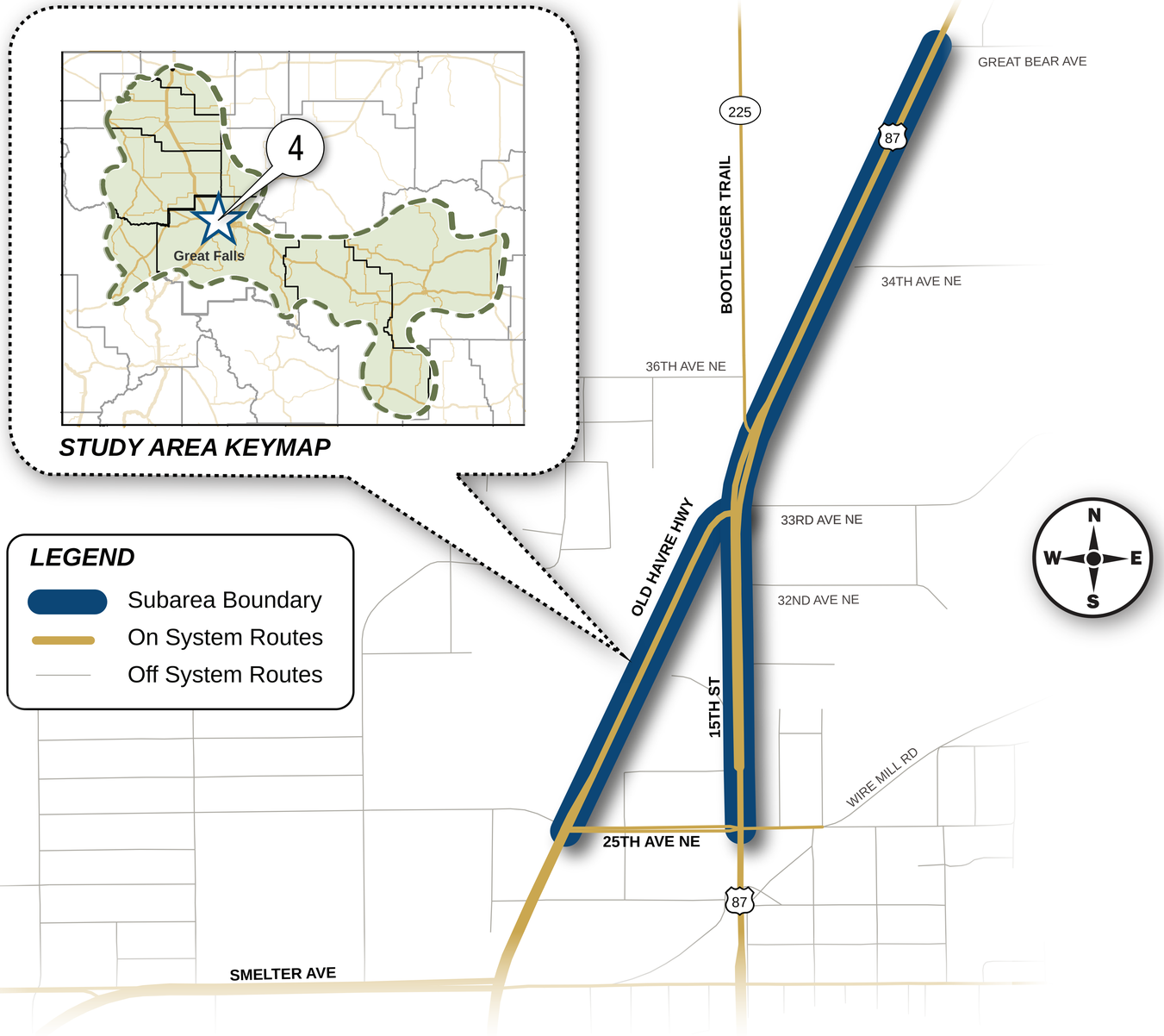
4 Old Havre Highway & US 87 Subarea

Why is MDT studying the Old Havre Highway & US 87 Subarea?

The intersection of **Old Havre Highway**, **15th Street NE**, and **US 87** is complex, contributing to **operational and safety issues** for the surrounding roadways.

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



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Key Findings

Transportation Facilities

Most of the subarea corridors have a **posted speed limit** of 45 mph. A portion of US 87 is signed with a 70-mph daytime limit for passenger vehicles and a 65-mph limit for heavy trucks and nighttime.

Roadway **pavement** is in **poor condition** on all of the subarea corridors.

Current shoulder widths range from two to ten feet. Shoulder widths of six feet are recommended for the corridors.

A portion of 15th Street NE has a **vertical grade greater than** 7%

Traffic Conditions

Traffic volumes are increasing throughout the subarea at an average annual rate between **0.7%-1.4%** per year.

Heavy vehicle traffic ranges from 5-8% on Old Havre Highway, 7% on US 87, and 3-4% on 15th Street NE.

Existing traffic volumes range from approximately 2,500 to 9,000 **vehicles per day** on the subarea corridors.

All subarea **intersections** are projected to **operate poorly** by **2045**.

Under projected traffic conditions, average network **delay** is anticipated to increase, while average travel **speeds** are anticipated to decrease.

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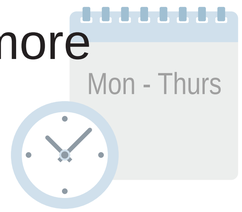
Key Findings

Safety Conditions

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

Most crashes involved **passenger vehicles** as opposed to large trucks.

Crashes were more frequent during **weekdays**.



No pedestrians or **cyclists** were involved **in crashes**.

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

Crashes were more frequent in the **summer** and **early fall months**.

The majority of crashes involved **multiple vehicles**, **including right angle** and **rear-end crashes**, which are typical of **intersections** especially **in urban areas**.

Severe crashes in the subarea were most often the result of **crossing conflicts at intersections**.

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