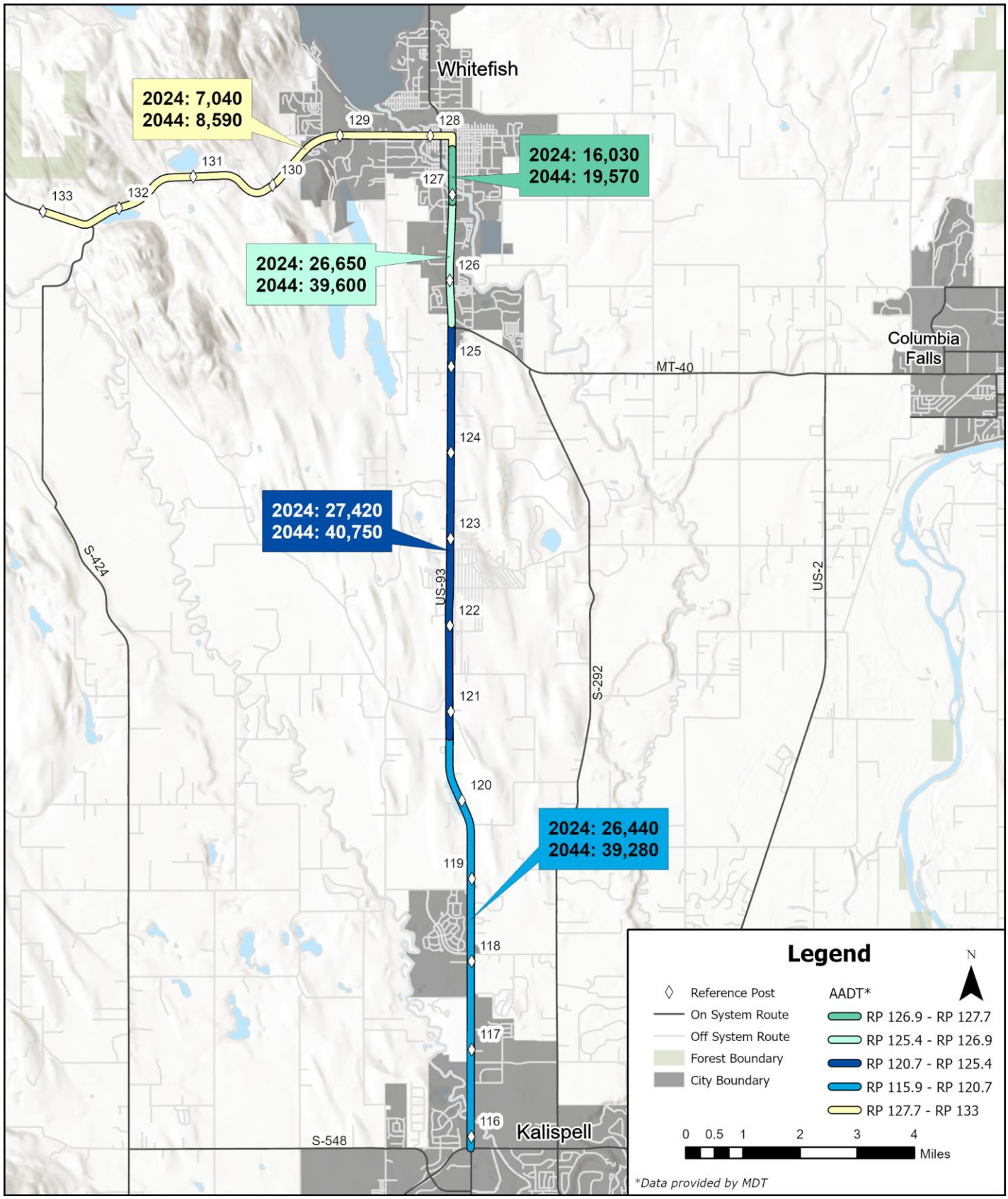


Figure 5: Existing and Projected Traffic Volumes

5.3 Highway Corridor Operations

The US 93 corridor within the study area comprises three primary sections with distinct characteristics. Between Reserve Drive and MT 40, US 93 functions as a rural multilane facility. The segment is a divided highway and was subdivided based on the median type and the single signalized intersection at Rose Crossing. All of these segments include two lanes in each direction and a 65-mph speed limit.

From MT 40 through Whitefish to State Park Road, the corridor transitions to an urban setting. This section features multiple signalized intersections and a high number of access points and does not meet the criteria for a free-flow facility. The urban section should be valuated at an individual intersection level using vehicle turning movement counts. No counts were provided or collected as part of this plan. As such, the traffic operations for the urban segment were not evaluated.

The third segment extends from State Park Road to Livermore Flats Road and is characterized as a two-lane facility. There are no passing opportunities along this segment. The speed limit begins at 45 mph at State Park Road and increases to 65 mph approximately 3,500 feet to the west. This segment was divided into two subsegments at the speed transition point, with additional subdivisions based on alignment.

Based on the results, all highway segments currently operate at LOS B or better in both directions. All segments are also shown to drop a LOS grade under projected conditions due to increased traffic volumes. **Table 6** presents the operational results for these segments under existing and projected conditions.

Table 6: Highway Facility Operations (RP 115.8 to 125.5)

Segment Description	Segment Start	Segment End	Direction	2024 LOS	2044 LOS
Multilane Hwy (RP 115.8-125.5)	**Reserve Drive**	**Rose Crossing**	NB	B	C
Multilane Hwy (RP 115.8-125.5)	**Reserve Drive**	**Rose Crossing**	SB	A	B
Multilane Hwy (RP 115.8-125.5)	**Rose Crossing**	**Wild Pine Road**	NB	B	C
Multilane Hwy (RP 115.8-125.5)	**Rose Crossing**	**Wild Pine Road**	SB	A	B
Multilane Hwy (RP 115.8-125.5)	**Wild Pine Road**	**Hodgson Road**	NB	B	C
Multilane Hwy (RP 115.8-125.5)	**Wild Pine Road**	**Hodgson Road**	SB	A	B
Multilane Hwy (RP 115.8-125.5)	**Hodgson Road**	**MT 40**	NB	B	C
Multilane Hwy (RP 115.8-125.5)	**Hodgson Road**	**MT 40**	SB	B	C
Urban Roadway Segment	**MT 40**	**State Park Road**	*Not Included*	*Not Included*	*Not Included*
Two-lane Hwy (RP 129.2-133.0)	**State Park Road**	**Livermore Flats Rd**	EB	B	C
Two-lane Hwy (RP 129.2-133.0)	**State Park Road**	**Livermore Flats Rd**	WB	B	C

6.0 SAFETY CONDITIONS

The MDT Traffic and Safety Engineering Bureau provided crash data for all crashes reported within the corridor over a five-year period beginning January 1, 2019, and ending December 31, 2023. The crash data is a summation of information from the scene of the crash provided by responding officers. As such, some of the information contained in the crash data may be subjective. The crash data was reviewed to identify trends in the type, frequency, location, severity, and manner of the crashes.

According to the MDT crash database, a total of 593 crashes were reported within the study corridor during the five-year period. The crash locations were plotted using latitude and longitude assigned to each record and are based on one-mile intervals. The highest density of crashes was south of Whitefish between RP 122 and RP 127. This stretch of roadway consistently shows crash densities exceeding 50 crashes per mile. The crash densities are shown in **Figure 6**.

Pursuant to 23 U.S.C. § 407, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of Title 23, U.S.C., or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data. This publication is not intended to waive any of the State of Montana's rights or privileges under 23 U.S.C. § 407.

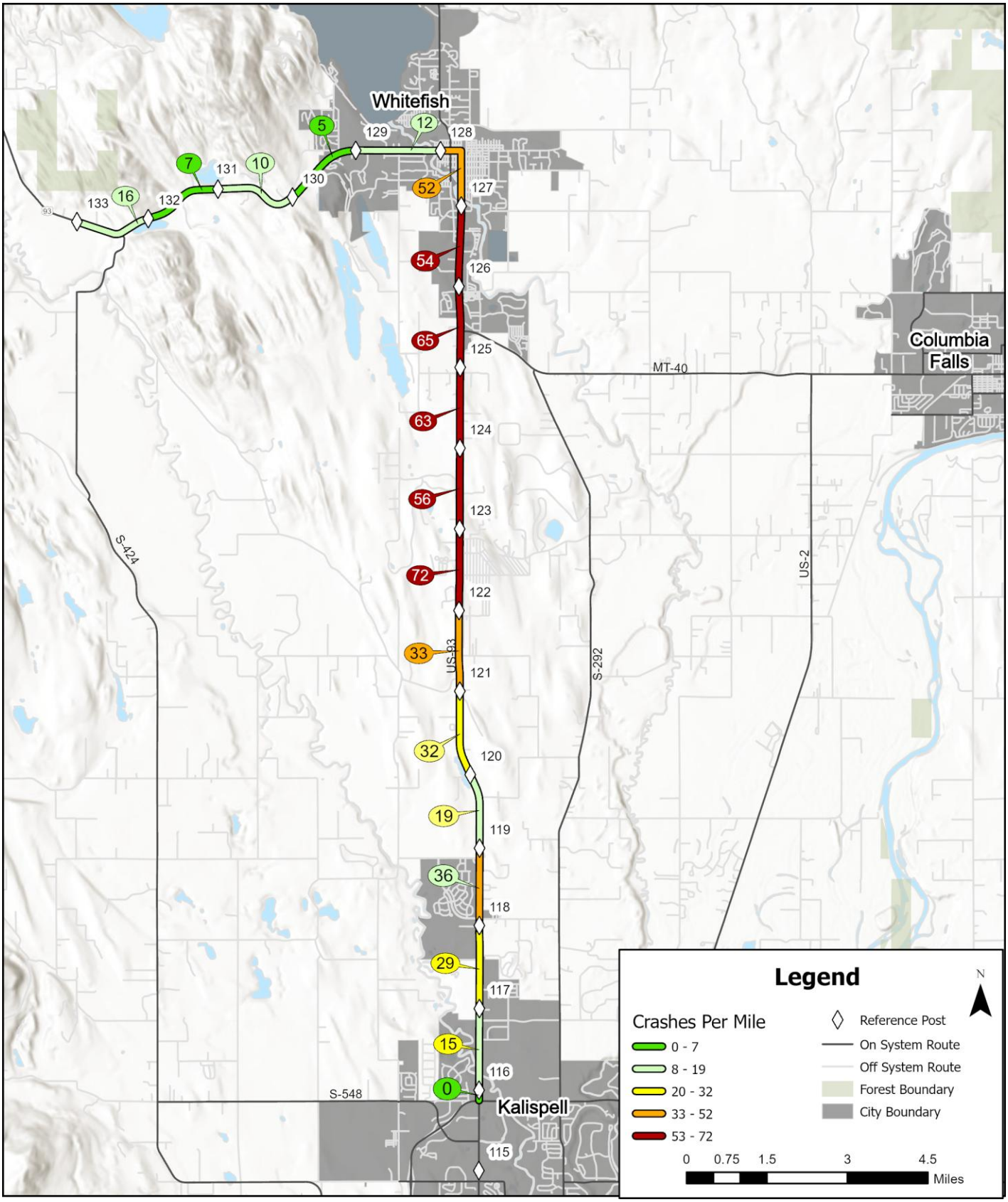


Figure 6: Crashes per Mile

6.1 Severity

When crashes occur, officers indicate the severity of the resulting injuries for each person involved in the crash. Severity types include property damage only (PDO), possible injury, suspected minor injury, suspected serious injury, and fatality. The overall crash severity is categorized based on the most severe injury resulting from the crash. Severe crashes include those resulting in a fatality or suspected serious injury. A suspected serious injury is defined as an injury, other than a fatality, which prevents the injured individual from walking, driving, or normally continuing the activities they were capable of performing before the injury.

The distribution of reported crash severity is presented in **Figure 7**. There were 443 crashes with no apparent injury (76.9 percent). There were 43 possible injury crashes (7.5 percent) and 61 suspected minor injury (10.6 percent).

During the five-year analysis period 3.5 percent of crashes (19 crashes) were considered severe, including four that resulted in a fatality and 15 resulting in a suspected serious injury. The density of severe crashes is shown in **Figure 8**. An impaired driver was involved in 7 percent of all crashes, 27 percent in suspected serious injury crashes, and 75 percent of fatal crashes.

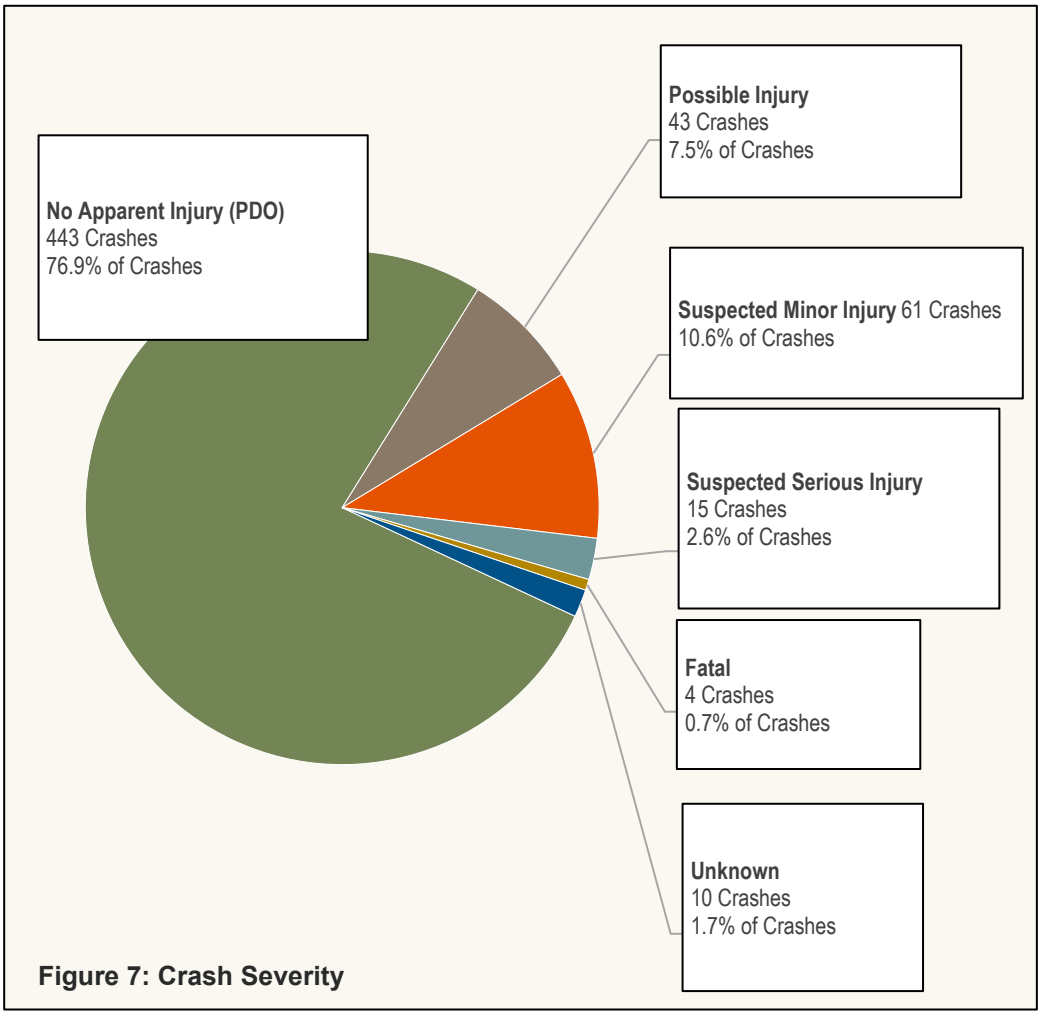


Figure 7: Crash Severity

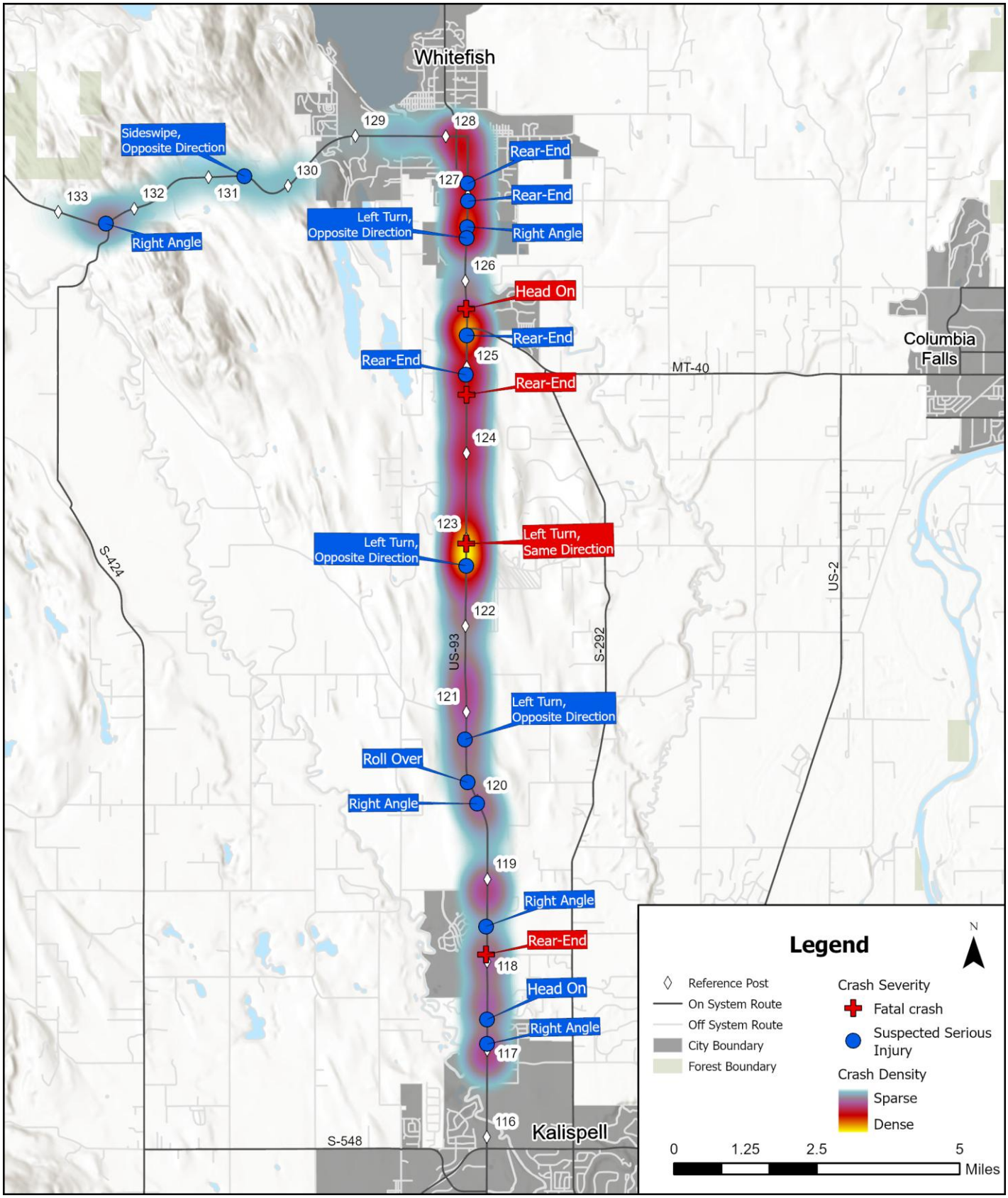


Figure 8: Crash Density and Severe Crashes

6.2 Crash Type

Crashes can be categorized as either single vehicle or multi-vehicle crashes. Multi-vehicle crashes accounted for 55 percent of all reported crashes with a total of 315 crashes. The most common multi-vehicle crashes were rear-end (25 percent), followed by right angle (10 percent), and sideswipe in the same direction (6 percent). Single vehicle crashes represented 45 percent of crashes with 261 total crashes. The most common single-vehicle crashes were wild animal (28 percent), followed by fixed object (9 percent). **Figure 9** presents the distribution of crash types along the study corridor.

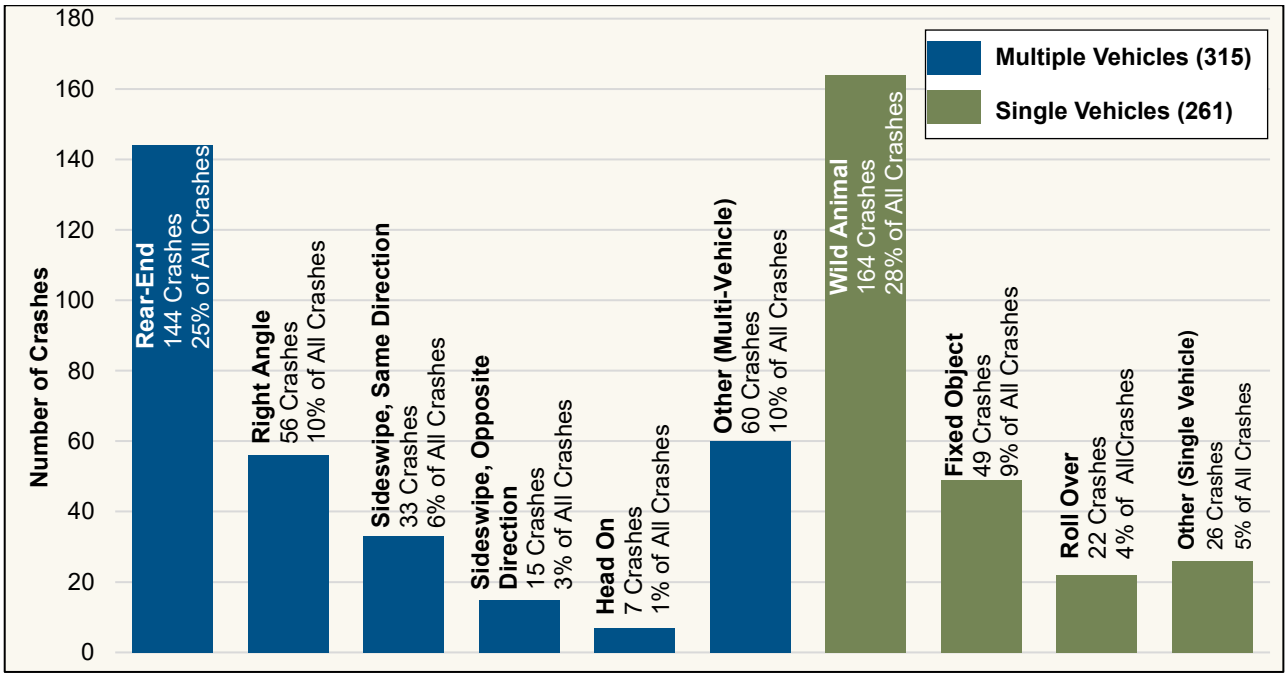


Figure 9: Crash Type

Approximately two-thirds of reported crashes were classified as non-junction (369). The remaining one-third of crashes were intersection-related (101), intersection (72), driveway/alley access related (26) crossover-related (7), or entrance/exit ramp (1). Nearly 50 percent (10) of the severe crashes were reported at a junction. The crash junction type is reported in **Figure 10.**

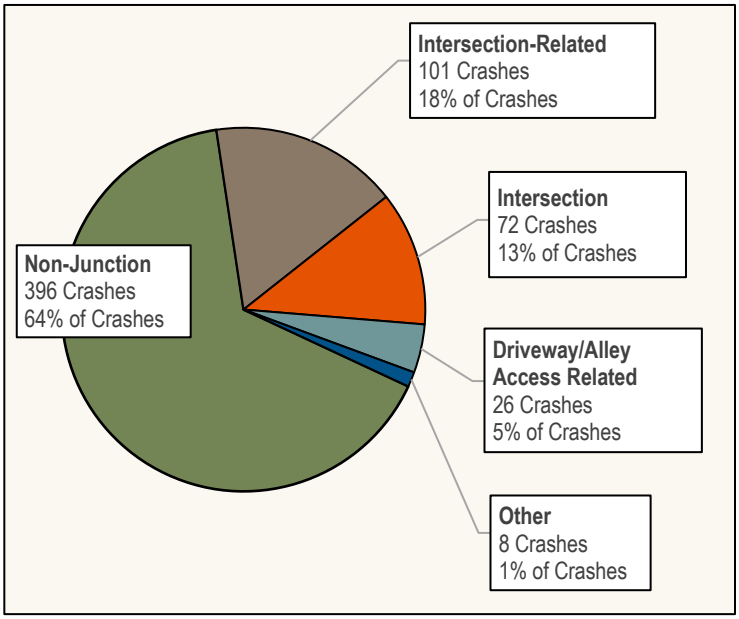


Figure 10: Crash Junction Type

6.3 Intersection Crash Summary

Some intersections and approaches along the study corridor demonstrate localized crash patterns. The following intersections of interest are summarized below. Their locations are shown in **Figure 11**.

1. US 93/Rose Crossing: The signalized intersection has five recorded intersection crashes and three intersection-related crashes. Half of the eight crashes were right angle or left turn crashes and the other four crashes were rear-ends. Three fourths of the crashes happened during daylight conditions.
2. US 93/Tronstad Rd/Silverbrook Dr: A large subdivision was recently built north of Silverbrook Dr along US 93. The four-way intersection has four recorded intersection or intersection-related crashes. Three out of the four crashes involved vehicles traveling northbound. The crash types were rear-end, right angle, left-turn, and fixed object.
3. US 93/Church Dr: The loop ramp near RP 119 has had five crashes related to the intersection. The crash types include two rear-ends, two same direction sideswipes and one right angle. The right angle crash was the only recorded crash with a possible injury, and all crashes involved a vehicle traveling Eastbound.
4. US 93/Disposal Rd: There were three recorded intersection and intersection-related crashes. The crash types included right angle, rear-end, and left-turn in opposite directions. All crashes included a vehicle traveling south on US 93. Two out of the three crashes had possible injuries, and the left-turn crash was a suspected serious injury.
5. US 93/Forest Acres: Nearly half of the 13 crashes are related to the driveway access to the gas station off US 93. Three of the six access-related crashes were right angle crashes turning right or left from the gas station access. The remaining three access-related crashes were a rear-end and two crashes with the median. The gas station also has access to US 93 through Timber Ln (intersection of interest). There were no serious injuries reported.
6. US 93/Timber Ln: Timber Ln has main access to the popular gas station mentioned above. The intersection has six recorded intersection or intersection-related crashes. Only one crash did not include a vehicle turning left, either entering or exiting Timber Ln. There was one suspected serious injury recorded for this intersection.
7. US 93/Hogson Rd: There were seven recorded crashes at the intersection, including intersection, intersection-related, and access related. Left-turns are a common issue, with four out of the seven crashes included a left-turning vehicle, entering or exiting Hodgson Rd. There were three right angle crashes, two rear-ends, and two left-turn opposite direction crashes. No serious injuries were recorded at this intersection.
8. US 93/MT 40: The intersection of MT 40 and US 93 has the most intersection and intersection-related crashes with 29 crashes. Of the recorded crashes, 20 of them were rear-ends. There were also two sideswipe crashes in the same direction, one occurring southbound and the other northbound. The remaining crash types were three left-turn in the opposite direction, one head-on, two right angles, and one other. There were no recorded serious injuries.
9. US 93/JP Rd: The intersection had five recorded crashes including four rear-ends and one right angel crash. Three of the four rear-end crashes included vehicles traveling northbound. There were no recorded serious injuries
10. US 93/W 19th St: The intersection provides a secondary access to a large mall plaza. There were 12 recorded crashes with three left-turns in the opposite direction, five rear-ends, one right angle, one left-turn in the opposite direction, one lost control, and one bicycle crash. There were no recorded serious injuries.

11. US 93/Commerce St: Seven reported crashes occurred at the signalized intersection which provides the main access to the large mall plaza. Three rear-ends, one sideswipe in the same direction, two right angles, and one left-turn in opposite directions are recorded. The vehicle involved in the left-turn crash was westbound and hit a vehicle traveling north. The right angle crash heading south resulted in the only suspected serious injury.
12. US 93/Greenwood Dr/W 18th: The intersection had four recorded intersection crashes. The types of crashes include fixed object, rear-end, pedestrian, and left-turn in the opposite direction.
13. US 93/E 13th St: The intersection had six recorded crashes with one sideswipe same direction, three rear ends, one lose control, and one right angle. Four out of six crashes occurred involving a vehicle traveling in the southbound direction.
14. Spokane Ave and E 3rd St: This intersection is located near downtown Whitefish and had six reported crashes. Half of the crashes were reported as right-angle crashes, two ear-ends, and one sideswipe in the opposite direction. No injuries were recorded.
15. E 2nd St/Baker Ave: The study corridor run East/West at this intersection. There were seven recorded crashes including two right-turn crashes in opposite directions, three rear-ends and one right angle crash. There were no reported injuries.
16. US 93 W/Twin Bridges: The intersection is near RP 133 at the end of the study corridor. The recorded crashes include two rear ends, one right-angle, and one sideswipe in the same direction. A suspected serious injury was reported from a right-angle crash.

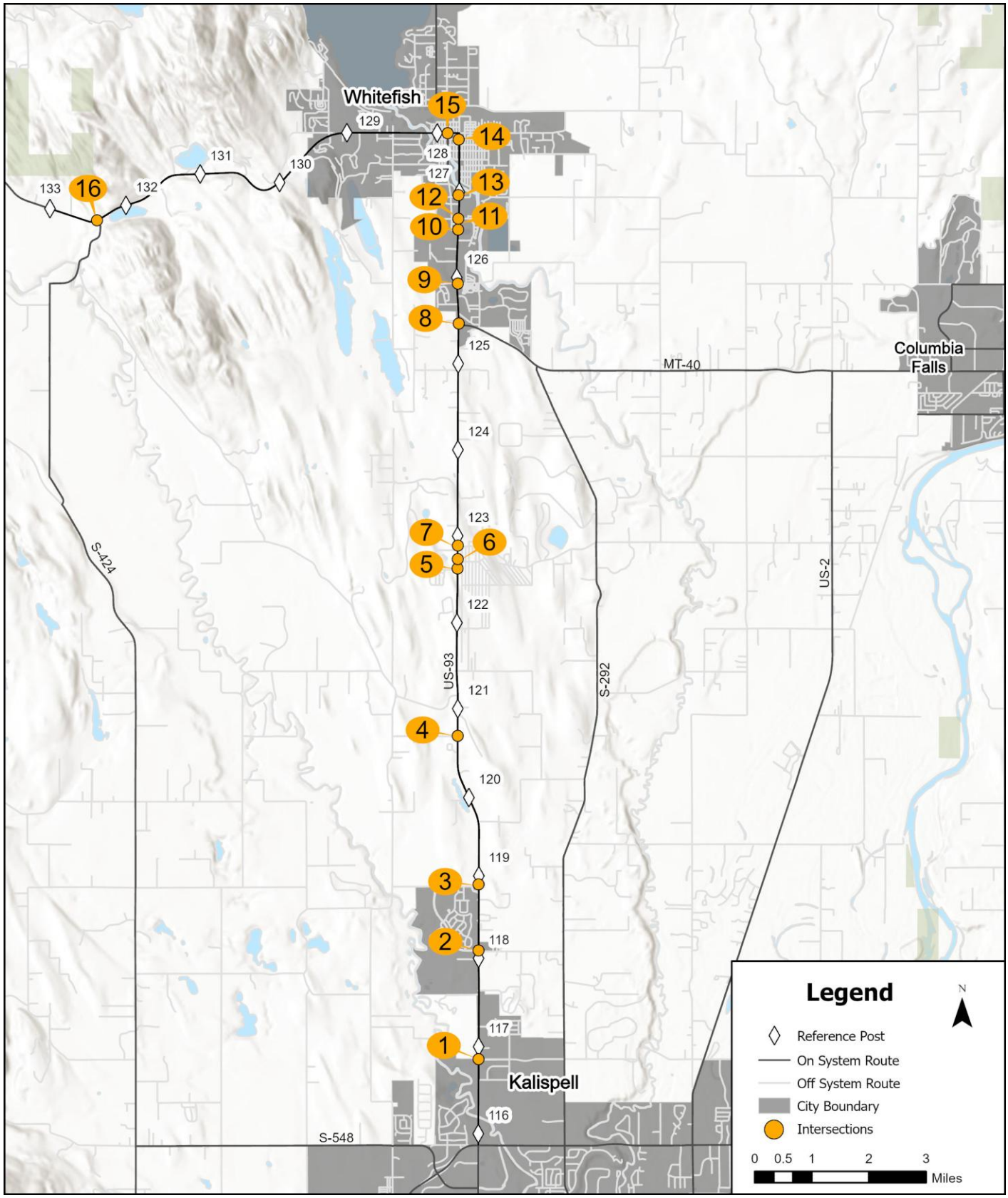


Figure 11: Intersections of Interest

7.0 PLAN AND RECOMMENDATIONS

Plan recommendations are presented in the *Access Management Plan* sheets in **Appendix A**. Recommendations are based on the results of the operational analysis, traffic study, and Access Control Guidelines.

To improve safety and traffic flow, access management principles should be applied to reduce vehicle conflicts and enhance movement through the corridor. Access management proactively controls vehicular access to properties along various roadways, promoting both safety and efficiency in the transportation network. Proper access control helps preserve safety, extend roadway capacity, and ensure the smooth operation of transportation facilities. Five basic principles of access management are used to achieve these goals. These principles are:

- Limit the number of and separate conflict points by removing/relocating/consolidating accesses: All approaches were considered for modification on a case-by-case basis. Moving closely spaced accesses to property lines to provide joint access was the predominant strategy for reducing the number of accesses. Aligned opposing accesses will remove negative offsets that increase conflict points.
- Limit the number of and separate conflict points by limiting new accesses: In general, only one access from the highway was allowed for each lot. Large properties were allowed multiple accesses when spacing requirements allowed. Access from the highway was not provided for parcels with reasonable access from side streets.
- Improve driveway operations by defining approach openings: Approach entrances were identified to be defined and curb cut widths restricted to conform to MDT standards.
- Limit the number of conflict points and improve roadway operations by restricting approach use: Restricted turning movements (right-in/right-out) was implemented or maintained to limit conflicting turning movements, with accompanying raised median modifications.
- Improve roadway operations with intersection control: The development of large traffic generators or expansion of the street/road grid could result in high volume/low level of service intersections warranting higher intersection control to promote mobility. Signalization requires warrants to be met and would need to be determined by a traffic impact study. Additionally, proposed signals would need to meet established signal spacing. Other methods of traffic control, such as roundabouts or restricted crossing U-turn (RCUT) configurations, may be considered that have differing traffic analysis and spacing needs. Consequently, the plan highlights only those intersections with an increased potential for warranting higher intersection control in the future without defining the control method. New accesses in proximity of those intersections are not recommended.

This document does not determine or define legal access to parcels. This is just a planning level document that has been created to guide future development. Access management encompasses a set of techniques that can be used to control access to the US 93 corridor. The following sections describe these techniques. There are no planned construction projects or identified funding solely for implementing the access control recommendations contained in this plan. Access changes will occur only when redevelopment or development occurs or when roadway capital improvement projects are implemented.

All private and field approach recommendations are conditional and will be re-evaluated if the property use changes.

Additional auxiliary left- and right-turn lanes should be considered as development occurs. The access management plan identifies potential locations for these turn lanes based on the provided data. Auxiliary lanes allow turning vehicles to reduce speeds in a turn lane, rather than in a through-traffic lane, thus minimizing interference between through traffic and turning traffic. Implementation of new auxiliary lanes can be analyzed on a case-by-case basis depending on warrants met and MDT road design standards.

Raised medians are being proposed as part of other ongoing projects within the city of Whitefish and are expected to be constructed in the future. In coordination with these efforts, the access management plan incorporates and builds upon those proposals by identifying additional locations where raised medians would be beneficial. These recommendations are illustrated in the plan as markups to ensure consistency with city-led improvements and to support long-term corridor functionality and safety. Medians serve a number of access management strategies such as protected left-turns, decreased midblock crash rates, pedestrian relief when crossing a road, reduced delays for through traffic, and areas for landscaping, traffic control devices, and traffic calming features. Raised medians have the benefit of reducing the number of conflict points, thereby improving safety.

Access spacing is a critical principal of access management. Accesses spaced too close together can result in an increase in conflicting vehicle movements. Fewer driveways spaced further apart allows for more orderly merging of traffic and presents fewer challenges to drivers. Increasing the distance between traffic signals also improves the flow of traffic on the major roadway, reduces congestion, and improves air quality for heavily traveled corridors. While likely difficult to achieve for existing land uses, access spacing standards should be used to guide future development.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
1	Reserve Dr/US 93*	115.87	LT	Public	No Change	W Reserve Drive.
2	Reserve Dr/US 93*	115.87	RT	Public	No Change	W Reserve Drive.
3	P2	116	RT	Private	No Change	Existing RI/RO access to commercial property. Approach has a raised median.
4	P2	116.06	RT	Private	No Change	Existing access to commercial property. Parcel has multiple other accesses. RI/RO.
5	P3*	116.08	RT	Joint Private	Close	Map is outdated. Approach is to a new parking lot connected to P2 with different ownership.
6	P4	116.06	LT	Private	No Change	Existing access for P5. RI/RO.
7	P9, P10	116.22	RT	Field	Close	Existing joint approach serves P9 and P10. Parcels have the same ownership. Use access through P10.
8	P10	116.28	RT	Private	No Change	Existing approach is the primary approach for the cemetery.
9	P8, P14	116.3	LT	Joint Private	No Change	Existing joint access for P8 and P14. Easement through P8 gives access to P7 owned by COK.
10	P11*	116.39	RT	Field	Close	Existing field approach for P11. Close all field approaches and use Lincoln Street or new development access.
11	P11*	116.4	RT	Private	New Approach	New signalized approach to US 93 will be developed with the new development which includes the relocation of Costco.
12	P11*	116.47	RT	Field	Close	Existing field approach for P11. Close approach and use Lincoln Street or new development access.
13	P12*	116.54	RT	Field	Close	Existing field approach for P12. Close approach and use Lincoln Street or new development access.
14	P15*	116.47	LT	Private	No Change	Parcel has two approaches to US 93 but each has a different use. Removing would restrict reasonable access to the properties.
15	P15, P16	116.49	LT	Joint Private	No Change	Existing approach for P15 and P16. Also provides access to parcel to the west.
16	P17	116.62	LT	Private	No Change	Existing approach to Rivers Edge Loop. Access to US 93 does not exist anymore.
17	Lincoln Street/US 93*	116.63	RT	Private	No Change	Existing RI/RO. Access from commercial parking lot with raised median.
18	Lincoln Street/US 93*	116.63	LT	Private	No Change	Map is outdated. Existing RI/RO. Rivers Edge Loop is a new county road with a median mirroring Lincoln Street.
19	P30	116.87	LT	Private	New Approach	New approach is to be provided to parcel as current access to US 93 will be closed.
20	Rose Crossing/US 93*	116.87	LT	Public	No Change	Map is outdated. Rose Crossing and US 93 is now a signalized intersection.
21	P30*	116.92	LT	Private	Close	Close approach. Parcel will be accessed with access 19 on Rose Crossing.
22	Rose Crossing/US 93*	116.86	RT	Public	No Change	Rose Crossing Road.
23	P29, P32*	117	RT	Joint Private	Revise to RI/RO	Existing joint use approach for P29 and P32.
24	P31	117	LT	Private	No Change	Secondary access to US 93. Main access to golf course is off Wild Pine Dr.
25	P32*	117.1	RT	Field	Close	Existing field approach is unused.
26	P32, P33*	117.11	RT	Joint Private	No Change	Private subdivision street under construction.
27	Eagle Vly Dr/Us 93*	117.23	RT	Public	No Change	Map is outdated. Eagle Vly Drive public road.
28	P38	117.3	RT	Private	Revise to RI/RO	Residential access to US 93. In close proximity to two commercial use approaches.
29	P39, P40, P41	117.37	RT	Shared	Revise to RI/RO	Existing shared use approach for P39 and P41. P40 and P41 have the same ownership.
30	P42, P43	117.54	RT	Field	No Change	Map is outdated. Private access road to P42 through P43.
31	Wild Pine Ct/US 93*	117.61	LT	Joint Private	No Change	Wild Pine Ct. Provides access for golf course and P60.
32	Ponderosa Ln/US 93*	117.65	RT	Private	No Change	Ponderosa Lane.
33	P60	117.61	LT	Field	Close	Existing field approach for P60. Parcel has another access through P61.
34	P46*	117.77	RT	Field	Close	Existing field approach for P46. Parcel has another access through P47.
35	P46, P47, P48, P49*	117.84	RT	Shared	Relocate, Revise to RI/RO	Existing shared access for P46, P47 and P48. P49 shares ownership with P48.
36	P60, P61, P62	117.86	LT	Shared	Revise to RI/RO	In SIAP review. Gives access to parcels to the west with no frontage.
37	P50, P65	118.02	RT	Joint Field	Close	Existing joint approach for field parcels.
38	Hagerman Ln/US 93*	118.02	LT	Public	Revise to RI/RO	Hagerman Ln. Gives access to parcels P64 and P63.
39	Tronstad Rd/US 93*	118.09	RT	Public	Align	Tronstad Road. If possible, align with Silverbrook Dr. With the new development, a signal is being proposed.
40	Miranda Dr/US 93*	118.19	RT	Shared	Close	Miranda Drive is a loop. Use other US 93 access.
41	Miranda Dr/US 93*	118.23	RT	Shared	Revise to RI/RO	Miranda Dr. Existing shared access road for multiple businesses.
42	Franklin Way/US 93*	118.33	RT	Private	Revise to RI/RO	Franklin Way provides access to P70 and P71. RI/RO.
43	Autumn Ct/US 93*	118.44	RT	Private	Revise to RI/RO	Autumn Ct. P72-P75 have access through Autumn Ct.
44	Donna Dr/US 93*	118.51	RT	Private	Revise to RI/RO	Donna Dr. Provides access for P76.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
45	P76, P77	118.59	RT	Field	Close	Existing field approach for P76 and P77. Use access from Donna Dr.
46	P77	118.63	RT	Field	Close	Existing field approach for P77. Use access from Highland Dr.
47	Highland Dr/US 93*	118.68	RT	Public	No Change	Highland Dr.
48	P79, P80	118.74	RT	Joint Private	Close	Existing RI/RO joint access for P79 and P80. P80 has a secondary access to Church Dr.
48A	P80	118.9	RT	Private	No Change	Existing approach for P80 from Church Drive.
49	Silverbrook Dr/US 93	118.09	LT	Public	No Change	Silverbrook Dr. New signalized intersection proposed with new development.
50	Church Dr/US 93	118.78	LT	Public	No Change	Interchange ramp for Church Dr. onto US 93. Add acceleration and deceleration lanes.
50A	P89	118.9	LT	Public	New Approach	New access to new P89 subdivision.
51	Church Dr/US 93	118.9	RT	Public	No Change	Interchange ramp for US 93 onto Church Dr. Add acceleration and deceleration lanes.
52	P85*	118.85	RT	Field	No Change	Farm/field access. Possible future development.
53	P85, P86	119.37	RT	Joint Field	Revise to RI/RO	Joint field approach serving two parcels. Close median to support RI/RO.
54	P90	119.17	LT	Private	Revise to RI/RO	One of two approaches to US 93 for P90. Keep both approaches to avoid disrupting arena traffic flow.
55	P90	119.37	LT	Private	Revise to RI/RO	Existing approach for P90. Close median to support RI/RO.
56	P87	119.5	RT	Field	No Change	Field access for parcel.
57	Schrade Rd/US 93*	119.63	RT	Public	No Change	Schrade Rd.
58	Schrade Rd/US 93*	119.63	LT	Private	No Change	Map is outdated. New aligned private road to ice skating rink.
59	P95	119.89	RT	Private	Align	Private driveway approach for P95. Secondary access to Schrade Rd. Align on property line and change to joint approach for P 95 and P96. Potential higher form of intersection control.
60	McDermott Ln/US 93*	119.91	LT	Public	No Change	McDermott Ln. Potential higher form of intersection control.
61	P93	120.24	LT	Private	Close	P93 has main access to McDermott Ln and secondary access to 93. Use main access.
62	P97, P98*	120.31	RT	Shared	No Change	Shared private road giving access to P97 and P98.
63	P103	120.31	LT	Private	Align	Existing approach for P103. Align with opposing approach across US 93.
64	P100	120.56	RT	Field	No Change	Only existing access to parcel.
65	Business Center Loop/US 93	120.56	LT	Public	No Change	Business Center Loop. Gives access to P104, P105, P106 and leased buildings.
66	P101	120.74	RT	Private	No Change	Main access to P101.
67	Disposal Rd/US 93*	120.74	LT	Public	No Change	Disposal Road. Provides main access for landfill, P108, and P109. Notable crashes at this intersection. Recommending a right turn lane.
68	P108	120.79	LT	Private	Close	Existing approach is not needed and fenced off. Use main access off Disposal Rd.
69	Scenic Ridge Rd/US 93*	120.98	RT	Public	No Change	Scenic Ridge Rd.
70	P109	120.98	LT	Private	Close	Existing approach is blocked off. P109 has numerous accesses from Disposal Rd and surrounding lots.
71	P110	121.03	LT	Private	Close	Approach off US 93 is not needed. P110 can get access from KM Ranch Rd.
72	KM Ranch Rd/US 93*	121.15	LT	Public	No Change	KM Ranch Rd. Signal has been suggested but not approved yet.
73	Bowdish Mdws Trl/US 93*	121.23	RT	Private	No Change	Private Bowdish Meadows Trail gives access to multiple houses. Existing RI/RO.
74	Bowdish Rd/US 93*	121.44	RT	Public	No Change	Bowdish Rd. Gives access to parcels with US 93 frontage. Potential higher form of intersection control.
75	P120, P121*	121.44	LT	Private	No Change	Private road gives access to P120, P121, and lots to the west. Backroads from the private road connect to KM Ranch Rd. Potential higher form of intersection control.
76	P121, P135	121.68	LT	Joint Private	No Change	Existing joint use approach with P121 and P135. Existing RI/RO.
77	P136, P137	121.81	LT	Joint Private	No Change	Existing joint approach with P136 and P137.
78	P134	121.88	RT	Private	Close	Existing parking lot approach for P134. Use secondary access through Antelope Trail.
79	Meadow Ln*	121.93	RT	Public	No Change	Meadow Ln.
80	P138*	121.94	LT	Private	No Change	Only access to P138. Slope and guard rail makes intersection unaligned.
81	P142	121.98	RT	Private	Close	Existing approach off US 93 is gated. P142 has adequate access to Antelope Trail off of Meadow Ln.
82	P146	122.08	RT	Private	Close	Existing approach off US 93 is not necessary. P146 has adequate access to Antelope Trail.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
83	Bowdrie Trail/US 93*	122.05	LT	Private	No Change	Bowdrie Trail provides RI/RO access to multiple lots in subdivision.
84	P149	122.15	RT	Private	No Change	Existing RI/RO access to garage. Secondary access to Antelope Trail but has no access to garage other than US 93 approach.
85	P151, P152	122.21	RT	Private	No Change	Existing joint access for P151 and P152. Access to Antelope Trail is not adequate to remove access to US 93. Existing RI/RO.
86	P153, P154	122.26	RT	Joint Private	No Change	Existing joint access for P167 and P168. Lots have limited access to Antelope Trail. RI/RO
87	P154, P155	122.29	RT	Joint Private	Close	P154 and P155 have access through joint use approaches to the north and south.
88	P155, P156	122.32	RT	Private	No Change	Only existing access for P156. P155 has access to this approach through easement. RI/RO
89	P159	122.22	LT	Private	Close	Existing approach is unused. Use main access through Timbered Terrace.
90	P169, P170, P171, P172	122.62	RT	Private	Close	Existing approach to coffee shop has had several accidents. Parcels have adequate access through Timber Ln and Antelope Trail. Access agreement needed to provide access from Timber Ln and Antelope Trail.
91	Forest Acres/US 93*	122.62	LT	Private	No Change	Forest Acres. Provides access for parcels with frontage.
92	Timber Ln/US 93*	122.71	RT	Public	No Change	Timber Ln.
93	P175	122.78	LT	Private	Close	Existing secondary approach for parcel. Remove and use approach to the north.
94	P175	122.81	LT	Private	No Change	Existing main approach for P175. Remove secondary access. RI/RO
95	Hideaway Trail/US 93*	122.84	LT	Private	No Change	Hideaway Trail. RI/RO.
96	Hodgson Rd/US 93*	122.87	RT	Public	Revise to RI/RO	Hodgson Road has had notable crash history and concrete median has been an issue. Revise to RI/RO. Potential higher form of intersection control.
97	P185	122.92	LT	Private	No Change	Only access to US 93.
98	P187	122.97	RT	Private	No Change	Main access to US 93. P187 has road through easement to P186.
99	P188, P189	123	LT	Joint Private	No Change	Existing joint access for businesses.
100	P190	123.08	RT	Private	Close	P190 shares ownership with house to the east. Main access is through Hodgson Rd. New approach to be constructed across from joint approach to the north.
101	P190	123.12	RT	Private	New Approach	Align new approach with existing joint access across US 93. This approach is replacing the existing access to US 93.
102	P191, P192*	123.12	LT	Joint Private	No Change	Existing joint use approach for P191 and P192. P192 does not currently use the joint access.
103	P193	123.16	LT	Private	No Change	Only existing access.
104	P196	123.22	LT	Private	No Change	Only existing access to US 93.
105	P194, P195*	123.26	RT	Joint Private	No Change	Existing joint use approach. Private road gives access to P194 and P195.
106	Vintage Way/US 93*	123.51	RT	Private	No Change	Vintage Way. Gives access to P197.
107	Stelle Ln/US 93*	123.56	LT	Private	No Change	Stelle Ln.
108	P200, P202	123.68	RT	Joint Private	No Change	Existing joint use approach for P200 and P202.
109	Bird Ln/US 93*	123.88	RT	Private	No Change	Existing approach for private road.
110	P205	123.92	RT	Private	Close	Use new joint approach.
111	P205, P206	123.93	RT	Joint Private	Realign on Property Line	Existing access is in very close proximity to other. Realign to new joint approach.
112	P203, P212*	123.93	LT	Joint Private	No Change	Existing joint access for P203 and P212.
113	P211	123.98	LT	Private	No Change	Approach for P211 driveway. Only access to US 93.
114	P208	124.05	RT	Private	Close	Remove existing approach for P208 and use access from Foxtrot Ln.
115	P208, P209*	124.07	RT	Joint Private	No Change	Existing joint approach serves P208 and P209. Private road use will not change.
116	P212, P213*	124.1	LT	Private	No Change	Existing approach for private road. Main access to P212 and P213.
117	Foxtrot Ln/US 93*	124.12	RT	Private	Realign	Realign existing approach for Foxtrot Ln with Access 116.
118	P213, P214*	124.18	LT	Joint Private	No Change	Existing approach for P213 and P214.
119	P215*	124.22	RT	Private	Align	Existing approach for P215. Align with opposing approach across US 93.
120	P214	124.23	LT	Private	No Change	Existing main approach for P214.
121	P215, P220*	124.34	RT	Joint Private	No Change	Existing joint approach. P220 only access to US 93.
122	P231	124.34	LT	Private	No Change	Only existing access.
123	Chickadee Wy/US 93*	124.43	RT	Private	Align on Property Line	Existing approach serves multiple parcels. Align on property line and with opposing approach across US 93.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
124	P231, P232	124.43	LT	Joint Private	Align on Property Line	Existing joint approach serves two parcels. Align on property line and with opposing approach across US 93.
125	P223	124.5	RT	Private	No Change	Only existing access.
126	P233, P234	124.49	LT	Private	No Change	Existing approach for private road. Gives access to P233 and P234.
127	P234	124.55	LT	Private	New Approach	New approach is to be provided and remove existing access to US 93. Utilities force approach location.
128	P234	124.55	LT	Private	Close	Remove driveway approach to US 93 and add new to existing side street.
129	P235*	124.56	LT	Private	No Change	Existing approach for private road. Gives access to P235 and west parcel. P234 needs new approach constructed.
130	P235	124.58	LT	Private	Close	Existing parcel has two accesses through the approach to US 93 and through the side street. Use the side street access.
131	P224	124.6	RT	Private	No Change	Only existing access.
132	P236	124.63	LT	Private	Close	Parcel has two access. Remove south shop access. May need to provide road from main driveway.
133	P236, P237	124.67	LT	Private	Realign on Property Line	New joint approach on property line. New route serves neighboring parcel.
134	P237	124.69	LT	Private	Close	Existing access is P237 driveway approach. Use proposed road.
135	P225, P226	124.66	RT	Private	Realign on Property Line	Remove existing approach and use new joint access.
136	P226	124.68	RT	Private	Close	Private Parking lot access removed. Use new joint access.
137	E Blanchard Rd/US 93*	124.71	RT	Private	New Approach	Give new access to E Blanchard Rd and remove old approach through parking lot.
138	P229	124.72	RT	Private	New Approach	Existing approach is shared with P229 and E Blanchard Rd. Use new approach to proposed E Blanchard Rd.
139	P229	124.72	RT	Private	Close	Existing approach is used by parking lot and E Blanchard Rd. Use new direct access for E Blanchard Rd.
140	P229	124.75	RT	Private	Close	Existing second access for P229. Remove approach and use new access on E Blanchard Rd.
141	P230	124.77	RT	Private	No Change	Existing main approach for P230. Entrance is gated and needs this approach for business operations.
142	P230, P241	124.79	RT	Joint Private	Realign on Property Line	Realign joint access on property line. Old access was used as a joint access.
143	P238	124.74	LT	Private	Close	P238 has two accesses. Use Berg Ln access.
144	P242	124.82	RT	Private	No Change	Existing approach for driveway.
145	P242, P243*	124.86	RT	Private	Realign on Property Line	New joint approach on property line.
146	P239	124.82	LT	Private	Align	Existing driveway access for P239. Align with opposing approach across US 93.
147	P244	124.91	RT	Private	Close	P244 has potential access to E Blanchard Rd. Remove approach with direct access to US 93 and use new access to E Blanchard Rd.
148	P244	124.93	RT	Private	New Approach	New approach off E Blanchard Rd. Remove main access to US 93.
149	E Blanchard Rd/US 93*	124.93	RT	Public	No Change	E Blanchard Rd.
150	Blanchard Lake Rd/US 93*	124.92	LT	Public	Align	Blanchard Lake Rd. Align with E Blanchard Rd.
151	P245	124.96	RT	Private	No Change	Existing access to vet clinic.
152	P246	124.98	RT	Private	No Change	Existing driveway access.
153	P252	124.95	LT	Private	Close	Parcel has three accesses. Remove middle approach. This approach cannot be a joint approach due to utilities.
154	P253	124.97	LT	Private	No Change	Existing approach to business. P252 also uses this approach.
155	P246	125.01	RT	Private	No Change	Existing access serves a parking lot and access to home.
156	P247	125.03	RT	Private	No Change	Main parking lot access to businesses.
157	P247	125.05	RT	Private	Close	Parcel parking lot has room for one access to be adequate.
158	P248	125.06	RT	Private	No Change	Only existing driveway approach.
159	P254, P255	125.06	LT	Joint Private	No Change	Existing joint approach. Map is outdated. Existing road that shares access with P255 is shown.
160	P249, P250	125.09	RT	Joint Private	No Change	Existing joint access for P249 and P250.
161	P251, P263	125.15	RT	Joint Private	Narrow and Define	Existing joint access for coffee shop and home.
162	Emerald Dr/US 93*	125.19	RT	Public	No Change	Emerald Dr.
163	P255, P256, P257	125.12	LT	Private	No Change	Existing joint access. Three parcels use this approach.
164	P258	125.18	LT	Private	Align	Existing driveway approach for P258. Align with opposing approach across US 93.
165	P259, P260, P261*	125.26	LT	Private	No Change	Existing approach for P259, P260 and P261.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
166	P261, P262	125.31	LT	Private	No Change	Existing approach is to additional parking for business. Parcel is in SIAP review.
167	P264	125.35	RT	Field	Close	P264 has two accesses. Use access off MT 40.
168	MT 40/US 93*	125.44	RT	Public	No Change	Highway 40 W. Existing signal.
169	P262, P268	125.44	LT	Joint Private	No Change	Existing joint use approach. Existing signal.
170	Iverson Ln/US 93*	125.5	LT	Private	No Change	Iverson Ln.
171	P272	125.53	LT	Private	Close	Use new joint approach.
172	P273	125.57	LT	Private	Realign on Property Line	Easement has adequate space for a new joint approach on property line. New joint approach to serve P272 and P273.
173	P273	125.6	LT	Private	Close	One of three existing approaches, use middle access.
174	P265, P266*	125.58	RT	Private	Remove Approach Median	Existing median island within the approach. With proposed highway median, remove existing approach median.
175	P274, P275	125.62	LT	Joint Private	No Change	Existing joint approach.
176	P275	125.64	LT	Private	Close	Remove main parking lot access. Use joint approach to the south.
177	P276	125.66	LT	Private	No Change	Only existing driveway access.
178	Great Northern Dr/US 93*	125.69	LT	Public	No Change	Great Northern Dr.
179	P278	125.78	LT	Private	No Change	Existing access to parking lot for businesses. Secondary access from Great Northern Dr.
180	Hospital Way/US 93*	125.78	RT	Public	Revise to Full Movement	Hospital Way. Approach has raised median limiting movements. Add approaches for P284 and P285 on Hospital Way. Add a left turn lane to the median.
181	P284	125.78	RT	Private	New Approach	New approach off of Hospital Way. P283 use access through P284 easement.
182	P285	125.79	RT	Private	New Approach	New approach off of Hospital Way for P285.
183	P286, P287	125.85	RT	Joint Private	Realign on Property Line	Shift existing approach to property line. Access is already being used by two parcels.
184	P287	125.88	RT	Private	Close	Remove existing approach and use joint approach or access from J P Road.
185	P280, P281	125.87	LT	Private	Close	Existing approach is not used by P280. P281 use main approach near intersection.
186	P282	125.9	LT	Private	No Change	Existing main access for P282.
187	P282	125.91	LT	Private	Close	Existing approach is too close to intersection. Use main approach to parking lot to the south.
188	J P Road/US 93*	125.93	RT	Public	Realign	J P Rd. Align with Access #189 to optimize intersection if possible. Existing signal.
189	J P Road/US 93*	125.94	LT	Public	No Change	J P Road. Existing signal.
190	P298	125.97	LT	Private	Realign on Property Line	Parcel has multiple accesses. Realign approach to serve as a joint approach with P299.
191	P299	126.01	LT	Private	Close	Remove approach. Use new joint access.
192	P300	126.03	LT	Private	No Change	P300 does have an easement through P301. Proposed left turn lane in Whitefish Transportation Plan.
193	P289	126.03	RT	Private	No Change	Existing main access to business lot.
194	P289, P290	126.1	RT	Joint Private	Realign on Property Line	Existing approach for P290 also gives access to P289. Realign approach on property line.
195	P301, P302*	126.14	LT	Private	No Change	Existing approach for multiple parcels and gives access to P300 through easement.
196	P291, P292	126.15	RT	Joint Private	No Change	Existing joint access for P291 and P292. Map is outdated. P292 is a bank.
197	Park Knoll Ln/US 93*	126.19	LT	Public	No Change	Park Knoll Ln. Whitefish Transportation Plan proposes a new signal. Park Knoll Ln will be included in public street system as proposed in Whitefish Transportation Plan.
197A	Park Knoll Ln/US 93*	126.19	RT	Public	New Approach	New approach proposed from Whitefish Transportation Plan.
198	P304	126.19	LT	Private	New Approach	Parcel has new joint RI/RO to US 93. Add new access to Park Knoll Ln from existing parking lot.
199	P293	126.22	RT	Private	Close	P293 use joint access through P292 easement. New approach to Shiloh Ave.
200	P293	126.24	RT	Private	New Approach	Existing access to US 93 is removed. Provide new approach to Shiloh Ave.
201	P304	126.24	LT	Private	Realign on Property Line	Realign access to serve as a joint approach with P305.
202	P305	126.26	LT	Private	Close	Use new joint approach.
203	P294	126.26	RT	Private	Close	P294 needs access to new public road. Map is outdated, new public road is shown.
204	P294, P295*	126.29	RT	Public	No Change	Map is outdated, new public road. Provide new approaches for P294 and P295.
205	P294	126.28	RT	Private	New Approach	Existing access removed. Add new approach to road under construction for P294.
206	P294, P295	126.29	RT	Private	New Approach	Existing approach to US 93 removed. Add new access from parking lot to new road under construction.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
207	P306	126.28	LT	Private	No Change	Existing main approach to hotel.
208	P295*	126.33	RT	Public	Close Private Approach, New Public Approach	Remove existing access to parking lot and provide new access to new public road. Whitefish Transportation Plan has the marked up road as a new segment of Pheasant Run.
209	P296	126.35	RT	Private	Close	P296 has access to back road and new road. Remove access to US 93.
210	Pheasant Run/US 93*	126.33	LT	Public	No Change	Pheasant Run.
211	P308	126.33	LT	Private	New Approach	Existing access to US 93 is removed. Add new approach to Pheasant Run.
212	P308	126.35	LT	Private	Close	Remove existing access to US 93 and add new approach to Pheasant Run.
213	Akers Ln/US 93*	126.43	RT	Public	No Change	Akers Ln. New signalized full movement intersection proposed by the Whitefish Transportation Plan.
214	Akers Ln/US 93*	126.43	LT	Public	No Change	Akers Ln. New signalized full movement intersection proposed by the Whitefish Transportation Plan.
215	P317	126.48	LT	Private	Close	P317 has two existing approaches. Remove access to US 93. Use access to Akers Ln.
216	P318	126.5	LT	Private	Close	P318 use access through P319 easement.
217	P313	126.51	RT	Private	Close	Remove existing approach to US 93. Use easement through P314 and P312.
218	P314	126.55	RT	Private	Close	P314 has multiple accesses. Use main parking lot access at intersection or from Whitefish Ave.
219	W 19th St/US 93*	126.55	LT	Public	No Change	W 19th St.
220	P320, P325	126.56	LT	Private	Close	Existing access is in close proximity to two others and is not needed. Use easement through P320.
221	P326	126.58	LT	Private	No Change	Existing access to P326.
222	P328	126.6	LT	Private	Close	Existing access is too close to intersection. P328 has multiple approaches from Commerce St.
223	Commerce St/US 93*	126.62	LT	Public	No Change	Commerce St.
224	Commerce St/US 93*	126.62	RT	Private	No Change	Commerce St. Main access to Mountain Mall.
225	W 18th St/US 93*	126.68	LT	Public	Revise to RI/RO	W 18th St.
226	Greenwood Dr/US 93*	126.69	RT	Public	No Left-Out	Greenwood Dr.
227	P331	126.71	LT	Private	Close	P331 has access from side streets and W 18th St. Remove access to US 93.
228	P339, P340	126.72	RT	Field	Close	P330 and P340 use easement to Greenwood Dr.
229	P332, P333	126.74	LT	Joint Private	Close	Existing lots have multiple accesses through Baker Ave and through easements. Remove unneeded joint approach to US 93.
230	P334	126.76	LT	Private	No Change	P334 uses existing access to US 93 as drive through exit.
231	P334, P335	126.78	LT	Private	Close	P335 has multiple existing accesses. Remove south most approach and use access off W 15th St or Baker Ave.
232	P335	126.83	LT	Private	Close	Use access from W 15th St.
233	W 15th St/US 93*	126.85	LT	Public	No Change	W 15th St.
234	P341	126.77	RT	Field	Close	P338 - P341 have the same ownership. Use access through easement.
235	P341	126.79	RT	Field	Close	See description for Approach 236.
236	P342*	126.82	RT	Field	Realign on Property Line	Realign to property line to serve as a joint approach with P341.
237	P343	126.89	RT	Private	Close	Remove both approaches to US 93. Use access to E 13th St.
238	P336	126.89	LT	Private	Close	Remove access and use access from W 15th St or W 13th St.
239	P343	126.91	RT	Private	Close	Existing approach is in close proximity to intersection. Use south access to US 93 or to E 13th St.
240	E 13th St/US 93*	126.94	RT	Public	No Change	E 13th St. Existing signalized intersection.
241	E 13th St/US 93*	126.94	LT	Public	No Change	E 13th St. Existing signalized intersection.
242	P370	126.97	LT	Private	Close	W 10th St. Map is outdated. Remove new approach for P370 parking lot. Access is taken away from W 10th St.
243	P344	126.98	RT	Private	Close	Remove existing access to US 93. Use easement to E 13th St.
244	P371	127.01	LT	Private	Close	W 10th St uses gas station easement for access to Spokane Ave.
245	P371	127.04	LT	Private	No Change	Existing approach to gas station.
246	P349	127.09	RT	Private	Close	Remove existing approach for car wash exit. Use existing access from Riverside Ave.
247	P372, P373	127.11	LT	Private	Close	P372 and P373 share ownership. Remove south access and use main access at intersection.
248	Riverside Ave/US 93*	127.13	RT	Public	No Change	Riverside Ave.
249	P373	127.17	LT	Private	No Change	Remove south access. Use this main approach.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
250	E 9th St/US 93*	127.17	RT	Public	No Change	E 9th St.
251	P351	127.2	RT	Private	Close	P351 has two existing accesses. Remove approach to US 93. Use access from E 9th St.
252	P352	127.22	RT	Private	Close	P352 has two existing accesses. Remove approach to US 93. Use access to E 8th St.
253	E 8th St/US 93*	127.24	RT	Public	No Change	E 8th St.
254	P375, P376	127.24	LT	Private	Realign on Property Line	Revise existing approach to joint on property line.
255	P355, P356	127.26	RT	Private	Realign on Property Line	P355 and P56 currently share a parking lot. Autobody shop uses approach to US 93 for shop. Revise two separate accesses to one joint approach.
256	P356	127.28	RT	Private	Close	See description for Approach 255.
257	P357	127.29	RT	Private	Close	Parcel has adequate existing access through alley. Remove access to US 93.
258	P358	127.3	RT	Private	Close	Parcel has adequate access from alley. Remove access to US 93.
259	P359	127.31	RT	Private	No Change	Existing approach provides one of the main accesses for the alley along P359.
260	P359, P360	127.33	RT	Private	Close	Existing parcel has two accesses. Remove access that is right next to P360.
261	P360	127.33	RT	Private	Close	P360 has two other existing parking lot accesses. Remove long approach and use accesses to E 6th St or Kalispell Ave.
262	E 6th St/US 93*	127.38	RT	Public	No Change	E 6th St.
263	E 6th St/US 93*	127.37	LT	Public	No Change	E 6th St.
264	P363	127.41	RT	Private	Close	Parcel has adequate access from alley. Remove access to US 93.
265	P364	127.42	RT	Private	No Change	Parcel has garage on US 93. Need to keep access.
266	P365, P366	127.44	RT	Private	Close	P365 and P366 have adequate access from the alley. Parcels share a side road.
267	P367	127.44	RT	Private	No Change	Parcel uses a driveway with only access from US 93. Keep access.
268	P383, P384	127.43	LT	Joint Private	Close	Parcels have adequate access from back alley.
269	P386	127.45	LT	Private	Close	Land is not developed. Access to come from the back alley.
270	E 5th St/US 93*	127.48	RT	Public	No Change	E 5th St.
271	E 5th St/US 93*	127.48	LT	Public	No Change	E 5th St.
272	P395	127.5	RT	Private	Close	Parcel has adequate access from side street.
273	P391	127.53	LT	Private	Close	Existing parking lot has two accesses. Remove access to US 93.
274	E 4th St/US 93*	127.54	RT	Public	No Change	E 4th St.
275	E 4th St/US 93*	127.54	LT	Public	No Change	E 4th St.
276	P402	127.58	RT	Private	Close	Access is fenced off. Use access to E 3rd St or E 4th St.
277	P392	127.58	LT	Private	Revise to RO	Revise parking lot exit to a right-out with the addition of a median.
278	E 3rd St/US 93*	127.61	RT	Public	No Change	E 3rd St.
279	E 3rd St/US 93*	127.61	LT	Public	No Change	E 3rd St.
280	P406	127.64	LT	Private	Close	Use access through P393 easement.
281	P426	127.66	LT	Private	Close	Access parking lot through alley.
282	E 2nd St/US 93*	127.68	RT	Public	No Change	E 2nd St.
283	Spokane Ave/US 93*	127.74	RT	Public	No Change	Spokane Ave.
284	P427	127.76	LT	Private	Close	Approach is too close to intersection. Use alley to access parking lot.
285	Alley access*	127.78	RT	Private	No Change	Access to alley off US 93.
286	Alley access*	127.78	LT	Private	No Change	Access to alley off US 93. Gives access to parcels with removed approaches.
287	Central Ave/US 93*	127.81	RT	Public	No Change	Central Ave.
288	Central Ave/US 93*	127.81	LT	Public	No Change	Central Ave.
289	Alley access*	127.85	RT	Private	No Change	Alley access off US 93.
290	Alley access*	127.85	LT	Private	No Change	Alley access off US 93.
291	Baker Ave*	127.88	RT	Public	No Change	Baker Ave.
292	Baker Ave*	127.88	LT	Public	No Change	Baker Ave.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
293	P415	127.9	RT	Private	No Change	Parcel has a drive through that exits onto US 93. Main access from E 1st St.
294	P435	127.92	LT	Private	No Change	Existing access to directional parking lot that does not exit onto US 93. Provides access to alley.
295	Lupfer Ave/US 93*	127.94	RT	Public	No Change	Lupfer Ave.
296	Lupfer Ave/US 93*	127.95	LT	Public	No Change	Lupfer Ave.
297	P422	127.97	RT	Private	No Change	Existing approach serves as only garage access for P422 off US 93.
298	P423, P424	127.98	RT	Private	Close	Existing approach gives access to a through street for back alley. Remove approach to US 93. Use back alley for access.
299	P437, P438	127.98	LT	Joint Private	No Change	Only access for parking lot. Joint use approach for shared parking lot for P437 and P438.
300	Obrien Ave/US 93*	128.01	RT	Public	No Change	Obrien Ave.
301	Obrien Ave/US 93*	128.01	LT	Public	No Change	Obrien Ave.
302	P440	128.04	RT	Private	No Change	Existing approach to parking lot.
303	P442	128.03	LT	Private	Align	Existing approach is offset from adjacent approach. Align existing private approach.
304	P442, P443	128.05	LT	Private	Close	Parking lot for P442 has two entrances to parking lot. Remove large entrance and use new aligned approach.
305	Miles Ave/US 93*	128.07	RT	Public	No Change	Miles Ave.
306	P450	128.12	RT	Private	No Change	Only access to parking lot from US 93.
307	P445, P473	128.13	LT	Joint Private	No Change	Existing joint access for P445 and P473. Guardrail exists to the east of the approach.
308	P451, P452	128.16	RT	Joint Private	No Change	Existing joint use approach for P451 and P452.
309	P474	128.15	LT	Private	Close	Parcel has two existing approaches for two buildings. Define one approach for parcel.
310	P474	128.16	LT	Private	New Approach	See description for Approach 309.
311	P474	128.16	LT	Private	Close	See description for Approach 309.
312	P475	128.17	LT	Private	No Change	Only access to garage from W 2nd St. Parcel has second access to Good Ave.
313	Good Ave/US 93*	128.19	LT	Public	No Change	Good Ave.
314	P453	128.17	RT	Private	No Change	Parcel has one existing access to US 93.
315	P454, P455	128.19	RT	Joint Private	No Change	Existing joint approach. Utilities are present across from Good Ave.
316	P456, P457	128.21	RT	Joint Private	No Change	Existing joint approach for shared parking lot.
317	P458	128.23	RT	Private	No Change	Existing private approach to undeveloped property. Utilities conflict for possible joint access.
318	P459	128.25	RT	Private	No Change	Only access to parking lot off US 93. Utilities conflict with possible joint access with undeveloped parcel.
319	P459, P460	128.27	RT	Joint Private	No Change	Existing joint use approach for P459 and P460.
320	P460	128.29	RT	Private	No Change	Existing approach to P460 off US 93. Steep grade makes possible joint use approach challenging.
321	P477	128.22	LT	Private	No Change	Existing access to driveway.
322	P478	128.24	LT	Private	No Change	Only access to parcel off US 93.
323	P479	128.25	LT	Private	No Change	One of two approaches from US 93 to gas station.
324	P479	128.27	LT	Private	Close	See description for Approach 323.
325	P480	128.28	LT	Private	Close	Remove access to driveway with portico. P480 and P481 share ownership. Access parking lot through P481 easement.
326	P481	128.29	LT	Private	No Change	Main access for shared parking lot.
327	P482	128.31	LT	Private	No Change	Only access to P482 off US 93. Parcel is currently undeveloped.
328	P462	128.32	RT	Private	No Change	Existing steep sloped approach off US 93. Approach gives access to adjacent parcels with U-shaped driveway. Steep grade conflicts possibility for joint use approach.
329	P483	128.34	LT	Private	No Change	Only access to business parking lot.
330	P463, P464, W 1st St	128.34	RT	Joint Private	No Change	Existing joint use approach for P464 and P463. Utilities conflict with defined joint approach. Possible road development of W 1st St. May allow for removal of accesses along US 93.
331	P465	128.37	RT	Private	Close	Parcel is undeveloped. Remove existing approach and get access through easements from adjacent parcels.
332	P466	128.39	RT	Private	Close	Remove existing approach to P466 off US 93. Use new joint use approach as main access.
333	P466, P467	128.4	RT	Private	Realign on Property Line	Approach is close to neighboring parcel's approach. Use new joint approach.
334	P468	128.42	RT	Private	No Change	Only existing access to P468 from US 93.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
335	P469	128.45	RT	Private	No Change	Only existing access from US 93.
336	P470	128.46	RT	Private	Close	Parcel is undeveloped. Remove access to US 93 and provide new approach to W 1St.
337	P470	128.46	RT	Private	New Approach	New road to be constructed north of parcel. Add new approach for undeveloped approach and remove access to US 93.
338	P471	128.48	RT	Private	No Change	Only existing approach to P471 from US 93.
339	P484, P485	128.35	LT	Joint Private	No Change	Existing joint approach. Gives access to P484 and P485.
340	P486	128.37	LT	Private	No Change	Only access to P486 from US 93.
341	P487	128.39	LT	Private	No Change	Only existing access to P487 from US 93.
342	P489	128.42	LT	Private	No Change	Only existing approach for driveway off US 93.
343	P490	128.44	LT	Private	No Change	Only access off US 93.
344	P491	128.46	LT	Private	No Change	Only existing access is from US 93.
345	P492	128.48	LT	Private	No Change	Only existing access is off US 93.
346	Karrow Ave/US 93*	128.52	RT	Public	No Change	Karrow Ave. Potential higher form of intersection control.
347	Karrow Ave/US 93*	128.52	LT	Public	No Change	Karrow Ave. Potential higher form of intersection control.
348	Murray Ave/US 93*	128.59	RT	Public	No Change	Murray Ave.
349	P509, future road easement	128.63	RT	Private	No Change	Existing approach is only access for P509. Possible new road to be constructed behind parcels and access could be removed.
350	P510	128.65	RT	Private	No Change	Only existing access to parking lot off US 93. Use main access.
351	Ramsey Ave*	128.67	RT	Public	No Change	Ramsey Ave.
352	P498	128.59	LT	Private	No Change	Existing approach from US 93 is only access for P498.
353	P499, P500	128.61	LT	Private	No Change	Existing approach from US 93 is only access for P499 and lots to the south.
354	P501	128.63	LT	Private	No Change	Existing approach to driveway is the only access from US 93.
355	P502	128.65	LT	Private	No Change	Existing approach from US 93 is only access for P502.
356	Parkhill Dr/US 93*	128.7	LT	Public	No Change	Parkhill Dr.
357	P512	128.79	RT	Private	No Change	Existing main entrance to golf course is off US 93. Golf course also has access from Fraser Ave.
358	Fairway Dr/US 93*	128.91	LT	Private	No Change	Approach off US 93 to private road. Full movement.
359	P519	129	LT	Private	No Change	Approach off US 93 is the only access for P519. Steep grade to Nelson Ln.
360	Nelson Ln/US 93*	129.02	LT	Private	No Change	Nelson Ln.
361	P520	129.01	LT	Private	No Change	Approach gives access to public parking lot closed off from gated lot. Secondary approach off Nelson Lane gives access to gated lot.
362	Fox Hollow Ln/US 93*	129.05	LT	Private	No Change	Fox Hollow Ln.
363	P523	129.11	LT	Private	No Change	Approach gives only access to parcel.
364	Lion Mountain Rd/US 93*	129.15	RT	Public	Close	Lion Mountain Road has been noted as a safety concern. Remove this access and use perpendicular intersection of State Park Road.
365	P524	129.17	LT	Private	No Change	Only existing access for P534 off US 93.
366	State Park Rd/US 93*	129.21	RT	Public	No Change	State Park Rd. Potential higher form of intersection control.
367	Natures Way/US 93*	129.21	LT	Public	No Change	Natures Way. Potential higher form of intersection control.
368	P534, P535	129.29	RT	Joint Private	No Change	Existing joint use approach. Only access for P535. P354 uses joint access and has secondary access to Lion Mountain Rd.
369	P537	129.36	RT	Private	Close	Approach from US 93 is main church access. Remove approach and use access through easement to Lion Mountain Rd.
370	P527, P528	129.41	LT	Private	Close	With new subdivision road, parcels should have access. Remove direct access to US 93.
371	Benchmark Ln/US 93*	129.44	RT	Private	No Change	Benchmark Ln. Existing approach gives access to multiple parcels off US 93.
372	P540	129.46	RT	Private	No Change	Only existing access for P540. Right of way does not allow for easement access.
373	Natures Way/US 93*	129.44	LT	Private	No Change	Existing approach for Natures Way. Map is outdated.
374	P530, P531	129.48	RT	Private	Close	Existing approach serves P530 and P531. Provide access to Natures Way.
375	P530, P531	129.46	LT	Private	New Approach	P530 and P531 needs a new approach to Natures Way.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
376	P542	129.55	RT	Private	No Change	Only access to P542. Potential higher form of intersection control considered for approach 377, that would apply to approach 376 due to its proximity to approach 377.
377	Mountain Side Dr/US 93*	129.56	LT	Private	No Change	Mountainside Dr. Potential future higher intersection control.
378	P543	129.6	RT	Private	No Change	Approach is the only access for P543 from US 93.
379	P544, P545	129.62	RT	Joint Private	No Change	Existing joint use approach for P544 and P545.
380	P545, P546	129.66	RT	Private	Close	Existing approach is a U-shaped driveway for P546 and P535. P546 to use access through P545 easement. Different ownership for the two parcels.
381	P554*	129.66	LT	Private	No Change	Approach is the only existing access for P554 and is shared by P553.
382	P555	129.71	LT	Private	Close	Close approach and use new joint access.
383	P555, P556	129.73	LT	Private	Realign on Property Line	Realign approach to property line to be a new joint approach.
384	P557	129.83	LT	Private	No Change	Only existing approach.
385	P547	129.71	RT	Private	No Change	Only existing access off US 93.
386	Sasquatch Hollow/US 93*	129.93	LT	Private	Align	Sasquatch Hollow. Align with new Lion Mountain Rd approach.
387	Lion Mountain Rd/US 93*	129.93	RT	Private	New Approach	Lion Mountain Rd. Continue Sasquatch Hollow Rd to align with Lion Mountain Rd.
388	Lion Mountain Rd/US 93*	129.99	RT	Private	Close	Lion Mountain Rd. Use new intersection aligned with Sasquatch Hollow Rd.
389	Blanchard Lake Rd/US 93*	130.01	LT	Public	No Change	Blanchard Lake Rd.
390	P550	130.14	RT	Private	Close	Existing access is not used. Access from Jensen Trail.
391	Whitefish Hills Dr/US 93*	130.28	LT	Private	No Change	Whitefish Hills Dr. Potential higher form of intersection control.
392	P566	130.38	RT	Private	No Change	Existing access is only access to property. Possible second access through easement to Little Mountain Rd.
393	P567	130.38	LT	Private	No Change	Only access to P567. Gives access to P565.
394	Little Mountain Rd/US 93*	130.5	RT	Private	Define	Little Mountain Rd. Gives access to P570 through easement. Define access.
395	Spencer Hill Dr/US 93*	130.76	LT	Private	No Change	Spencer Hill Dr.
396	P581	130.86	LT	Private	Define and Align	Existing access for road and P581. Define this access to restrict large pullout and align with opposite approach.
397	P574	130.86	RT	Private	No Change	Existing main approach for driveway. Easement off this approach gives access to P575.
398	P575	130.9	RT	Private	New Approach	New driveway approach to avoid conflict with proposed path per MDT project NH 5-3(104)130.
399	P583	131.01	LT	Private	No Change	Driveway approach to parcel. Left alone per MDT project NH 5-3(104)130.
400	P576	131.07	RT	Private	No Change	Only access for P576 on US 93. Aligned with approach across the highway.
401	P583	131.07	LT	Private	No Change	Existing approach for back road that gives access to multiple large parcels.
402	P585	131.22	RT	Private	No Change	Existing approach for residential driveways and fishing access. Easement not large enough to serve P585.
403	P586	131.23	RT	Private	No Change	Only existing approach for P586 off US 93. Easement not large enough to make a joint access.
404	Skyles Lake Rd/US 93*	131.3	RT	Private	No Change	Skyles Lake Rd. Gives access to P587 and P588. Potential higher form of intersection control.
405	P589*	131.39	RT	Private	No Change	Only existing access to property.
406	P590*	131.57	RT	Private	No Change	Existing approach for P590 off US 93.
407	P592*	131.65	LT	Private	No Change	Existing approach for P592 off US 93. Provides access for parcels to the south.
408	Antler Ridge Rd/US 93*	132.23	RT	Private	No Change	Antler Ridge Rd.
409	Twin Bridges Rd/US 93*	132.38	LT	Public	No Change	Twin Bridges Rd. Potential higher form of intersection control.
410	P598	132.41	RT	Private	Close	Close approach as parcel has adequate access through Antler Ridge Rd. Access remaining in MDT project NH 5-3(104)130.
411	P598	132.54	RT	Private	Close	Close approach as parcel has adequate access through Antler Ridge Rd. Access remaining in MDT project NH 5-3(104)130.
412	P599	132.54	LT	Private	No Change	Existing access for large parcel. No other existing approaches.
413	Livermore Flats/US 93*	132.7	RT	Private	No Change	Existing access for north parcels through easement.
414	P600*	132.82	LT	Field	No Change	Only access for P600 and parcel to the south.
415	P601	132.93	RT	Private	Close	Remove approach and use new joint approach. Access remaining in MDT project NH 5-3(104)130.
416	P603	133.01	RT	Private	Realign on Property Line	Realign on property line to create new approach. Access remaining in MDT project NH 5-3(104)130.

Table 7: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
417	P601	132.88	RT	Field	Close	Parcel has more than one access. Approach is to be graveled per MDT project NH 5-3(104)130.
418	P602	132.96	LT	Field	Close	Parcel can get access from approach 414. Approach is to be graveled per MDT project NH 5-3(104)130.

REFERENCES

[1] Montana Department of Transportation; *A Guide to Functional Classification, Highway Systems and Other Route Designations in Montan*a, Updated March 2017, https://www.mdt.mt.gov/publications/docs/manuals/route-designations.pdf

[2] Transportation Research Board; *Access Management Manual, 2nd Edition*; 2014, https://www.trb.org/Publications/AMM14.aspx

[3] *Montana Code Annotated*, 2023 Edition, https://leg.mt.gov/bills/mca/index.html

[4] Montana Department of Transportation*; Approach Manual for Landowners and Developers*; December 2013; https://www.mdt.mt.gov/publications/docs/manuals/approach-manual.pdf

[5] Montana Department of Transportation; *Right of Way Operations Manual* 4-5.15; August 2024; https://www.mdt.mt.gov/other/webdata/external/ROW/manual/chapter_4.pdf

[6] Institute of Transportation Engineers*; Trip Generation Manual*

[7] Montana Department of Transportation; *Approach Manual for Landowners and Developers* https://www.mdt.mt.gov/publications/docs/manuals/approach-manual.pdf

[8]Montana Department of Transportation, System Impact Action Process, https://www.mdt.mt.gov/business/siap.aspx

[9] Montana Department of Transportation; *Move 2040 Kalispell Area Transportation Plan;* September 2021 https://www.mdt.mt.gov/publications/docs/brochures/kalispell-tranplan-21.pdf

[10] Montana Department of Transportation; *Whitefish Transportation Plan;* October 2022; https://www.mdt.mt.gov/publications/docs/brochures/whitefish-trans-plan-october-2022.pdf

APPENDIX A

Access Management Plan Sheet Notes

All property lines are from Montana cadastral and are shown for illustrative purposes only; they may not precisely align with the aerial imagery. Joint-use approaches to be located on the actual surveyed property lines.

Approach sizes and frontage road revisions are for graphical purposes only. Actual facilities should be designed for the appropriate roadway classification, traffic volumes, and design vehicle.

Accesses noted in **Table 7** with an asterisk (*) serve additional parcels beyond the immediate parcels fronting US 93.

The access control line shown on the plans indicates the limits of access control.





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RIVERS EDGE LOOP

ROSE CROSSING

NEW ROAD FOR DEVELOPMENT

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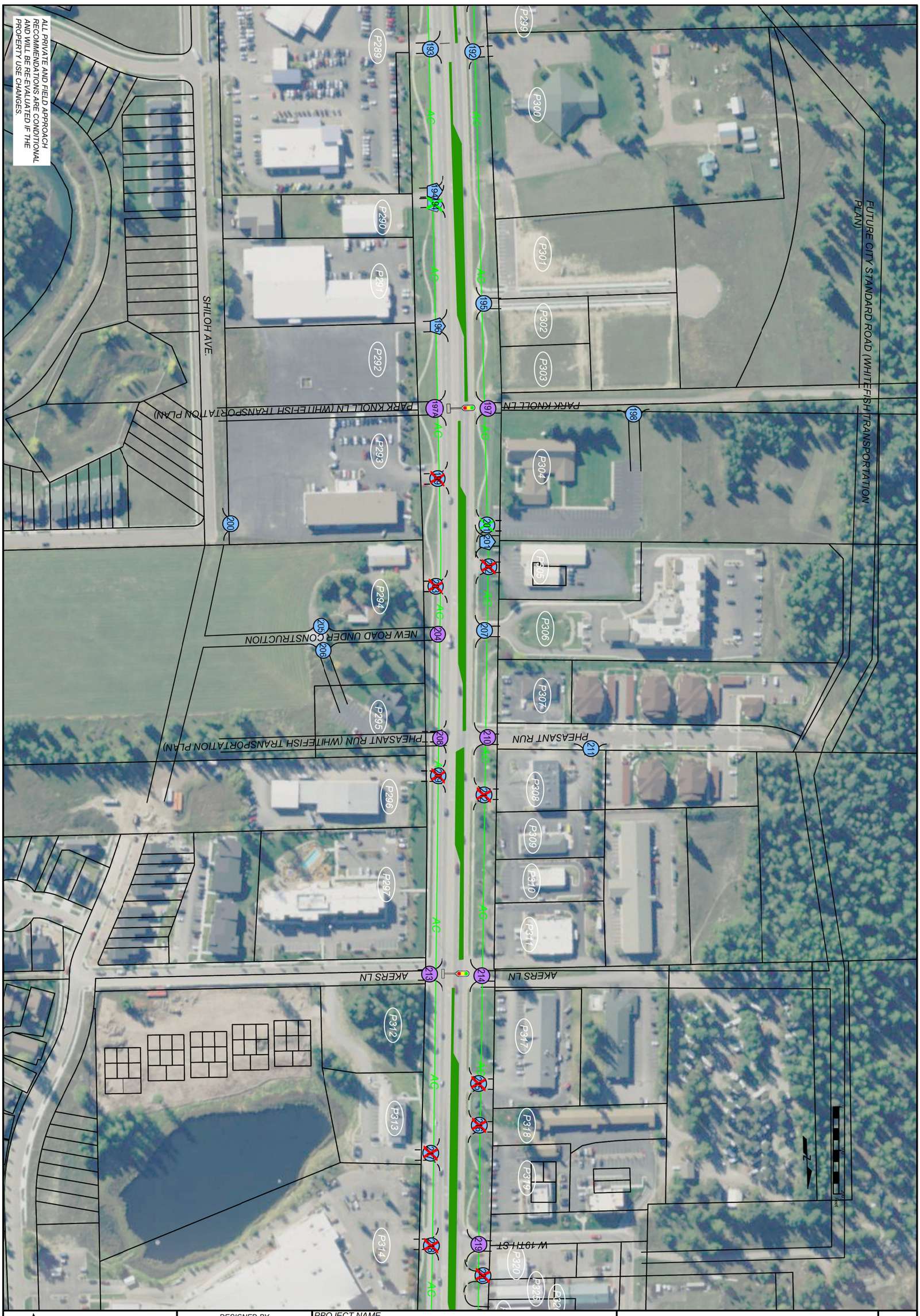
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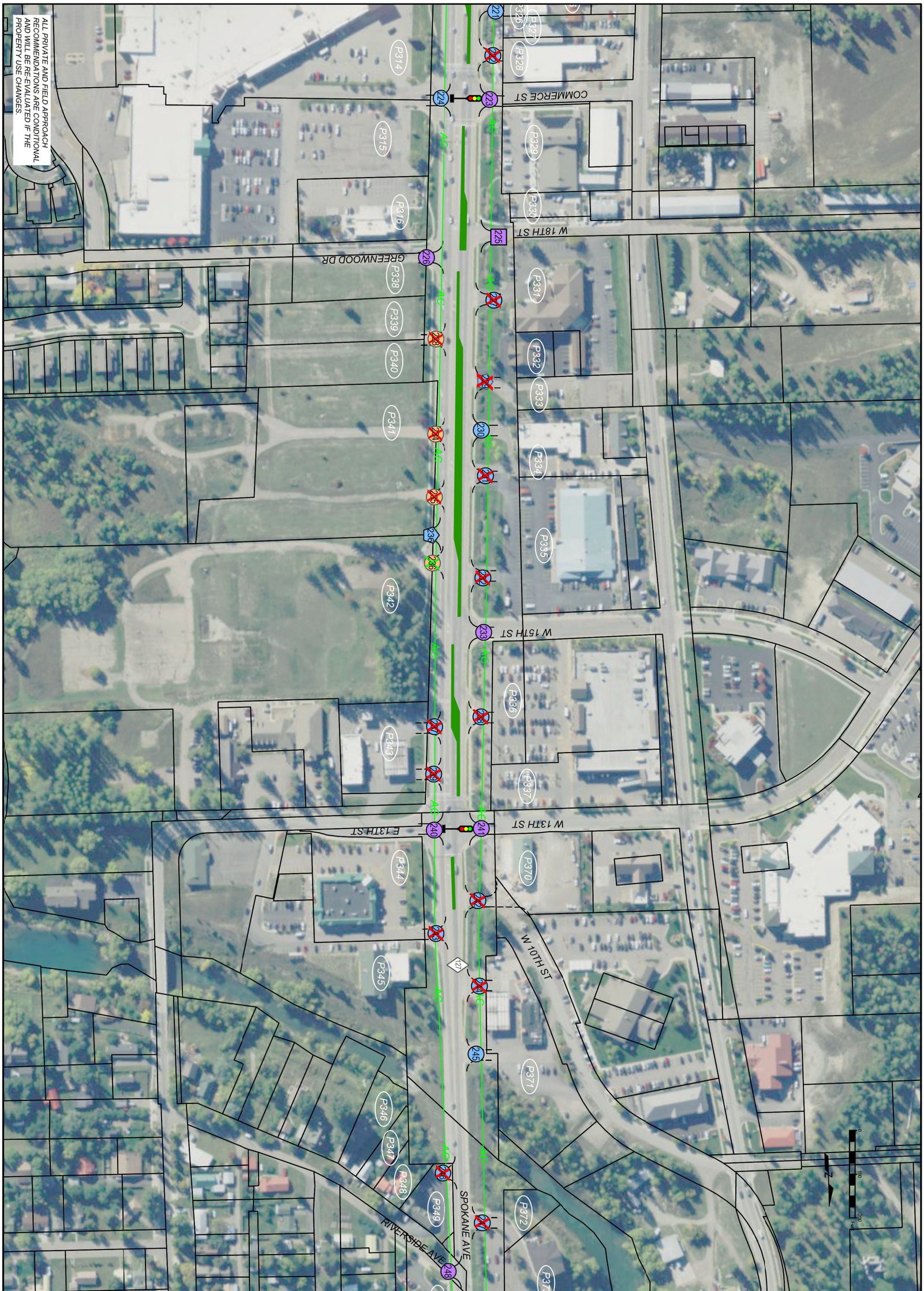
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ALL PRIVATE AND FIELD APPROACH RECOMMENDATIONS ARE CONDITIONAL AND WILL BE RE-EVALUATED IF THE PROPERTY USE CHANGES.



MONTANA Department of Transportation	DESIGNED BY	PROJECT NAME		SHEET
	#### ####	KALISPELL-WHITEFISH ACCESS		
	REVIEWED BY	COUNTY		
	#### ####	FLATHEAD COUNTY		
ACCESS MANAGEMENT	CHECKED BY	PROJECT ID		19
	#### ####	STPX 5-3(157)116		
10/21/2025 11:18 AM	9979000ROACPZ02.DWG	UPN 9979000		



MONTANA Department of Transportation	DESIGNED BY	PROJECT NAME	KALISPELL-WHITEFISH ACCESS
ACCESS MANAGEMENT	#### ####	COUNTY	FLATHEAD COUNTY
	REVIEWED BY	PROJECT ID	STPX 5-3(157)116
	#### ####	UPN	9979000
	CHECKED BY		
	#### ####		
10/21/2025 11:18 AM	9979000ROACPZ02.DWG		

SHEET 20

SHEET
21

AVE

E 9TH ST

E 8TH ST

E 6TH ST

E 5TH ST

E 4TH ST

E 3RD ST

SPOKANE AVE

E 2ND ST

ALL PRIVATE AND FIELD APPROACH RECOMMENDATIONS ARE CONDITIONAL AND WILL BE RE-EVALUATED IF THE PROPERTY USE CHANGES.

PROJECT NAME KALISPELL-WHITEFISH ACCESS

COUNTY FLATHEAD COUNTY

PROJECT ID STPX 5-3(157)116

UPN 9979000

DESIGNED BY ##### ####

REVIEWED BY ##### ####

CHECKED BY ##### ####

9979000ROACPZ02.DWG

10/21/2025 11:18 AM

MONTANA
Department of Transportation

ACCESS MANAGEMENT



MONTANA Department of Transportation	DESIGNED BY	PROJECT NAME	KALISPELL-WHITEFISH ACCESS
	#### ####	COUNTY	FLATHEAD COUNTY
	REVIEWED BY	PROJECT ID	STPX 5-3(157)116
	#### ####	UPN	9979000
ACCESS MANAGEMENT	CHECKED BY	----	SHEET 22
	#### ####		
10/21/2025 11:18 AM	9979000ROACPZ02.DWG		

SHEET
23

PROJECT NAME
KALISPELL-WHITEFISH ACCESS

COUNTY
FLATHEAD COUNTY

PROJECT ID
STPX 5-3(157)116

UPN
9979000

DESIGNED BY ##### #####

REVIEWED BY ##### #####

CHECKED BY ##### #####

MONTANA
Department of Transportation

ACCESS MANAGEMENT

10/21/2025 11:18 AM

9979000ROACPZ02.DWG



MONTANA Department of Transportation	DESIGNED BY	PROJECT NAME	KALISPELL-WHITEFISH ACCESS
	#### ####	COUNTY	FLATHEAD COUNTY
	REVIEWED BY	PROJECT ID	STPX 5-3(157)116
	#### ####	UPN	9979000
ACCESS MANAGEMENT	CHECKED BY		----
	#### ####		SHEET 24
10/21/2025 11:18 AM	9979000ROACPZ02.DWG		



MONTANA Department of Transportation	DESIGNED BY	PROJECT NAME	KALISPELL-WHITEFISH ACCESS
ACCESS MANAGEMENT	#### ####	COUNTY	FLATHEAD COUNTY
	REVIEWED BY	PROJECT ID	STPX 5-3(157)116
	#### ####	UPN	9979000
	CHECKED BY	----	SHEET 25
10/21/2025 11:18 AM	#### #### 9979000ROACPZ02.DWG		



MONTANA Department of Transportation	DESIGNED BY	PROJECT NAME	SHEET
ACCESS MANAGEMENT	#### ####	KALISPELL-WHITEFISH ACCESS	26
10/21/2025 11:18 AM	REVIEWED BY	COUNTY	
9979000ROACPZ02.DWG	#### ####	FLATHEAD COUNTY	
	CHECKED BY	PROJECT ID	
	#### ####	STPX 5-3(157)116	
		UPN	
		9979000	



MONTANA Department of Transportation	DESIGNED BY #### ####	PROJECT NAME KALISPELL-WHITEFISH ACCESS	----
ACCESS MANAGEMENT	REVIEWED BY #### ####	COUNTY FLATHEAD COUNTY	SHEET 27
10/21/2025 11:18 AM 9979000ROACPZ02.DWG	CHECKED BY #### ####	PROJECT ID STPX 5-3(157)116	
		UPN 9979000	



MONTANA Department of Transportation	DESIGNED BY	PROJECT NAME		SHEET
	#### ####	KALISPELL-WHITEFISH ACCESS		
	REVIEWED BY	COUNTY		28
	#### ####	FLATHEAD COUNTY		
ACCESS MANAGEMENT	CHECKED BY	PROJECT ID		
	#### ####	STPX 5-3(157)116		
10/21/2025 11:18 AM	9979000ROACPZ02.DWG	UPN	----	
		9979000		

ALL PRIVATE AND FIELD APPROACH RECOMMENDATIONS ARE CONDITIONAL AND WILL BE RE-EVALUATED IF THE PROPERTY USE CHANGES.



MONTANA Department of Transportation	DESIGNED BY	PROJECT NAME	SHEET
	#### ####	KALISPELL-WHITEFISH ACCESS	
	REVIEWED BY	COUNTY	
	#### ####	FLATHEAD COUNTY	
ACCESS MANAGEMENT	CHECKED BY	PROJECT ID	
	#### ####	STPX 5-3(157)116	
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		9979000	

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MONTANA Department of Transportation	DESIGNED BY #### ####	PROJECT NAME KALISPELL-WHITEFISH ACCESS	----
ACCESS MANAGEMENT	REVIEWED BY #### ####	COUNTY FLATHEAD COUNTY	SHEET 30
10/21/2025 11:18 AM 9979000ROACPZ02.DWG	CHECKED BY #### ####	PROJECT ID STPX 5-3(157)116	
		UPN 9979000	



MONTANA Department of Transportation	DESIGNED BY	PROJECT NAME	SHEET
ACCESS MANAGEMENT	#### ####	KALISPELL-WHITEFISH ACCESS	31
	REVIEWED BY	COUNTY	
	#### ####	FLATHEAD COUNTY	----
	CHECKED BY	PROJECT ID	
	#### ####	STPX 5-3(157)116	
10/21/2025 11:18 AM	9979000ROACPZ02.DWG	UPN 9979000	