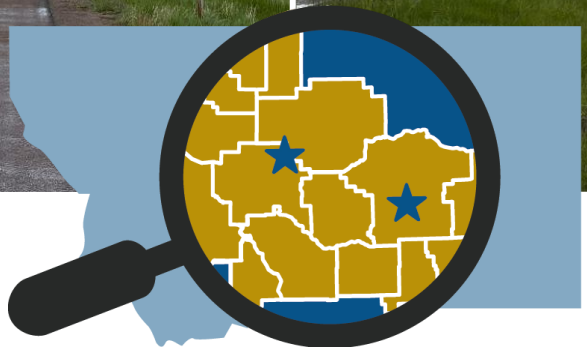
Central Montana Transportation Study

Access Management Plan

***Great Falls** - 57th St (RP 7.5-8.4) and US 87/89 (RP 87.4-90.4)*







June 2, 2025

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MONTANA
Department of Transportation

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1.0 INTRODUCTION

The *Central Montana Transportation Study* aims to develop a comprehensive long-term transportation management plan in response to potential impacts from anticipated development and military activities. Through a collaborative process with MDT, FHWA, the military, local jurisdictions, resource agencies, and the public, the plan will identify transportation needs and solutions. Adhering to the *Montana Business Process to Link Planning Studies and NEPA/MEPA Reviews*, the study will include an environmental scan, existing and projected conditions evaluation, needs assessments, short-, mid-, and long-term recommendations for transportation improvements, a prioritized implementation plan, and extensive military, agency, and public engagement.

This *Access Management Plan* was developed to address congestion, capacity, and safety concerns as a component of the overall study. The plan will guide the management of access points and spacing along the following routes in Great Falls, Montana (see **Figure 1** for vicinity map):

- 57th St S: 2nd Ave North to US Highway 87/89 (RP 7.5 to RP 8.4)
- US Highway 87/89: 57th St South to Secondary 227/228 (RP 87.4 to RP 90.4)

MDT, along with the City of Great Falls and Cascade County partners, created this plan to guide public agencies, landowners, and developers in land use and access planning when development, redevelopment, or construction projects occur. Planned facility improvement or private subdivision projects may partially implement access management recommendations as applicable to the individual project; however, there are no associated programmed construction projects with the sole purpose of 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.

Both 57th St S and US-87/89 are classified as principal arterials in the National Highway System as authorized in CFR 470.107(b). MDT defines principal arterials as roadways providing the highest level of mobility, at the highest speed, for long uninterrupted travel. Urban principal arterials serve major metropolitan centers, corridors with the highest traffic volume, and those with the longest trip lengths[1]. As such, the primary purpose of an arterial is the movement of through traffic. Access management effectively maintains the function and character of arterials by **facilitating the flow of traffic by preserving function and mobility, improving safety, and managing existing and future access in a consistent manner**. The access control guidelines 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 data, traffic patterns, and existing and future land use used in development of the guidelines and plan are included herein.

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

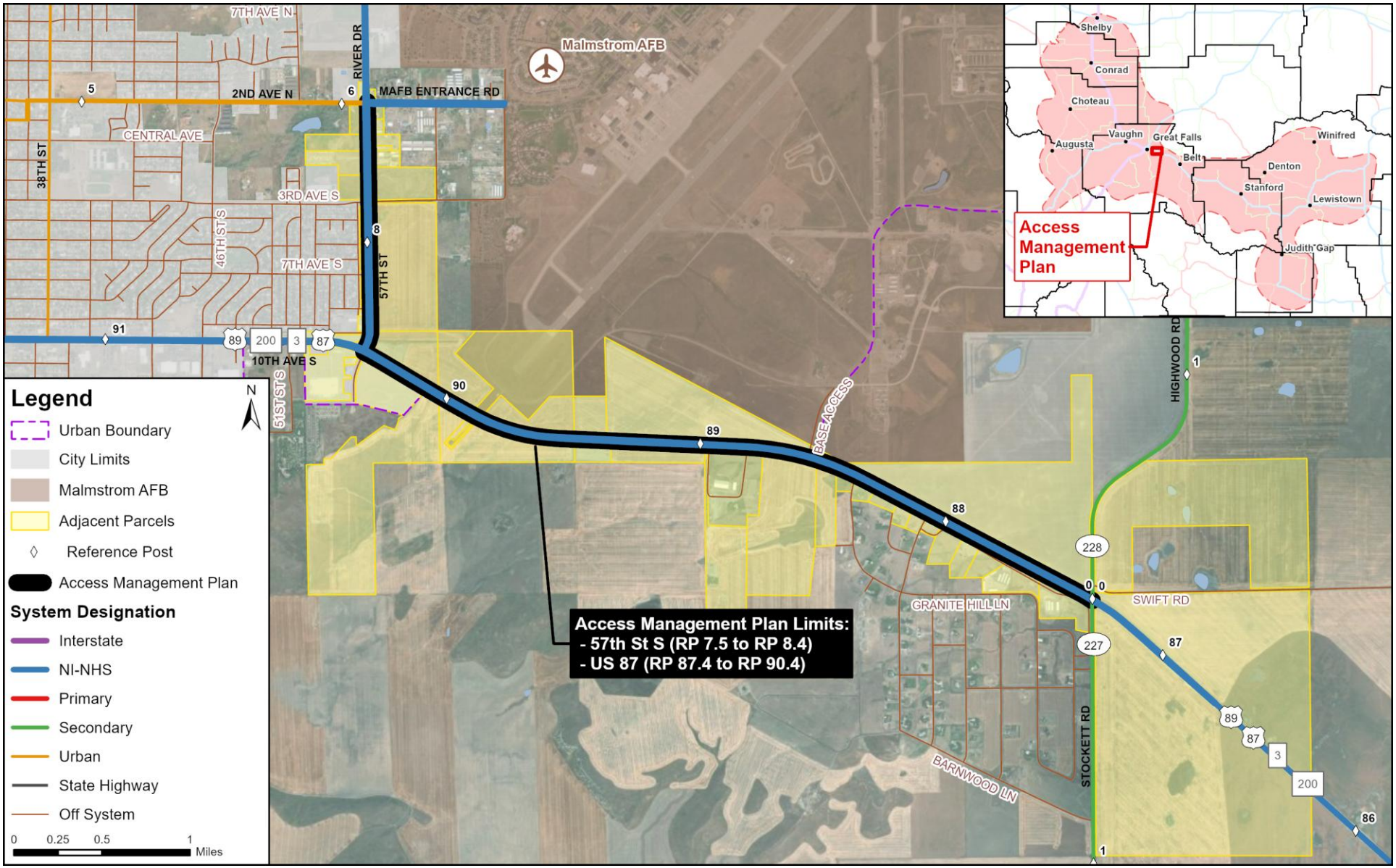


Figure 1: Access Management Plan Study Area

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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)[3] 60-5-103 in order to designate a highway as a controlled-access facility. *[MCA 60-5-104(1)]*

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 Cascade County.

[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

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

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

[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

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The following words are used to describe specific conditions and in order to clarify their meanings, the following definitions apply:[6]

- 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.

Within the *Access Management Plan*, 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 Trip Generation Manual*[7] 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.[8]

[6] Montana Department of Transportation; *Approach Manual for Landowners and Developers*; December 2013; https://www.mdt.mt.gov/publications/docs/manuals/approach-manual.pdf
[7] Institute of Transportation Engineers, *Trip Generation Manual*, https://www.ite.org/technical-resources/topics/trip-and-parking-generation/#TripGen11
[8] Montana Department of Transportation, Approach Manual for Landowners and Developers, December 2013, https://www.mdt.mt.gov/publications/docs/manuals/approach-manual.pdf

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 57th St S or US-87/89 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 Systems Impact Action Process (SIAP)[9] 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.

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

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 by 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 57th St. S or US-87/89 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).

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(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

Access control was established along US-87/89 from RP 81.6 to 90.8 in 1985 and amended in 1988 through project F 60-2(18)81. No existing access control covers 57th St S within the study boundary; however, in 2003 project NH-5205(20) designated the Northeast Bypass as a controlled access facility, including 57th St S to the 2nd Ave N intersection. Existing access locations are shown in **Appendix A** and summarized in **Table 2.**

Table 2: Existing Access Points

Access Type	Number of Accesses 57th St S (RP 7.5 to 8.4)	Number of Accesses US-87/89 (RP 87.4 to 90.4)
Public	6	2
Private	10	8
Field	3	12
Total	19	22
Density (# per mile)	21.1	7.3

4.1 Land Use and Zoning

Existing land uses along the study corridor are a mixture of residential, commercial, agricultural, and mixed-use. The west side of 57th St S is generally residential and commercial land within the Great Falls city limits.[10] The adjacent east side land is zoned as commercial or agricultural within Cascade County. US-87/89 is primarily mixed-use within the county,[11] except for the south side of the 57th St S and US-87/89 intersection which is within Great Falls. Malmstrom Air Force Base also spans the northeast portion of the study area but with limited direct access/frontage onto the study corridor. The Great Falls Metropolitan Planning Organization relies on their Long Range Transportation Plan (LRTP) to serve as a guide for development of and investment in the community's transportation system. The 2024 LRTP plan provides areas expected to see residential and job growth over the 20-year planning horizon. In the plan, the area along US-87/89 is shown as an area expected to experience significant residential and job growth.[12]

[10] Great Falls City Planning & Zoning, https://greatfallsmt.net/planning/city-planning
[11] Cascade County Zoning Information, https://www.cascadecountymt.gov/271/Zoning-Information
[12] 2024 Great Falls Area Long Range Transportation Plan, https://greatfallsmt.net/planning/transportation-planningmpo

5.0 TRAFFIC CONDITIONS

An evaluation of traffic operations for the study area was completed using available data provided by MDT in addition to supplemental field-collected data. Turning-movement counts were conducted at eight intersections within the study area over a 24-hour period. Mainline traffic volume data for existing and historic conditions were available at multiple locations within the study area. Visual observations of driver behavior, vehicle queuing, and general traffic characteristics were also collected. The following sections provide details about the existing and projected traffic characteristics for the study corridor.

5.1 Physical Features and Characteristics

The study corridor includes segments of 57th St S and US-87/89 in and around Great Falls. The corridor begins at the intersection of 57th St S and 2nd St N, continues south to the intersection of 57th St S and US-87/89, then east to the intersection of US-87/89 and S-227/228. The entire corridor consists of two travel lanes in each direction. 57th St S has a raised center median with left-turn lanes at major intersections. US-87/89 has a center striped median and dedicated turn lanes at major intersections east of the 57th St S intersection.

Both 57th St S and US-87/89 are functionally classified as principal arterials on the Non-Interstate National Highway System (NHS). The corridor is mainly located within Cascade County jurisdiction, with some portions falling within the City of Great Falls. The speed limit of 57th St S is posted at 45 miles per hour (mph). US-87/89 is posted at 45 mph within Great Falls, with a transition to standard highway speed (70/65 mph) east of 57th St S.



57th St S (top) includes a center raised median with turn lanes at major intersections. US-87/89 (bottom) includes a painted center median and turn lanes at major intersections.

5.2 Traffic Volumes

Traffic volumes along the study corridor are typically collected annually as part of MDT's traffic data collection program. A total of four data collection sites are located along the study corridor. The data collected at these sites are considered short-term count sites and are typically completed annually, or adjusted from previous year counts, to determine an annual average daily traffic (AADT) volume.

Figure 2 plots the AADTs for the count sites along the study corridor over the past 20 years. As shown in the figure, traffic volumes are highest along 57th St S, with volumes decreasing along US-87/89 further to the east. Existing volumes range from a low of just over 6,400 vehicles per day (vpd) on the east end of the US-87/89 study corridor up to 11,000 vpd along 57th St S. When averaged together, traffic volumes have increased at an annual rate of approximately 1.3 percent per year since 2004.

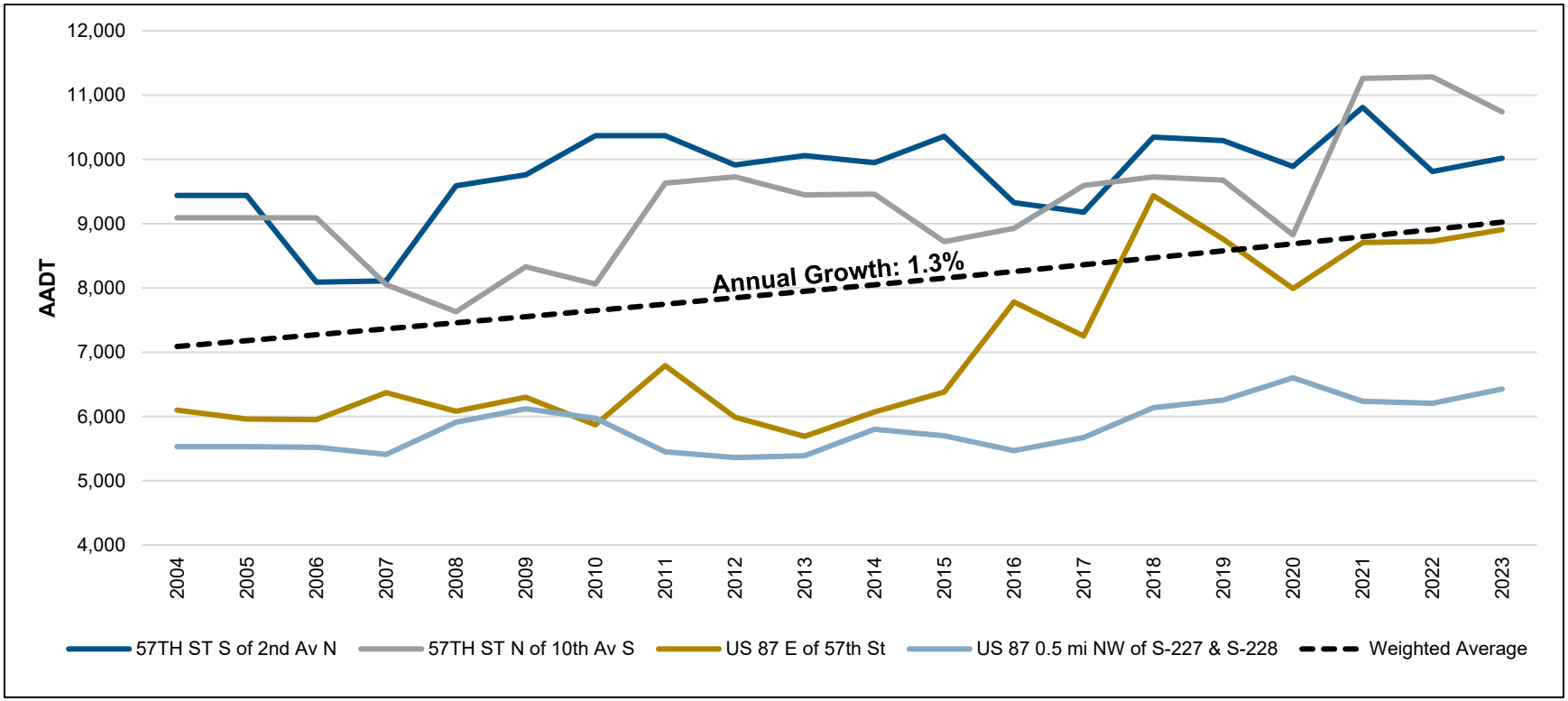


Figure 2: Historic Traffic Volumes

The 2024 Great Falls LRTP included development of a travel demand model (TDM) to forecast traffic growth based on anticipated changes in land use and the transportation system. The base TDM was calibrated to 2019 data, with projections extending to 2045. This future model included potential for job growth at Malmstrom Air Force Base, along with residential and employment growth south of US-87/89. **Table 3** compares projected growth rates for the 57th St S and US-87/89 corridors, showing that traffic has historically grown at a weighted average rate of 1.3 percent per year. The TDM forecasts a slightly lower weighted average growth rate of 1.1 percent per year.

Table 3: Traffic Volume Growth Rates

Site ID	Description	Historic Growth 2004 AADT*	Historic Growth 2023 AADT*	Historic Growth Annual Growth	2019 TDM**	2045 TDM**	Annual Growth TDM**
07-2A-064	57th St S of 2nd Ave N	9,440	10,019	0.7%	11,000	14,000	0.9%
07-2A-065	57th St N of 10th Ave S	9,090	10,741	1.2%	11,900	14,900	0.9%
07-2A-019	US 87 E of 57th St S	6,100	8,907	2.5%	9,300	14,100	1.6%
07-2-005	US 87 0.5 mi NW of S-227 & S-228	5,530	6,428	0.7%	8,100	10,100	0.9%
All Sites	**Weighted Average Growth**			**1.3%**			**1.1%**

** MDT Traffic Count Data System (TCDS).*
*** Great Falls Area Long Range Transportation Plan, 2024.*

Taking both historical and TDM-projected growth into account for the study corridor, a growth rate of 1.3 percent was selected to evaluate future conditions. This rate is considered a conservative estimate based on historical trends and projected volumes, serving as the basis for estimating 2045 conditions. Projected AADT volumes are detailed in **Table 4**.

Table 4: Projected Traffic Volumes

Site ID	Description	2023 AADT	2045 AADT*
07-2A-064	57th St S of 2nd Ave N	10,019	13,250
07-2A-065	57th St N of 10th Ave S	10,741	14,205
07-2A-019	US 87 E of 57th St S	8,907	11,779
07-2-005	US 87 0.5 mi NW of S-227 & S-228	6,428	8,501

** Projected based on a compound annual growth rate of 1.3 percent.*

5.3 Intersection Operations

To supplement the existing AADT data, intersection turning movement counts (TMCs) were performed at eight intersections along the corridor. Vehicle turning movement data was collected at each intersection for a 24-hour period to represent an average weekday. Data was collected on August 13 and 14, 2024 (see **Appendix B**). The data was used to evaluate intersection operations during peak hour conditions.

The operational conditions of the intersections are characterized by level of service (LOS), which is based on an alphabetic scale representing the full range of operating conditions. This scale is defined based on the vehicle delay experienced at the intersection. The scale ranges from A, which indicates little, if any, vehicle delay, to F, which indicates significant delay and traffic congestion.

An analysis was performed on each of the eight intersections during the AM and PM peak hours. Six of the eight intersections are stop-controlled on the minor approach leg(s), while two are signalized. For the stop-controlled intersections, the LOS is determined based on the delay of the worst-performing movement, typically a left-turn movement from the minor approach. For the signalized intersection, the LOS is based on the intersection average delay.

Table 5 and **Figures 3** and **4** present the results of the peak hour intersection operational analysis under existing (2024) and projected (2045) conditions. For the projected conditions year, existing traffic volumes were increased at a rate of 1.3 percent per year as discussed in the previous section. No changes were made to intersection traffic control or geometrics. Further detailed operational analysis results are provided in **Appendix C**.

Table 5: Intersection Operations

ID	Intersection	Traffic Control	2024 AM Delay	2024 AM LOS	2024 PM Delay	2024 PM LOS	2045 AM Delay	2045 AM LOS	2045 PM Delay	2045 PM LOS
01	57th St S / 2nd Ave N	*Signal**	18.2	B	20.4	C	20.2	C	26.4	C
02	57th St S / 3rd Ave S	*Minor Road Stop***	15.7	C	22.0	C	21.5	C	39.8	E
03	57th St S / 7th Ave S	*Minor Road Stop***	12.3	B	15.5	C	14.6	B	21.5	C
04	57th St S / 8th Ave S	*Minor Road Stop***	12.1	B	14.6	B	14.1	B	19.4	C
05	57th St S / 10th Ave S	*Signal**	21.5	C	22.7	C	27.1	C	29.4	C
06	US-87/89 / Malmstrom Entrance	*Minor Road Stop***	9.5	A	9.8	A	9.9	A	10.4	B
07	US-87/89 / Stone Mill Ln	*Minor Road Stop***	11.5	B	13.3	B	13.0	B	16.2	C
08	US-87/89 / S-227 & S-228	*Minor Road Stop***	12.9	B	14.7	B	16.1	C	19.3	C

** Assumed existing traffic signal phasing with optimized timing plan.*
*** Operations based on worst movement, not intersection average.*

As shown in **Table 5** and **Figures 3** and **4**, all intersections are anticipated to operate at a LOS of C or better during the existing and projected peak hours, with the exception of 57th St S/3rd Ave S under future PM peak conditions. Both signalized intersections are shown to adequately accommodate both existing and projected traffic volumes.

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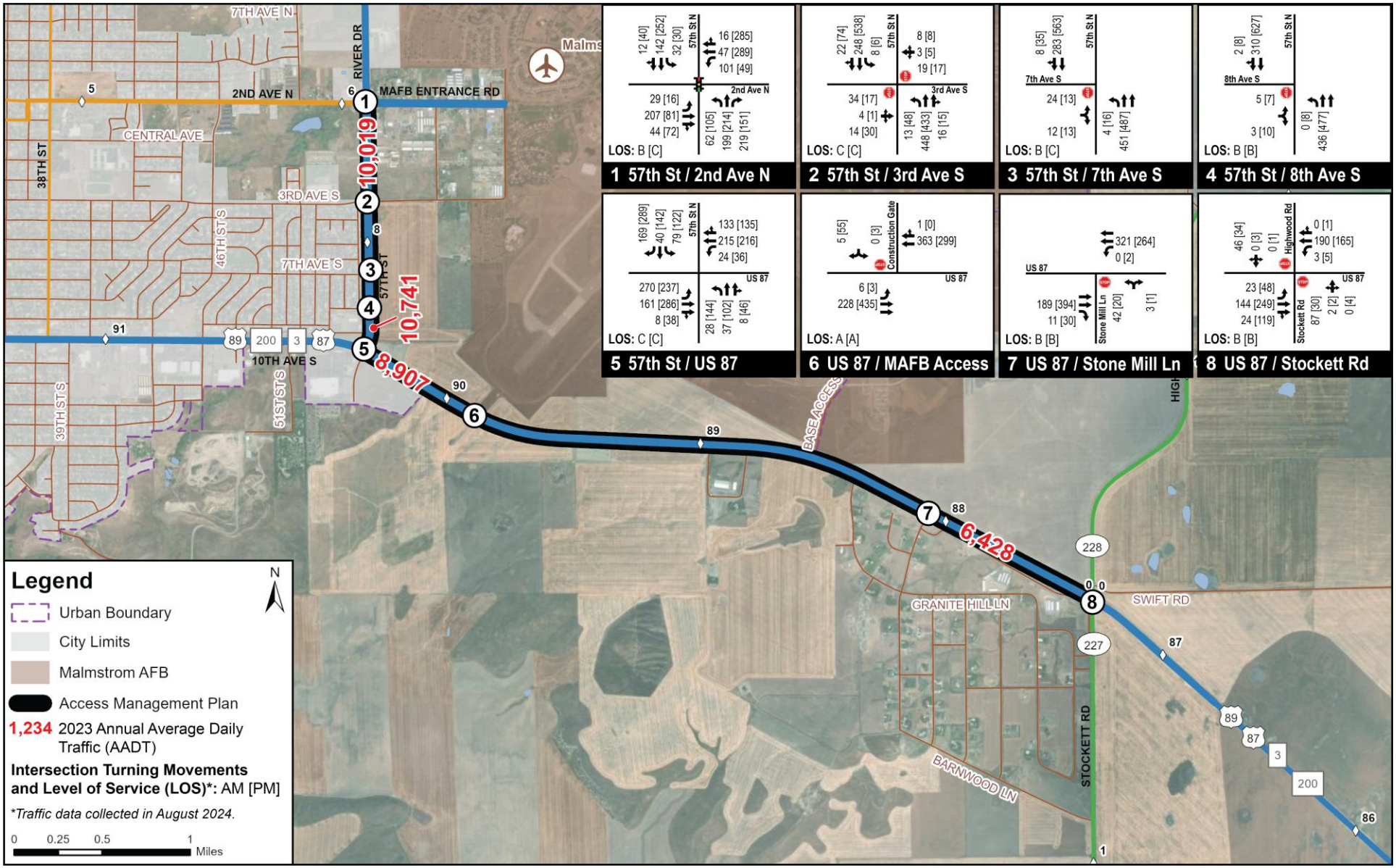


Figure 3: Existing Traffic Conditions (2024)

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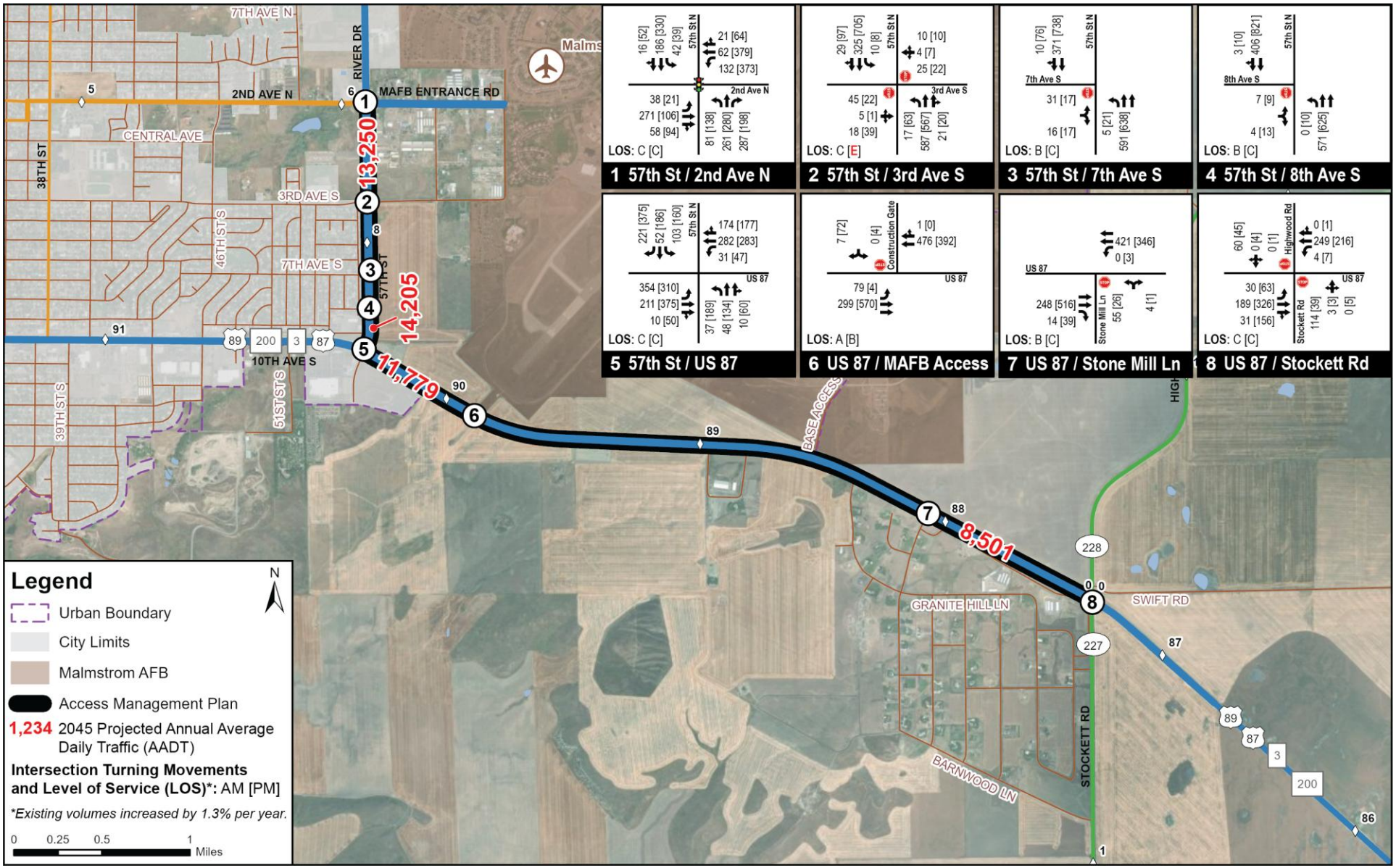


Figure 4: Projected Traffic Conditions (2045)

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6.0 SAFETY CONDITIONS

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

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.

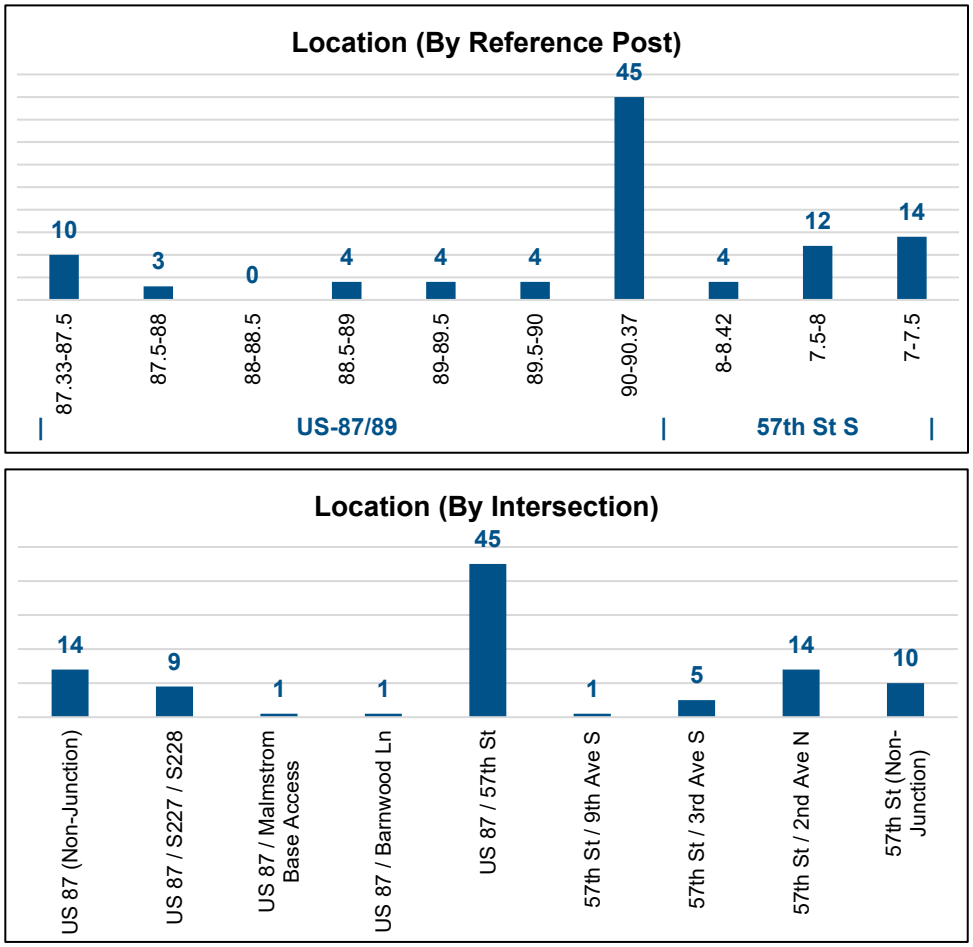


Figure 5: Crash Location Summary

According to the MDT crash database, a total of 100 crashes were reported within the study corridor during the five-year period. A summary of the location of crashes based on one-half mile intervals is shown in **Figure 5**. In addition, the figure shows the density of crashes based on the coordinates of each crash. Approximately one-third of the crashes occurred on 57th St S, while about 25 percent occurred on US-87/89, and nearly half of the crashes occurred at the 57th St S and US-87/89 intersection. Other high-frequency locations include the 57th St S and 2nd Ave N intersection (14 crashes), US-87/89 and S-227/228 intersection (9 crashes), and 57th St S and 3rd Ave S intersection (5 crashes).

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. The locations of the severe (suspected serious and fatal injury) crashes are shown in **Figure 6**. 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.

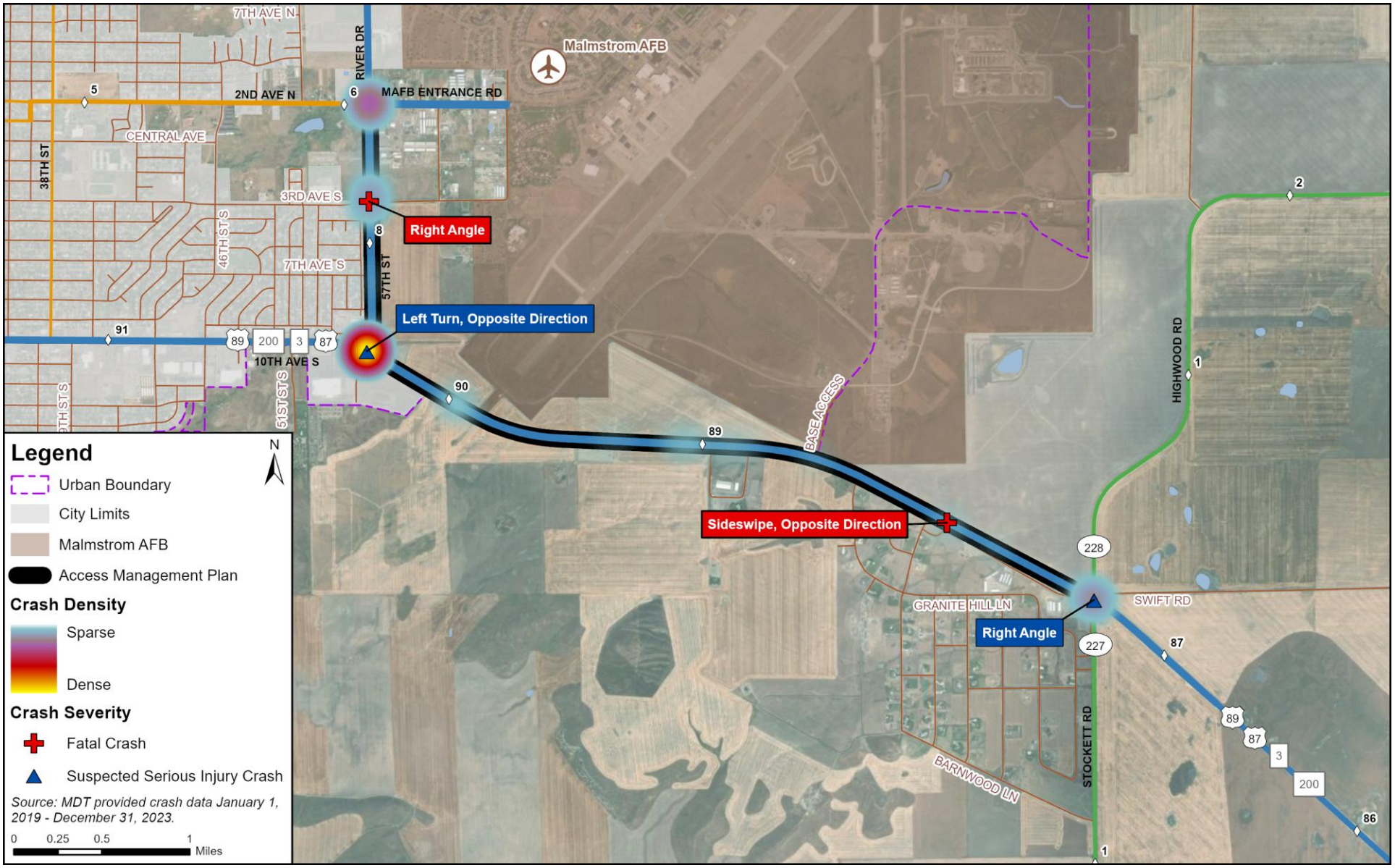


Figure 6: Crash Density

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During the five-year analysis period, 30 percent of the crashes resulted in some level of injury (30 crashes), of which about 13 percent were severe (4 crashes). There were two fatal crashes and two suspected serious injury crashes. Poor weather and road conditions were reported to be a contributing factor in one of the fatal crashes which resulted in a sideswipe collision. The other three severe crashes occurred at intersections as a result of turning conflicts. Impairment was not believed to be a factor in any of the four severe crashes.

6.2 Crash Type

Crashes can be categorized as either single vehicle or multi-vehicle crashes. Multi-vehicle crashes accounted for 73 percent of all reported crashes with a total of 73 crashes. The most common multi-vehicle crashes were right angle (33 percent), rear-end (30 percent), sideswipe (16 percent) and left-turn crashes (12 percent). Single vehicle crashes represented 27 percent of crashes with 27 total crashes. Wild animal crashes were the most commonly reported single-vehicle crash type accounting for 44 percent of those crashes. The second most common single-vehicle crash type was fixed object crashes (37 percent) with the most common fixed objects were utility poles/sign supports (55 percent). **Figure 7** presents the distribution of both multiple and single vehicle crashes within the study area.

Slightly more than one-third of crashes occurred at non-junction locations (37 percent) while the remaining two-thirds either occurred at an intersection (35 percent) or were intersection-related (28 percent). None of the crashes were reported to have occurred at a driveway or other approach type. In general, the single vehicle crashes occurred at non-junction locations while the multi vehicle crashes occurred at intersections. However, some of the sideswipe and rear-end multi vehicle crashes occurred at non-junction locations.

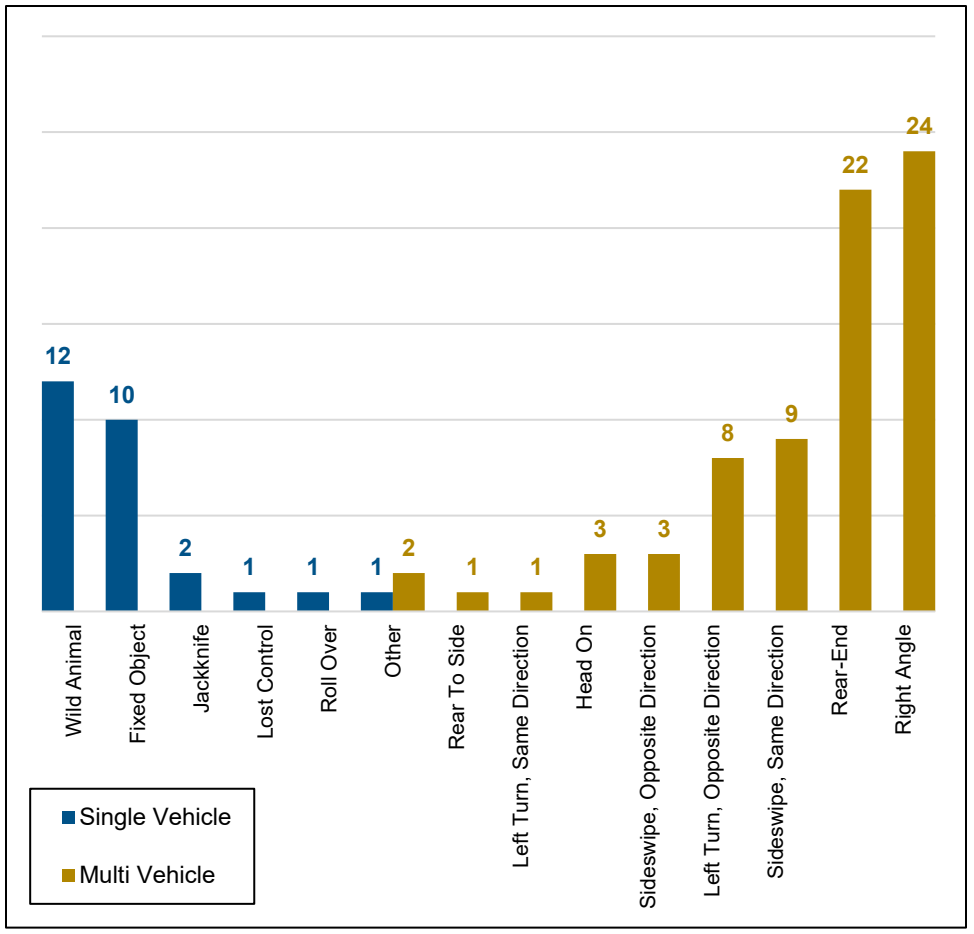


Figure 7: Crash Type

6.3 Environmental Circumstances

Figure 8 presents the distribution of crashes based on environmental conditions including weather, road surface, and lighting conditions. The weather condition was reported as clear or cloudy in 74 percent of crashes. Adverse weather conditions, including snow and rain, were reported in approximately 24 percent of crashes. The "other" category includes fog, smog, or smoke and sleet/hail/freezing rain. Approximately 61 percent of all crashes were reported as having occurred on dry roads, while 35 percent of crashes were reported as having occurred on snowy, slushy, icy, or frost covered roads. About 65 percent of all crashes were reported as having occurred under daylight conditions. An additional 15 percent were reported as occurring at dark with street lighting and 14 percent occurred at night with no street lighting present.

Crashes that occurred under adverse weather conditions (rain or snow) were primarily fixed object (6 crashes) and rear-end crashes (9). Similarly, crashes occurring on adverse road surfaces (snow, slush, ice, or frost covered) were primarily rear-end (12 crashes) and fixed object crashes (9). Adverse weather or road conditions appeared to be a factor in about half of the sideswipe crashes as well as both of the jackknife crashes and the one rollover crash that occurred within the corridor.

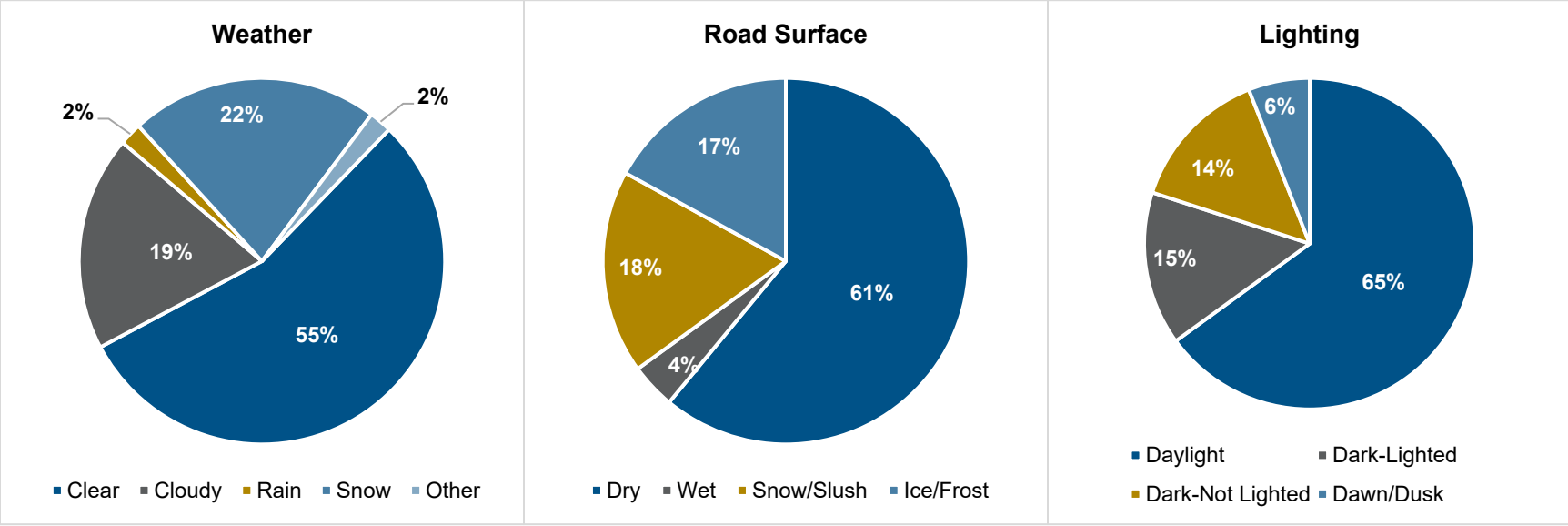


Figure 8: Environmental Conditions

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7.0 PLAN RECOMMENDATIONS

Plan recommendations are presented in **Tables 6** and **7** and the Access Management plan sheets in **Appendix A**. Recommendations are based on the results of the operational analysis, traffic study, and Access Control Guidelines.

All access management principles discussed in previous sections were considered during the development of this plan, however, not all methods were determined to be appropriate for this particular study area and location. Access control methods incorporated 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 57th St S and US-87/89 was allowed for each lot. Large properties were allowed multiple accesses when spacing requirements allowed. Access from 57th St S or US-87/89 was not provided for parcels with reasonable access from side streets. The future Great Falls street grid was considered when developing new accesses.
- 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. The intersection at 3rd Ave S. is noted as this intersection is important to the Great Falls street network should expansion occur to the east. Setbacks are recommended for intersections with potential for future higher intersection control to provide space for geometric modifications or signal installations. New accesses in proximity of those intersections are not recommended.

Additional auxiliary left- and right-turn lanes should be considered as development occurs. Each approach volume will need to be analyzed to determine if auxiliary lanes are warranted. 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. This planning-level document does not determine or define legal access to parcels and is only intended as a guide for future development.

Table 6: Recommendations for Access – 57th St S (2nd Ave N to 10th Ave S)

Access Number	Parcel or Intersection	RP	Side	Type	Access Description	Recommendation
1	1	7.5	LT	Private	Wide approach to commercial property, exist. raised median.	RI/RO, define and reduce size of access
2	2/4	7.6	RT	Joint Field	Access to vacant land with development potential, exist. raised median with nearby median break not serving access. May be RI/RO in future if 2nd Ave left-turn bay extended for intersection operations.	**Full movement, relocate to property line, relocate median break across from Access 3**
3	3/5	7.6	LT	Joint Private	Access to commercial properties, exist. raised median break and left-turn bay. May be RI/RO in future if 2nd Ave left-turn bay extended for intersection operations.	**Full movement, relocate to property line, relocate median break across from Access 2**
4	6	7.6	LT	Private	Sole access to commercial property, exist. raised median	RI/RO, no change
5	7	7.7	LT	Private	Access to commercial properties, exist. raised median break and left-turn bay	**Full movement, no change**
6	4/8	7.7	RT	Private	Access to commercial properties, exist. raised median break and left-turn bay. Relocate across from Access 5 and in median break. Serves Parcels 4 and 8 with same owner.	**Full movement, align with Access 5**
7	7	7.7	LT	Private	Second RI/RO access to commercial property. Main access is full movement. Adjacent Parcel 9 has access from 3rd Ave S.	RI/RO, close
--	9	-	LT	-	Access from 3rd Ave S	**No action**
--	10	-	RT	-	Vacant land with development potential, access from 3rd Ave S	**No action**
8	3rd Ave S	7.8	LT	Public	Exist. median break and left turn bay. Align with Access 9 to optimize intersection geometrics. Potential location for future higher intersection control.	**Full movement, align with Access 9**
9	3rd Ave S	7.9	RT	Public	Exist. mainline raised median break and left-turn bay. Align with Access 8 to optimize intersection geometrics. Potential location for future higher intersection control.	**Full movement, align with Access 8**
10	12	7.9	RT	Private	Wide access with pin down curb to provide some channelization. Exist. access from 3rd Ave S and 56th St S. Define and narrow to south side of the access.	RI/RO, narrow and define
11	27	8.1	RT	Private	Exist. access from 7th Ave S and 56th St S. Any access on 57th St S granted needs to be narrower and defined.	RI/RO narrow and define
12	7th Ave S	8.1	RT	Public	Exist. median break and left turn bay. Potential location for future higher intersection control.	**Full movement, no change**
13	11	8.1	LT	Field, Future Public	Future continuation of 7th Ave S, exist. median break with no left turn bay. Potential location for future higher intersection control.	New full movement, field approach, potential future public, modify median break and add left turn bay

PARCEL IN SYSTEMS IMPACT ACTION PROCESS

Access Number	Parcel or Intersection	RP	Side	Type	Access Description	Recommendation
14	28	8.2	RT	Private	Exist. access from 7th Ave S and 56th St S. Close when parcel is developed. Any access on 57th St S granted needs to be narrower and defined.	**RI/RO, close**
15	8th Ave S	8.3	RT	Public	Extend raised median and remove median break	**RI/RO, remove median break**
--	34	-	RT	-	Access from 8th Ave S	**No action**
16	35	8.3	RT	Private	Secondary access from 9th Ave S, exist. mainline raised median	**RI/RO, no change**
17	9th Ave S	8.3	RT	Public	Exist. raised median, no raised median break	**RI/RO, no change**
--	36	-	RT	-	MDT parcel, no access	**No action**
18	37	8.4	LT	Field	Access to vacant land with development potential, close when parcel is developed, access will be from US-87/89	**RI/RO, close**
--	38	8.4	RT	-	Drainage basin, no exist. or new access	**No action**

PARCEL IN SYSTEMS IMPACT ACTION PROCESS

Table 7: Recommendations for Access – US-87/89 (57th St S to S-227/228)

Access Number	Parcel or Intersection	RP	Side	Type	Access Description	Recommendation
--	36	90.4	LT	-	MDT parcel, no access	**No action**
--	38	90.4	RT	-	Drainage basin, no exist. or new access	**No action**
19	39	90.2	RT	Field	Vacant land with development potential. Sole access from US-87/89. Potential future second access for 57th St S, relocate further from 57th St S intersection.	**RI/RO, relocate**
20	37	90.2	LT	Field	Relocate further from 57 St S intersection. Access 18 from 57th St S to be closed	**RI/RO, relocate**
21	40/42	90.1	RT	Shared	Vacant land with development potential, same owner as Parcel 39. Future access to Parcel 42 with easement.	**New, full movement**
22	37/41	90.1	LT	Joint Field	Vacant land with development potential, second access for Parcel 37, sole access for Parcel 41	**Full movement, no change**
23	43	89.9	RT	Shared	USAF, relocate with slope flattening and removal of guardrail. Potential location for future higher intersection control.	**Full movement, no change**
24	44	89.9	LT	Private	USAF approach with gate and EB left-turn lane. Potential location for future higher intersection control.	**Full movement, no change**
25	42	89.5	RT	Private	Vacant land with development potential with access to parcel to the south. Storage units on Parcel 45 with gated entrance at Access 27.	**Full movement, align with Access 26**
26	41/44	89.5	LT	Joint Field	Vacant land with development potential.	**Full movement, align with Access 25**
27	45/46	89.3	RT	Joint Private	Parcel 46 is vacant land with development potential. Storage units on Parcel 45 with gated entrance at Access 27. Existing WB left-turn lane.	**Full movement, realign to property line**

PARCEL IN SYSTEMS IMPACT ACTION PROCESS

PARCEL IN SYSTEMS IMPACT ACTION PROCESS

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28	44/47	89.3	LT	Shared	Vacant land with development potential. Future access for Parcel 44 with easement.	**Full movement, align with Access 27**
29	46/48/49 Barnwood Lane	89.0	RT	Private	Vacant land with development potential, private residence and commercial property. Undeveloped access to Platinum Lane. Sole developed access to Parcel 48. Future access to P46 and P49 with easements.	**Full movement, align with Parcel 48 property and Access 30**
30	47	89.0	LT	Field	Vacant land with development potential. Second access to Parcel 47.	**Full movement, align with Access 29**
31	49	88.8	RT	Private	Commercial property with access from Barnwood Lane	**Full movement, close**
32	49/50	88.7	RT	Joint Field	Sole US-87/89 access to Parcels 49 and 50	**New, full movement**
33	47	88.6	LT	Private	USAF commercial entry gate. USAF prefers no accesses be placed opposite this access.	**Full movement, no change**
34	52/53 Granite Hill Lane	88.4	RT	Joint Private	Subdivision access, Parcels 51 & 52 have same owner. Future access to Parcel 51 with easement. Existing WB left-turn lane.	**Full movement, no change**
35	54A	88.4	LT	Field	USAF recent purchase of a portion of Parcel 54	**Full movement, align with Access 34**
36	54	88.1	LT	Field	Vacant land with development potential. Potential location for future higher intersection control.	**New, full movement, align with Access 37**
37	55-58 Stone Mill Lane	88.1	RT	Joint Private	Subdivision access. Exist. WB left- and EB right-turn lanes. Potential location for future higher intersection control.	**Full movement, no change**
38	54	87.9	LT	Field	Vacant land with development potential. If parcel is developed, relocate to provide desirable spacing between accesses.	**Full movement, relocate to provide desirable spacing**
--	55		RT	-	Access from Stone Mill Lane, no US-87/89 access	**No action**
--	56		RT	-	Access from Stone Mill Lane, no US-87/89 access	**No action**
--	59		RT	-	Access from Sapphire Lane, no US-87/89 access	**No action**
--	60		RT	-	Access from Sapphire Lane, no US-87/89 access	**No action**
--	61		RT	-	Access from Sapphire Lane, no US-87/89 access	**No action**
--	62		RT	-	Access from Sapphire Lane, no US-87/89 access	**No action**
--	63		RT	-	Access from Sapphire Lane, no US-87/89 access	**No action**
39	63/65	87.4	RT	Public	Realign for future optimized intersection, existing WB left-turn lane. Potential location for future higher intersection control.	**Full movement, realign with Access 40, adjust turn bays**
40	54/64/66	87.4	LT	Public	Realign for future optimized intersection, existing EB left-turn lane. Potential location for future higher intersection control.	**Full movement, realign with Access 39, adjust turn bays**

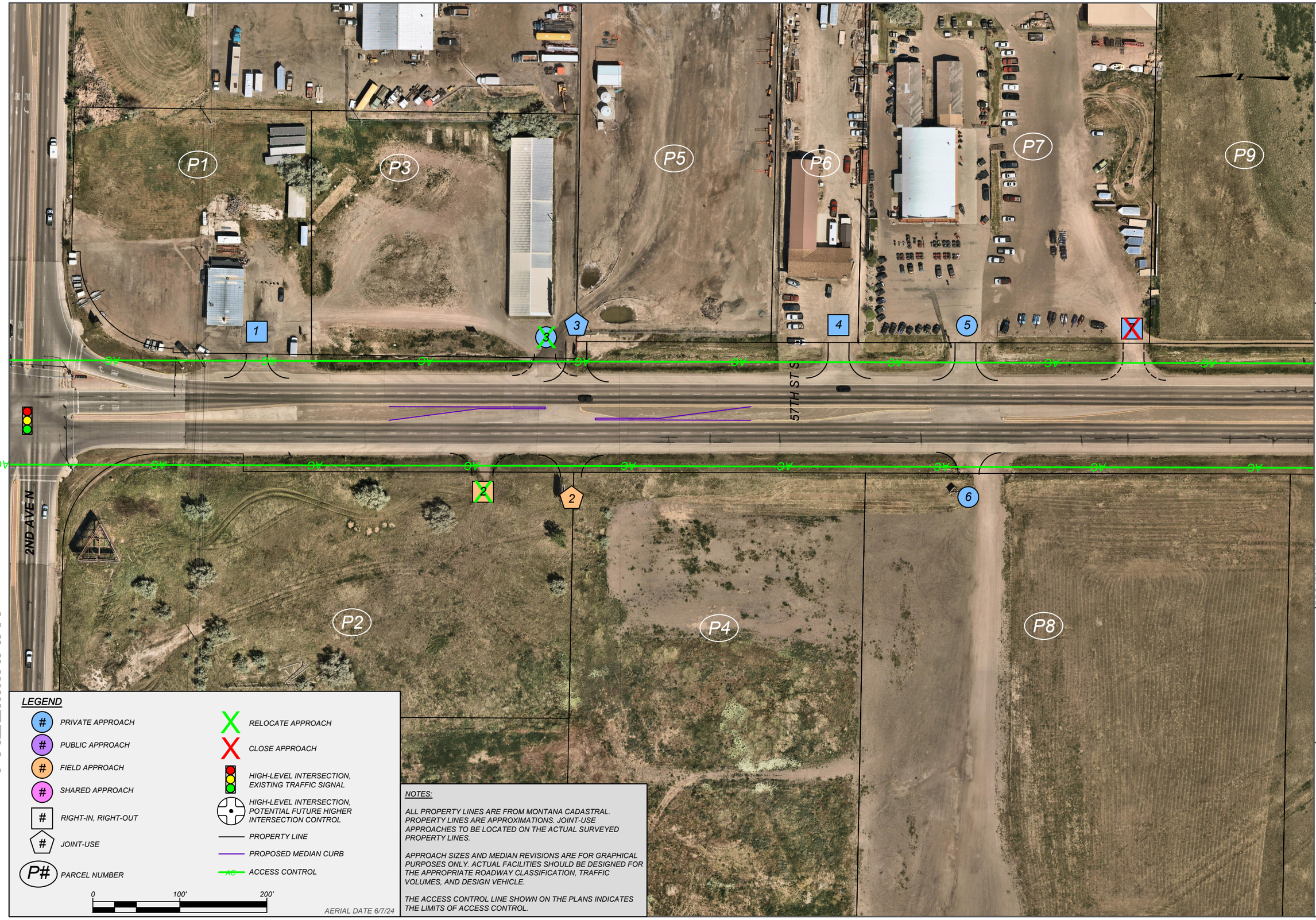
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Appendix A

Access Management Plan Sheets



PRELIMINARY

LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- P# PARCEL NUMBER
- RELOCATE APPROACH
- CLOSE APPROACH
- HIGH-LEVEL INTERSECTION, EXISTING TRAFFIC SIGNAL
- HIGH-LEVEL INTERSECTION, POTENTIAL FUTURE HIGHER INTERSECTION CONTROL
- PROPERTY LINE
- PROPOSED MEDIAN CURB
- AC ACCESS CONTROL

0 100' 200'

AERIAL DATE 6/7/24

NOTES:

ALL PROPERTY LINES ARE FROM MONTANA CADASTRAL. PROPERTY LINES ARE APPROXIMATIONS. JOINT-USE APPROACHES TO BE LOCATED ON THE ACTUAL SURVEYED PROPERTY LINES.

APPROACH SIZES AND MEDIAN REVISIONS ARE FOR GRAPHICAL PURPOSES ONLY. ACTUAL FACILITIES SHOULD BE DESIGNED FOR THE APPROPRIATE ROADWAY CLASSIFICATION, TRAFFIC VOLUMES, AND DESIGN VEHICLE.

THE ACCESS CONTROL LINE SHOWN ON THE PLANS INDICATES THE LIMITS OF ACCESS CONTROL.

SHEET NO. 1

ACCESS MANAGEMENT PLAN

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UPN:

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ACCESS MANAGEMENT PLAN

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P11

PARCEL IN SYSTEMS IMPACTS PROCESS

8

57TH ST S

10

9

P12 P13 P14 P15 P16 P17 P18 P19 P20 P21

56TH ST S

P10

CONCEPTUAL APPROACH CONFIGURATION, ACTUAL CONFIGURATION TO BE DETERMINED BY ENGINEERING DESIGN

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LEGEND

- # PRIVATE APPROACH
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ACCESS MANAGEMENT PLAN

PARCEL IN SYSTEMS IMPACTS PROCESS

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57TH ST S

57TH ST S

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P22 P23 P24 P25 P26 P27 P28 P29 P30 P31 P32 P33 P34 P35

56TH ST S

7TH AVE S

8TH AVE S

AC

LEGEND

- # PRIVATE APPROACH
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US-87/89

57TH ST S

57TH ST S

57TH ST S

9TH AVE S

10TH AVE S

PRELIMINARY

LEGEND

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0 100' 200'

AERIAL DATE 6/7/24

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9TH AVE S

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US-87/89

PARCEL IN SYSTEMS IMPACTS PROCESS

PARCEL IN SYSTEMS IMPACTS PROCESS

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LEGEND

- # PRIVATE APPROACH
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PROJECT ID:
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PRELIMINARY

PARCEL IN SYSTEMS IMPACTS PROCESS

P37

P41

20

22

19

21

AC

US-87/89

PARCEL IN SYSTEMS IMPACTS PROCESS

P39

P40

P42

CONCEPTUAL APPROACH CONFIGURATION, ACTUAL CONFIGURATION TO BE DETERMINED BY ENGINEERING DESIGN

LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- P# PARCEL NUMBER
- X RELOCATE APPROACH
- X CLOSE APPROACH
- HIGH-LEVEL INTERSECTION, EXISTING TRAFFIC SIGNAL
- HIGH-LEVEL INTERSECTION, POTENTIAL FUTURE HIGHER INTERSECTION CONTROL
- PROPERTY LINE
- PROPOSED MEDIAN CURB
- AC ACCESS CONTROL

0 100' 200'

AERIAL DATE 6/7/24

NOTES:

ALL PROPERTY LINES ARE FROM MONTANA CADASTRAL. PROPERTY LINES ARE APPROXIMATIONS. JOINT-USE APPROACHES TO BE LOCATED ON THE ACTUAL SURVEYED PROPERTY LINES.

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THE ACCESS CONTROL LINE SHOWN ON THE PLANS INDICATES THE LIMITS OF ACCESS CONTROL.

SHEET NO.
6

ACCESS MANAGEMENT PLAN

PROJECT NAME: CENTRAL MT TRANSPORTATION STUDY
COUNTY: CASCADE COUNTY
PROJECT ID:
UPN:

DESIGNED BY ##### ####
REVIEWED BY ##### ####
CHECKED BY ##### #####

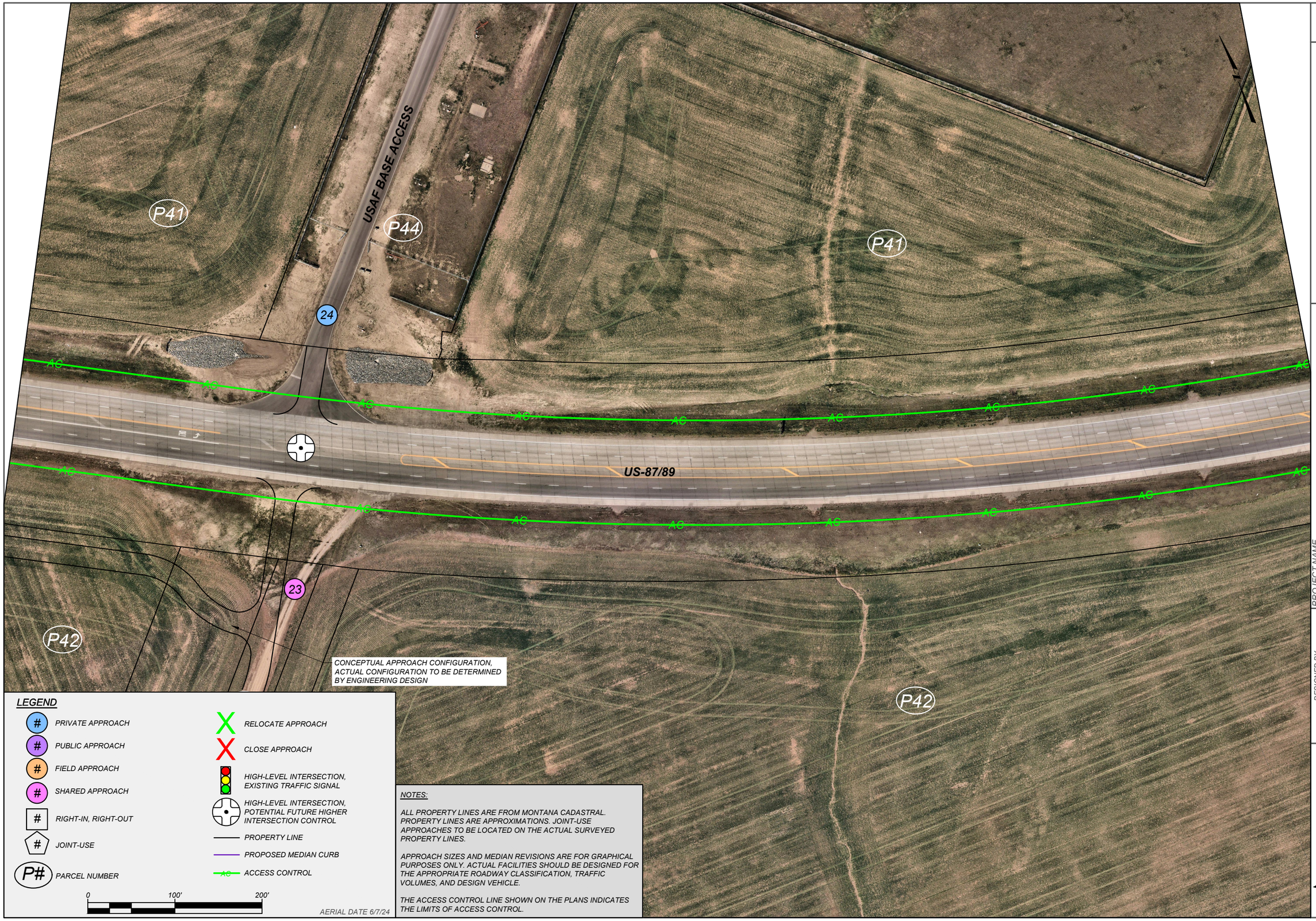
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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
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0 100' 200'

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SHEET NO.
7

ACCESS MANAGEMENT PLAN

PROJECT NAME
CENTRAL MT TRANSPORTATION STUDY
COUNTY
CASCADE COUNTY
PROJECT ID
UPN

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REVIEWED BY	#####	#####
CHECKED BY	#####	#####

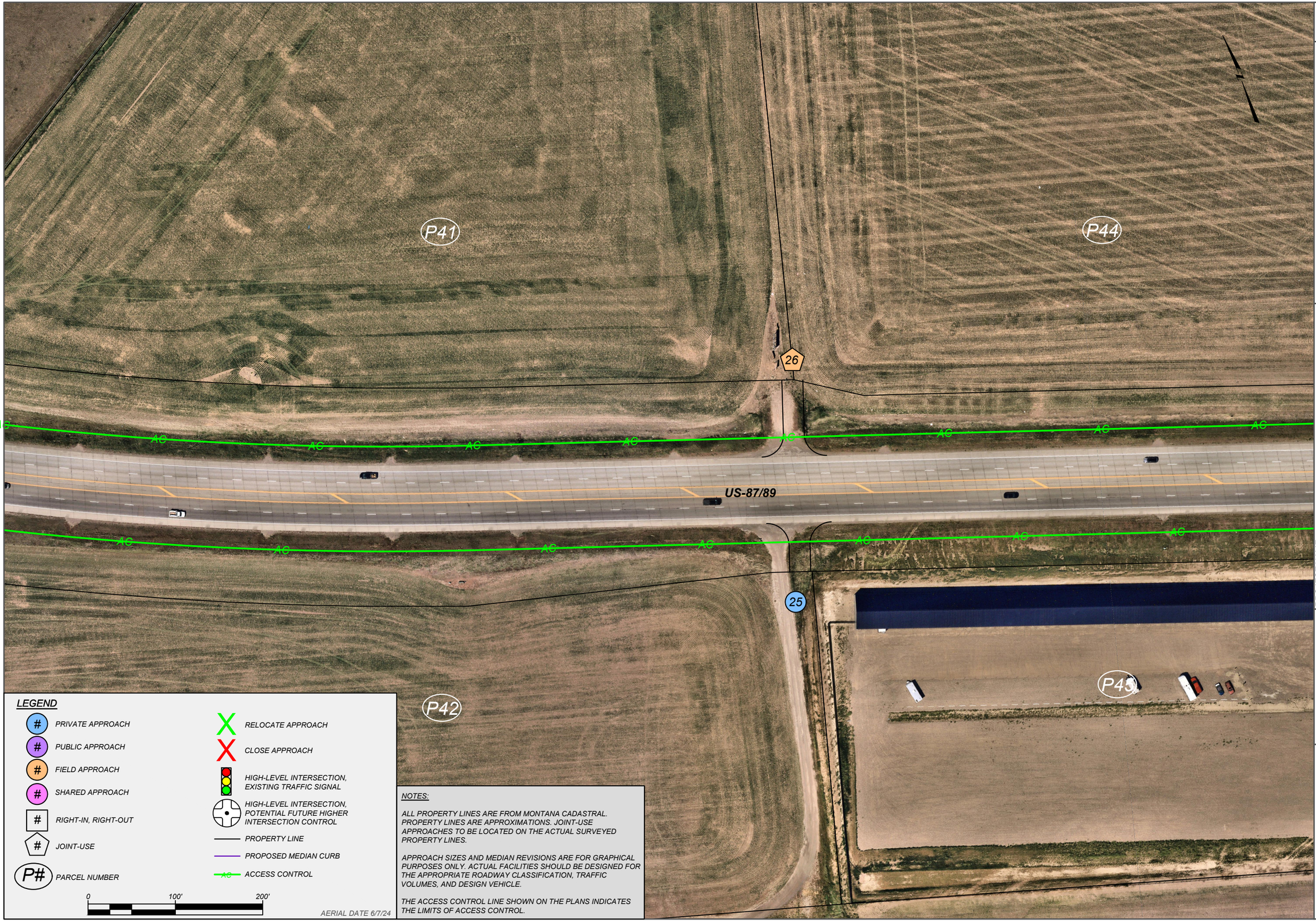
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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
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0 100' 200'

AERIAL DATE 6/7/24

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SHEET NO.
8

ACCESS MANAGEMENT PLAN

PROJECT NAME
CENTRAL MT TRANSPORTATION STUDY
COUNTY
CASCADE COUNTY
PROJECT ID
UPN

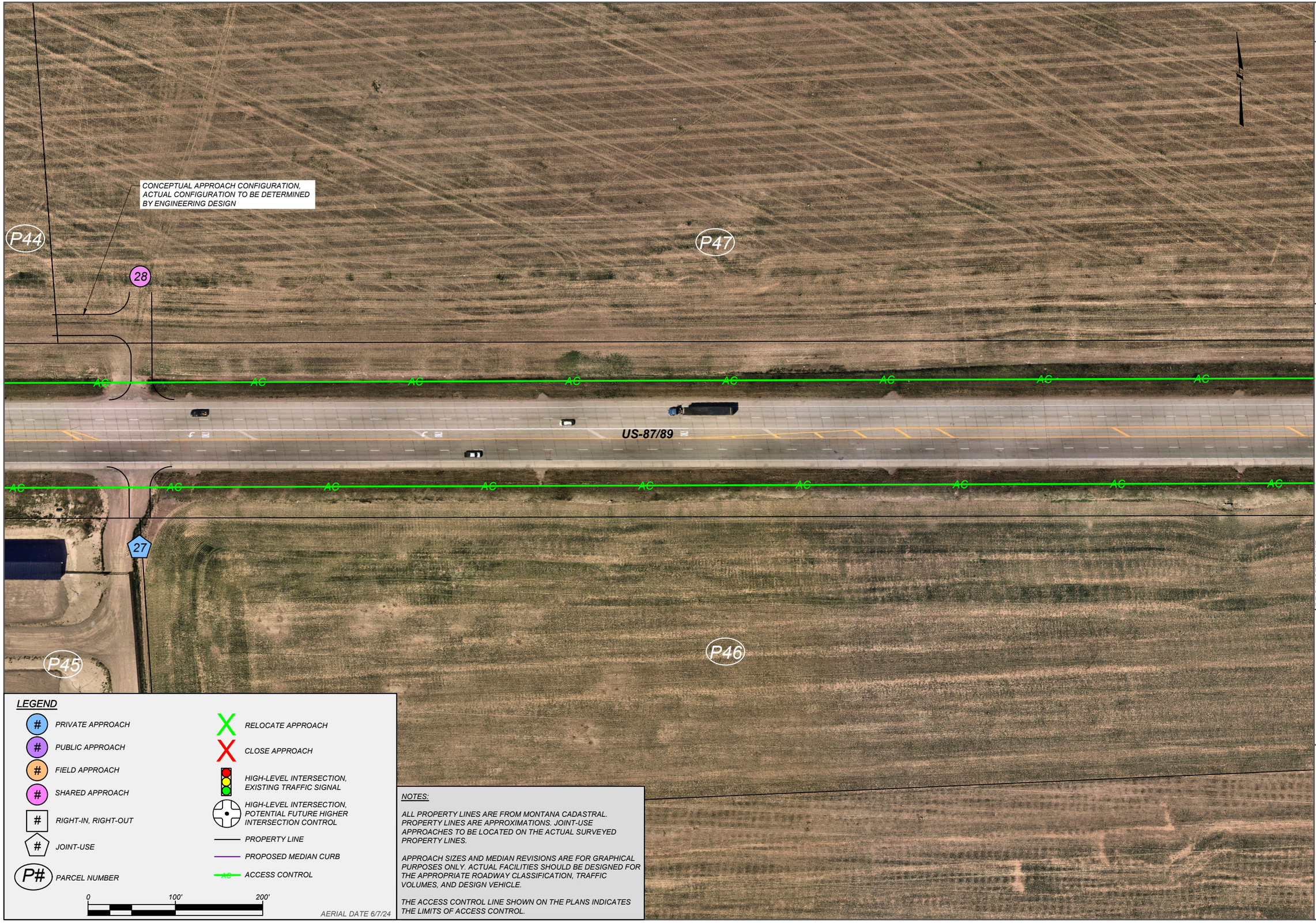
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SHEET NO.
9

ACCESS MANAGEMENT PLAN

PROJECT NAME
CENTRAL MT TRANSPORTATION STUDY
COUNTY
CASCADE COUNTY
PROJECT ID
UPN

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LEGEND

- # PRIVATE APPROACH
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SHEET NO.
10

ACCESS MANAGEMENT PLAN

PROJECT NAME: CENTRAL MT TRANSPORTATION STUDY
COUNTY: CASCADE COUNTY
PROJECT ID:
UPN:

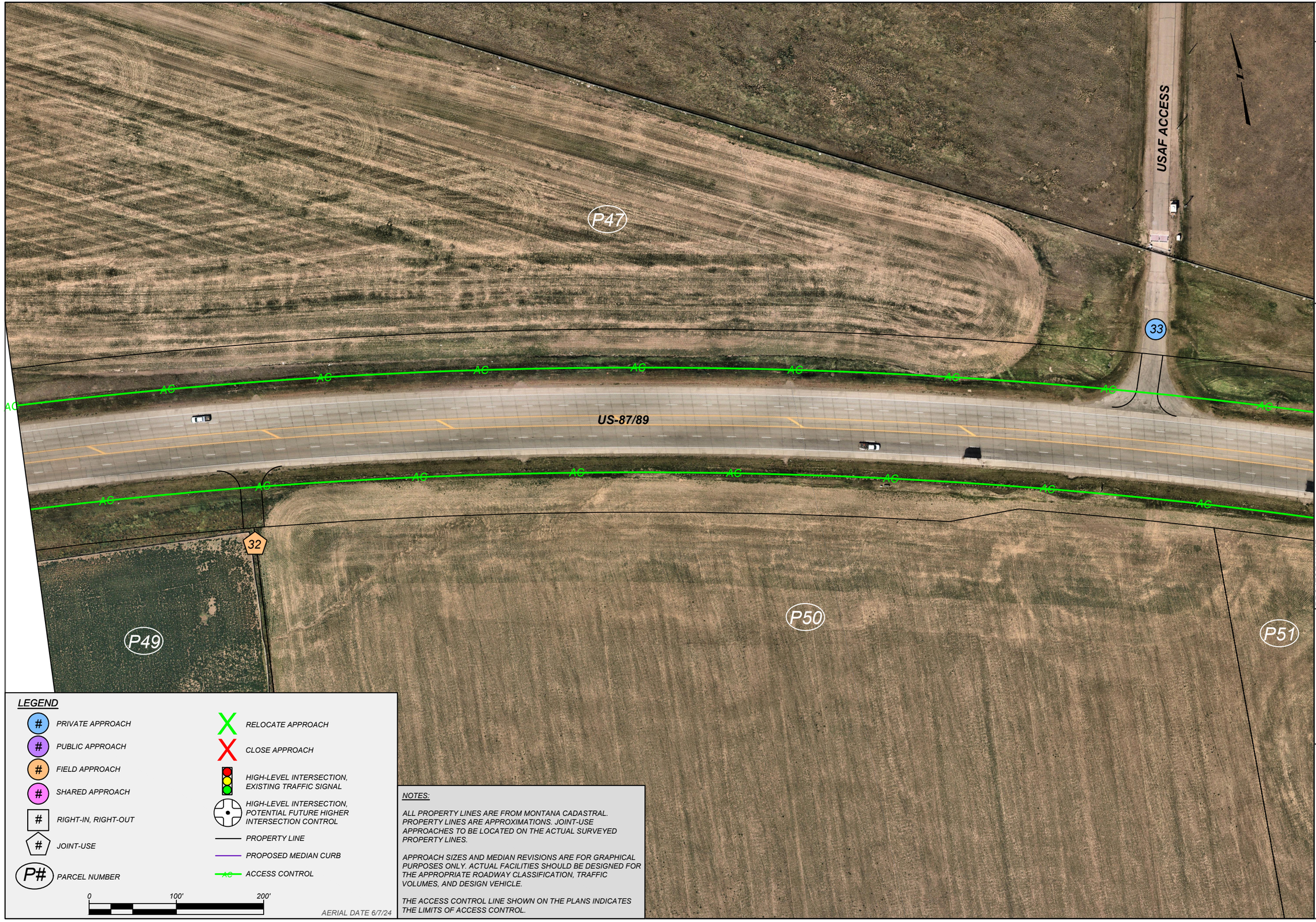
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LEGEND

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SHEET NO.
11

ACCESS MANAGEMENT PLAN

PROJECT NAME
CENTRAL MT TRANSPORTATION STUDY
COUNTY
CASCADE COUNTY
PROJECT ID
UPN

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PRELIMINARY

P47

P54A

P54

35

AC

US-87/89

34

P51

P52

P53

P55

GRANITE HILL LN

LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- P# PARCEL NUMBER
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SHEET NO.
12

ACCESS MANAGEMENT PLAN

CENTRAL MT TRANSPORTATION STUDY

CASCADE COUNTY

PROJECT NAME
COUNTY
PROJECT ID
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PRELIMINARY

P54

36

AC AC AC AC AC AC AC AC AC

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AC AC AC AC AC AC AC AC AC

37

P55 P56 P57 P58 P59

STONE MILL LN

SAPPHIRE LN

LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
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SHEET NO.
13

ACCESS MANAGEMENT PLAN

PROJECT NAME
CENTRAL MT TRANSPORTATION STUDY

COUNTY
CASCADE COUNTY

PROJECT ID

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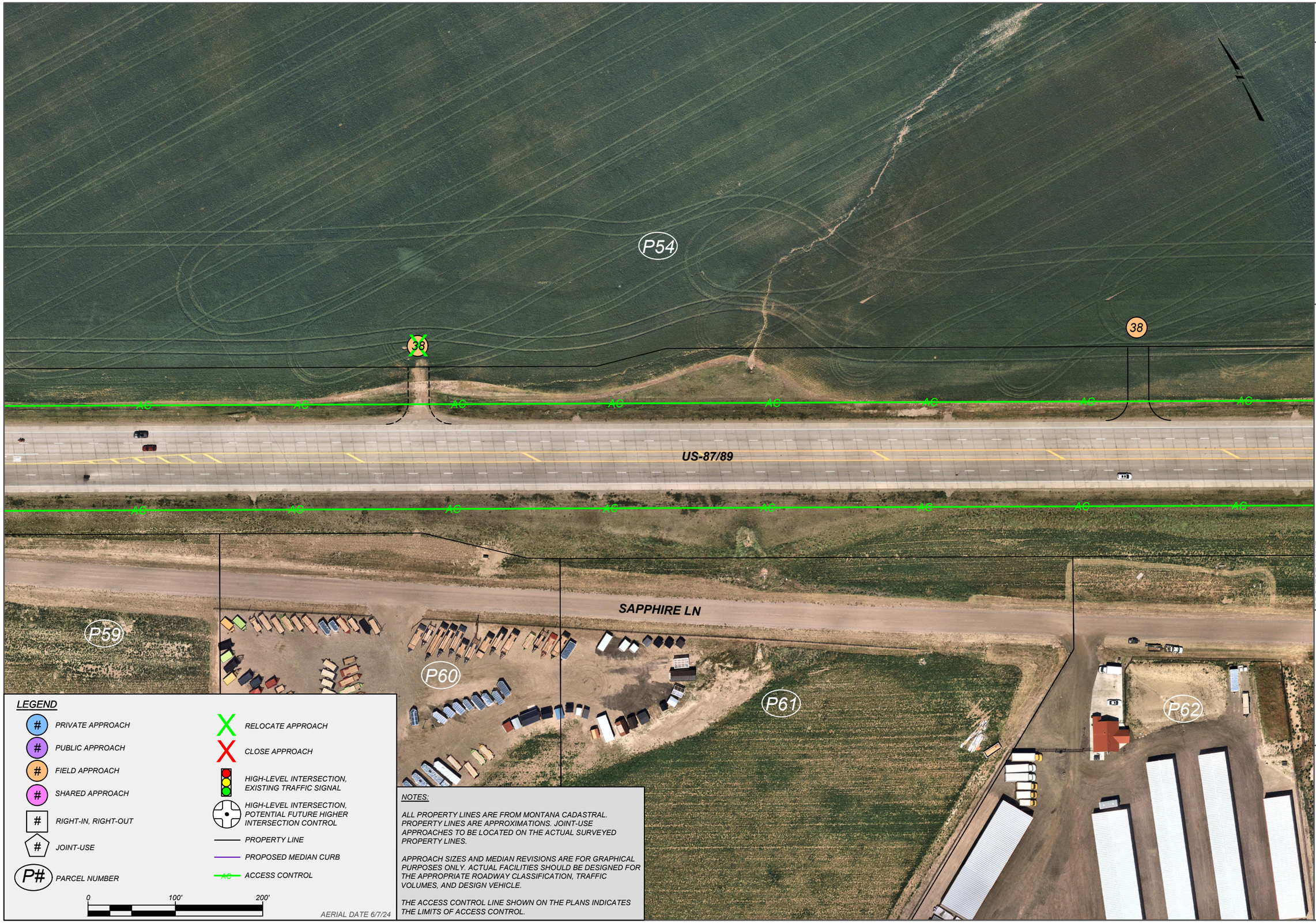
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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
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SHEET NO.
14

ACCESS MANAGEMENT PLAN

PROJECT NAME
CENTRAL MT TRANSPORTATION STUDY

COUNTY
CASCADE COUNTY

PROJECT ID

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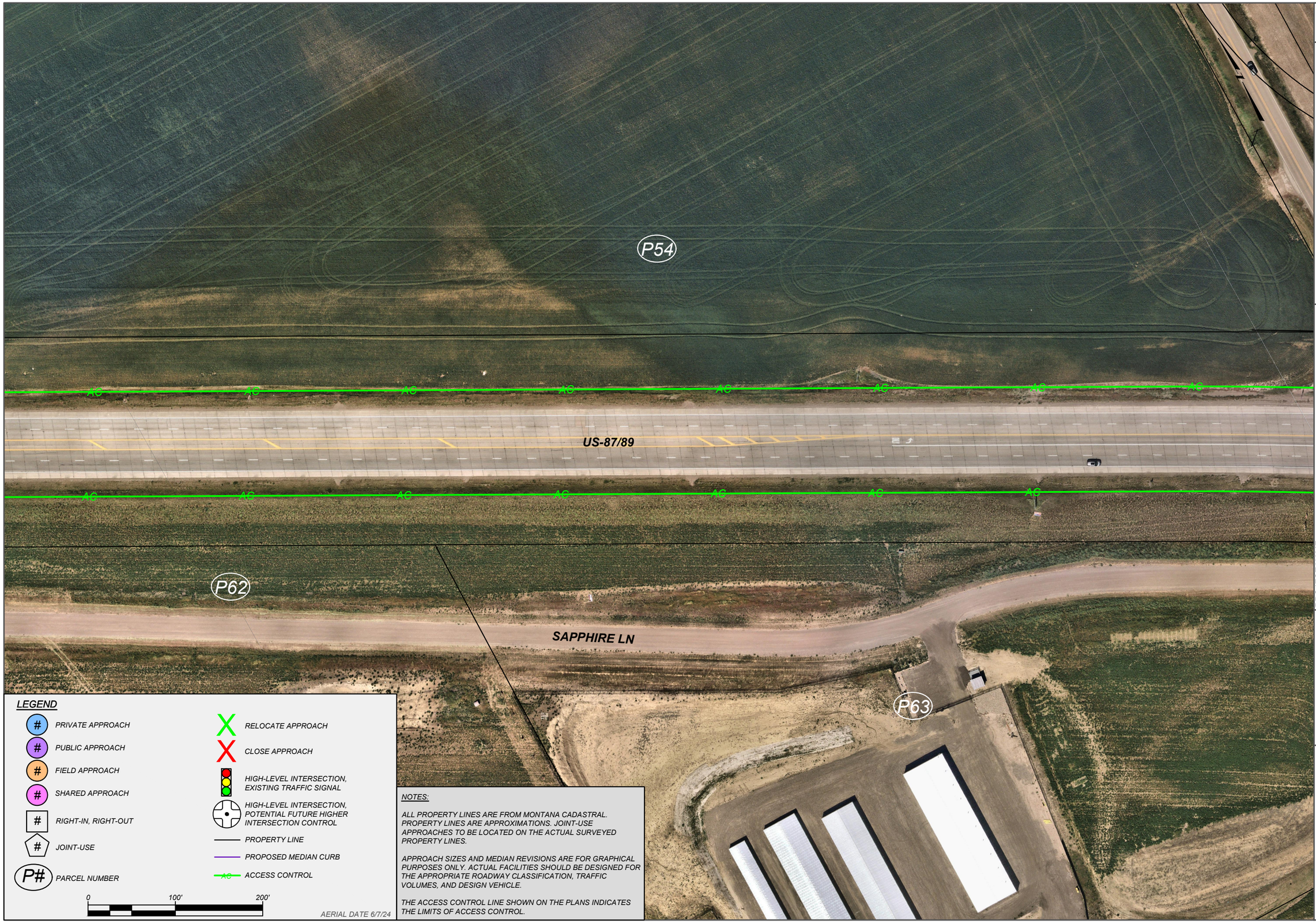
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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
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SHEET NO.
15

ACCESS MANAGEMENT PLAN

PROJECT NAME
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COUNTY
CASCADE COUNTY

PROJECT ID

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PRELIMINARY

SWIFT RD

HIGHWOOD RD

SAPPHIRE LN

STOCKETT RD

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P63

P64

P65

P66

CONCEPTUAL APPROACH CONFIGURATION, ACTUAL CONFIGURATION TO BE DETERMINED BY ENGINEERING DESIGN

CONCEPTUAL APPROACH CONFIGURATION, ACTUAL CONFIGURATION TO BE DETERMINED BY ENGINEERING DESIGN

AC

40

39

LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- P# PARCEL NUMBER
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SHEET NO.
16

ACCESS MANAGEMENT PLAN

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CENTRAL MT TRANSPORTATION STUDY

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Appendix B

Intersection Turning Movement Counts

(Available from MDT upon request)

Appendix C

Intersection Operational Analysis

(Available from MDT upon request)