



APPENDIX 1:

Access Management Plan



US 93 POLSON-SOMERS CORRIDOR STUDY

ACCESS MANAGEMENT PLAN

October 27, 2025



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Appendix A: Access Management Plan Sheets

1.0. INTRODUCTION

The Montana Department of Transportation (MDT) is developing a corridor study of US Highway 93 (US 93) between Polson and Somers, Montana. The purpose of the *US 93 Polson-Somers Corridor Study* is to develop a comprehensive long-range plan for managing the corridor and determining what improvements can be made to address identified needs while considering public and agency input, environmental constraints, access management, and financial feasibility. The study is a collaborative process with MDT, the Federal Highway Administration (FHWA), the Confederated Salish and Kootenai Tribes (CSKT), local jurisdictions, resource agencies, and the public to identify transportation needs and potential solutions.

This *Access Management Plan* was developed to guide the management of access points and spacing along US 93 as a component of the corridor study. The plan starts just north of Polson at reference point (RP) 63.0 and ends north of Somers at RP 104.2 (see **Figure 1** for study area map).

MDT, in partnership with the City of Polson, the City of Somers, and Lake and Flathead Counties, 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.

US 93 is considered a rural principal arterial on the Non-Interstate National Highway System (NHS) 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 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 reducing access density by 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 planning-level document does not determine or define legal access to parcels and is only intended as a guide for future development.

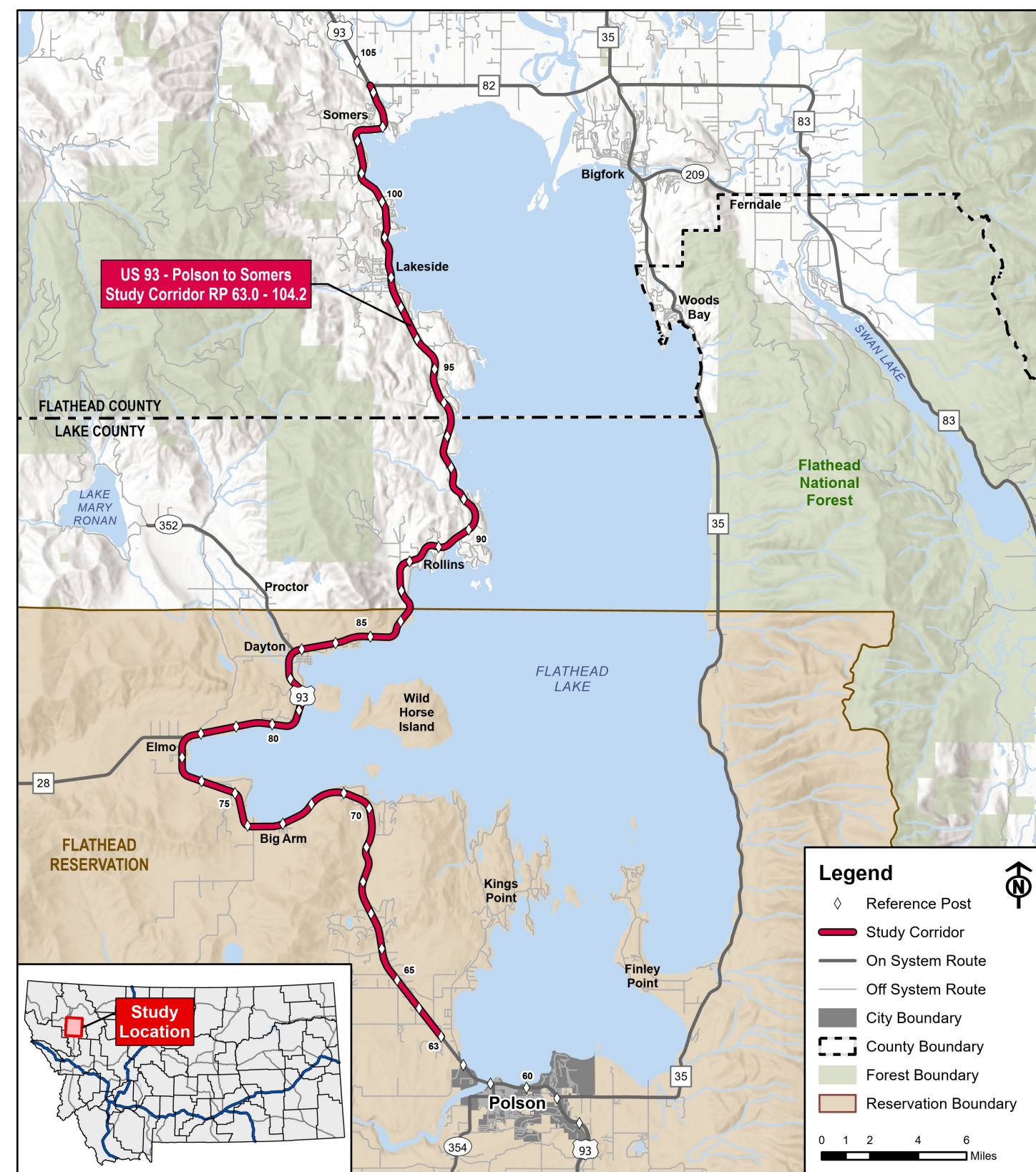


Figure 1: Study Area

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>

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 can also have an overall positive economic impact on businesses in access-controlled corridors. The purpose 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 curbs, 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 Lake County and 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

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 following words are used to describe specific conditions and in order to clarify their meanings, the following definitions apply:⁴

- 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:

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

- **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*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

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 roadway.
- Only one access to US 93 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.

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.

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.

⁶ Institute of Transportation Engineers, *Trip Generation Manual*, <https://www.ite.org/technical-resources/topics/trip-and-parking-generation/#TripGen11>

⁷ Montana Department of Transportation, *Approach Manual for Landowners and Developers*, December 2013, <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>

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.

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.

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

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.

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 by 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 by 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 implemented along various sections of US 93 within or near the study corridor between 1981 and 1991. Three existing access control plans are currently in place, as noted below and illustrated in **Figure 2**.

- Elmo – Rollins (RP 78.73 – 84.63): This 1981 resolution, most recently amended in 1990, designates the 5.5-mile-long segment of US 93 a limited access highway.
- Flathead County Line – South (RP 84.63 – 92.38): This 1985 resolution designates the 7.7-mile-long segment of US 93 a limited access highway.
- Somers – Kalispell (RP 102.87 – 108.47): This 1991 resolution designates the 7.9-mile-long segment of US 93 a limited access highway.

Due to the outdated and incomplete nature of existing access management plans within the corridor, this updated *Access Management Plan* will cover the entire corridor, superseding all previous resolutions, as a supplemental component of the *US 93 Polson-Somers Corridor Study*. **Table 2** and **Figure 2** provide a summary of access points and density.

Table 2: Existing Access Points

Segment	Begin RP	End RP	Length (mi)	Access Points					Density (per mile)	Skewed (<60°)
				Public	Private	Farm	Rec	Turnout		
Begin Corridor to Jette Lake Trail	63	67	4	16	16	6	0	1	9.75	7
Jette Lake Trail to Melita Island Rd	67	71	4	6	3	0	0	5	3.50	2
Melita Island Rd to Walking Horse Ln	71	74	3	16	20	2	0	1	13.00	10
Walking Horse Ln to Grants Ln	74	78	4	19	17	5	1	3	11.25	4
Grants Ln to Lake Mary Ronan Rd	78	83	5	11	6	4	1	2	4.80	3
Lake Mary Ronan Rd to Wild Horse Ranch Rd	83	90	7	25	25	7	0	4	8.71	4
Wild Horse Ranch Rd to Political Hill Dr	90	97.5	7.5	30	13	1	0	4	6.40	5
Political Hill Dr to Spring Creek Rd	97.5	101	3.5	48	24	0	2	1	21.43	18
Spring Creek Rd to MT Hwy 82	101	104	3	18	34	0	4	1	19.00	11
TOTAL			41	189	158	25	8	22	9.80	64

Note: Recreational (Rec) and Turnout designations are indicated in Table 2 only and are not used for access recommendations in Table 5.

4.1. Land Use and Zoning

Land in the study area is primarily owned by private landowners, though some lands are held by the CSKT, Flathead County, Lake County, and various State agencies. Four State Parks, including Big Arm (RP 74.5), Wild Horse Island (RP 81.0), West Shore (RP 92.7), and Somers Beach (RP 103.1) are located within or adjacent to the corridor. Several lands surrounding the corridor are Reservation trust lands managed by CSKT, some of which are restricted for Tribal member access only. Conservation easements held by Montana Land Reliance exist near or adjacent to the study corridor northeast of Dayton, approximately between RP 83 and 87. A summary of relevant planning documents and regulations currently available for the study area and specific zoning districts are detailed in the *US 93 Polson-Somers Existing and Projected Transportation Conditions Technical Memorandum*.⁹

⁹ Montana Department of Transportation, *US 93 Polson-Somers Existing and Projected Transportation Conditions Technical Memorandum*, October 23, 2024, <https://www.mdt.mt.gov/pubinvolve/us93polsonsomers/docs/EP-Report.pdf>

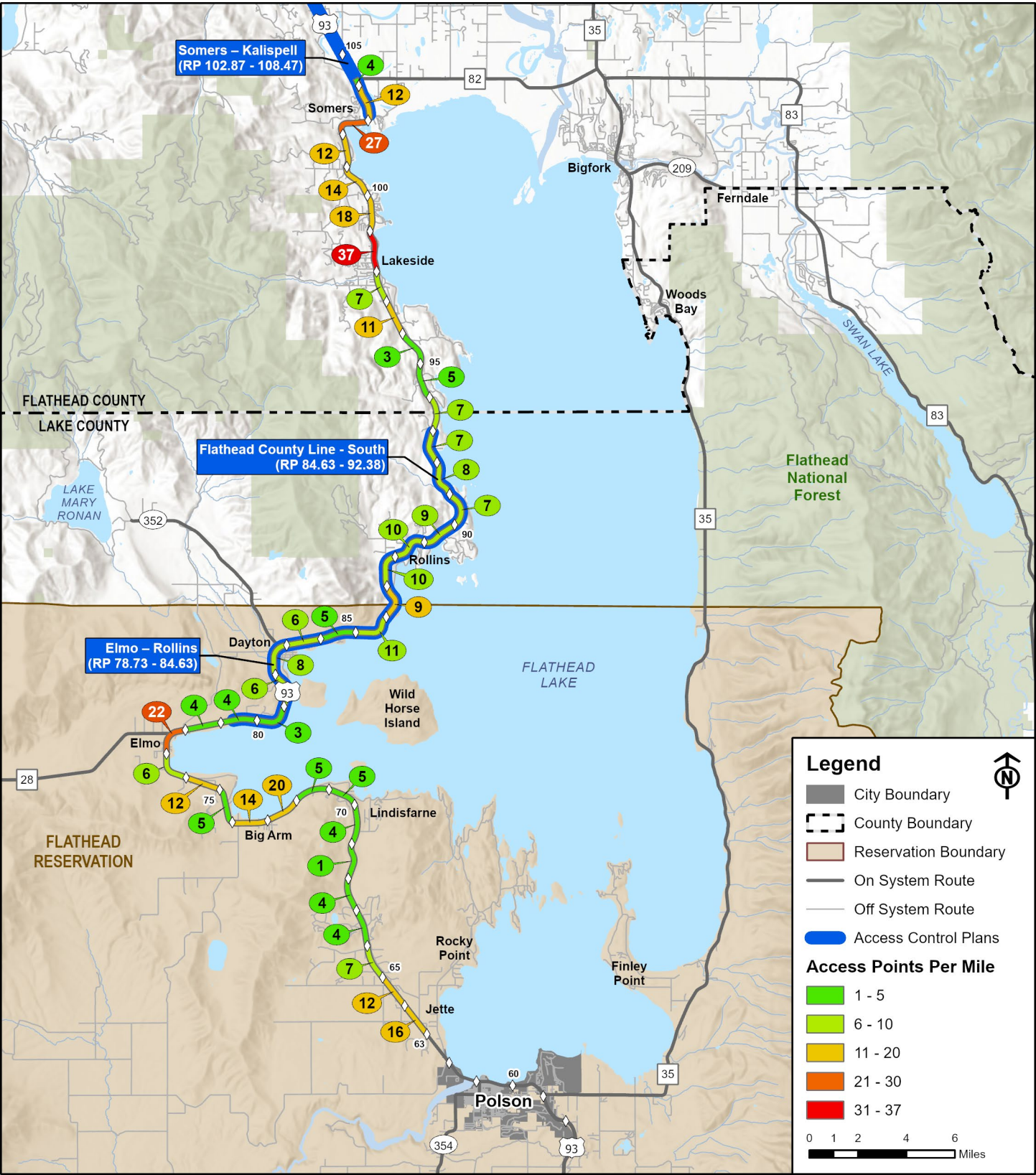


Figure 2: Existing Access Control Plans and Access Density

5.0. TRAFFIC CONDITIONS

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

5.1. Physical Features and Characteristics

US 93 connects the major Montana cities of Missoula and Kalispell, providing a regional travel route. The study corridor includes a segment of US 93 beginning in Polson and continuing north to Somers. The highway is classified as a rural principal arterial on the Non-Interstate National Highway System (NHS).

The corridor generally follows a curvilinear horizontal alignment, with rolling vertical grades. The corridor mainly consists of a two-lane paved highway, with one travel lane in each direction. In urban areas, the roadway includes a center left-turn lane. Passing opportunities are provided along the corridor in areas where roadway geometrics allow, including 38 passing zones and 8 locations with additional passing lanes.

Most of the roadway is signed as a standard highway (70/65 mph), with speed zones existing through the main communities along the corridor including Somers (45-mph), Lakeside (30-mph), Elmo (45-mph), and Big Arm (45-mph). In addition, a 65-mph speed zone exists through Rollins between approximately RP 86.3 and 93.0.

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 eight data collection sites are located along the study corridor. Of those eight sites, one is an Automatic Traffic Recorder (ATR) site and one is a Weigh in Motion (WIM) site. The ATR and WIM sites are permanent and collect volume and classification data continuously, including seasonal data showing peaks in July and August. The data collected at the other six short-term count sites is typically completed annually and is used to determine an annual average daily traffic (AADT) volume.

Figure 3 presents the AADTs for the count sites along the study corridor over the past 20 years. As shown in the figure, traffic volumes are generally highest on the northern end of the corridor, with steadily decreasing volumes to the south. Existing volumes along the study corridor range from a low of just over 4,000 vpd south of MT 28 in Elmo, to a high of nearly 13,000 south of MT 82 in Somers. When averaged together, traffic volumes have increased at an annual rate of 2.1 percent per year since 2004.



The corridor passes through multiple land use types including rural, mountainous, recreational, and developed areas.

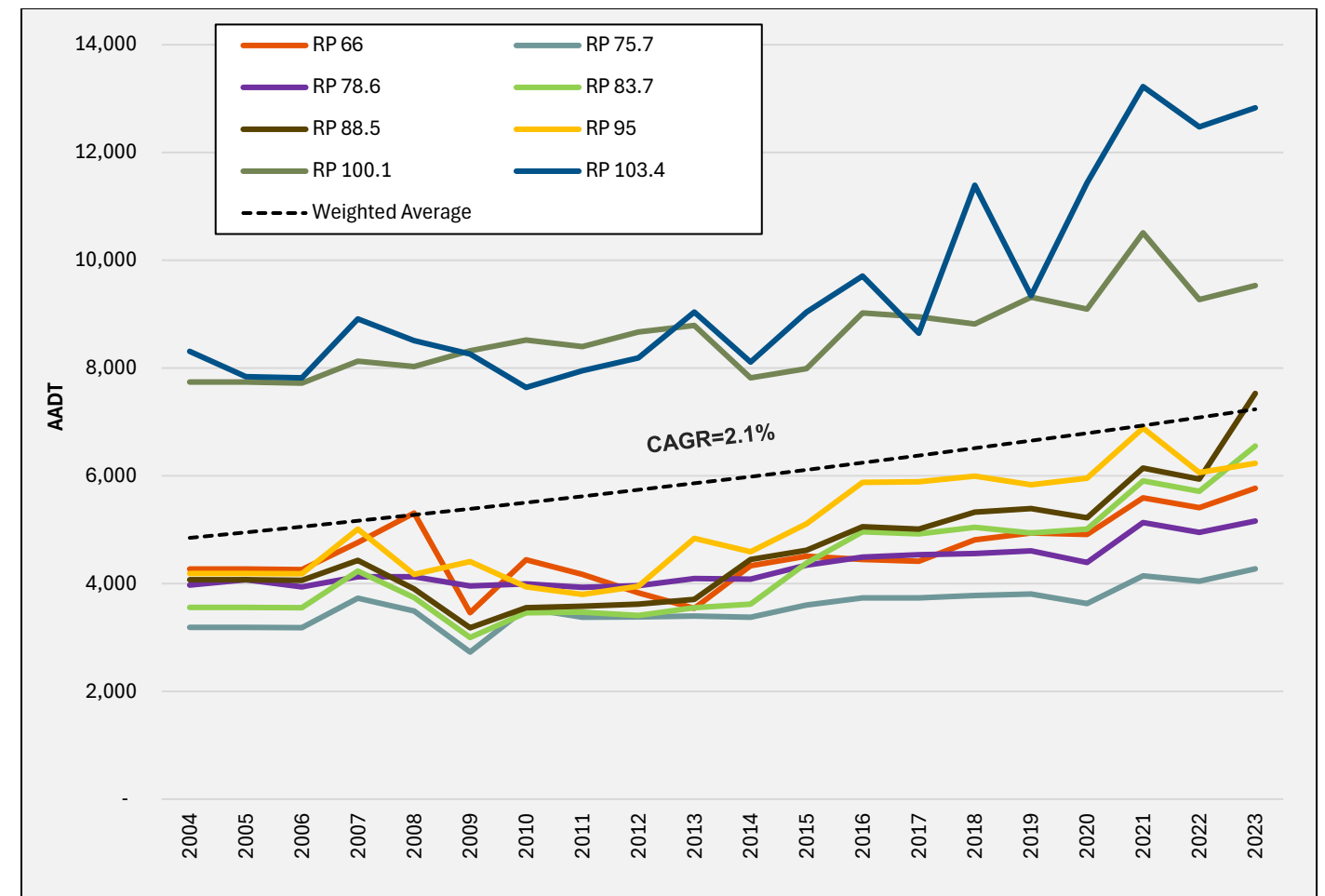


Figure 3: Historic Traffic Volumes

Factoring in the various historic growth rates for the study corridor, it was determined that an annual growth rate of 2.1 percent would be appropriate to evaluate future year conditions. This growth rate is the weighted average of the study corridor over the past 20 years and was applied to existing traffic volumes to evaluate project year (2045) conditions, as shown in **Table 3**.

Table 3: Projected Traffic Volume

Site ID	Location	RP	2023 AADT	2045 AADT*
24-2-002	5 mi NW of S-354 in Polson	66.0	5,769	9,115
A-074	1.8 mi S of MT 28	75.7	4,274	6,753
W-133	0.5 mi E of MT 28	78.6	5,161	8,154
24-2-005	1 mi E of S-352 in Dayton	83.7	6,553	10,354
24-2-006	1 mi NE of Rollins	88.5	7,529	11,896
15-7-002	3 mi S of Lakeside	95.0	6,232	9,847
15-7-014	0.75 mi N of Lakeside	100.1	9,533	15,062
15-7-003	0.3 mi SE of MT 82	103.4	12,827	20,267

*Projected based on a compound annual growth rate of 2.1 percent.

5.3. Intersection Operations

To supplement the existing AADT counts along the study corridor, intersection turning movement counts (TMCs) were performed at six intersections. Vehicle turning movement data was collected at each intersection for a 24-hour period on a Thursday and a Saturday to characterize both the weekday and weekend traffic flows. Data collection occurred during the summer of 2024.

The operational conditions of the intersections are characterized by level of service (LOS). LOS is based on an alphabetic scale which represents 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 six intersections for the four peak periods, AM and PM on weekdays and weekends. Five of six of the intersections are stop controlled in the minor direction, i.e., not on US 93. For these intersections, the LOS is determined based off the worst performing movement, typically a left-turn movement. For the signalized intersection, the LOS is based on the intersection average delay. The results of the traffic operations analysis are presented in **Table 4**. Further detailed operational analysis results are included in the *US 93 Polson-Somers Existing and Projected Transportation Conditions Technical Memorandum*.⁹

Table 4: Intersection Operations

ID	Intersection	2024 AM		2024 PM		2045 AM		2045 PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Weekday									
1	Rocky Point Rd	21.1	C	23.4	C	131.2	F	203.6	F
2	Hwy 28	13.5	B	14.5	B	20.3	C	26.2	D
3	Lake Mary Ronan Rd	14.8	B	17.9	C	23.1	C	37.7	D
4	Rimrock Rd/Rollins Lakeshore Dr*	13.5	B	15.0	B	19.3	C	23.5	C
5	Adams St	27.5	D	37.9	E	83.3	F	153.5	F
6	Hwy 82/Forest Hill Rd	24.6	C	28.5	C	43.7	D	106.4	F
Weekend									
1	Rocky Point Rd	20.5	C	22.5	C	110.1	F	154.9	F
2	Hwy 28	13.4	B	14.3	B	20.8	C	25.5	D
3	Lake Mary Ronan Rd	16.3	C	16.7	C	31.6	D	32.5	D
4	Rimrock Rd/Rollins Lakeshore Dr*	15.1	C	15.3	C	23.6	C	26.2	D
5	Adams St	53.0	F	49.9	E	372.0	F	325.3	F
6	Hwy 82/Forest Hill Rd	22.5	C	26.8	C	36.8	D	66.2	E

*The Rimrock Rd/Rollins Lakeshore Dr intersection was rotated to keep northbound/southbound in line with US 93

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, 2018, and ending December 31, 2022. 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. Any crash records from other law enforcement agencies that were not reported to or by the Montana Highway Patrol were not contained in the database and are not included in this analysis. 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.

6.1. Crash 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. 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. Severe crashes include those resulting in a fatality or suspected serious injury.

The distribution of reported crash severity is presented in **Figure 4**. There were nine fatal crashes (1.1 percent) and a total of nine fatalities. There were 28 suspected serious injury crashes (3.4 percent) and a total of 33 suspected serious injuries.

During the five-year analysis period, 19.9 percent of the crashes resulted in some level of injury (162 crashes), of which approximately 23 percent (37 crashes) were classified as severe. The most common type of severe crash was head-on collisions, typically caused by vehicles swerving out of their lane or engaging in aggressive passing. This was closely followed by run-off-the-road crashes, often attributed to impaired drivers or adverse winter weather conditions. Severe crashes also included animal and rear-end collisions. More than half of the fatal crashes involved impaired drivers, with one incident involving an impaired pedestrian. The locations of severe crashes are shown in **Figure 5**.

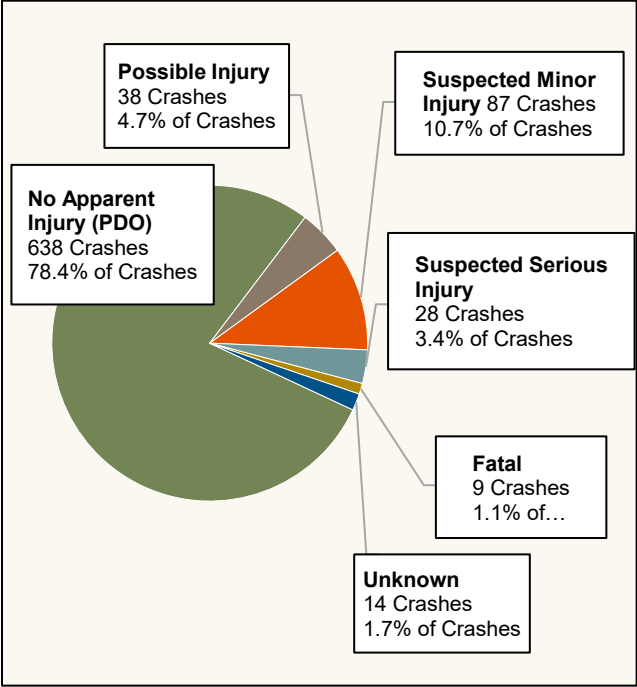


Figure 4: Crash Severity

6.2. Crash Location

The crash locations were plotted using latitude and longitude assigned to each record. According to the MDT crash database, a total of 814 crashes were reported within the study corridor during the five-year period. The density of crashes along the corridor based on one-mile intervals is shown in **Figure 6**. The highest density of crashes was through Lakeside with 56 crashes between RP 98 and 99. There was also a large concentration of crashes between RP 99 and 101 with 38 crashes each mile. Other areas with a high frequency of crashes include Somers (RP 101 to 104) and Jette (RP 63 to 65).

6.3. Crash Type

Crashes can be categorized as either single-vehicle or multi-vehicle crashes. Single-vehicle crashes accounted for 76 percent of all reported crashes. Of the single vehicle crashes, wild animal crashes were the most common type (50 percent), followed by fixed object (14 percent) and rollover crashes (8 percent). Multiple-vehicle crashes accounted for 24 percent of all crashes. The most common multiple-vehicle crash types were rear-end crashes (12 percent) followed by right angle (4 percent) and sideswipe crashes (in the same direction) (2 percent). **Figure 7** presents the distribution of crash types along the study corridor.

Crash types are often associated with their relation to a junction (i.e. intersection or driveway). Crashes occurring in relation to junctions are particularly important in the context of this report. Therefore, analyzing crash data in relation to junctions can provide valuable insights into potential systemic issues within the study area. Out of the 814 total reported crashes, 89 percent were not related to junctions. The remaining 11 percent were associated with junctions. Within this 11 percent, 43 percent of crashes were intersection-related, 28 percent occurred at intersections, and 29 percent involved driveways or alleys. Of the crashes at intersections, 88 percent involved multiple vehicles.

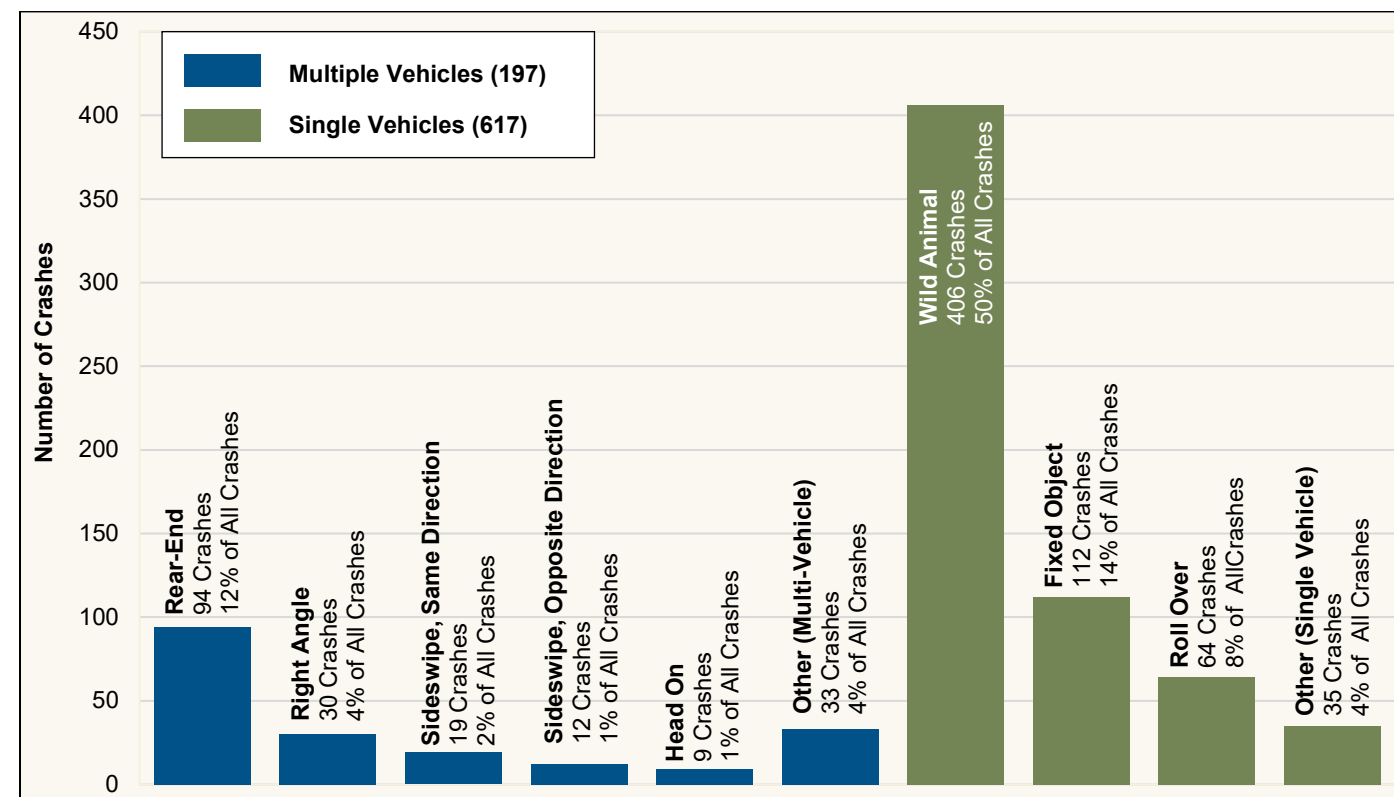


Figure 5: Crash Type

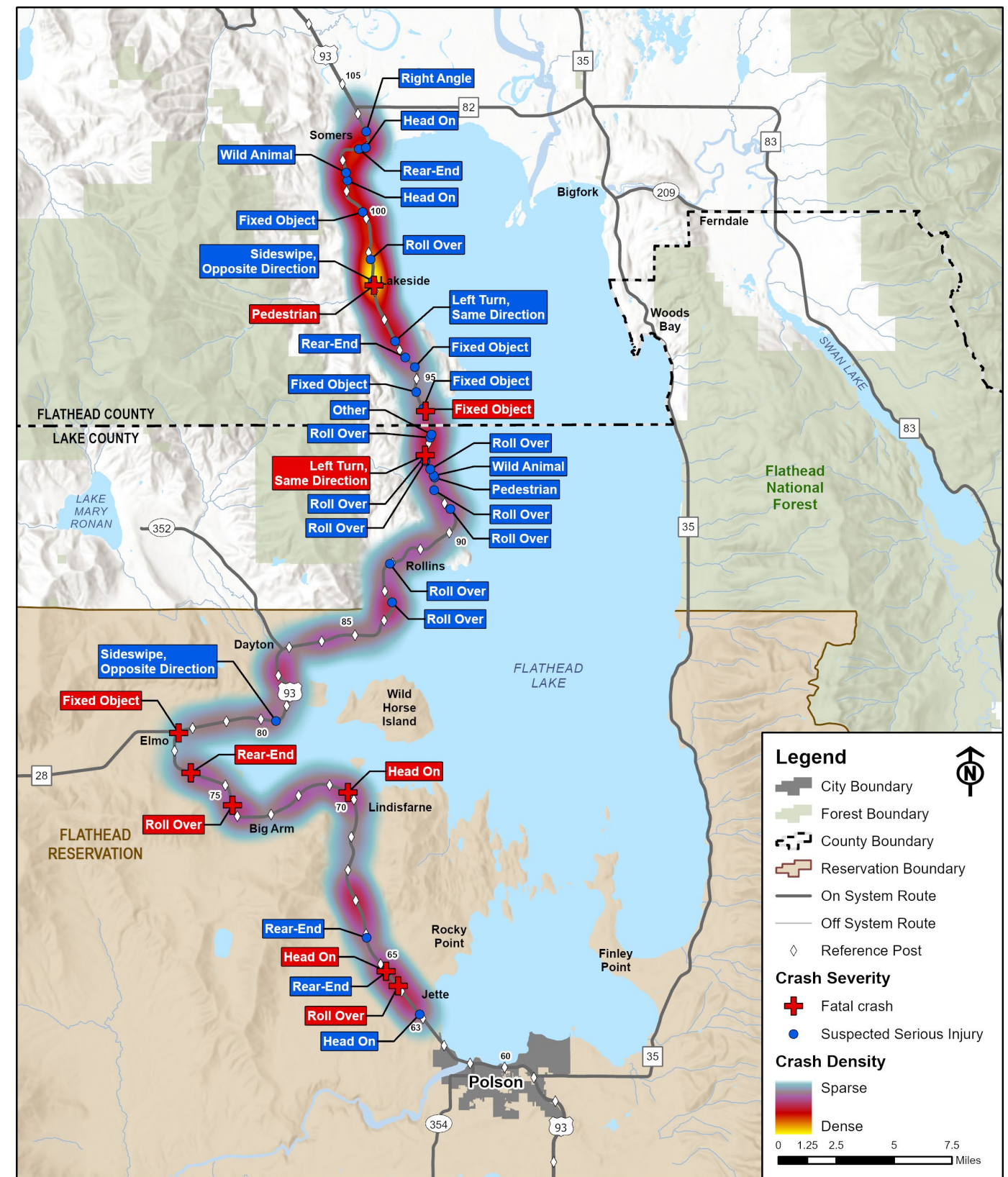


Figure 6: Crash Density and Severe Crashes

6.4. Environmental Circumstances

Figure 8 presents the distribution of crashes based on environmental conditions including weather, road surface, and lighting conditions. The “other” category includes fog, smog, or smoke; sleet/hail/freezing rain/drizzle; blowing snow; and unknown. The weather condition was reported as clear or cloudy in 85 percent of all crashes and 86 percent of severe crashes. Adverse weather conditions, including snow and rain, were reported in approximately 12 percent of crashes.

Approximately 72 percent of all crashes were reported as having occurred on dry roads, while 26 percent of crashes were reported as having occurred on wet, snowy, or icy/frost-covered roads. Severe crashes occurred primarily on dry roads (65 percent) with the other severe crashes occurring on wet (14 percent), snowy (5 percent), or icy/frost-covered roads (16 percent).

About 55 percent of all crashes were reported as having occurred under daylight conditions. An additional 37 percent of crashes were reported as occurring at dark, about 96 percent of those occurred where street lighting was not present. Similarly, severe crashes occurred during daylight hours approximately 65 percent of the time, and at dark without street lighting approximately 32 percent of the time.

Crashes that occurred under adverse weather conditions (rain or snow) were primarily fixed object (30 crashes) and wild animal crashes (27 crashes). Similarly, crashes occurring on adverse road surfaces (snow, slush, ice, or frost covered) were primarily wild animal (62 crashes) and fixed object crashes (60 crashes).

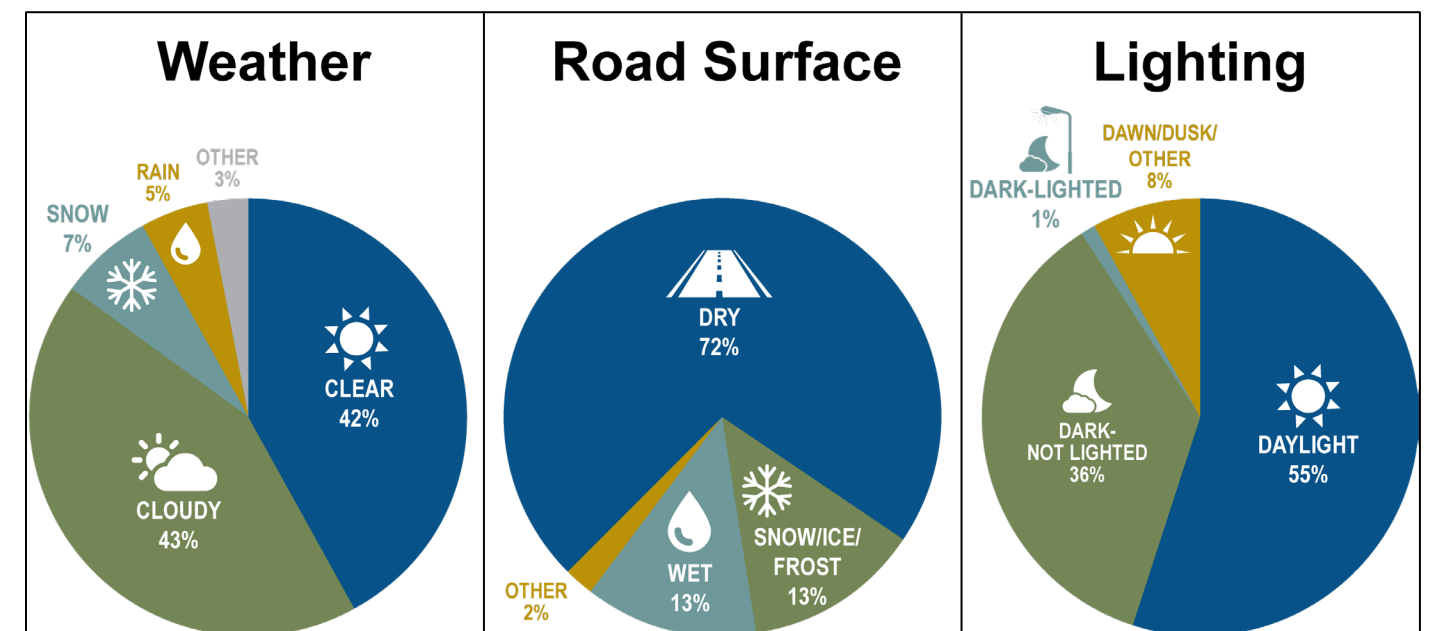


Figure 8: Crash Environmental Factors

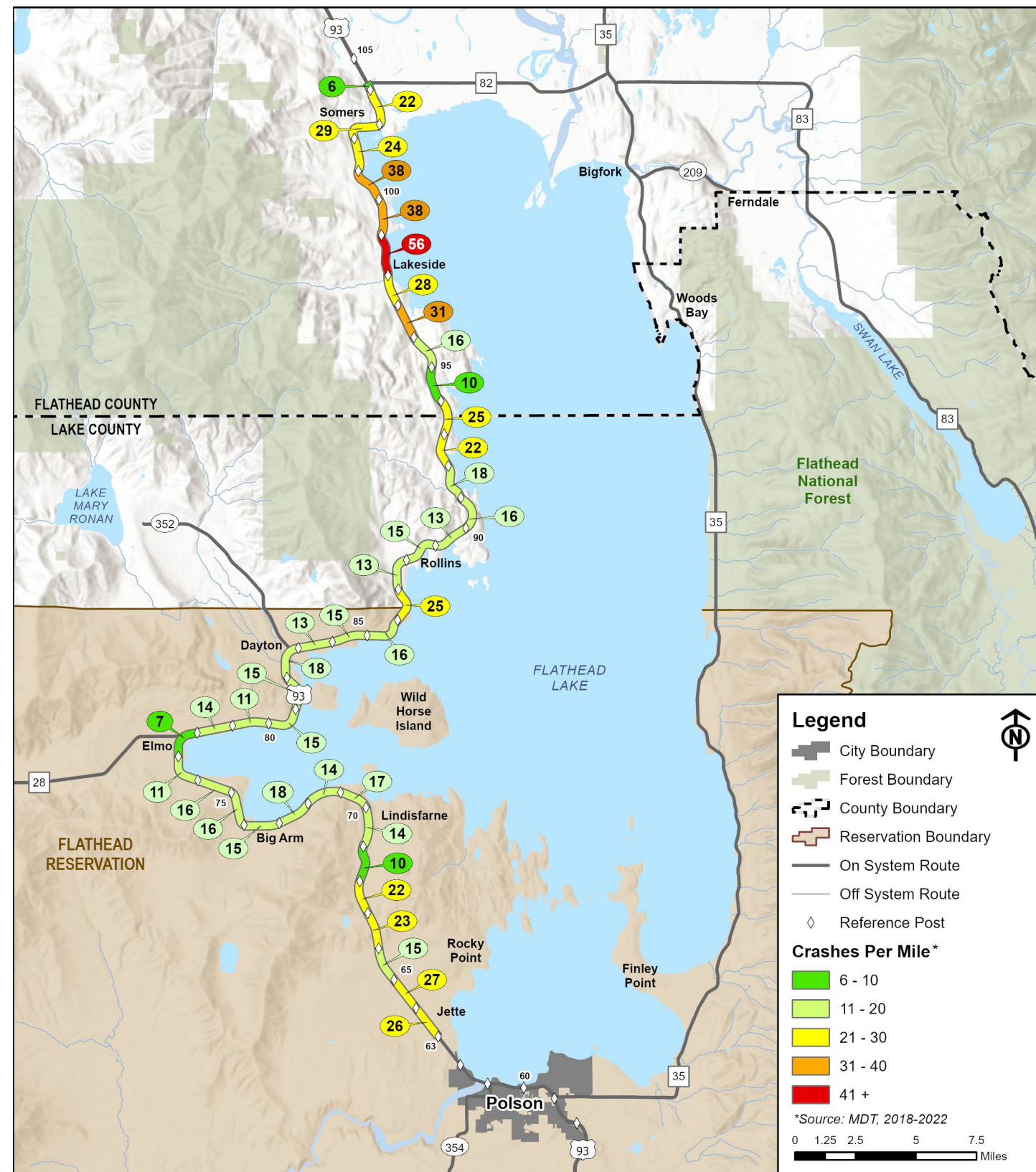


Figure 7: Crashes Per Mile

7.0. PLAN RECOMMENDATIONS

Plan recommendations are presented in **Table 5** and the 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 US 93 was allowed for each lot. Large properties were allowed multiple accesses when spacing requirements allowed. Access from US 93 was not provided for parcels with reasonable access from side streets or frontage/backage roads.
- 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. 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.

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. 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 5: Access Recommendations

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
1	P2, *	62.9	LT	Private	No Change	Stone Horse Drive. Dedicated left and right turn lanes.
2	P1	62.9	RT	Private	No Change	Main access for business with dedicated left turn lane.
3	P5, P7-10, *	63.1	RT	Private	Realign to match Access 4	Briarwood Circle. Only access to Parcels P5, P7-10.
4	P4, P6	63.1	LT	Private	Realign to property line	Align with Access 3.
5	P6, P11	63.3	LT	Joint Private	Realign to remove skew	Skewed approach on property line.
6	P12, P13, *	63.3	RT	Public	Realign to remove skew	Fox Road skewed access. Only access for P12 and P13.
7	P11	63.4	LT	Private	Close	Secondary access to Parcel P11., Main Access 5 will be only access.
8	P12, P13, *	63.4	RT	Public	Close	Fox Road skewed access. Undesirable offset alignment from Tower Road.
9	P11, P14, *	63.4	LT	Public	Realign to remove skew	Tower Road skewed access.
10	P15	63.5	RT	Public	Close	Access to chain up area. Relocate away from other approaches.
11	P15	63.6	RT	Private	No Change	Only access for Parcel P15.
12	P14, P17, *	63.6	LT	Joint Private	Close	Parcel P14 has access from Tower Road. Parcel P17 has access from Access 14.
13	P16	63.6	RT	Private	No Change	Only access for Parcel P16.
14	P17, P18, *	63.6	LT	Private	No Change	Only access for Parcel P17. Internal access to P14 and P18 with future easement.
15	P18, P19, *	63.7	LT	Private	Close	Secondary access to Parcels P18 and P19.
16	P20	63.8	RT	Private	No Change	Only access for Parcel P20.
17	P21	63.9	RT	Private	Close	Secondary access to Parcel P21. Main Access 19 will be only access.
18	P19	63.9	LT	Field	Close	Vacant land. Access from Tower Road.
19	P21	64.0	RT	Private	No Change	Main access for Parcel P21.
20	P22	64.1	RT	Private	No Change	Only access for Parcel P22.
21	P23	64.1	RT	Private	No Change	Only access for Parcel P23.
22	P24	64.1	RT	Private	No Change	Only access for Parcel P24.
23	P25, P26, *	64.1	LT	Joint Private	No Change	White Tail Drive.
24	P27-P30, *	64.2	RT	Private	No Change	Parcels P27, P28 and P29 all have the same owner.
25	P30	64.2	RT	Private	Close	Only access for Parcel P30 will be from Access 24.
26	P32, P34, P36-38 *	64.4	RT	Private	Realign	Solar Way. Align with Partridge Trail (Access 27).
27	P33, P35, *	64.4	LT	Joint Private	Realign	Partridge Trail. Align with Solar Way (Access 26).
28	P39	64.6	LT	Field	Close	Secondary access. Main access from Flathead View Drive or Gingras Springs Lane.
29	P40, P41, P43-P45, *	64.7	RT	Public	No Change	Baypoint Road. Dedicated left turn lane.
30	P39, P42, *	64.7	LT	Public	No Change	Flathead View Drive. Dedicated left and right turn lanes.
31	P45	64.9	RT	Private	No Change	Main access for Parcel P45, secondary access from South Terrace Circle
32	P45, P49, *	65.1	RT	Public	No Change	Johnson Road.
33	P47, P48, P53, *	65.2	LT	Public	No Change	Sunny Slope Drive.
34	P64	65.6	LT	Private	RI/RO, No Change	Existing RI/RO. Full access from Cutting Horse Lane and Ranch Road.
35	P65	65.8	LT	Private	Change to RI/RO	Only US 93 access. Secondary accesses from Ranch Road.
36	P66-P70, P73, P74, *	65.9	RT	Public	No Change	Bull Pine Road.
37	P65, P71, *	65.9	LT	Private	No Change	Ranch Road.

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
38	P77, P79, P81, P82, P85, P86, P88 *	66.3	RT	Public	No Change	Meadow Road.
39	P75, P76, P78 *	66.3	LT	Private	No Change	Rehbein Road. Access to Parcels P75 and P78 is through Parcel P76.
40	P78	66.4	LT	Field	No Change	Access for utility box only. Parcel P78 access from Rehbein Road.
41	P83, P84, P87 *	66.7	LT	Public	No Change	Jette Lake Trail.
42	P89-P92, *	67.1	RT	Public	No Change	Meadow Road.
43	P93	67.3	RT	Private	No Change	Access to CSKT land.
44	P94	67.9	LT	Private	No Change	Jette Lookout Road. Access to CSKT land.
45	P103-P106, P110, *	69.5	RT	Private	No Change	Wilderness Valley Road. Access through private parcels.
46	P102, P107-P109	69.5	LT	Private	Realign	Realign with Wilderness Valley Road (Access 45).
47	P118-120	70.1	RT	Private	No Change	Only access for Parcel P118.
48	P127-P130, *	70.5	LT	Private	No Change	Antiste Lane.
49	P125, P126, *	70.6	RT	Public	No Change	Melita Island Road. Parcel P125 access through P126.
50	P126, P131	70.6	RT	Private	No Change	Main access to Parcels P126 and P131 with same owner. Secondary access from LaBella Lane.
51	P128	70.6	LT	Private	Close	With easement from Knuppel Lane or Antiste Lane.
52	P128-P130, *	70.7	LT	Joint Private	No Change	Knuppel Lane. Access to Parcels P129, P130 at property line. Additional access through private parcels.
53	P130, P132	70.8	LT	Joint Private	Close	Secondary access for Parcels P130 and P132.
54	P137	71.1	RT	Private	Close	Secondary access for Parcel P137.
55	P137	71.1	RT	Private	No Change	Main access for Parcel P137.
56	P138, P140, P142-P145, *	71.3	RT	Shared	Narrow and define	Broad US 93 frontage, narrow and define. Access across private parcels. Add dedicated left turn lane.
57	P147, P148, P151-P152, *	71.4	RT	Shared	No Change	Walstad Park Road. Access across private parcels. Add dedicated left turn lane.
58	P149, P150, P153, P155, *	71.5	LT	Private	No Change	Ponderosa Way. Access to Parcel P155 through undeveloped easement.
59	P157, P159	71.7	LT	Private	No Change	Only access for Parcels P157 and P159.
60	P154, P156, P158, P161-P164, *	71.7	RT	Shared	No Change	Painted Horse Lane. Access across private parcels. Add dedicated left turn lane.
61	P161-P164	72.0	RT	Shared	No Change	Second access to Painted Horse Lane. Access across private parcels.
62	P166, P167	72.0	RT	Private	No Change	Only access for Parcels P166 and P167. Grade change precludes joint with Parcel P166.
63	P168, P169, P170, P172	72.0	RT	Private	No Change	Only access for Parcels P168, P169 and P170.
64	P172	72.1	RT	Private	Close	New joint access at property line (Access 65).
65	P172, P173	72.1	RT	Private	Realign to property line	Realign to property line with Parcel P172 for joint access.
66	P165, P171, P177, *	72.1	LT	Joint Private	No Change	Only access for Parcels P165 and P171 through undeveloped easement. Secondary access for Parcel P177. Add dedicated left turn lane.
67	P175, P176	72.1	RT	Joint Private	No Change	Only access for Parcel P175.
68	P176	72.1	RT	Private	No Change	Main access for Parcel P176. Secondary for P175.
69	P177	72.2	LT	Private	Close	Secondary access for Parcel P177. Primary access from Access 71.
70	P178	72.2	RT	Private	No Change	Primary access for Parcel P178.
71	P177	72.2	LT	Private	No Change	Main truck access for Parcel P177.
72	P178	72.3	RT	Private	No Change	Secondary access for Parcel P178. Add dedicated left turn lane.
73	P180, P181	72.4	RT	Private	No Change	Only access for Parcels P180 and P181.
74	P179, P186	72.4	LT	Private	No Change	Only access for Parcels P179 and P186, with easement through P179.
75	P181, P182	72.4	RT	Private	No Change	Only access to Parcel P181. Grade change precludes joint access with Parcel P182.

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
76	P183	72.4	RT	Private	No Change	Seymour Lane. Only access for Parcels P182 and P183.
77	P184, P185, P187, P188	72.5	RT	Shared	No Change	Gregs Lane.
78	N/A	72.5	RT	Private	Close	Undefined frontage road access. Combine with Gregs Lane.
79	P187-P201, P203-P206	72.6	RT	Shared	No Change	Direct access for Parcels P189 and P190. Connects to undefined frontage road.
80	P187-P201, P203-P206	72.6	RT	Shared	No Change	Direct access for Parcels P191 and P192. Connects to undefined frontage road.
81	P187-P201, P203-P206	72.7	RT	Shared	No Change	Direct access for Parcels P201 and P203. Connects to undefined frontage road. Add dedicated left turn lane.
82	P187-P201, P203-P206	72.7	RT	Private	Close	Secondary access for A Street.
83	P202-P207, *	72.8	LT	Private	No Change	Only access for Parcels P202 and P207.
84	P219, P220, P221, P225, *	73.0	LT	Private	No Change for Undeveloped Land/Close for Developed Subdivision	Platted development with internal road easements. Close approach if subdivision streets are built.
85	P228, P230, *	73.0	LT	Public	No Change	5th Street. Add dedicated left turn lane.
86	P204-P206, P208, P210, P213-P218, P222-P224, P226, P227, P229, P232-P234, *	73.1	RT	Public	No Change	A Street.
87	P232-P234, P238, P239, P243-P245, P248, P249, P251, P252, P253, P254, P255, *	73.2	RT	Public	No Change	7th Street. Connect to undefined frontage road with access from Access 90 and 93 through CSKT Parcel. Add dedicated left turn lane.
88	P231, P235-P237, P240-P242, P246, P247, P250 *	73.2	LT	Public	No Change	7th Street. Add dedicated left turn lane.
89	P238, P239, P243-245, P248, P249, P251, P252, P254-P259, P261, P263-P266, *	73.3	RT	Public	Close	Access from Access 87, 90 and 93.
90	P238, P239, P243-P245, P248, P249, P251, P252, P254-P259, P261, P263-P266, *	73.4	RT	Shared	No Change	Connects to undefined frontage road. Accesses 87 and 93 also connect to undefined frontage road. Add dedicated left turn lane.
91	P253, P260, *	73.4	LT	Joint Private	No Change	Stoneybrooks Lane. Access across private parcels.
92	P262, P268, *	73.6	LT	Private	No Change	Only access to P262, P268, and back parcel.
93	P238, P239, P243-P245, P248, P249, P251, P252, P254-P259, P261, P263-P266, *	73.7	RT	Private	No Change	Direct access to P266. Connects to undefined frontage road. Undefined frontage road is also accessed from Access 90 and 87. Beginning of multi-use path to north.
94	P267, P269, *	73.7	RT	Public	No Change	Skippping Rock Lane. Add dedicated left turn lane.
95	P270, *	73.7	LT	Public	No Change	Walking Horse Lane. Add dedicated left turn lane.
96	P269	73.9	RT	Private	Close	Access to Parcel P269 from Skippping Rock Lane.
97	P271	73.9	LT	Private	No Change	Only access for Parcel P271.
98	P272	74.2	LT	Field	No Change	Access for P272. State of Montana owned.
99	P272	74.2	LT	Field	Close	Big Arm State Park secondary access.
100	P273, P275, *	74.4	RT	Public	No Change	Big Arm State Park Road, keep dedicated right turn lane and right acceleration lane.
101	P272	74.4	LT	Private	No Change	Big Arm State Park Archery Range access.
102	P276, P280, *	75.1	LT	Joint Private	No Change	Early Dawn Drive. Access through private parcels.
103		75.3	RT	Public	No Change	Truck turn around.
104	P277-P279, P281-P283, P284, P286, *	75.4	RT	Public	No Change	Booher Road. Truck turn around to have access on Booher Road.
105	P285-P287	75.7	LT	Joint Private	Realign to property line	Realign with property line for Parcels P285 and P287 for joint access, only access for Parcels P285 and P287.
106	P284, P286, (with frontage road P288-P290, P300, P301, P303, P304, P306-P308, P310, P311), *	75.7	RT	Private	No Change/Add Frontage Road	Meadowlark Lane. Access to multiple parcels (in parentheses) with addition of frontage road. Access through private parcels.
107	P286, P290, *	75.8	LT	Joint Private	No Change	Cliffview Drive.
108	P290	75.8	RT	Private	No Change/Close	Only access for Parcel P290, close if frontage road added.

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
109	P300, P301, P303	75.8	RT	Private	No Change/Close	Only access for Parcels P300, P301 and P303. Parcels P300 and P301 are the same owner. Close if frontage road added.
110	P291, P302, P305	75.8	LT	Private	No Change	Only access for Parcels P302 and P305. P302 and P305 are the same owner.
111	P304	75.9	RT	Private	No Change/Close	Only access for Parcel P304. Close if frontage road added.
112	P309	75.9	LT	Private	Close	Parcel P309 has secondary access from Ricketts Road.
113	P306, P307	75.9	RT	Joint Private	No Change/Close	Only access for Parcels P306 and P307. Close if frontage road added.
114	P308, P310, P311	75.9	RT	Shared	No Change/Align with Access 115	Only access for Parcels P308, P310 and P311. All parcels are under the same owner. Align with Access 115 if frontage road added.
115	P309, P313, *	76.0	LT	Private	No Change	Ricketts Road, access through private parcels.
116	P312, *	76.2	RT	Private	Close	Kenmille Lane secondary access. Access for CSKT land.
117	P312, P314	76.4	RT	Joint Private	Realign with Approach 118 and remove skew	Kenmille Lane serving CSKT land. Realign with Approach 118 and remove skew.
118	P313-P315, *	76.5	LT	Private	Realign with Approach 117 and remove skew	Alexander Lane. Realign with Approach 117 and remove skew. Access through private parcels.
119	P312	76.8	RT	Private	No Change	DJ Lane. Access for CSKT land.
120	P312A	77.0	RT	Public	Close	Access from Access 122.
121	P315	77.0	LT	Private	Define	Access for CSKT land. Narrow existing wide and undefined access.
122	P312, *	77.0	RT	Public	No Change	Main Street.
123	P315	77.0	LT	Private	No Change	Albert Lane, access for CSKT land.
124	P315	77.1	LT	Private	No Change	Skookum Drive, access for CSKT land.
125	P315	77.2	LT	Private	No Change	Cemetery Road, access for CSKT land.
126	P315	77.2	RT	Public	Define	Define wide and undefined access. Access for CSKT land.
127	P316	77.3	RT	Private	No Change	Access for CSKT land.
128	P316	77.3	RT	Private	Close	Close, closely spaced with Accesses 127 and 129.
129	P316	77.3	RT	Private	No Change	Ann Lane, access for CSKT land.
130	P317, P318, *	77.5	LT	Public	No Change	MT HWY 28 with dedicated left turn lane.
131	P316	77.5	RT	Private	No Change	Access for CSKT land. Potential access from Spinnaker Lane.
132	P320, P321, *	77.6	RT	Private	No Change	Spinnaker Lane.
133	P319, P322, *	77.6	LT	Joint Field	No Change	Only access for Parcel P319.
134	P321	77.6	RT	Private	Close	Access from Spinnaker Lane and Access 135.
135	P321, P323	77.6	RT	Joint Private	No Change	Only access for Parcel P323, potential access from undefined frontage road.
136	P323	77.7	RT	Private	Close	Access from Grants Lane.
137	P323-P326	77.8	RT	Private	Close	Access from Grants Lane.
138	P322	77.8	LT	Field	Close	Vacant land. Access from Access 133 and Access 139.
139	P322, P327, *	77.8	LT	Field	No Change	Only access for Parcel P327, secondary access to Black Lake Road.
140	P323-P326, *	77.8	RT	Joint Private	No Change	Grants Lane, access through private parcels.
141	327	78.0	RT	Public	No Change	Access to Elmo Fishing Access.
142	P328, P330, P331, *	78.4	RT	Shared	No Change	Old Highway 93.
143	P329	78.4	LT	Field	Close	Secondary access, access from Qukin Lane.
144	P329, P331	78.6	LT	Private	No Change	Qukin Lane, access for CSKT land.
145	P330	78.7	RT	Field	Close	Access from Old Highway 93.

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
146	P332	79.2	LT	Private	No Change	Access for gravel pit and connects to Black Lake Road.
147	P334-P336, P338-P343, P346-P349, P351, P353, P354, P356, P357, P359, P360, P362-P366, P368, P369, P371, *	79.4	RT	Public	Align with Access 148	Old Highway 93, dedicated left and right turn lanes.
148	P332, P333	79.4	LT	Private	Realign to property line	Secondary access dedicated left and right turn lanes.
149	P333, P337, P344, P345, P350, P352, P355, P358, P361, P367, P370, P372, P373, *	79.6	LT	Private	Realign with property line	Gunbarrel Lane, access through private parcels.
150	P367	80.1	LT	Private	Close	Access from Gunbarrel Lane.
151	P369	80.1	RT	Private	Close	Access from Old Highway 93.
152	P369, P371	80.2	RT	Joint Private	Close	Access from Old Highway 93.
153	P373, P374, P376-P378, P381, P384, P385, P389, P390, P400, P403, *	80.9	LT	Private	No Change	Buffalo Road. Access to undeveloped, platted subdivision roads.
154	P404, P406, P407	81.3	RT	Private	No Change	Potential additional access to all parcels from Old Highway 93.
155	P409, P416, P418, P420, *	81.4	LT	Joint Private	No Change	Chief Cliff Lane, access through private parcels.
156	P417, P419, *	81.7	RT	Private	No Change	Brewer Lake Trail. Connects to Old Highway 93 through private parcels.
157	P420, P422, *	81.8	LT	Joint Private	Realign with property line	Only access for Parcel P422, secondary access for Parcel P420.
158	P424	82.2	RT	Private	Close	Access from Old Highway 93.
159	P423, P425, P426, *	82.2	LT	Private	No Change	Only access for Parcel P423, secondary access for parcels P425 and P426 from Fish Trap Lane. Same owner for all three parcels.
160	P428, *	82.4	RT	Private	No Change	Mission Mountain Winery Road, connects to Old Highway 93 through C Street.
161	P428, P430, *	82.6	RT	Public	Close	A Street, undesirable skewed approach, Access from Lake Mary Ronan Road and Old Highway 93
162	P427, P429, P431, *	82.6	LT	Public	Realign to remove skew	Black Lake Road.
163	P430, P434, P435, *	82.8	RT	Public	No Change	Lake Mary Ronan Road with dedicated right and left turn lanes.
164	P431, P432, P433, *	82.8	LT	Public	No Change	Lake Mary Ronan Road with dedicated right and left turn lanes.
165	P436	82.9	LT	Field	Close	Vacant land.
166	P436, P437	83.1	LT	Joint Field	Realign with property line	Vacant land.
167	P435, P438-P441, *	83.2	RT	Public	No Change	Old Highway 93.
168	P443	83.6	RT	Private	No Change	Main access for Parcel P443, potential access from Liddell Lane.
169	P442, P445	83.6	LT	Private	No Change	Access for Parcels P442 and P445 with easement through P442.
170	P444, P446-P449, P451-P453, *	83.7	RT	Private	Define	Wild Horse Shores Drive, define approach and move mailboxes to turnout.
171	P450	83.9	LT	Field	No Change	Vacant land, only access to P450.
172	P454-P456	84.1	RT	Shared	No Change	Montibello Lane. Access through private parcels.
173	P457, P459-P463, *	84.3	RT	Public	No Change	Juniper Shores Lane.
174	P458	84.3	LT	Field	Align with Access 173	Secondary access, align with Access 173.
175	P463-P467, P469, P470, P472, P473, *	84.6	RT	Shared	No Change	Silver Salmon Shores.
176	P458, P468	84.6	LT	Private	Realign with property line	Only access for P458 and P468. Both parcels under same ownership.
177	P473-P478, *	85.0	RT	Shared	No Change	Rainbow Lane.
178	P478, P480, P482, P483	85.1	RT	Private	No Change	Only access for Parcels P480, P482, and P483.
179	P481, P484, P486	85.3	LT	Private	No Change	Only access for Parcels P481, P484, and P486. Parcels P481 and P484 have same owner.
180	P485	85.3	RT	Private	Close	Access from Mello Cove Lane.

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
181	P488	85.4	LT	Private	No Change	Only access for Parcel P488.
182	P485, P489, P490, P500-P506, *	85.6	RT	Public	No Change	Mello Cove Lane.
183	P507, P508	85.6	RT	Private	No Change	Only access for Parcels P507 and P508.
184	P516	85.9	LT	Field	No Change	Vacant land, two accesses to parcel.
185	P509-P515, P517-P522, *	86.0	RT	Shared	No Change	Demaskes Way, access through private parcels.
186	P523-P532, P534, *	86.2	RT	Shared	No Change	Northaire Lane, access through private parcels.
187	P516	86.3	LT	Field	No Change	Vacant land, two accesses to parcel.
188	P535-P540, P544-P546, P549-P553, P556-560, *	86.6	RT	Shared	No Change	Rollins Lakeshore Drive, with dedicated left turn lane from US 93, serves multiple properties along shoreline.
189	P533	86.6	LT	Private	No Change	Only access to Parcel P533.
190	P541-P543	86.8	LT	Private	No Change	Access for multiple parcels with internal easements, dedicated left turn lane.
191	P542, P543, P547	86.8	LT	Joint Private	Close	Access through easement from Access 190.
192	P550-P552	86.9	RT	Joint Private	Close	Access from Rollins Lakeshore Drive.
193	P548, P554, P555	86.9	LT	Joint Private	No Change	Only access for Parcel P548 and P554.
194	P552, P553	86.9	RT	Joint Private	No Change	Only access for Parcel P553.
195	P557-P559	87.0	RT	Joint Private	Close	Secondary access to Parcels P558 and P559, all have access from Rollins Lakeshore Drive.
196	P560	87.2	RT	Private	Close	Access from Rollins Lakeshore Drive.
197	P555	87.5	LT	Private	No Change	Main access for P555.
198	P561, P562	87.6	RT	Joint Private	No Change	Only access for Parcels P561 and P562.
199	P555	87.6	LT	Field	Close	Secondary access to vacant land, access from Access 197 and Big Lodge Road.
200	P555, P563, P564, *	87.7	LT	Public	No Change	Big Lodge Road.
201	P566-P568, P570, *	87.9	LT	Public	No Change	Mongrain Road with a dedicated left turn lane.
202	P565, P569	88.0	RT	Joint Private	No Change	Marvs Lane. Main access for Parcels P565 and P569, secondary access from Rollins Lakeshore Drive.
203	P569, P571, P572, *	88.1	RT	Public	No Change	Rigby Lane, with a dedicated left turn lane, access to Parcel P572 through Crescent Lane.
204	P574, P575	88.2	RT	Shared	Relocate and align	Only access for Parcel P575, secondary access from Rollins Lakeshore Drive for P574 and P576 through parcels with same owner.
205	P570, P577, P579	88.2	LT	Joint Private	No Change	Only access for P577 and P579, secondary access for P570.
206	P578, P580	88.4	RT	Private	Close	Access from Rollins Lakeshore Drive.
207	P581, P584, P585, P586, *	88.6	LT	Private	No Change	Don A Lee Lane. Access through private parcels.
208	P586, P601	88.8	LT	Private	Align with Access 209	Only access for P601.
209	P600, P602, *	88.8	RT	Private	Align with Access 208	Only access for P600 and P602 and back parcel.
210	P605, P607, *	88.9	RT	Public	No Change	Rollins Lakeshore Drive with a dedicated left turn lane.
211	P604, P606, P608, *	88.9	LT	Public	No Change	Rimrock Drive.
212	P608	89.0	LT	Private	Close	Access from Rimrock Drive through easement.
213	P607, P610, *	89.1	RT	Private	No Change	This Is It Road.
214	P609	89.1	LT	Private	No Change	Only access to Parcel P609, grade precludes joint access with P611.
215	P611	89.2	LT	Private	No Change	Only access to Parcel P611, grade precludes joint access with P609.
216	P612-P615	89.3	RT	Shared	No Change	Dewey Lane, only access to Parcels P612-P615, access through private parcels.
217	P619	89.5	LT	Private	No Change	Only access to Parcel P619.
218	P617	89.6	RT	Private	Close	Access from Osprey Loop.

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
219	P619	89.6	LT	Private	Close	Parcel P619 has access from Access 617.
220	P617, P620, *	89.7	RT	Public	No Change	Zelezny Road/Osprey Loop, with dedicated left turn lane.
221	P616, P618, P621, P622, P624, *	89.7	LT	Private	No Change	Wild Horse Ranch Road, with dedicated left turn lane.
222	P623, *	90.1	RT	Private	No Change	Priest Road, access to multiple lots through easement.
223	P625	90.5	LT	Private	No Change	Access to State of Montana Land.
224	P625, *	90.6	RT	Shared	No Change	Mary B Lane with dedicated left turn lane, access to multiple lots on shoreline.
225	P626, P628, P629, P630-P632, *	90.8	RT	Shared	No Change	Table Bay Road with dedicated left turn lane.
226	P627	90.8	LT	Private	Close	Secondary access to Parcel P627.
227	P627, *	90.8	LT	Private	No Change	Hidden Canyon Drive.
228	P634	91.1	LT	Private	No Change	Only access for Parcel P634.
229	P636	91.1	RT	Private	No Change	Primary access for Parcel P636.
230	P637, *	91.3	LT	Private	No Change	Smith Mountain Road, access for multiple parcels through private parcels.
231	P641, *	91.5	LT	Private	No Change	Access for multiple parcels through private parcels.
232	P633, P635, P636, P638-P640, P642-648, *	91.5	RT	Shared	No Change	Johns Lakeshore Drive/Old Highway 93.
233	P641, P650, P653	91.7	LT	Private	No Change	Access through private parcels.
234	P649, P651, P652, P654, *	91.8	RT	Private	No Change	Running Rock Lane, access through private parcels.
235	P657, P660-P662, P665	92.0	LT	Private	No Change	Lodge Lane.
236	P666, P672	92.3	LT	Private	No Change	Only access to Parcel P666, crosses State of Montana parcel.
237	P659, P663, P664, P667-P671, P673-P675, P677, *	92.4	RT	Shared	No Change	Goose Bay Road.
238	P678, P679, P681, *	92.6	RT	Public	No Change	Goose Bay Drive.
239	P680, *	92.7	LT	Private	No Change	Timber Lake Road, access through private parcels.
240	P681	92.7	RT	Public	No Change	West Shore Park Road, grade precludes aligning with Timber Lake Road (Access 239). Access through private parcels. Access to state park lands.
241	P681, P684, P687, *	92.9	RT	Private	No Change	Presbyterian Camp Road, access through easement and private parcels.
242	P683, P685, *	93.0	LT	Private	Realign to remove skew	Lake Forest Drive. Access through private parcels.
243	P684	93.0	RT	Private	Close	Access from Presbyterian Camp Road.
244	P681, P684, P687, *	93.3	RT	Private	No Change	Presbyterian Camp Road, access through easement and private parcels.
245	P686, P689	93.3	LT	Private	No Change	Grade precludes moving access to align with Presbyterian Road, access to Parcel P689 through easement.
246	P701	93.6	RT	Private	Close	Access from Deep Bay Drive.
247	P701, P702, *	93.7	RT	Public	No Change	Hughes Bay Road/Deep Bay Drive.
248	P704, P705	94.1	RT	Private	No Change	Only access for Parcels P704 and P705.
249	P707, P708, *	94.2	LT	Private	No Change	Timber Rock Road, gated.
250	P706	94.3	RT	Private	No Change	Only access for Parcel P706 and utility boxes.
251	P706	94.3	RT	Private	Close	Access to Parcel P706 and utility boxes from Access 250.
252	P709, P711, P712, *	94.6	RT	Public	No Change	Lutheran Camp Road with dedicated left turn.
253	P708, P710, P713, *	94.6	LT	Private	No Change	Goldenview Lane.
254	P713A, P715	95.2	LT	Joint Private	Close	Parcels P713A and P715 have the same owner. Access from Blacktail Heights Road on the north.
255	P714, P716	95.4	RT	Joint Private	Close	Access from Angel Point Road and Angel Ridge Road.
256	P713A, P715, P723, *	95.7	LT	Joint Private	No Change	Blacktail Heights Road. Access through private parcels.

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
257	P725, P730, P731	96.0	RT	Private	No Change	Only access for P731, access from Angel Point Road for P725 and P730.
258	P726-P729, P732, *	96.0	LT	Private	No Change	Hidden Fawn Trail. Access through private parcels.
259	P734	96.1	RT	Private	No Change	Only access for Parcel P734.
260	P732, P733, *	96.1	LT	Private	No Change	Only access for back parcel through Parcel P733.
261	P735, P738, *	96.2	RT	Public	Close	Access from Political Hill/Angel Point Road.
262	P736, P737, P739, *	96.2	LT	Joint Private	Align with property line	Only access for P736, P737 and back parcel.
263	P737, P739	96.2	LT	Joint Private	Close	Access from frontage road from Access 262.
264	P735, P738	96.3	RT	Public	Realign to remove skew	Access from Angel Point Road.
265	P739, P740, P742	96.4	LT	Private	No Change	Parcels P740 and P742 with same owner. Grade precludes moving to property line.
265A	P745, P746, P752, *	96.6	LT	Private	No Change	Eagle Crest.
266	P752, P759	96.9	LT	Private	No Change	Only access for Parcel P759, grade precludes aligning with Access 267.
267	P757-P758, P760, P761, *	96.9	RT	Private	No Change	Only access for Parcels P757, P758, P760, and P761, access through private parcels.
268	P762, P767, P768, P773, P775, *	97.4	RT	Public	No Change	Political Hill Road with a dedicated left turn lane.
269	P778-P780	97.7	RT	Private	No Change	Only access for Parcels P779, Parcels P778 and P780 have access from Lakeside Boulevard, begin TWLTL to the north.
270	P782, P783, P784, P785 *	97.7	LT	Public	No Change	Stoner Loop/Blacktail Road with dedicated right turn lane, continue TWLTL to north, begin curb and gutter to north, LT. and RT.
271	P781, P786	97.8	RT	Joint Private	No Change	Bank one-directional drive thru entrance. Only access for P786.
272	P785	97.8	LT	Private	Close	Large undefined access. Access from Stoner Creek Road. Provide internal access through Parcel P784 with easement.
273	P785	97.8	LT	Private	Close	Large undefined access. Access from Stoner Creek Road. Provide internal access through Parcel P784 with easement.
274	P786	97.8	RT	Private	No Change	Bank one-directional drive thru exit. Secondary access for P786.
275	P785, P788, *	97.8	LT	Public	No Change	Stoner Creek Road, in TWLTL.
276	P787, P789, *	97.8	RT	Joint Private	No Change	Only access to P787 and P789, in TWLTL.
277	P788	97.8	LT	Private	Close	Large undefined access. Access from Stoner Creek Road and Access 278, in TWLTL.
278	P788	97.8	LT	Private	Narrow and Define	Large undefined access. Additional access from Stoner Creek Road, in TWLTL.
279	P800, P801	97.9	LT	Joint Private	No Change	Only access to Parcels P800 and P801, in TWLTL.
280	P802, *	97.9	RT	Private	Close	Access from Adams Street.
281	P801	97.9	LT	Private	Close	Secondary access, main access from Access 279, in TWLTL.
282	P802, P805, *	97.9	RT	Public	No Change	Adams Street, in TWLTL.
283	P803, P804, *	97.9	LT	Public	No Change	Adams Street, in TWLTL.
283A	P804	97.9	LT	Private	Close	Large undefined access. Access from Adams Street.
284	P809	97.9	LT	Private	No Change	Only access to P809 to limit traffic on school parcels, in TWLTL.
285	P810	98.0	LT	Private	Close	Access from school parcel off Adams Street.
286	P805, P806-P808, P813	98.0	RT	Private	No Change	Access for combined public library parcels, in TWLTL.
287	P812	98.0	LT	Private	No Change	Only access to Parcel P812, in TWLTL.
288	P814, P816	98.0	LT	Private	No Change	Only access for Parcels P814 and P816, in TWLTL.
289	P815, *	98.0	RT	Private	No Change	Access to multi-unit condos, in TWLTL.
290	P817	98.0	LT	Joint Private	Close	Access from joint Access 291, in TWLTL.
291	P817, P818	98.1	LT	Joint Private	Align with property line	Secondary access from Bills Road through Parcel P819. In TWLTL.
292	P819	98.1	RT	Private	Close	Large undefined access. Access to P819. In TWLTL.

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
292A	P819	89.1	RT	Private	Narrow and define	Large undefined access. Access to P819. In TWLTL.
293	P818	98.1	LT	Private	Close	Large undefined access. Access from Bills Road and Access 291.
294	P818, P821-P823, *	98.1	LT	Public	No Change	Bills Road, in TWLTL.
295	P820, *	98.1	RT	Joint Private	Close	Access from Docs Road.
296	P820, P824, *	98.1	RT	Joint Private	No Change	Docs Road, in TWLTL.
297	P824	98.1	RT	Private	Align with property line	Change to joint-use access at the property line for Parcels P824 and P826, in TWLTL.
297A	P822, P823, *	98.1	LT	Joint Private	Close	Access from Bills Road.
298	P825	98.1	LT	Private	Close	Secondary access to parcel P825, use Access 300.
299	P826	98.1	RT	Private	Close	Access from relocated Access 297 at property line.
300	P825	98.2	LT	Private	No Change	Only access for Parcel P825, in TWLTL.
301	P826, P827, *	98.2	RT	Joint Private	No Change	Only access for Parcel P827 marina, internal access to P826, in TWLTL.
302	P828	98.2	LT	Private	No Change	Directional drive through access, secondary from Bierney Creek Road, in TWLTL.
303	P829	98.2	RT	Public	No Change	Boat access, end existing TWLTL, in extended TWLTL.
304	P828, P831, *	98.2	LT	Public	No Change	Bierney Creek Road. End TWLTL, in extended TWLTL.
305	P833	98.3	LT	Private	Close	Secondary access, main approach is Access 307, in extended TWLTL.
305A	P830, P832, P834, P837	98.3	RT	Private	No Change	Undesirable, large undefined access with undeveloped streetside parking. Only access for P830 and P832. In extended TWLTL.
306	P838, P840-P842, P845, P846, P849-P851, P853	98.3	RT	Public	No Change	Lakeside Boulevard. Undesirable, large undefined skewed access. Grade precludes removing skew. End extended TWLTL just north of Access 306.
307	P833, P835, *	98.3	LT	Joint Private	Align with property line	Only access to Parcels P833, P835, and back parcels. End extended TWLTL just north of Access 307.
308	P836, P839, P843, P844, P843, P847, P848	98.4	LT	Public	No Change	Craven Street.
309	P846	98.4	RT	Private	No Change	Only existing access for P846, frontage on Lakeside Boulevard.
310	P848	98.4	LT	Joint Private	Close	Close with easement for joint use from Access 313.
311	P849	98.4	RT	Private	Close	Close with access from new frontage road from Access 312.
312	P849-P851	98.4	RT	Private	No Change	Access added to Parcels P849 and P850 through new frontage road.
313	P848, P852	98.4	LT	Private	No Change	Joint with new easement for Parcel P848.
314	P851, P853, P854, *	98.5	RT	Joint Private	No Change	Larchwood Lane, access through private parcels.
315	P856, P860, P862, P864 *	98.5	LT	Joint Private	No Change	Walker Lane/Ellsworth Lane. Access through private parcels.
316	P861, *	98.6	RT	Private	No Change/Close	Access through private parcels from Larchwood Lane, can close if easement through Parcel P859.
317	P863, P865, P868, P869, P871, P872, P875, P877, P880, P881, P883	98.6	RT	Shared	No Change	Frontage road with two accesses, on limited site distance horizontal curve and at skew. Grade precludes realignment.
318	P863, P865, P868, P869, P871, P872, P875, P877, P880, P881, P883	98.8	RT	Shared	No Change	Frontage road with two accesses, highly skewed. Grade precludes realignment.
319	P864, P866, P867, P870, P873, P874, P876, P878, P879, P882, P885-P887	98.9	LT	Private	No Change	Lakeside Crest Drive. No existing access to Parcels P864, P866, and P867. Due to grade, future access from Accesses 315 and 319.
320	P890, P900, P901	99.0	LT	Joint Private	Align with property line	Align with Access 321. P900/P901 government owned. Dedicated left turn lane.
321	P883, P884, P888, P889, P902-P904, P906, *	99.0	RT	Shared	No Change	Lakeside Boulevard. Access through easements and private parcels.
322	P900	99.0	LT	Joint Private	Close	Relocate to joint private access with P890.
323	P901	99.0	LT	Private	Close	Access provided from Access 320.
324	P905, P908	99.2	LT	Public	No Change	Lakeview Drive.

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
325	P907	99.2	RT	Private	Close	Access Parcel P907 via Caroline Point Road.
326	P907, P910, *	99.3	RT	Public	No Change	Caroline Point, with dedicated left turn lane.
327	P911	99.3	RT	Private	Close	Access from Caroline Point Road along US 93.
328	P913, P914, *	99.3	LT	Private	Close	Secondary access for Rimini Road.
329	P915-P917	99.4	RT	Joint Private	No Change	Grade precludes moving access to align with Access 330.
330	P909, P912-P914, P918, P919, P924-P926, P929, P930, P933, P934, P938, P939, P942, P943, *	99.4	LT	Private	No Change	Rimini Road. Grade precludes moving access to align with Access 329.
331	P919	99.5	LT	Private	No Change	Frontage to Rimini Road, potential for back access.
332	P924	99.5	LT	Private	Close	Access from Rimini Road.
333	P925	99.5	LT	Private	Close	Access from Rimini Road.
334	P917, P920-P923, P927, P928, P931, P932, P935-P937, P940, P941, *	99.7	RT	Private	Close	Large, undefined, skewed approach immediately adjacent to Access 335. Realign Access 335, connect with new frontage road. Adjust left turn lane to end at Access 335.
335	P917, P920-P923, P927, P928, P931, P932, P935-P937, P940, P941, *	99.7	RT	Shared	Connect to Access 334	Pine View. Align with Access 336 and add frontage road connection to Access 334. On dedicated left turn lane.
336	P909, P912-P914, P918, P919, P924-P926, P929, P930, P933, P934, P938, P939, P942, P943, *	99.7	LT	Joint Private	Align with Access 335	Rimini Road/Big Pine Trail.
337	P944, P946	99.8	RT	Joint Private	Close	Sunny Slope Road. Combine with Marco Bay Loop.
338	P944, P946-P948, P952, P953-P955, P956, P958, P960-P962, P964, P967, P972, P973, P975, P976, P976A, P978, P980-P984, P984. P987, *	99.9	RT	Public	Realign and Combine	Marco Bay Loop frontage road. Narrow and define into one access with Sunny Slope Road.
339	P945, P949, P950, *	100.0	LT	Private	No Change	Only access for Parcels P945, P949 and back parcel. Parcel 950 has access from Deer Creek Road.
340	P950, P951, P957	100.0	LT	Public	No Change	Deer Creek Road. Access to Parcel 957 through private parcels.
341	P959	100.2	LT	Private	No Change	Only access to Parcel P595, gated.
342	P963, P965, P966, P968, P970, P971	100.3	LT	Joint Private	No Change	Only access for parcels.
343	Marco Bay Loop	100.5	RT	Public	Relocate	Access to Marco Bay Loop. Relocate north to improve sight distance.
344	P974	100.6	LT	Private	No Change	Only access to Parcel P974.
345	P977, P979, *	100.7	LT	Joint Private	No Change	Elias Lane. Only access to P977, P979 and back parcels.
346	P944, P946-P948, P952, P953-P955, P956, P958, P960-P962, P964, P967, P972, P973, P975, P976, P976A, P978, P980-P984, P984, P987 *	100.8	RT	Public	Close	Marco Bay Loop frontage road. Very skewed, narrow approach. Close and use Access 343.
347	P982- P984, P987	100.8	RT	Private	Close	Access from Marco Bay Loop.
348	P985, P986, *	100.8	LT	Public	Close	Access from Spring Creek Road.
349	P984, P987	100.9	RT	Private	No Change	Juniper Bay View Drive, only access for Parcel P987.
350	P988, P990, *	100.9	RT	Private	Close	Change existing approach for Spring Creek Road to right-in, right-out.
351	P985, P986, P991, P1004-P1008, *	100.9	LT	Public	No Change	Spring Creek Road. P1004-P1008 access from Osprey Ridge Road and private parcel with same owner.
352	P992	101.0	LT	Private	Align with Access 353	Move from joint use to align with Access 353.
353	P988-P990, P993-P998, P1000-P1003, P1009, *	101.0	RT	Public	No Change	North Juniper Bay Road.
354	P1009, P1010, P1012, *	101.2	RT	Public	No Change	Old Highway 93.
355	P1012	101.4	RT	Private	Close	Access from Old US Hwy 93 and Access 357. Close entire undefined access along US 93.
356	P1012	101.4	RT	Private	Close	Access from Old US Hwy 93 and Access 357. Close entire undefined access along US 93.
357	P1012, P1015	101.4	RT	Private	No Change/Close	Only access for P1013, access from Old Highway 93 with easement across Parcel P1013

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
358	P1015-P1017	101.5	RT	Private	Close	Access to Parcels P1016 and P1017 from new frontage road from Access 360.
359	P1011, P1013, P1014, P1018, P1019, P1022, P1025-P1027, P1030-P1032	101.5	LT	Private	No Change	Whithey Lamb Road. Frontage road to closed Access 361.
360	P1017, P1020	101.5	RT	Private	Align with Access 359 and combine with Access 358	Align with Access 359 and add frontage road to Parcels P1016 and P1017.
361	P1011, P1013, P1014, P1018, P1019, P1022, P1025-P1027, P1030-P1032	101.5	LT	Private	Close	Craggy Cliff Road. Access from Whithey Lamb Road (Access 359) and through private parcels.
362	P1021, P1023, P1024, P1028	101.7	RT	Joint Private	No Change	Existing joint-use approach for 5 parcels.
363	P1029	101.7	RT	Private	No Change	Only access to Parcel P1029.
364	P1037, P1040, *	101.8	LT	Private	No Change	Quarry Drive. .
365	P1035, P1036	101.8	RT	Joint Private	Close	Access from Old Highway 93.
366	P1044, P1045, P1047	102.0	RT	Private	No Change	Only access to parcels. Grade precludes access from Old Highway 93.
367	P1048	102.0	LT	Private	No Change	Only access for Parcel P1048, grade precludes joint from Access 369.
368	P1033-P1036, P1038, P1039, P1041, P1043, P1044, *	102.0	RT	Public	No Change	Old Highway 93 with a dedicated left turn lane. Skewed approach, grade precludes removing skew. Begin TWLTL and multi-use path to north.
369	P1052, P1053	102.1	LT	Joint Private	No Change	Only access for Parcels P1052 and P1053.
370	P1055-P1059, P1062-P1066, P1069-P1071, *	102.1	RT	Private	Close	Access from Landing Trail.
371	P1055-P1059, P1062-P1066, P1069-P1071, *	102.2	RT	Public	No Change	Landing Trail. In TWLTL.
372	P1060, P1061, P1067	102.2	LT	Joint Private	No Change	Large, undefined, skewed approach to gravel pit. Grade precludes removing skew. In TWLTL.
373	P1067, P1068, *	102.3	LT	Joint Private	No Change	Existing joint approach for multiple parcels.
374	P1073, P1074	102.4	RT	Joint Private	No Change	Only access to parcels, in TWLTL. Begin curb just to north of access.
375	P1072	102.4	LT	Private	Close	Access for Parcel P1072 at Access 377.
376	P1076	102.4	RT	Private	No Change	Only access for parcel, in TWLTL.
377	P1072	102.4	LT	Private	No Change	Only access for parcel, in TWLTL. Grade precludes joint use with Access 378.
378	P1075	102.4	LT	Private	No Change	Only access to Parcel P1075, in TWLTL.
379	P1077, P1078	102.5	RT	Private	No Change	Only access for parcels. Long, undefined approach, grade precludes changes. In TWLTL.
380	P1079, P1080	102.5	LT	Joint Private	Align with property line	Only access for parcels, in TWLTL.
381	P1079, P1080	102.5	LT	Private	Close	Access to parcel from Access 380, in TWLTL.
382	P1081, P1082	102.5	RT	Joint Private	Align with property line	Move to property line for joint use, in TWLTL.
382A	P1083, P1084	102.5	RT	Private	No Change	Only access to parcels, in TWLTL.
383	P1080	102.5	LT	Private	Close	Access to parcel from Access 380.
383A	P1086	102.5	LT	Private	Close	Access from Boon Road.
384	P1101	102.6	RT	Public	No Change	One-directional entry for public boat ramp. Dedicated left turn lane.
385	P1085, P1086, P1090, *	102.6	LT	Public	No Change	Boon Road. Dedicated left turn lane.
386	P1102-P1104, *	102.7	LT	Public	Relocate and Align	Relocate and align with boat ramp exit and beach entrance. In TWLTL with RRFB.
387	P1101, P1103, P1104	102.7	RT	Public	Adjust	One-directional exit for public boat ramp. Adjust to allow through traffic from boat access to public beach. Dedicated left turn lane for southbound traffic.
388	P1103, P1104	102.7	RT	Public	Adjust	Adjust to allow through traffic from boat access to public beach. Add dedicated left turn lane.
389	P1102-P1104, P1105, *	102.8	LT	Public	Remove Skew	Sunnyside Avenue. Relocate and remove skew. Add dedicated left turn lane.
390	P1101, P1103, P1104	102.9	RT	Public	No Change	One-directional exit for public beach area..

Access Number	Parcel or Intersection	RP	Side	Type	Recommendation	Access Description
391	P1105	102.9	LT	Private	Close	Access from Sunnyside Avenue and through private easement from Happy Hollow.
392	P1105	103.1	LT	Private	Close	Access from Sunnyside Avenue and through private easement from Happy Hollow.
393	P1107-P1109, P1111, P1112, P115, *	103.1	RT	Public	No Change	Somers Road with dedicated left turn lane for southbound traffic.
394	P1112, P1115, *	103.2	RT	Public	Close	Alley dedication. Access to P1112 through private parcel P1111 with same owner or through P1115.
395	P1105, P1110, P1113, P1114, P1118-P1121, *	103.2	LT	Public	No Change	Happy Hollow. Grade precludes removal of skew.
396	P1116, P1117	103.2	RT	Private	Narrow and Define	Large, undefined approach, narrow and define. Provide access to alley (Access 394).
397	P1117, P1122, P1124, P1125, *	103.2	RT	Public	Narrow and Define	School Addition Road. Large, skewed, undefined approach. Grade precludes removal of skew.
398	P1121A	103.3	LT	Public	No Change	Seven Row. Skewed approach. Grade precludes removal of skew.
399	P1122	103.3	RT	Private	Close	Large, undefined approach, narrow and define. Internal circulation for coffee shack.
400	P1122	103.3	RT	Private	Narrow, Define, and relocate south	Large, undefined approach, narrow and define. Internal circulation for coffee shack.
401	P1123	103.3	RT	Private	No Change	Only access to parcel.
402	P1126, P1128, P1131, P1132*	103.6	LT	Private	No Change	Best View Drive.
403	P1127, P1129	103.6	RT	Private	No Change	Access to Parcel P1127 through Parcel P1129 under the same ownership.
404	P1130	103.9	RT	Private	No Change	Access from turn out, grade precludes removal of skew.
405	P1133	103.9	LT	Private	Close	Secondary access for parcel.
406	P1133	104.0	LT	Private	No Change	Only access for Parcel P1133.
407	P1134, P1135, *	104.1	LT	Joint Private	No Change	Only access for P1134 and back parcel. Secondary access at Access 408.
408	P1135, P1136, P1137, *	104.1	LT	Private	No Change	Secondary access for all parcels.
409	P1137, P1139, P1140, *	104.1	LT	Private	Close	Secondary access close to intersection, Access to P1139 through private parcels, in left turn lane.
410	P1138, P1141, P1143, *	104.2	RT	Public	No Change	Montana Highway 82 signalized intersection with dedicated left turn lane.
411	P1139, P1140, P1142, *	104.2	LT	Public	No Change	Forest Hill Road. Signalized intersection with dedicated left turn lane

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

APPENDIX A: ACCESS MANAGEMENT PLAN SHEETS

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.

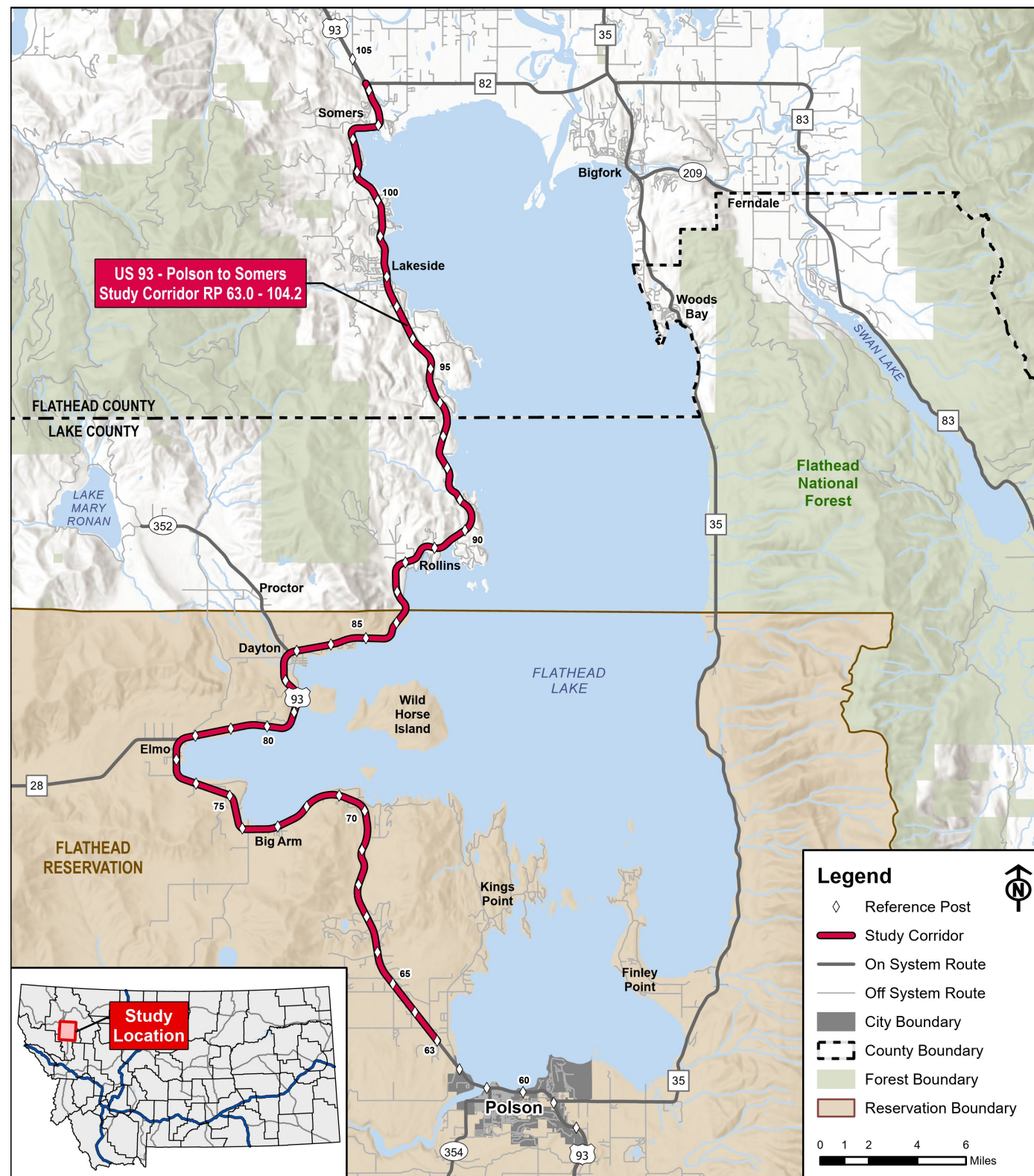
Accesses noted in **Table 5** with an asterisk (*) serve additional parcels beyond the immediate parcels fronting US 93.

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

LEGEND

#	PRIVATE APPROACH	X	RELOCATE APPROACH
#	PUBLIC APPROACH	X	CLOSE APPROACH
#	FIELD APPROACH	⊕	HIGH-LEVEL INTERSECTION, POTENTIAL FUTURE HIGHER INTERSECTION CONTROL
#	SHARED APPROACH	—	PROPERTY LINE
#	RIGHT-IN, RIGHT-OUT	P#	PARCEL NUMBER
#	JOINT-USE	—	CURB AND GUTTER
		—AC—	ACCESS CONTROL

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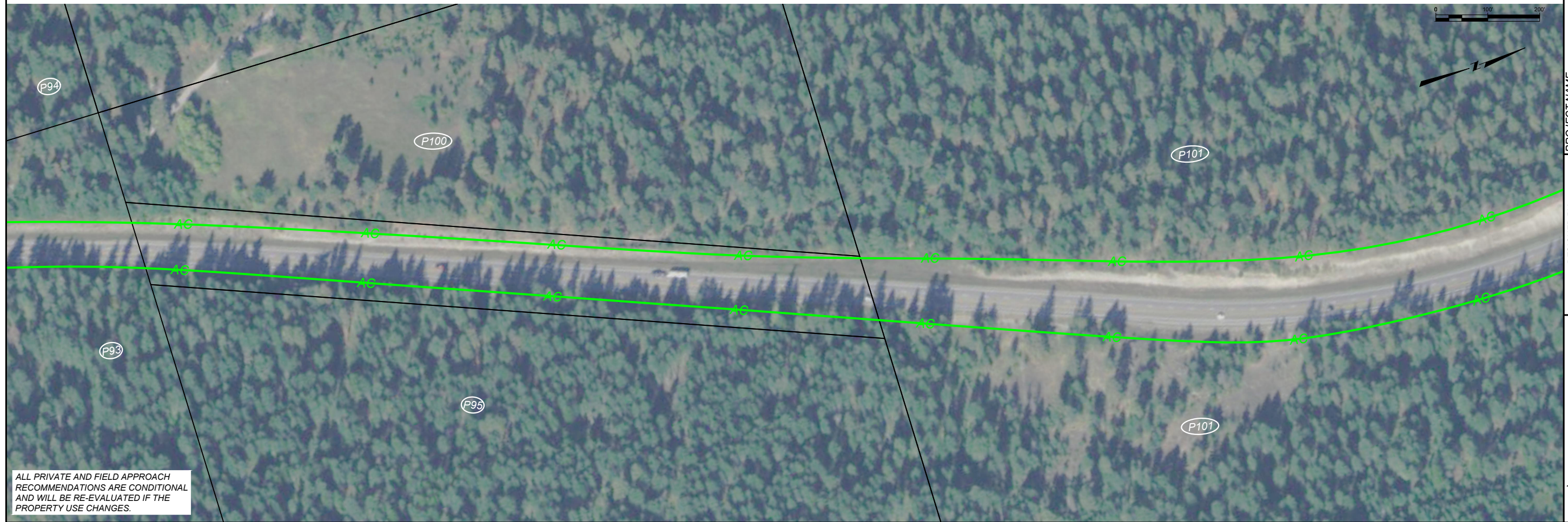


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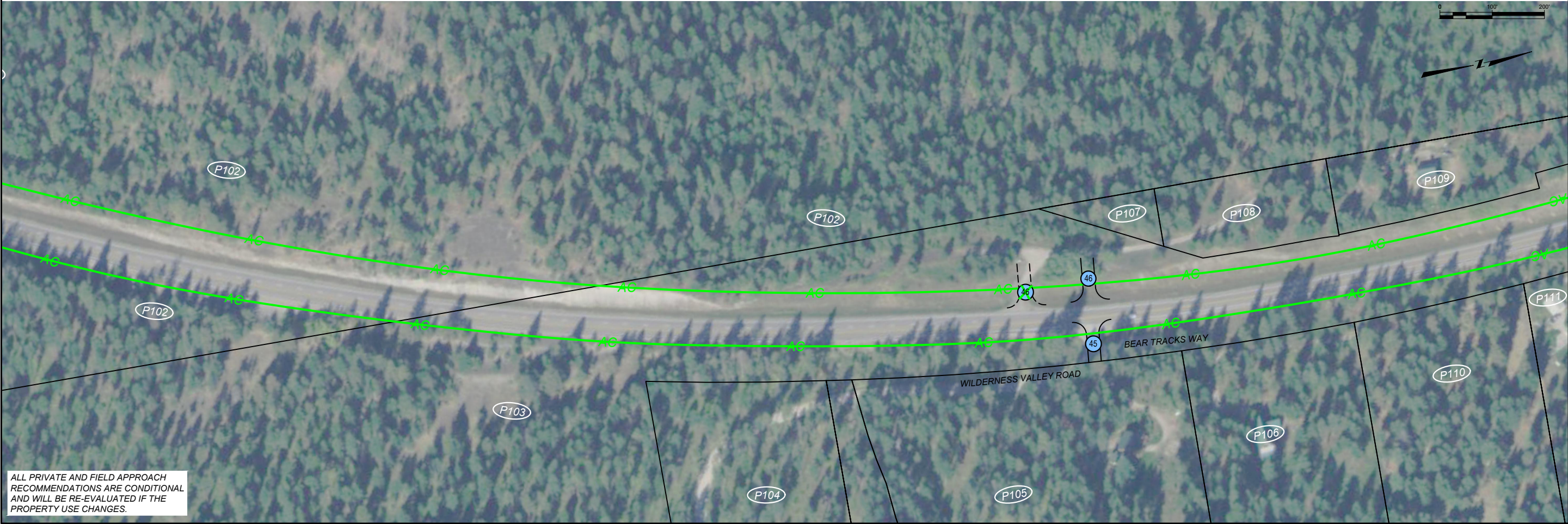
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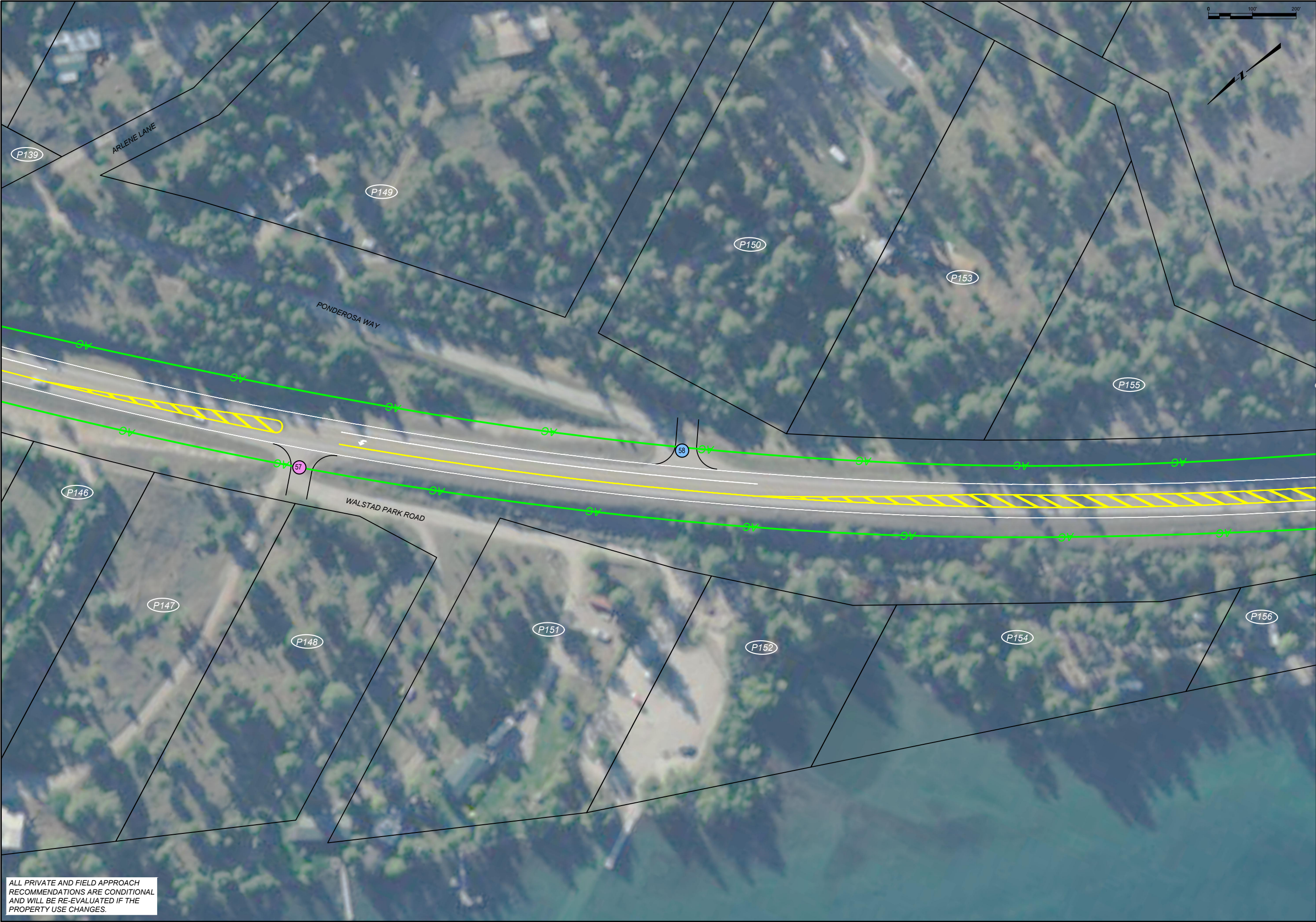


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**BIG ARM AREA
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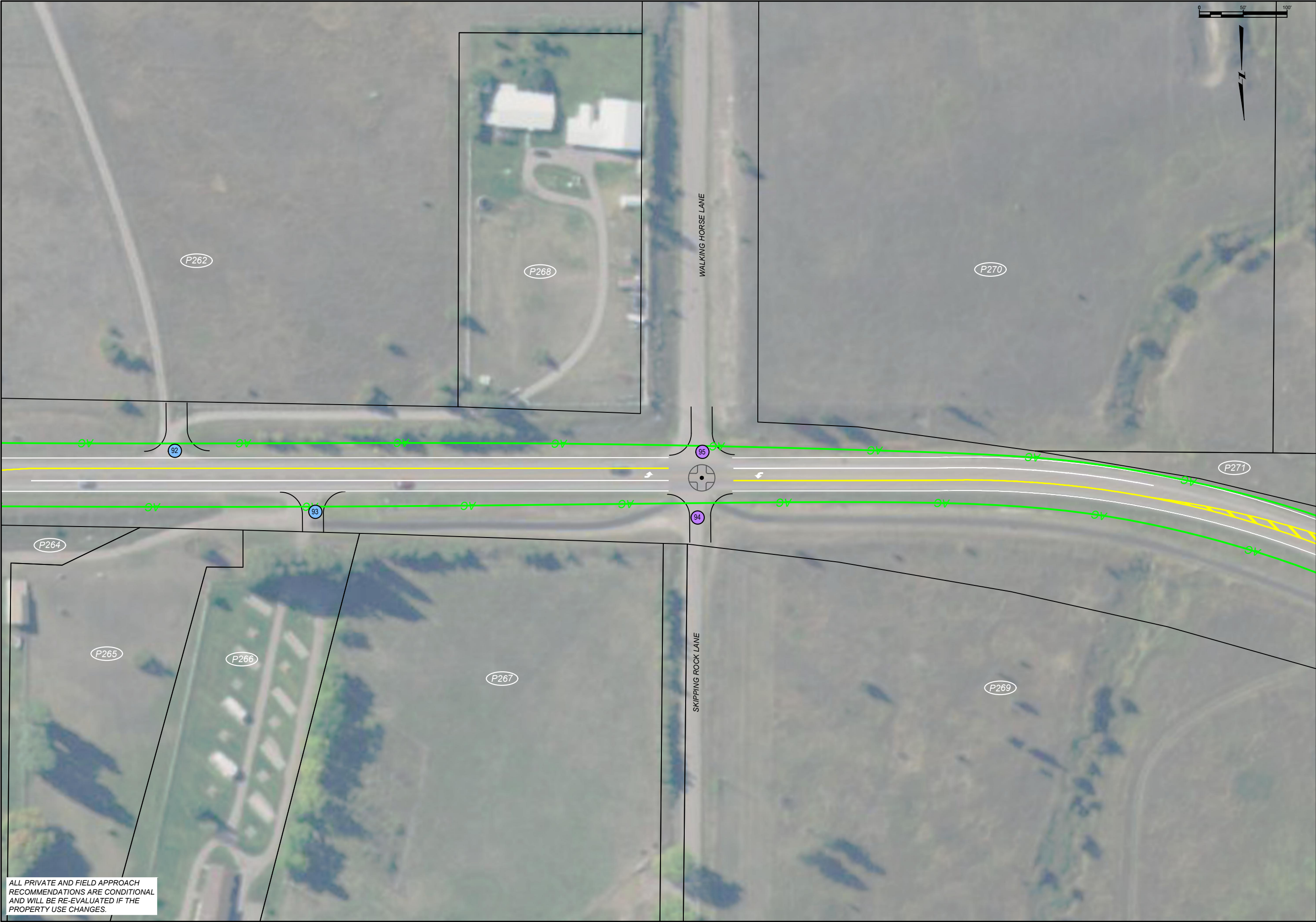
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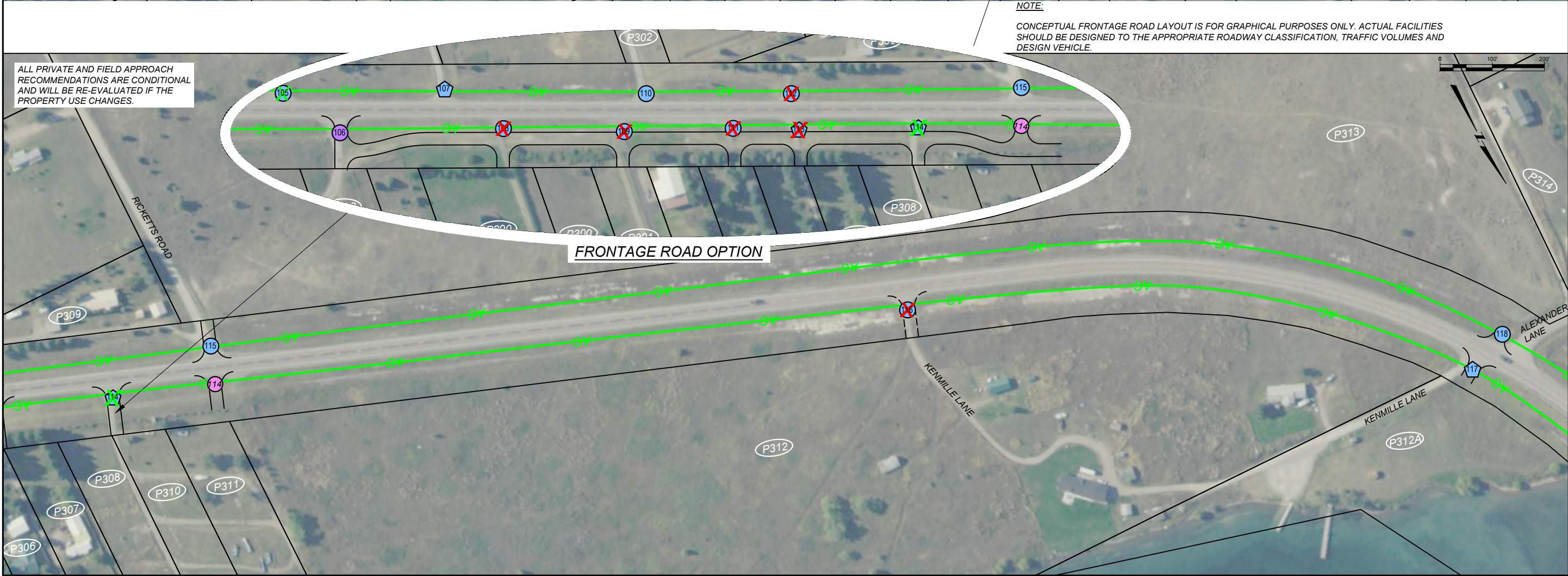
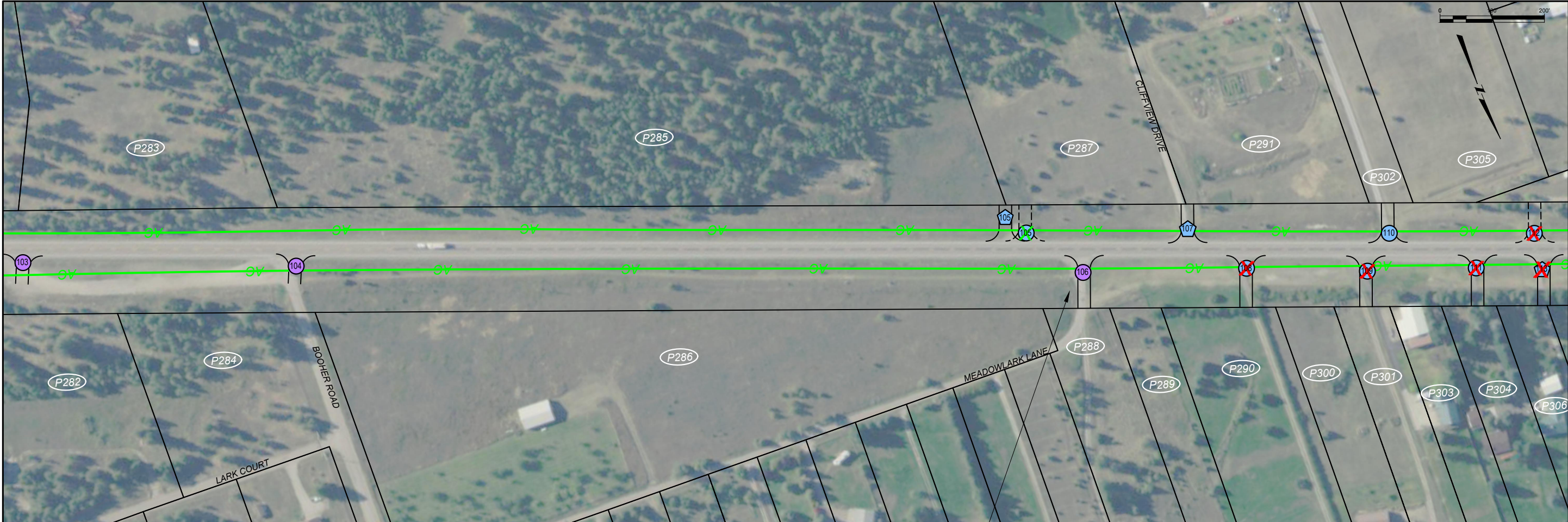
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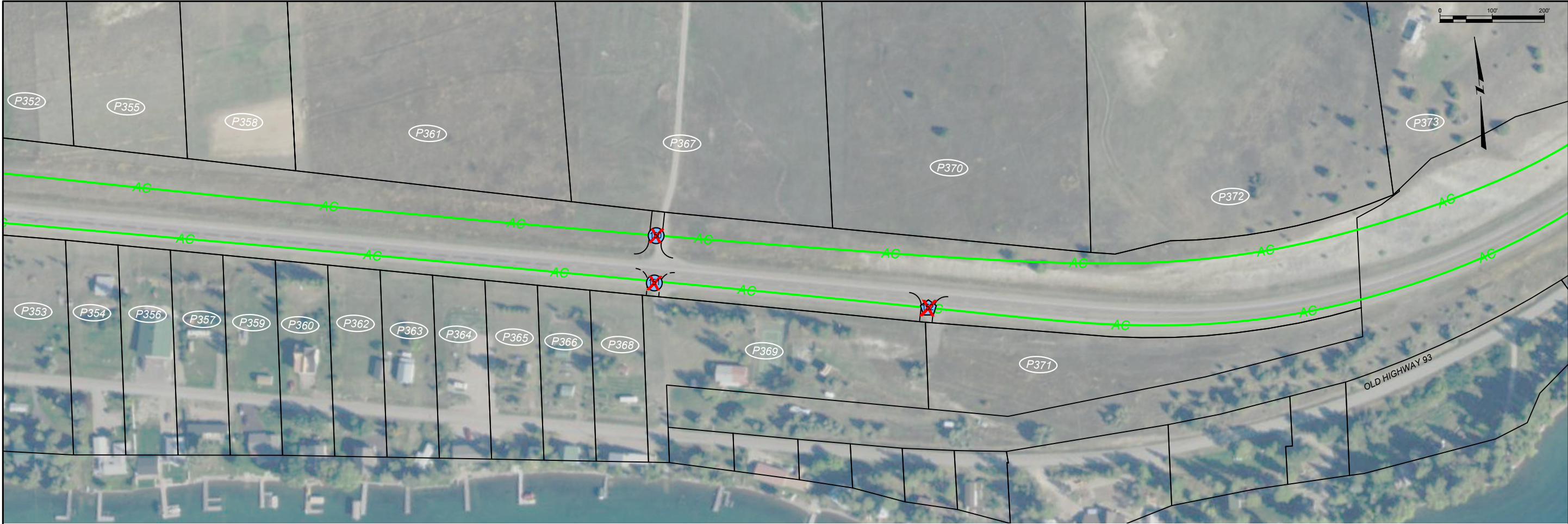
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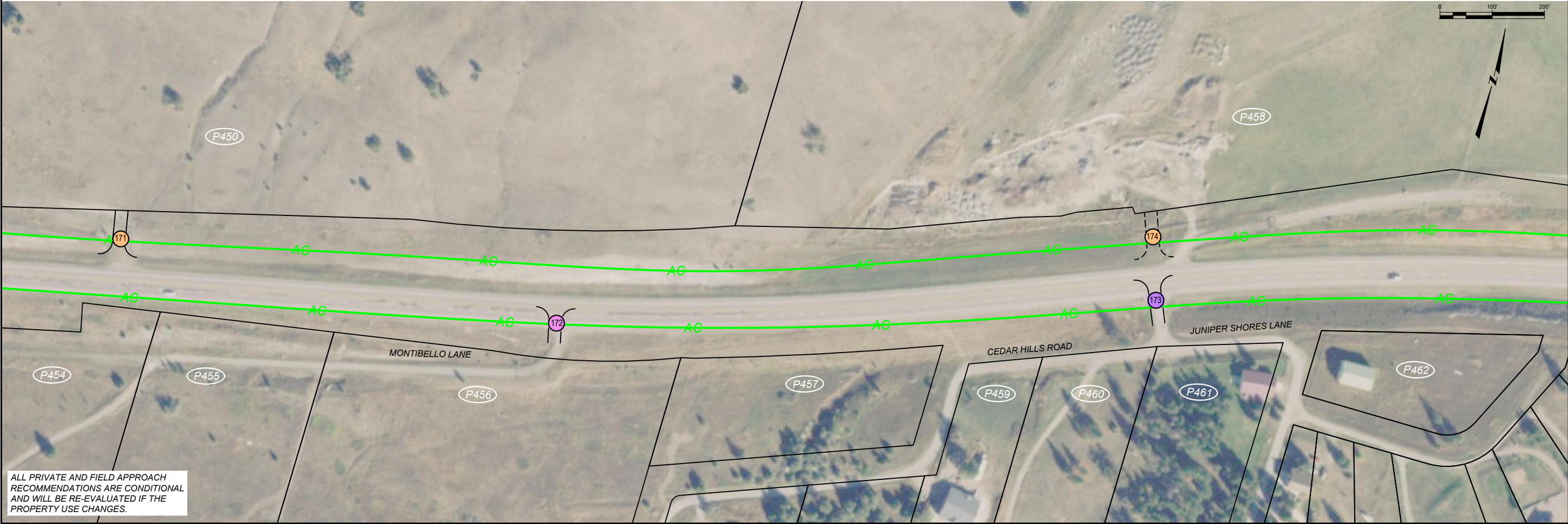
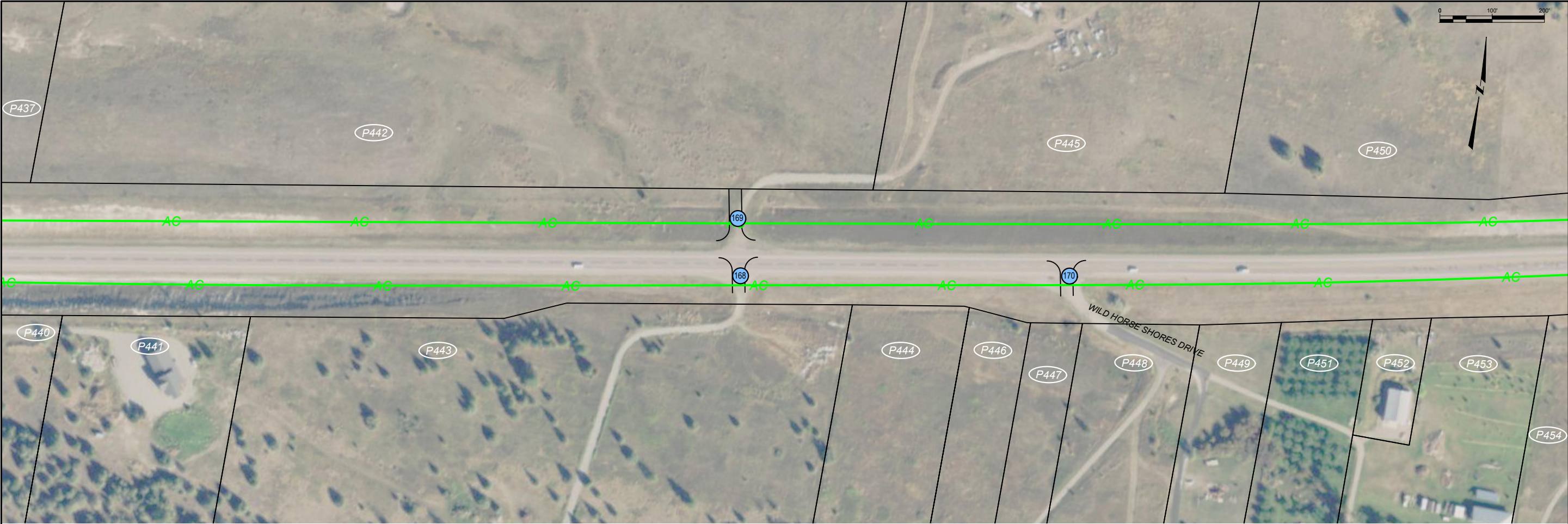
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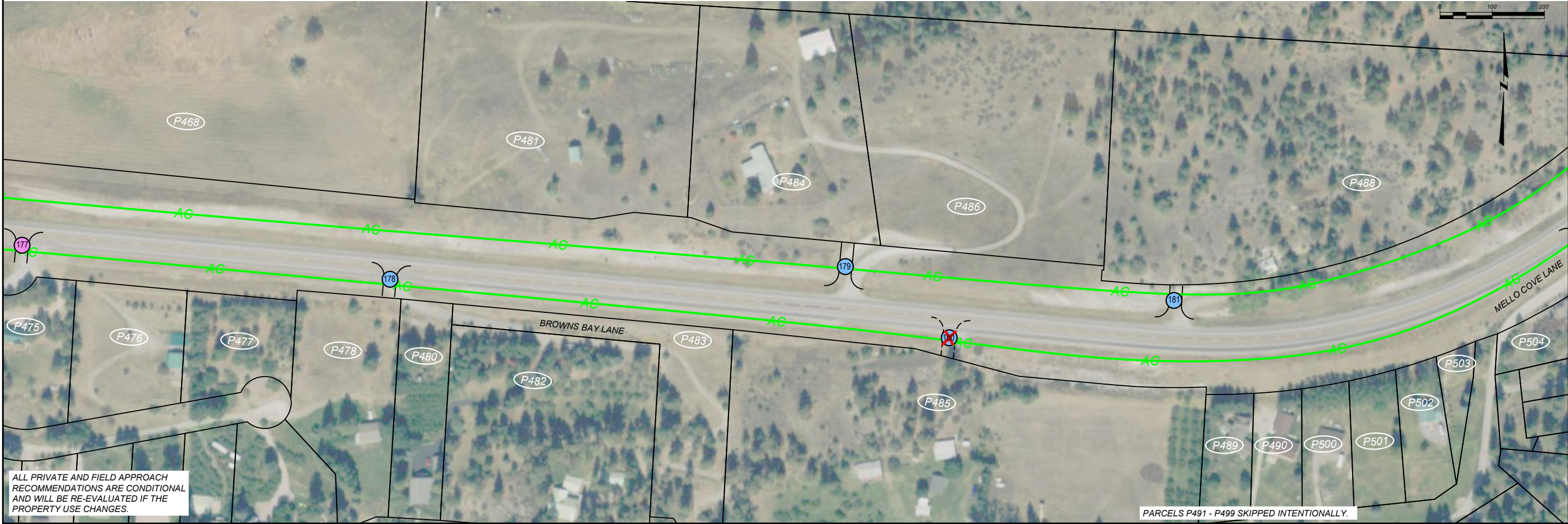


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SHEET NO.
27

ACCESS MANAGEMENT
PLAN

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SHEET NO.
28

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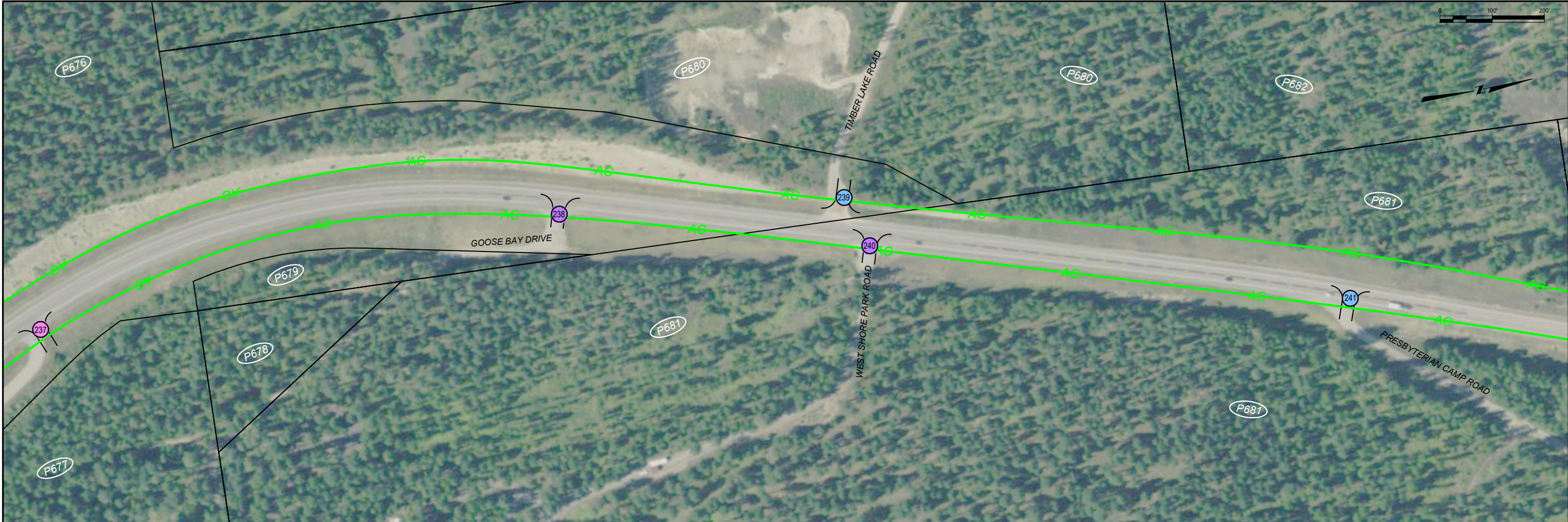
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ACCESS MANAGEMENT
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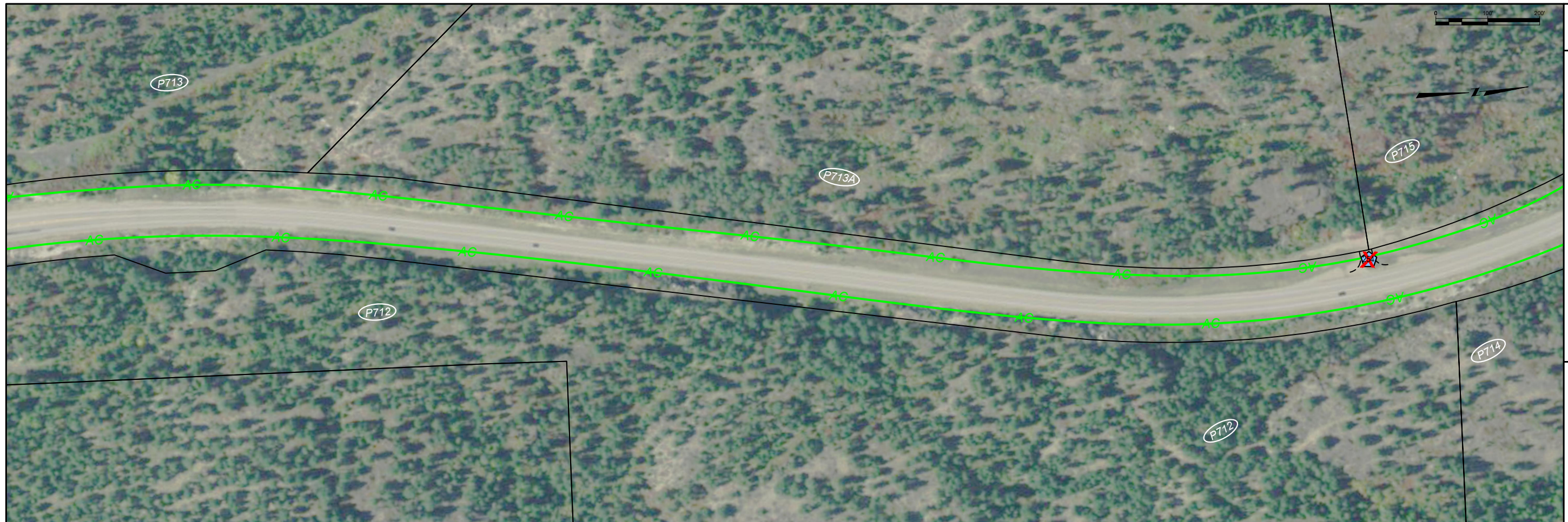
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ACCESS MANAGEMENT
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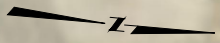
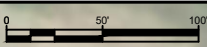


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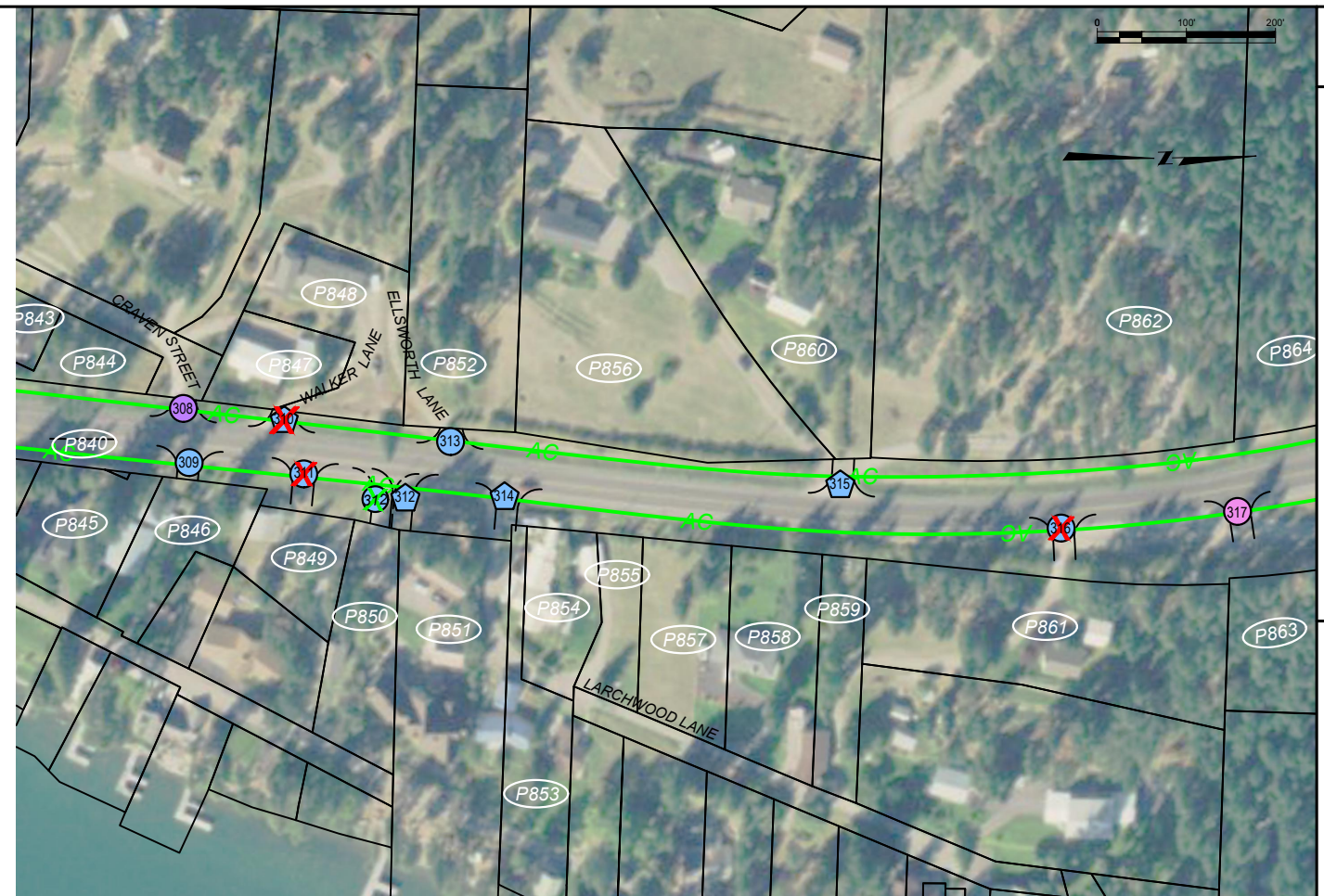
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LAKESIDE AREA

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ACCESS MANAGEMENT PLAN

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SOMERS AREA
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