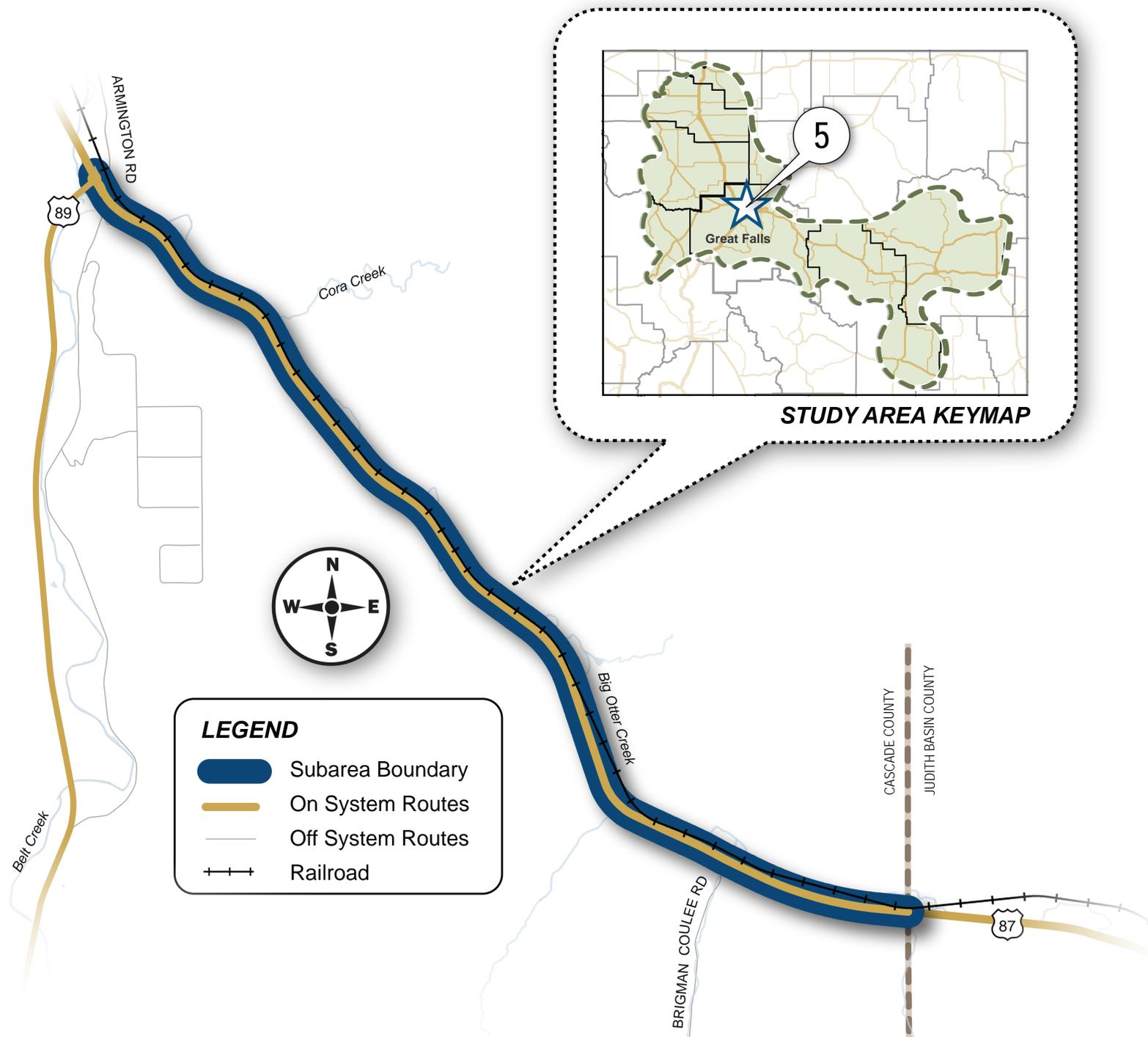


Armington Junction Subarea



Why is MDT studying the Armington Junction-Otter Creek Canyon Subarea?

Safety and operational concerns have been raised along this segment of US 87 due to narrow shoulders, poor pavement and roadside conditions, and limited passing opportunities, compounded by the nearby railroad tracks, Otter Creek, and challenging terrain.

MDT is studying this subarea to **identify potential improvements** and address anticipated impacts from military and other development activities in the area.

Armington Junction Subarea

Key Findings

Transportation Facilities

SPEED LIMIT 70

Most of the subarea has a **posted speed limit** of 70 mph for passenger vehicles during the daytime and a 65 mph limit at nighttime and for heavy trucks, with the exception of a newly established 55 mph zone at the north end of the corridor.

1 **vertical curve** does not meet minimum roadway standards.



Most of the subarea has **shoulders** with a width of **two feet or less**, narrower than the **recommended width of six feet**.



3 of the **nine bridges** within the subarea, have **decks rated as poor**.

There are **ten striped passing zones** within the subarea, five northbound and five southbound. There are no passing lanes.

Right-of-way widths are approximately 140 feet for much of the corridor but are typically **narrower** where **Otter Creek** and the **BNSF railroad** are a constraint. The road shares right-of-way with the railroad the entire length.



Traffic Conditions



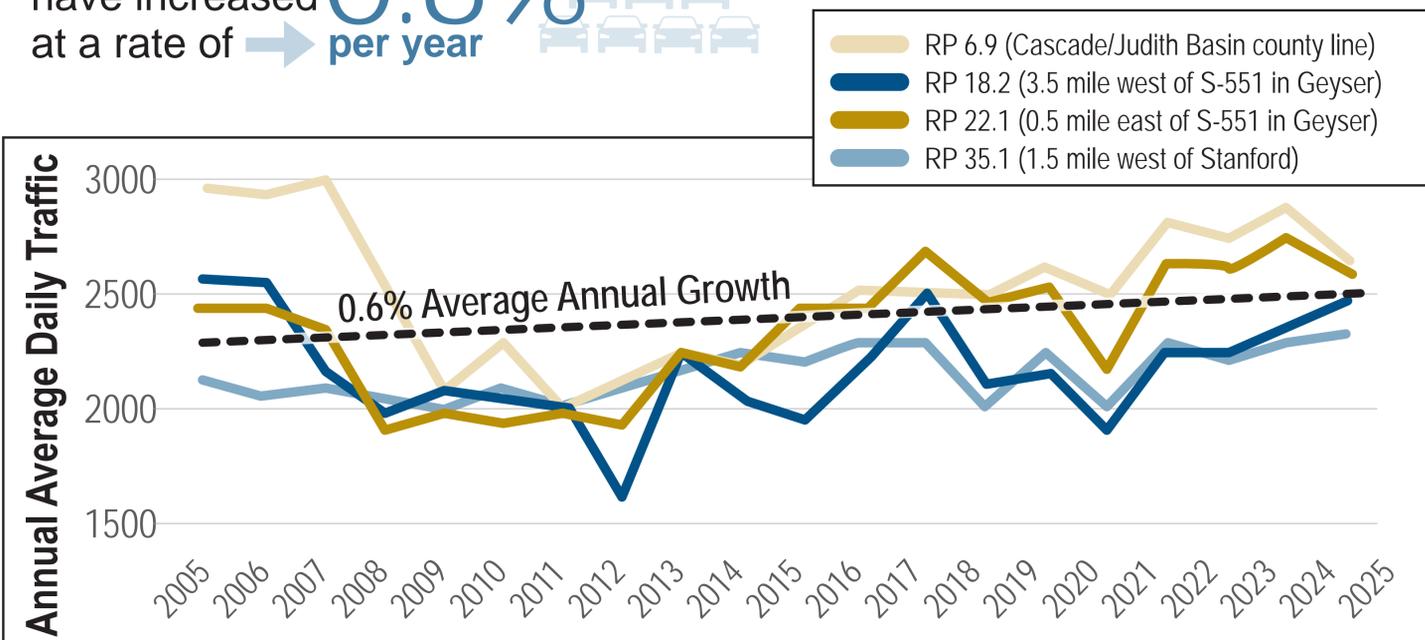
Heavy vehicles account for approximately **20 to 25%** of the traffic stream, with about **550 to 570 heavy vehicles** traveling the corridor daily.

Approximately **2,600 vehicles** travel along the corridor per day.

Traffic is expected to continue **operating well with minimal congestion** over the next 20 years if historic growth rates continue.



Over the past **20 years**, traffic volumes have increased at a rate of **0.6% per year**.



Armington Junction Subarea

Key Findings

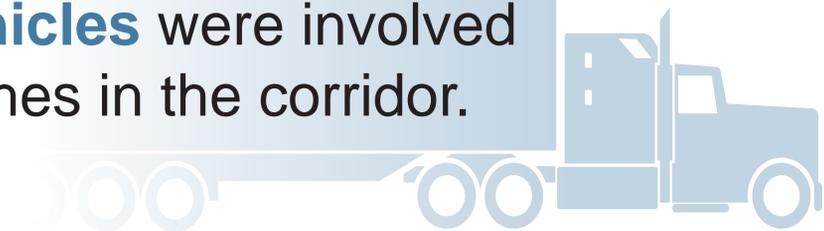
Safety Conditions

During the **5-year analysis** period from **January 2019** through **December 2023**:

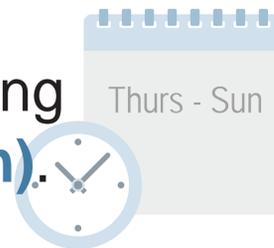
Crashes were relatively minor, with **no severe injuries reported**.



Large commercial vehicles were involved in a fair amount of crashes in the corridor.



Crashes were more frequent during **the end of the week (Thurs-Sun)**.



No pedestrians or cyclists were involved in crashes.

The majority of crashes occurred during **clear, dry, daylight conditions**.



The majority of crashes involved a **single vehicle**, with **wild animal** and **fixed object crashes** being the most common. This is **typical of a rural highway** with sparse intersections.



Crashes were generally distributed **evenly throughout the year** with a **slight increase during the winter months**.

