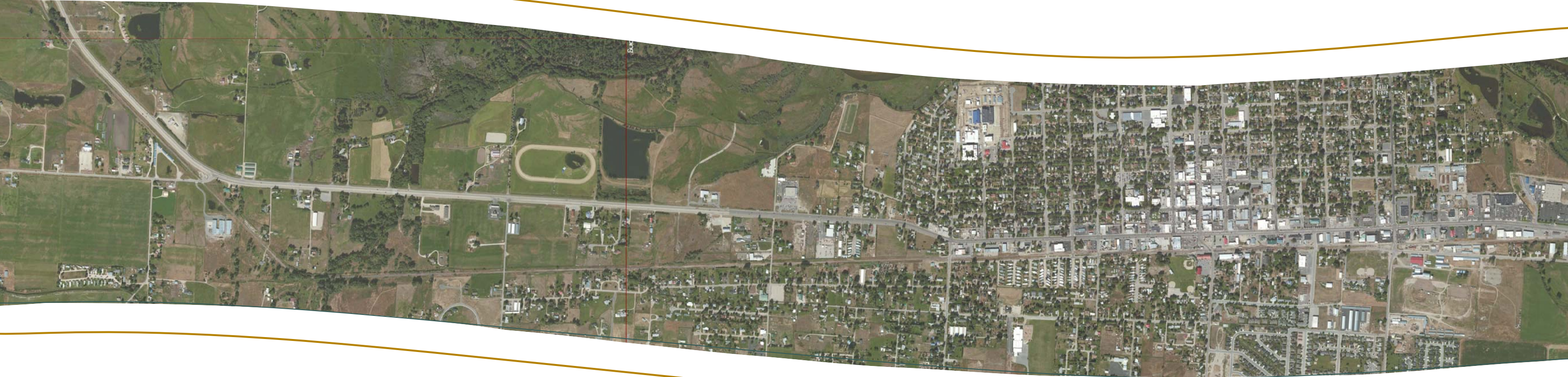


# HAMILTON ACCESS CONTROL PLAN

# DRAFT

NH 7-1(140)44

UPN: 8122000



Prepared For:

Montana Department of Transportation



In Cooperation with:

City of Hamilton

Ravalli County



June 2014

# HAMILTON ACCESS CONTROL

# DRAFT

*Prepared For:*

**MONTANA DEPARTMENT OF TRANSPORTATION**

*In cooperation with:*

**City of Hamilton**

**Ravalli County**

**June 2014**

Robert Peccia and Associates

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# 1.0 Introduction

Access control has been established by the Montana Department of Transportation (MDT) for the US 93 South corridor from Hamilton to Missoula through plans associated with construction projects and the stand-alone US 93 Lolo to Missoula access control plan project. Only one segment remains—through the town of Hamilton itself. The adoption of this access control plan will complete the entire corridor.

The *Hamilton Area Transportation Plan (2009 Update)* identified a US Highway 93 access management plan as a top seven project for implementation. The project is described in the Transportation Plan as follows:

**TSM-1 US Highway 93 Access Management Plan.** *A comprehensive Access Management Plan should be completed along US Highway 93, beginning just south of the Bitterroot River where the recent US 93 construction project ends, near reference post (RP) 49, all the way to the Angler’s Roost Bridge (RP 43.7) area. This entire length of US 93 is categorized by multiple driveway approaches, numerous driveway turning movements, and vehicle stacking in the center two-way, left-turn lane (TWLTL), resulting in conflicting operations due to the prevalence of private driveways. A formal Access Management Plan would allow for one-on-one dialogue with each property owner to devise a strategy to combine drive accesses, restrict problematic accesses, and/or totally remove unneeded accesses. The potential also exists to install raised medians in the center turn lanes at strategic locations to control access operational issues. The success of a formal Access Management Plan depends on aggressive outreach to all affected parties, plus a basic strategy on why access control will benefit both the adjacent land uses as well as the traveling public. It is envisioned that the MDT would be responsible for initiating this project, with significant participation from the City of Hamilton, Ravalli County, and affected landowners along the corridor.*

MDT, along with the City of Hamilton and Ravalli County, developed this plan to guide access control when future development, redevelopment or construction projects occur. There is not an associated programmed construction project to implement the modification recommended by this plan.

The intent of access management is **to improve safety, preserve function and mobility, and manage existing and future accesses in a consistent manner**. The access control guidelines describe methods such as eliminating, or combining existing accesses, reducing access curb cut openings or limiting travel movements to and from properties. Analysis of crash clusters, traffic patterns and existing and future land use used in development of the guidelines and plan are included herein.

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.

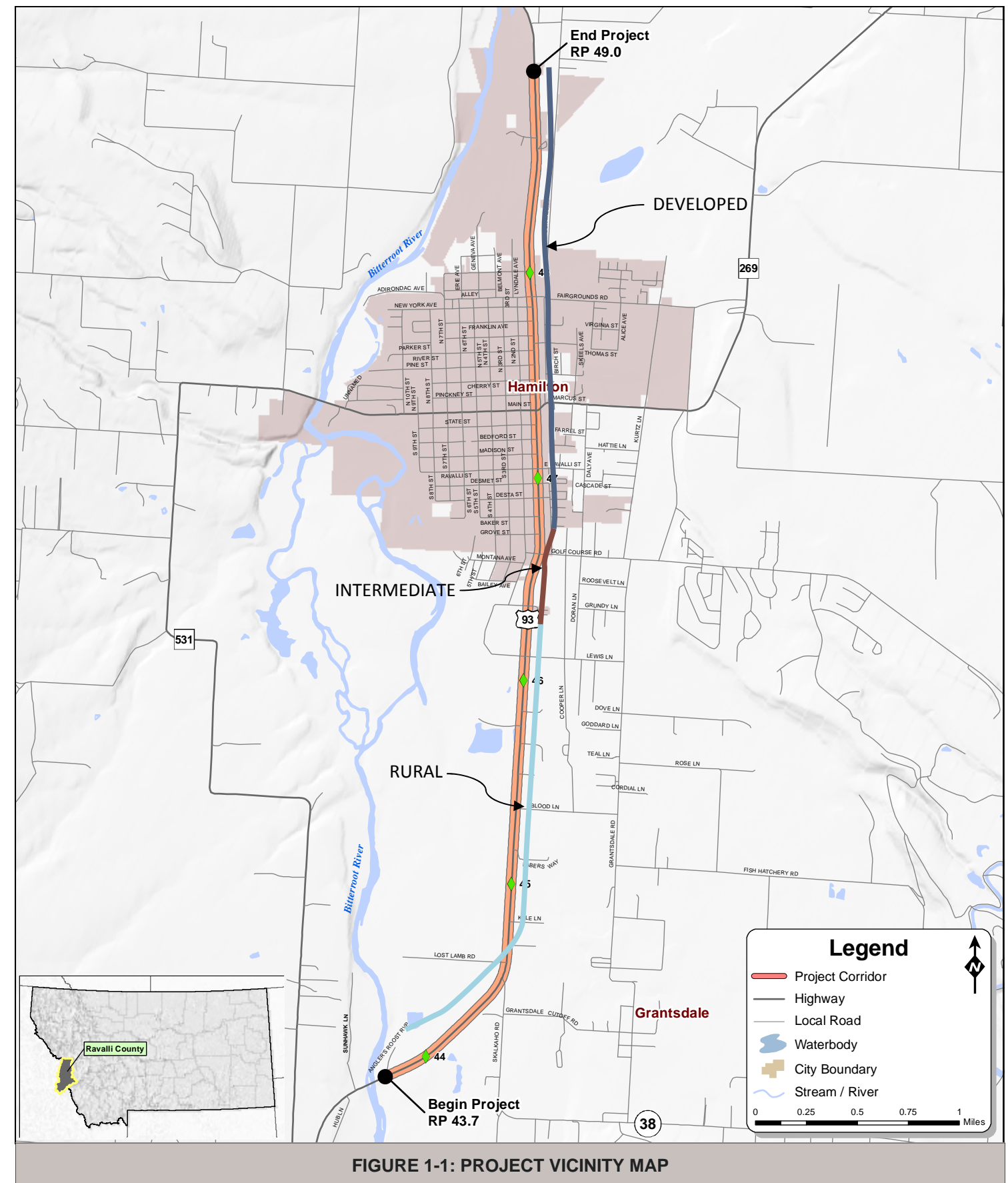


FIGURE 1-1: PROJECT VICINITY MAP



## 2.0 Plan Guidelines

### 2.1 INTRODUCTION

Access management is a response to the problems of congestion, capacity loss, and accidents. It sets forth guidelines for managing access points and spacing along a highway, adding turn lanes, incorporating turning restrictions, consolidating accesses, and implementing traffic control measures. The goal of access management is to improve safety, function, and operation of the roadway, and to ultimately provide a system that serves both local and regional users.

The purpose of this document is to define guidelines for access management specific to the section of US Highway 93 from RP 43.7 to RP 49.0. The goal is to provide clear, understandable policies and procedures so that individual landowners will know how access management will affect their property.

### 2.2 AUTHORITY

In Montana, those authorities of the state, counties, and municipalities authorized to participate in the construction and maintenance of highways may plan, designate, establish, regulate, vacate, alter, improve, maintain, and provide controlled-access facilities for public use<sup>1</sup>. Each authority shall, by resolution, follow the findings and determinations of the MCA in order to designate a highway as a controlled-access facility. The MCA states “No portion of any interstate highway, throughway or throughway intersection, or other federal-aid or state highway shall be designated as a controlled-access highway unless the commission shall adopt a resolution so designating it.”<sup>2</sup>

Upon completion of these Guidelines and the Access Management Plan, MDT shall submit an Access Control Resolution to the Transportation Commission for their approval. Once approved, the resolution will be recorded in the office of the Clerk and Recorder of Ravalli County.

### 2.3 POLICE POWER

It is appropriate to include a brief discussion of the Department’s police power for controlling access within this corridor. The following is MDT’s position:

While an owner of property adjacent to a public road has a right to access that road from the property, it is not an absolute right. Rather, it is a property right that is subject to the state’s police power. As such, so long as the exercise of that power is not a taking, no compensation is due. Further, it is not a taking if the landowner is left with reasonable access to their property.

It is the intent of this document and subsequent development of the Access Man-

agement Plan to provide reasonable access to all properties adjacent to the project. If, as a result of the project, reasonable access cannot be provided to a specific parcel, just compensation will be made available to the parcel owner.

### 2.4 DEFINITIONS OF TERMS USED

The words “shall”, “should”, and “may” are used to describe specific conditions and in order to clarify their meanings, the following definitions apply<sup>3</sup>:

**SHALL** – A **mandatory** condition. Where certain requirements in the design or application of the device 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.

### 2.5 PROJECT LOCATION AND LIMITS

MDT has determined it is necessary to designate a portion of US Highway 93 as a controlled-access highway and facility. Said portion of highway is located in Ravalli County and extends from RP 43.7 (Angler’s Roost Bridge) to RP 49.0 (just south of the Bitterroot River) on US Highway 93 in Hamilton, as described in the transportation plan.

The project limits span areas characterized by very different densities and land uses. The first 1.8 miles from RP 43.7 to the south entrance to Hamilton around RP 45.5 is somewhat rural, with a mixture of residential and commercial parcels on larger parcels of land (0.5 to 56 acres). As the highway enters Hamilton to the end of the project at RP 49.0, adjacent land use is urban with a high density of small parcels. Figure 1.0 of the project area denotes the two density regions.

### 2.6 ACCESS MANAGEMENT PRINCIPLES

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 that relate 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 access management categories will be utilized to fulfill these basic strategies:

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

Approved accesses will be classified according to their existing land use and level of use (volume as defined by the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual) as follows:

- Field
- Private
- Public

#### 2.6.1 Existing Access

It is the intent of these guidelines to provide “reasonable” access to all existing properties/parcels. Serious efforts should be made to reduce the overall number of accesses and increase the spacing between accesses. Reduction and separation of access points will significantly improve safety and roadway operations. The following guidelines shall apply to existing accesses:

- Existing accesses to US 93 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 US 93.
- 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.

<sup>1</sup> Montana Code Annotated, 60-5-104

<sup>2</sup> Montana Code Annotated, 60-5-103(1)

<sup>3</sup> Approach Standards for Montana Highways, MDT, 1983.

- Whenever feasible and reasonable, existing accesses to adjacent properties should be combined into a single, shared access.
- Whenever feasible and reasonable, existing accesses should be relocated to meet the minimum spacing criteria set forth in these guidelines.
- Whenever feasible and reasonable, existing accesses should be relocated to align with accesses directly opposite, especially in the case of high volume commercial use.
- Whenever feasible and reasonable, existing accesses should be brought into compliance with MDT approach standards.

2.6.2 New Access

Any request for new access to US 93 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 administered by MDT’s Planning Division. Any property further subdivided after imposition of access control shall be required to 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 County 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 county officials and land use planners.

2.6.3 Land Use Changes

The intent of the access management plan is to preserve the function and operation of the highway through the application of access control policies. The type of land use and level of use (volume of vehicles) accessing the highway has a direct impact on the operation of the highway. For this reason, it is necessary to review the effect of land use changes on highway operations. Changes are likely to require mitigation measures to assure that safety and traffic flow are not compromised. 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<sup>4</sup> 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 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 County approval of the land use change. These shall be subject to joint review by MDT and the County as identified in this document and mitigation measures may be required to maintain a safe and efficient highway.
- Changes within agricultural land use from one type of agricultural product to another shall not be considered land use changes under these guidelines.

2.7 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 US 93 right-of-way shall be controlled by road approach permit issued in accordance with MDT approach standards.
- Construction and maintenance of frontage or access roads for future development shall be the responsibility of the developer.

2.8 AUXILIARY LANES

The following shall apply to auxiliary lanes:

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

2.9 ACCESS SPACING

The following table defines the minimum access spacing for signalized and unsignalized access for each of the access categories (Rural, Intermediate, and Developed). Access spacing is based on operational and safety conditions.

ACCESS SPACING			
	Rural	Intermedi-ate	Devel-oped
Signalized Access Spacing	3 miles	1/2 mile	1/4 mile
Unsignalized Access Spacing	660 ft.	660 ft. des. 330 ft. min.	330 ft.

FIGURE 2-1: ACCESS SPACING GUIDELINES

2.10 ACCESS MANAGEMENT PLAN

Based on the guidelines set forth in this document, an Access Management Plan has been developed showing the specific location, configuration, ownership and land use type for each access within the corridor. The process used to develop this Plan allows some existing accesses to remain in place, move or close others, and may add some accesses that currently do not exist. The Access Management Plan establishes the approval of all accesses shown on the plan, the placement of future approaches, signals, public roadways, etc. Once implemented, any changes to the Plan will require review and approval by MDT and may require the approval of the Transportation Commission.

2.11 IMPLEMENTATION AND ADMINISTRATION

These Access Management Guidelines and the Access Management Plan prepared for the corridor will be approved and implemented by MDT. All approval or denial of access will be made by MDT; however, close coordination with county officials and land use planners will be necessary.

<sup>4</sup>As defined by the increase in generated trips determined using the methodology contained in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

## 3.0 Goals and Objectives

### 3.1 Project Access Management Goals:

The following are generated from Montana Law [MCA 60-1-101 (1)] .

- ◇ Facilitate the free flow of traffic on an integrated transportation system.
- ◇ Eliminate congestion.
- ◇ Ensure safe and convenient transportation for both motorized and non-motorized users.
- ◇ Reduce accident frequency.
- ◇ Provide reasonable access to existing parcels along the project (US 93).
- ◇ Maintain property values and do not impede the economic progress of the citizens.
- ◇ Reduce the costs of motor vehicle operations.

### 3.2 Project Access Management Objectives:

1. Facilitate the free flow of traffic on an integrated transportation system.
  - A. Approach Design Standards
    - I. Apply MDT Design Standards for each Public and Private approach within the project.
    - II. Maintain MDT and AASHTO sidewalk and pedestrian crossing standards.
  - B. Eliminate congestion.
    - I. Remove turning vehicles from through traffic.
    - II. Reduce conflict points.
      - a. Accesses. Consider the following in priority order:
        - i. Remove.
        - ii. Relocate to a side street or alley.
        - iii. Consolidate adjoining accesses (shared use).
        - iv. Relocate to align with accesses directly across or to remove adverse turning paths.
        - v. Upgrade to meet approach standards.
      - b. Cross Streets:
        - i. Provide adequate storage at cross-streets by shifting accesses away from intersection.
2. Ensure safe and convenient transportation for both motorized and non-motorized users.
  - A. Reduce accident frequency.
    - I. Reduce conflict points (see Accesses above).
3. Provide reasonable access to existing parcels along the project (US 93).

- A. See Accesses above.
4. Maintain property values and do not impede the economic progress of the citizens.
    - A. Coordinate with landowners to locate approaches to facilitate internal property traffic movements.
    - B. Reduce the costs of motor vehicle operations by decreasing congestion and improving flow of traffic (see #1 above).
    - C. Seek individual input from businesses and residences (in areas of changed access control) to confirm economic needs. Design to meet landowner needs, when feasible.
    - D. Provide an aesthetic transportation facility, with respect to providing new features and maintenance of new features (enhancements).
    - E. Consistently implement Access Management Guidelines for project, future projects, and for future approach requests.
      - I. Continue process for review of future development and approach request.

#### Classification of an access:

Master Plan Access Classifications are:  
Field / Farm  
Private  
Public

## 4.0 Access Control Plan Process

The development of the Access Control Plan was generally performed in phases as depicted in Figure 2 below.

### 4.1 Data Collection Phase

Existing conditions along the US Highway 93 corridor within the project limits were established by:

- identification of all access locations
- collecting accident data and traffic volumes
- researching ownership deeds
- investigating proposed projects from developers, MDT, the city and county obtaining GIS data

### 4.2 Initial Public Involvement Phase

Once the initial data was collected, an initial informational meeting was conducted to

introduce the project and the concept of access management to the public. Immediately following the informational meeting, landowners of parcels abutting US Highway 93 were contacted to schedule in-person or telephone interviews. Those landowners willing to participate were asked to explain the operations of their parcel, existing access locations issues, planned improvements or development/redevelopment and access preferences.

### 4.3 Analysis Phase

An operational and safety analysis was conducted based on the traffic data compiled, landowner input off how traffic operates internally on each parcel, geometric analysis of traffic maneuvers. The draft Access Control Plan was developed from the analyses.

### 4.4 Secondary Public Involvement Phase

The draft Access Control Plan was presented to the public in a second public informational meeting. Displays showing the proposed access changes were available for discussion and a presentation was given. Comments from the informational meeting were compiled and considered prior to finalizing the Access Control Plan.

### 4.5 Plan Adoption Process

Upon approval of the final plan by MDT, the City of Hamilton, and Ravalli County, MDT submitted an Access Control Resolution to the Transportation Commission for their approval. Once approved, the resolution was recorded in the office of the Clerk and Recorder of Ravalli County.

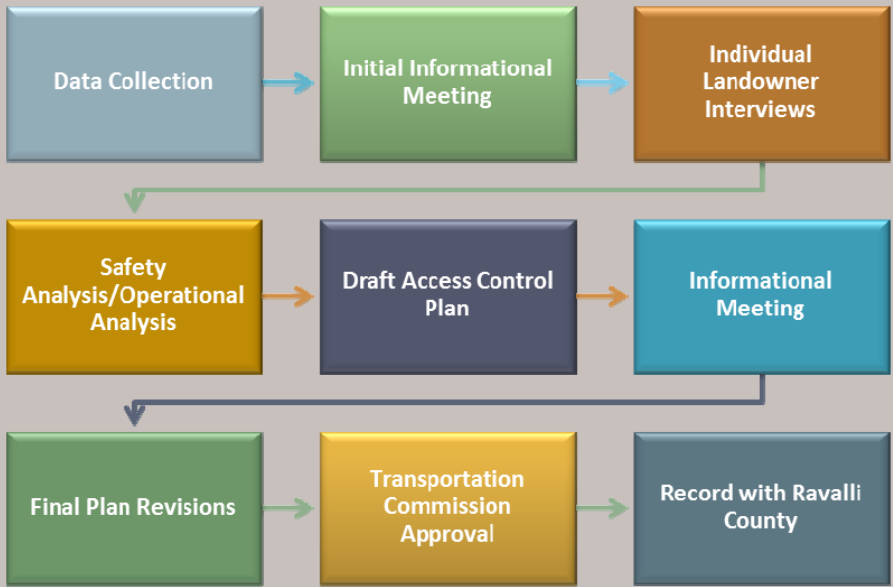


FIGURE 4-1: ACCESS CONTROL PLAN PROCESS



## 5.0 Public Involvement Process

For this access control plan, significant public involvement was appropriate, and extensive measures were taken to interview every adjacent landowner for their input. A multi-tiered public involvement program was conducted that included the following components:

- Website postings
- Project newsletter
- Initial informational meeting
- One-on-one property owner interviews
- Final informational meeting

Handouts, website postings and newsletters are included in the *Public Involvement Report* for this project.

### 5.1 Initial Informational Meeting

The initial Informational Meeting was held December 17, 2013 at the Hamilton High School in the city of Hamilton. The meeting was advertised by newsletters mailed to adjacent property owners, on the project website and through a press release. The purpose of the meeting was to introduce the project team, present the purpose of the project, define access management and present the benefits and methods of such, and to gather comments from the public. An open house format allowed for comments and questions from the public before and after a formal presentation. Representatives from the consultant, MDT, and the City of Hamilton were present to answer questions. A copy of the meeting materials and received comments are included in the *Public Involvement Report* for this project.

### 5.2 One-on-One Property Owner Interviews

Property ownership information was collected using the Ravalli County GIS system and was verified by deed information. All deeds were compiled into the project *Ownership Report* and a database. The database contained contact information used to attempt to reach every landowner to schedule a in-person or telephone interview. At minimum, four attempts were made to contact each landowner:

1. Telephone calls (three at different times of the day)
2. Certified Letter

Each attempt was documented in the ownership database. Each landowner was asked the same five questions and was presented with an aerial map of their parcel to draw on if so desired. The completed interview forms and sketches are included in the *Public Involvement Report*.



### 5.3 Final Informational Meeting

The final informational Meeting was held on July 23, 2014 at the City of Hamilton City Hall. The informational meeting was advertised by newsletter and press release. The purpose of the meeting was to present the draft Access Control Plan in an open house format, with no formal presentation. Members from the consultant, MDT, the City of Hamilton and Ravalli County were present to answer questions. A copy of the meeting materials and received comments are included in the project *Public Involvement Report*.

To Be Completed...

# 6.0 Traffic Analysis

## 6.1 Roadway Geometry

The corridor consists of two lanes between RP 43.7 and RP 44.0 and five lanes between RP 44.0 and RP 49.0. The five lane section is approximately 62 feet wide consisting of four 12-foot driving lanes and a 14-foot center turn lane. Curb, gutter and sidewalk exist on both sides of the roadway for a majority of the corridor. The center painted median is primarily a two-way left-turn lane with intermittent painted left-turn bays at major intersections. Dedicated left-turn lanes exist at the intersections with Skalkaho Road, Blood Lane, Golf Course Road, Ravalli Street, Main/Marcus Street, Pine Street, and Fairgrounds Road. The unsignalized intersecting public roads are controlled by stop signs on the side road approaches.

## 6.2 Access Density

The project corridor is characterized by numerous approaches onto US 93. A total of 379 approaches exist along this 5.3 mile stretch of the highway. 274 approaches are classified as private approaches with the other 38 classified as public approaches. The approach density for the entire project corridor is approximately 59 approaches per mile. When analyzing the corridor in sections, the density of approaches is highest through downtown Hamilton. Table 6-1 summarizes the access density along the corridor broken out into segments. Figure 6-1 provides this information graphically.

Begin RP	End RP	Length (mi)	Access Points	Density (Access / mi)	Comments
43.7	45.3	1.6	33	20.6	Beginning of Project to Blood Ln
45.3	46.6	1.3	64	49.2	Blood Ln to Golf Course Rd
46.6	47.3	0.7	78	111.4	Golf Course Rd to Main St
47.3	47.9	0.6	61	101.7	Main St to Fairgrounds Rd
47.9	49	1.1	76	69.1	Fairgrounds Rd to End of Project
Total		5.3	312	59	

TABLE 6-1: ACCESS DENSITY

A Level of Service (LOS) analysis of existing (February 2014) and projected (2034) data was performed for eight intersections along the project corridor. The intersections consisted of five signalized and three unsignalized intersections that were identified for analysis based on crash density and public input. The LOS analysis was conducted for the AM and PM peak hours at each location . Intersections of US 93 and the following roadways were studied: Skalkaho Road, Golf Course Road, Ravalli Street, Marcus Street, Pine Street, Adirondac Avenue, Kmart Parking Lot Entrance and Albertson’s Parking Lot Entrance. All intersections had an existing and projected LOS of C or better except the Kmart Parking Lot, which had an existing LOS of D, and projected LOS of E.

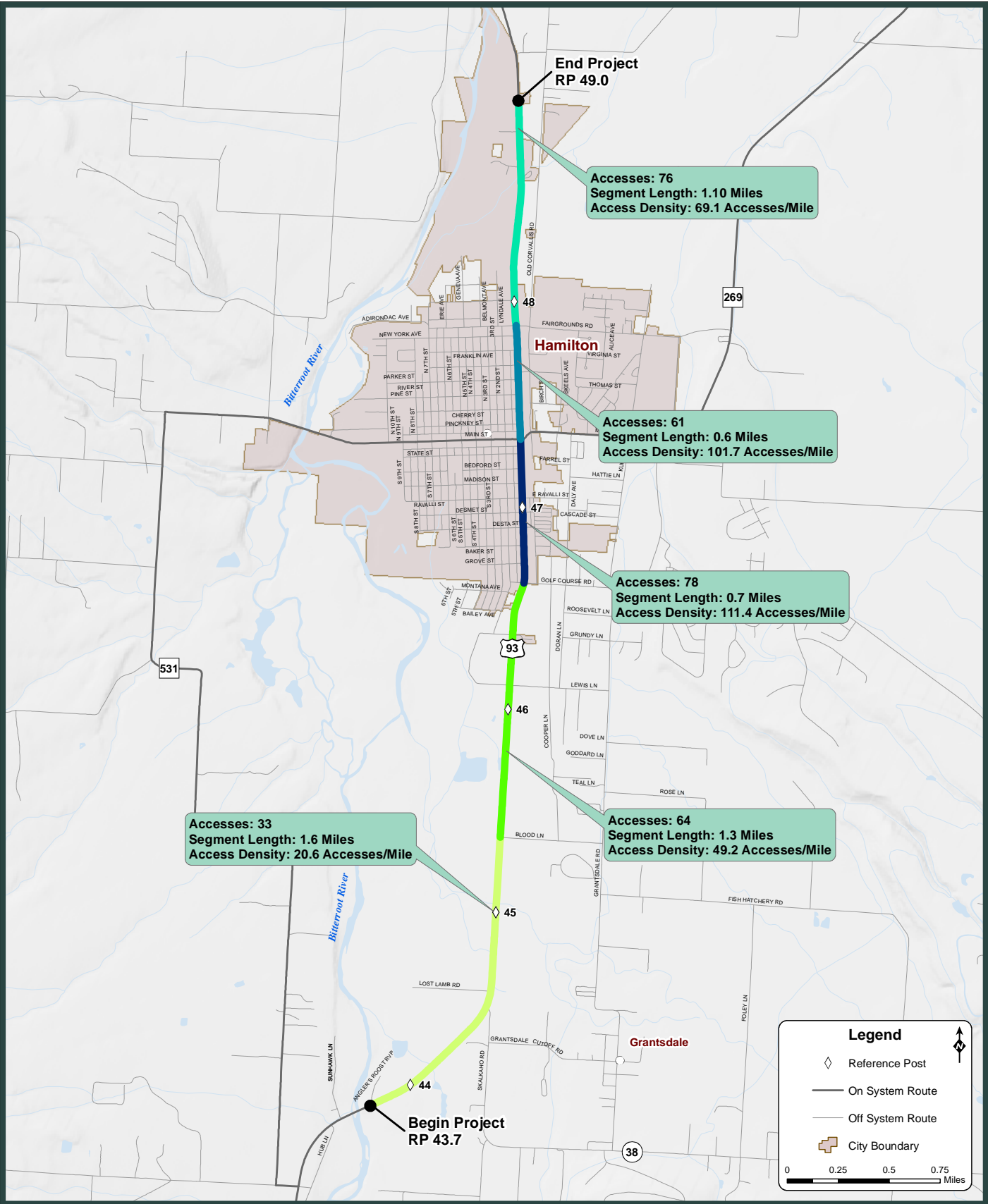


FIGURE 6-1: ACCESS DENSITY

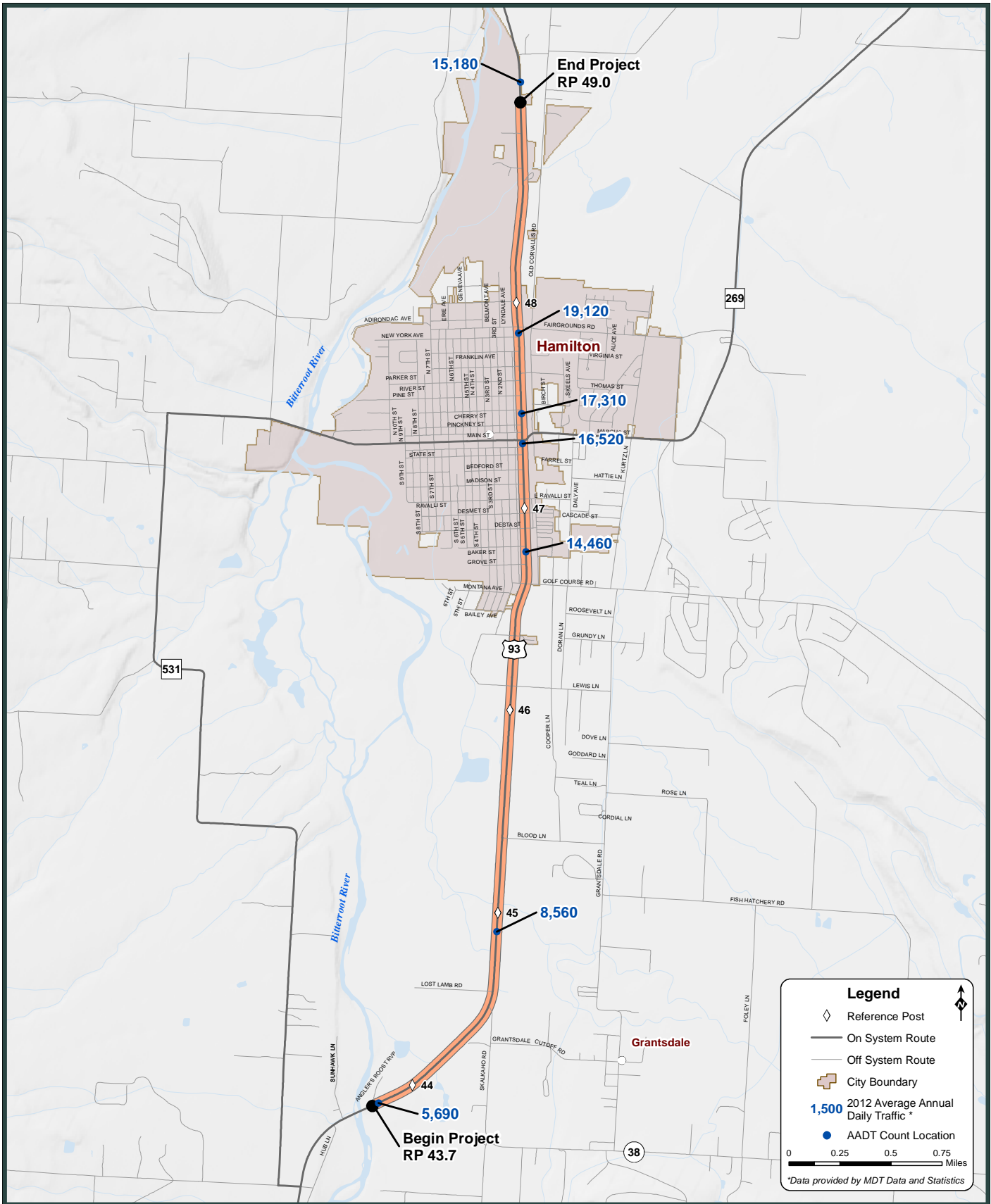


FIGURE 6-2: PROJECTED TRAFFIC VOLUMES

6.2 Existing Traffic Volumes

Average Annual Daily Traffic (AADT) data is collected by MDT along US 93 through the annual traffic count program. Existing and historic traffic data was used to establish existing traffic conditions and to provide reliable data on historic traffic volumes. AADT counts located along the corridor for the year 2012 were used to represent existing conditions as shown in **Table 6-2**. Existing traffic volumes along the corridor range from 5,700 vehicles per day (vpd) at the southern end of the corridor, to over 19,000 vpd within Hamilton. The AADT is shown graphically in **Figure 6-2**.

Location	Site ID	Description	2012 AADT
RP 44.0	41-2A-1	SW of Skalkaho Crk Rd	5,690
RP 44.5	41-2A-26	N of Skalkaho Crk Rd	8,560
RP 46.8	41-2A-14	Grove St - Baker St	14,460
RP 47.3	41-2A-15	State St - Main St	16,520
RP 47.5	41-2A-16	Pinckney St - Cherry St	17,310
RP 47.9	41-2A-17	New York Ave - Fairgrounds Rd	19,120
RP 49.0	41-2A-2	S of Riverside Cutoff Rd	15,180

TABLE 6-2: EXISTING AADT

6.3 Projected Traffic Conditions

Using the average annual growth rate of 1.20 percent as defined in the project Traffic Report, future traffic volumes were estimated for the project corridor along US 93. This growth rate was applied to the existing AADT counts located along the corridor to establish projected traffic volumes as shown in **Figure 6-4**. Note that these volumes are estimates only. In reality, changes in the annual growth rate are likely to occur over the project horizon.

Location	Site ID	Description	2012 AADT
RP 44.0	41-2A-1	SW of Skalkaho Crk Rd	5,690
RP 44.5	41-2A-26	N of Skalkaho Crk Rd	8,560
RP 46.8	41-2A-14	Grove St - Baker St	14,460
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RP 47.9	41-2A-17	New York Ave - Fairgrounds Rd	19,120
RP 49.0	41-2A-2	S of Riverside Cutoff Rd	15,180

TABLE 6-3: PROJECTED AADT

**Table 6-3** shows the existing and projected year 2034 AADT volumes for the corridor. Deviations in traffic volumes along the corridor will depend on future development, including residential, commercial, and other infrastructure improvements in the surrounding area that may attract local travel to utilize alternative routes.



# 7.0 Crash Analysis

Crash data within the study area was analyzed to identify problem areas, “hot-spot” crash locations, and behavioral characteristics. The following sections provide an analysis of available crash data to help identify crash trends and contributing factors.

## 7.1 Study Area Crash Analysis

MDT provided crash data for the corridor including type, frequency, location, and severity of each crash. Crash data were reviewed for the five-year period from January 1, 2008 to December 31, 2012. 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.

According to the MDT crash database, a total of 312 crashes were reported within the project corridor during the five-year period. A summary of the location of crashes based on ½ mile intervals is shown in **Figure 7-1**. Additionally, **Figure 7-2** shows the density of crashes based on the coordinates of each crash.

The highest density of crashes occurs in the downtown area. Approximately half of all reported crashes (159) occurred within the one-mile segment between RP 47.2 and RP 48.2. Outside of the downtown core, crash clusters were identified at intersections with Skalkaho Rd (13 crashes) and Blood Ln (9 crashes).

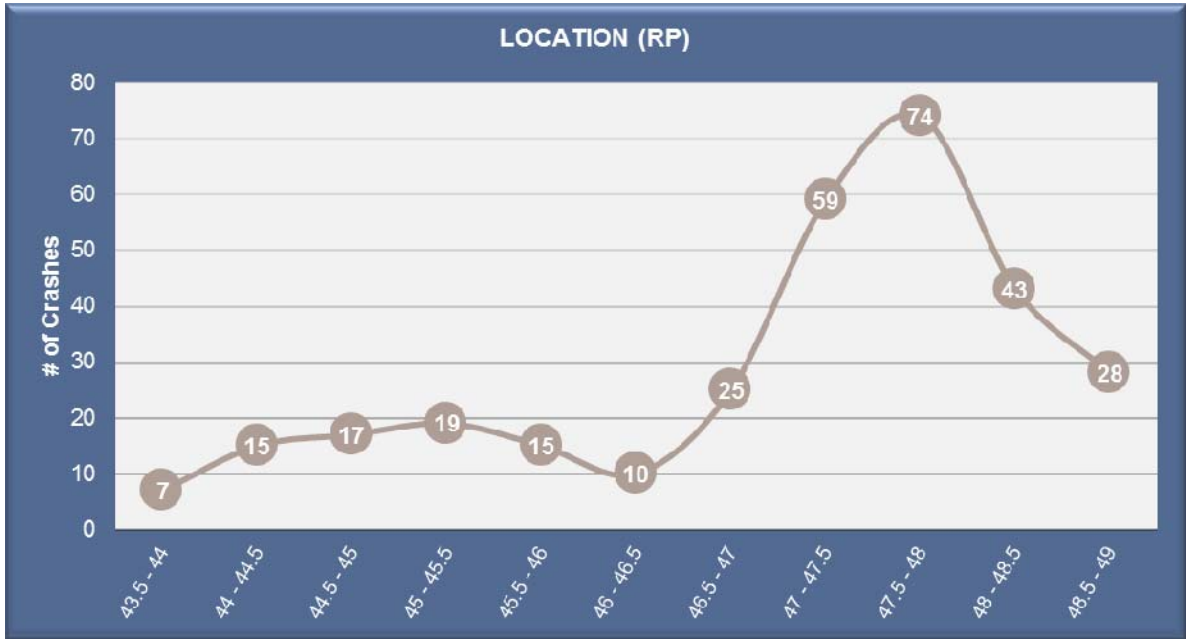


FIGURE 7-1: CRASH LOCATIONS

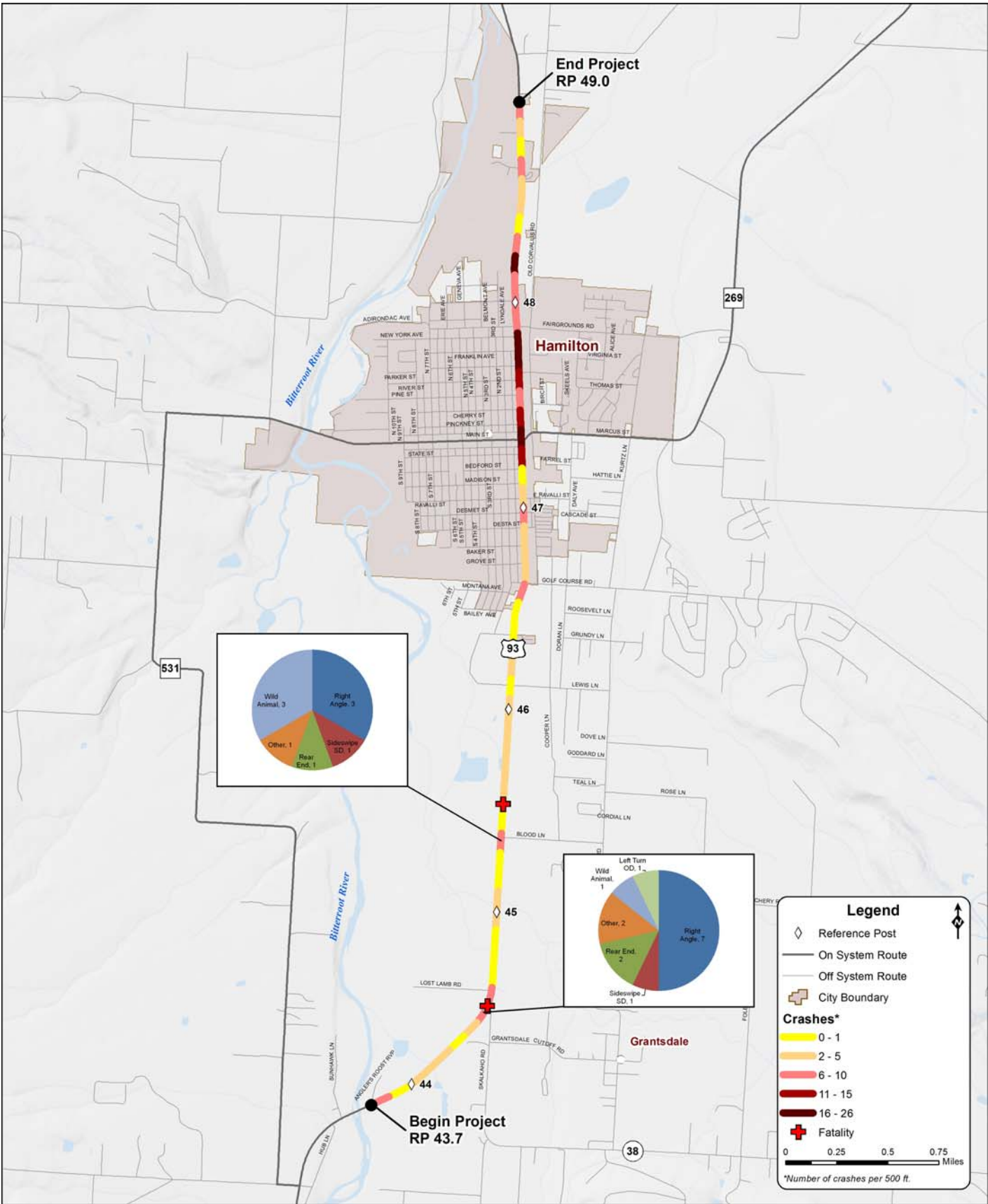


FIGURE 7-2: CRASH DENSITY

7.1.1 Crash Type

Almost 43 percent of crashes occurred at non-junction locations, with just under 40 percent of crashes occurring in an intersection or related to an intersection. Over 85 percent of crashes occurred on the roadway. Single vehicle crashes accounted for just over 23 percent of crashes, while two vehicle crashes accounted for almost 75 percent.

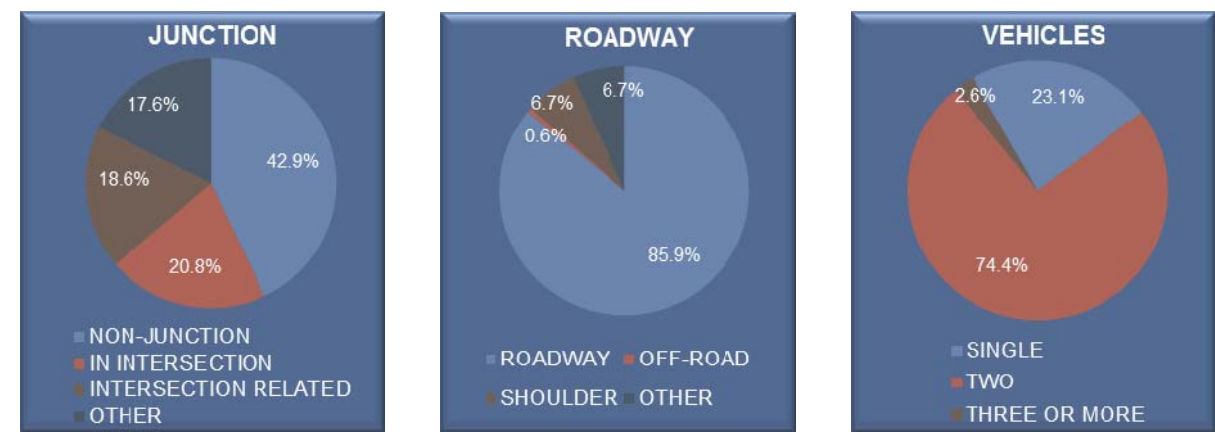


FIGURE 7-3: CRASH STATISTICS FOR LOCATION AND NUMBER OF VEHICLES

The crashes along the corridor fall into many different categories. The most prevalent crash type was right angle which accounted for more than 30 percent of all crashes. Rear end crashes and wild animal collisions were the next most common manners of collision accounting for approximately 27 and 15 percent, respectively.

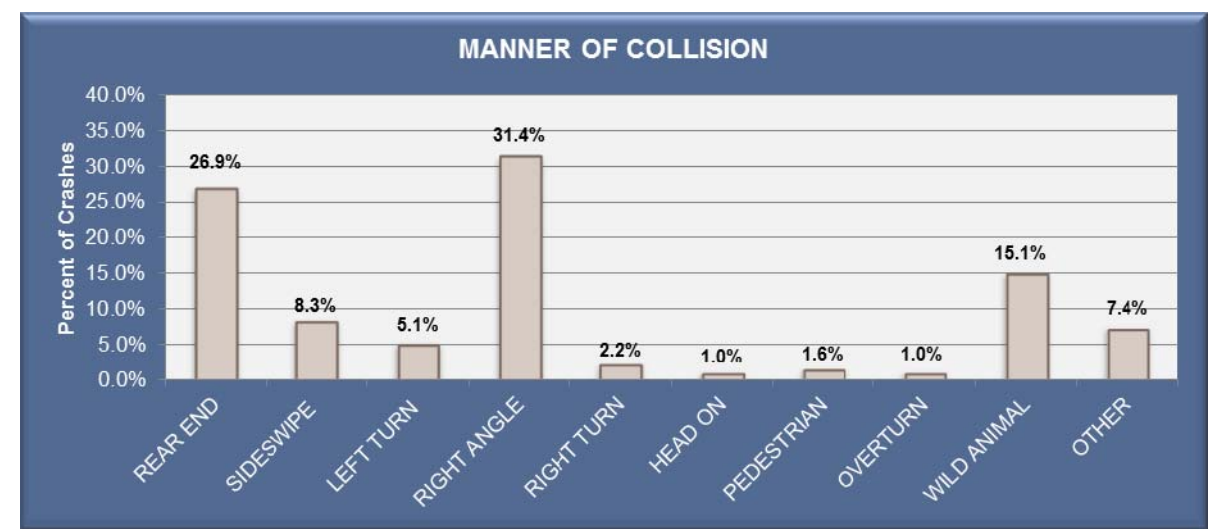


FIGURE 7-4: CRASH STATISTICS FOR COLLISION TYPE

Two fatal crashes occurred during the analysis period. A total of 134 injuries were reported as a result of 91 crashes. Over 40 percent of all injury crashes occurred from right angle crashes, including one of the two fatal crashes. The other fatality resulted from a head on collision. A total of five pedestrian collisions occurred, four of which resulted in injury.

7.2 Downtown Core Analysis

The large percentage of rear end and right angle crashes is indicative of urban access control issues. Figure 7-5 presents statistics for crashes occurring in the Downtown Core area, approximately RP 47.2 to RP 48.2. It can be seen that rear end and right angle crashes account for about 70 percent of all crashes in the downtown area. Figure 7-6 presents the locations of crash clusters within the downtown core. It can be seen that these clusters are at locations with a high density of access points and are near destinations that draw large amounts of traffic. It should also be noted that each of the five locations shown in the pie charts have high numbers of right angle and rear end crashes.

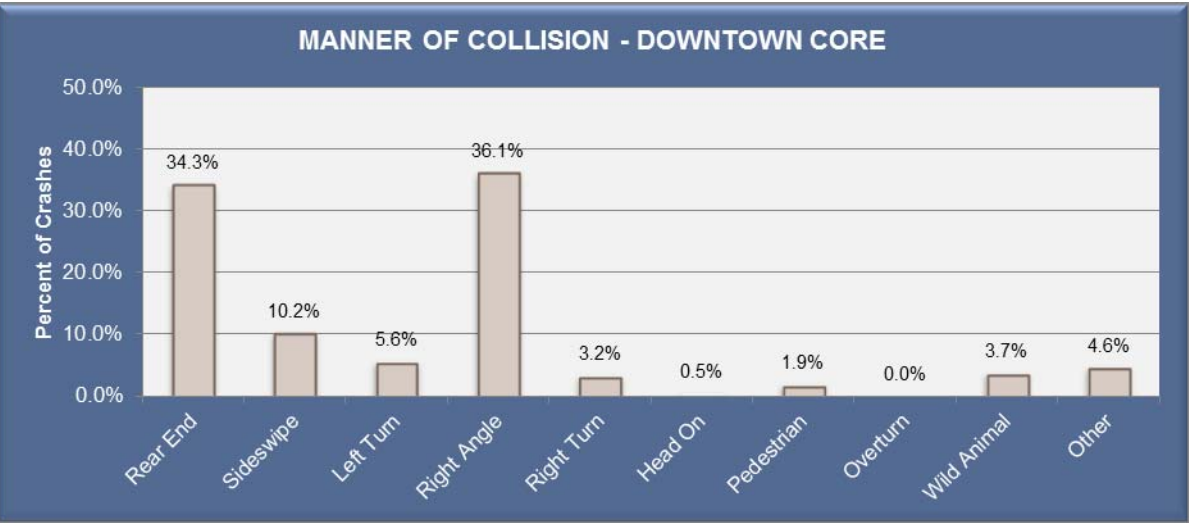


FIGURE 7-5: CRASH STATISTICS FOR COLLISION TYPE



### 7.3 Correlation of Crashes and Access Points

A Poisson regression model was used to correlate the densities of crashes and access points. A Poisson distribution model approximates the relationship between crashes and accesses. To develop the model, the project corridor was sub-divided into segments 1/10<sup>th</sup> of a mile in length. For each segment, the total number of crashes over the five year analysis period and the number of access points were used for the Poisson regression model. For the purpose of this comparison, only those crash types most commonly associated with access points (i.e. rear end and right angle crashes) were considered. To determine whether the number of access points is a statistically valid predictor of crashes for this corridor, a z-statistic was calculated to compare any correlation to random chance. For the z-statistic, a value greater than 3.90 implies that a correlation between crashes and accesses exists. The resulting model was then used to determine the marginal effects of access points on crashes. Marginal effects predict the impact that a change of access points will have on the number of crashes. The following equation expresses the results of the regression model.

$$E[Crashes_i] = \text{EXP}(-0.11431 + 0.16787(Accesses_i))$$

Where:

$E[Crashes_i]$  = The expected number of crashes in segment  $i$ , and

$Accesses_i$  = The number of access points in segment  $i$ .

The resulting z-statistic of 9.506 for accesses shows that there is a 95 percent probability that crashes and access points are related. Furthermore, the marginal effects of access points on crashes shows that for a decrease of one access point per segment, it could be expected that crashes will decrease by 0.573 crashes per segment over the five year analysis period. For example, if a single 1/10<sup>th</sup> mile segment were to have two accesses points closed, it could be expected that approximately one less crash would occur on that segment over five years.

### 7.4 Preliminary Recommendations from the Hamilton Access Control Traffic Report

The following recommendations are from the Project Traffic Report: *the traffic analysis shows a concentration of crashes through the urban Hamilton area consistent with high traffic volumes and a high density of approaches. In an effort to improve safety, it is recommended that access management principals be utilized to reduce vehicle conflicts and facilitate the movement of traffic through the corridor.*

*Access management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Proper access management promotes safe and efficient use of the transportation network. Access management techniques are increasingly fundamental to preserving the safety and efficiency of a transportation facility. Access control can improve safety and extend the carrying capacity of a roadway.*

*There are six basic principles of access management that are used to achieve the desired outcome of safer and efficient roadways. These principles are:*

- Limit the number of conflict points,
- Separate the different conflict points,
- Separate turning volumes from through movements,
- Locate intersection control devices (signals/roundabouts) to facilitate traffic movement,
- Maintain a hierarchy of roadways by function, and
- Limit direct access on higher speed roads.

*Access management encompasses a set of techniques that can be used to control access to the US 93 corridor. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes. The following sections describe these techniques.*

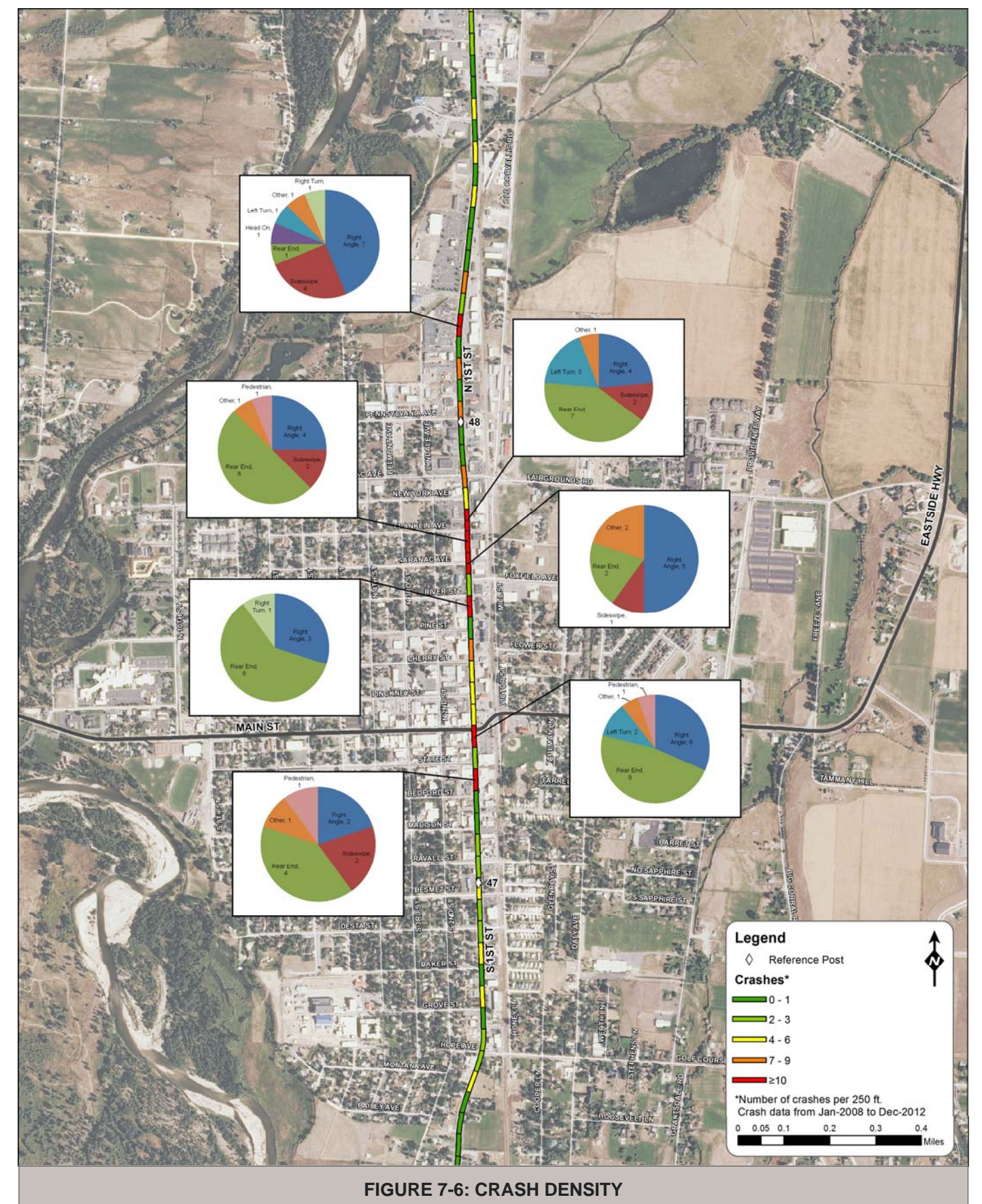


FIGURE 7-6: CRASH DENSITY



#### 7.4.1 Auxiliary Turn Lanes

*Implementation of auxiliary lanes within the project corridor would provide lanes dedicated to left- or right-hand turning movements. Auxiliary lanes allow turning vehicles to reduce speeds in a turn lane, rather than in a through-traffic lane, thus minimizing interference between through traffic and turning traffic. Implementation of new auxiliary lanes can be analyzed on a case-by-case basis depending on warrants met and MDT road design standards.*

*Justification for incorporating a left- and/or right-turn lane is generally based on guidelines developed by MDT as presented in Chapter 28.4 of the MDT Traffic Engineering Manual. The following guidelines, among others, are presented for the consideration of right-turn lanes:*

- At any intersection where a capacity analysis determines a right-turn lane is necessary to meet the level of service criteria;*
- As a general rule, at any signalized intersection where the projected right-turning volume is greater than 300 vehicles per hour (vph) and where there is greater than 300 vph per lane on the mainline; and*
- At any intersection where the crash trend involves right-turning vehicles.*

*The MDT Traffic Engineering Manual provides the following guidelines, among others, for the consideration of left-turn lanes:*

- At all public intersections on all multilane urban and rural highways, regardless of traffic volumes;*
- At any intersection where a capacity analysis determines a left-turn lane is necessary to meet the level of service criteria;*
- As a general rule, on the major roadway at any signalized intersection; and*
- At any intersection where the crash experience, traffic operations and/or sight distance restrictions (e.g., intersection beyond a crest vertical curve) indicate a significant conflict related to left-turning vehicles.*

#### 7.4.2 Medians

*Medians serve a number of access management strategies such as protected left turns, decreased mid-block crash rates, pedestrian relief when crossing a road, reduced delays for through traffic, and areas for landscaping, traffic control devices, and traffic calming features. The corridor currently has a painted TWLTL that provides an area outside of the through lanes for left turning vehicles. The high access density along the corridor allows for locations with unprotected conflicting turning movements. Closely spaced driveways on both sides of the road increase the likelihood of head-on conflicts within the TWLTL.*

*A non-traversable raised median could be considered to limit left turn movements to major intersections that are properly spaced along the corridor. All other accesses would be restricted to right turns only. Raised medians have the benefit of reducing the number of conflict points, thereby improving safety.*

#### 7.4.3 Access Spacing

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

## 8.0 Plan Recommendations

The plan recommendations are based on the results of the operational analysis, traffic study, the Access Control Guidelines and input from the public involvement process.

All of the 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 project and location. Access control methods incorporated are:

**Shared Accesses:** Consolidate driveways on adjoining properties.

**Parking Lot Connections:** Allow access through interconnected parking lots. Customers can move between businesses without re-entering US 93.

**Limit New Accesses:** In general, only one access from US Highway 93 will be allowed for each lot.

**Restrict the Size of Approach Openings:** Defining approach entrances and restrict curb cut widths to MDT standards.

**Access Realignment:** Align opposing accesses to remove negative offsets that increase conflict points.

Although raised medians are very effective at restricting turning movements and reducing crashes, public resistance was expected to be too significant to carry forward the concept in the plan.

Due to the dense development in the transitional and urban portion of the corridor, the addition of auxiliary turn lanes in those areas is not feasible. Additional right-turn lanes should be considered as development occurs in the rural segment. A right-turn lane is proposed for Skalkaho Road and will be constructed in the near future.

At the time of development of this plan, there were no planned projects or identified funding to implement the access control recommendations. Access changes will occur only when redevelopment or development occurs or when funding becomes available.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
1	2	43.79	LT	Private	No change	Existing main parking lot access.
2	2	43.85	LT	Private	No change	Existing secondary access.
3	-	43.85	RT	Private	No change	Approach to county stockpile area within MDT R/W
-	1		RT	-	No action	No direct access to US 93, access from Mcarthy and Owings Lanes.
4	3,4	43.91	LT	Joint Private	No change	Existing approach is joint-use with Parcel 3 through Parcel 3 property.
5	6	43.96	LT	Private	No change	No alternate access for parcel.
6	5	43.98	RT	Private	No change	No alternate access for parcel. Share in future with Parcel 7. Access limited by RR.
-	7		RT	Private	No action	Existing approach is off Hwy 38. Use existing approach. Any future approach from US 93 will be shared with Parcel 5 at Access 6.
7	8	44.01	LT	Farm Field	No change	Right-in, right-out access to field and billboard.
8	8	44.30	LT	Private	Relocate and provide joint access to Parcel 12	Existing wide joint-use approach with Parcel 12, with cattle guard to Parcel 8.
-	9		RT	-	No action	No direct access to US 93. Existing approach is off Hwy 38. Use existing approach.
-	10		RT	-	No action	No direct access to US 93. Existing approach is off White Birch Lane. Use existing approach.
-	11		RT	-	No action	No direct access to US 93. Existing approach is off White Birch Lane. Use existing approach.
9	12	44.30	LT	Private	Relocate and provide joint access to Parcel 8	Existing wide joint-use approach with Parcel 8, with cattle guard to Parcel 8.
10	12,15	44.43	LT	Joint Private	Reduce width and define access	Existing wide joint-use farm field approach with Parcel 15.
-	13		RT	-	No action	Existing approach is off Hwy 38. Use existing approach.
-	14		RT	-	No action	Existing approach is off Hwy 38. Use existing approach.
10	15	44.43	LT	-	Reduce width and define access	Existing wide joint-use farm field approach with Parcel 12.
11	Highway 38	44.51	RT	Public	No change	Highway 38. Existing at-grade railroad crossing 150' to east and existing park/ride lot 100' to east
12	16	44.56	RT	Private	Close	Existing approach along striped median at US 93 left turn lane bay taper and connects to second parcel approach with U-shaped driveway. Alternate access could be provided off Hwy 38, but close proximity to existing at-grade Hwy 38 railroad crossing.
13	16	44.59	RT	Private	No change	Existing approach along US 93 TWLTL and connects to first parcel approach with U-shaped driveway.
14	Lost Lamb Lane	44.60	LT	Public	No action	Lost Lamb Lane along US 93 TWLTL.
15	17	44.60	LT	Private	Define access, relocate away from US 93	Existing approach off north side of Lost Lamb Lane. Close to US 93.
16	18	45.60	RT	Private	Define access, relocate away from US 94	Existing approach off north side of Lost Lamb Lane. Close to US 93.
17	18	44.63	LT	Private	Close	Existing approach along US 93 TWLTL connects to first parcel approach off Lost Lamb Lane. Use Lost Lamb approach as only parcel access.
-	19		RT	-	No action	No direct access to US 93. Parcel for irrigation. Owners same as adjacent Parcel 16. Parcel can be accessed from Parcel 16.
-	20		RT	-	No action	Existing approach off south side of Gilmore Lane. Use existing approach.
18	Gilmore Lane	44.68	RT	Public	No action	Gilmore Lane along US 93 TWLTL.
19	21	44.68	RT	Private	No action	Existing approach off north side of Gilmore Lane. Use existing approach.
20	20	44.68	RT	Private	No action	Existing approach off south side of Gilmore Lane. Use existing approach.
21	15	44.74	LT	Private	No change	Existing approach along US 93 TWLTL with cattle guard and farm field access. Main access to farm/residence.
22	22,23,24	44.76	RT	Joint Private	No change	Existing joint-use approach along US 93 TWLTL for Parcels 22, 23 & 24. Alternate access exists at east side of property off Kyle Lane through Parcel 24.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
23	Kyle Lane	44.80	RT	Public	No change	Kyle Lane along US 93 TWLTL.
24	25	45.80	RT	Private	No change	Existing approach off south side of Kyle Lane. Use existing approach. Residence and commercial repair garages.
25	24	46.80	RT	Private	No change	Second existing minor approach off Kyle Lane for garage, no existing connection to parking lot.
26	25	44.85	RT	Private	No change	Existing approach along US 93 TWLTL for main parking lot access.
27	26,15	44.85	LT	Joint Private	No change	Existing joint-use farm/field approach to Parcel 15 and residential approach to Parcel 26. Alternate access to Parcel 26 is possible from Access 28.
28	27,29	44.90	LT	Joint Private	No change	Existing joint-use approach to Parcels 27 & 29.
29	28	45.90	RT	Private	No change	Existing approach could be moved to align with Access 28, but does not have conflicting turning movements.
30	30	45.01	LT	Private	No change	Alternate access is not available due to Skalkaho Creek. Existing approach sight distance is limited due to bridge rail along US 93.
31	31	45.05	RT	Farm Field	Close	Access off Faber's Way to the east of Parcel 33 would need to be verified. Existing approach sight distance is limited due to bridge rail along US 93. Approach is currently fenced off.
32	32	45.07	LT	Private	No change	Alternate access is not available due to Skalkaho Creek. Existing approach sight distance is limited due to bridge rail long US 93.
33	33	45.08	RT	Private	Close	Existing alternate access is available off Faber's Way, would need to be verified. Existing approach sight distance is limited due to bridge rail along US 93.
34	Faber's Way	45.11	RT	Joint Private	No change	Faber's Way. Combine existing approach with Parcel 33 for joint-use approach
35	35	45.16	LT	Farm Field	Close	Existing farm field approach that is currently fenced off. Relocate to north property line for joint-use approach with Parcel 37.
36	35,37	45.24	LT	Joint Private	No change	Revise residential approach for joint-use with Parcel 35 farm field approach.
37	36	45.24	RT	-	Add Access	Existing approach off south side of Blood Lane to the east of Parcel 38. Add access across from Access 36.
38	38	45.32	RT	Private	No change	Close proximity to Blood Lane public intersection.
39	37,40	45.35	LT	Joint Private	No change	Existing residential approach directly across Blood Lane. Provides joint-use approach to Parcel 40.
40	Blood Lane	45.35	RT	Public	No change	Blood Lane. US 93 dedicated left turn lane.
41	39	45.40	RT	Private	Add Access	Add access to Parcel 39.
42	39	45.48	RT	Farm Field	No change	Existing farm field approach with fence opening.
43	39,	45.53	RT	Joint Private	Relocate and provide joint access to Parcel 41	Revise approach to joint-use with parcel to the east.
44	41	45.53	RT	Private	Relocate and provide joint access to parcel east of 41	Close both commercial approaches and provide one joint-use access at MP 45.514 with land-locked parcel to the east of Parcel 41.
45	41	45.55	RT	Private	Close	
46	42	45.59	RT	Private	Relocate and provide joint access to Parcel 43	Close commercial approach and provide one joint-use approach with Parcel 43.
47	43	45.60	RT	Joint Private	Relocate and provide joint access to Parcel 44	Close commercial approach and provide one joint-use approach with Parcel 42.
48	40	45.59	LT	Private	Close	Close approach and provide farm access on south property line.
49	45	45.65	RT	Private	Close	Existing approach connects to other parcel approach with undeveloped U-shaped driveway. Close and provide joint-use access off Kendra Way.
50	45	45.68	RT	Private	No change	Existing approach off Kendra Way. Use existing approach.
51	Kendra Way	45.68	RT	Public	No change	Kendra Way along US 93 TWLTL
52	48	45.70	RT	Private	No change	Access from Kendra Way would be possible, home and garages located for US 93 access and would take substantial modifications.
53	44	45.76	LT	Private	No change	No alternate access available due to lake/irrigation features.
54	49	45.77	RT	Private	No change	Existing residence in middle of parcel. Use existing approach.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
55	51	45.84	RT	Private	Relocate and provide joint access to Parcel 52	Relocate approach directly across from Parcel 53 approach at MP 45.864 as joint-use with Parcel 52.
56	50,53,54,57	45.86	LT	Joint Private	Relocate and provide joint access to Parcel 50	Revise approach to joint-use with Parcel 50 farm/field approach.
57	50	45.86	LT	Private	No change	Existing approach off south side of Parcel 53 approach. Revise to joint-use with Parcels 50 & 53.
58	52	45.89	RT	Farm Field	Relocate and provide joint access to Parcel 51	Relocate approach directly across from Parcel 53 approach at MP 45.864 as joint-use with Parcel 51
59	55	45.91	RT	Private	No change	Garage on north lot line precludes combining access with Parcel 56
60	56	45.93	RT	Private	Close	Combine access to Parcels 56, 58, 59 at Access 62. Access easement to Parcel 56 would be necessary if ownership changed.
61	53,54,57	45.95	LT	Joint Private	Relocate and provide joint access to Parcel 60	Relocate approach to south property line as joint-use with Parcel 60.
62	58,59	45.96	RT	Joint Private	No change	Combine access to Parcels 56, 58, 59 at Access 62. Access easement to Parcel 56 would be necessary if ownership changed.
63	60	45.98	LT	Farm Field	Relocate and provide joint access to Parcel 57	Relocate approach to south property line as joint-use with Parcel 57.
64	61	46.02	RT	Private	No change	No alternate access available. Use existing access.
65	60	46.06	LT	Farm Field	Relocate	Relocate across from Access 64.
66	Lewis Lane	46.11	RT	Public	No change	Lewis Lane along US 93 TWLTL
67	62	46.11	RT	Private	No change	Existing approach off Lewis Lane. Use existing approach.
68	64	46.11	RT	Private	No change	Existing approach off Lewis Lane. Use existing approach.
69	Nicol Lane	46.11	LT	Public	No change	Nicol Lane and Lewis Lane along US 93 TWLTL
70	63	46.11	LT	Private	No change	Existing approach off Kendra Way. Use existing approach.
71	63	46.12	RT	Private	Close	Close approach and provide access with existing parcel approach off Nicol Lane.
72	65	46.15	RT	Private	Add Access	No access to parcel, Parcel 64 in different ownership. Add access.
73	63	46.17	LT	Private	Relocate and provide joint access to Parcel 67	Revise approach to joint-use with Parcel 67 farm/field approach.
74	66	46.19	RT	Private	Relocate and provide joint access to Parcel 68	Relocate approach to north property line as joint-use with Parcel 68.
75	67	46.20	RT	Private	Relocate and provide joint access to Parcel 63	Relocate approach to south property line as joint-use with Parcel 63.
76	68	46.22	RT	Private	Relocate and provide joint access to Parcel 66	Relocate approach to south property line as joint-use with Parcel 66. NWE is attempting to purchase this parcel. If completed, move joint access to north property line.
77	69	46.24	LT	Private	No change	No alternate access available. Use existing access.
78	75	46.31	RT	Private	No change	Relocate approach to south property line as joint-use with Parcel 68 if acquired by NWE.
79	71	46.26	LT	Private	No change	Existing approach directly into garage.
80	70	46.28	RT	Private	No change	Building previously was bank drive-thru, may revert to payment drive-thru. Cannot access north side of buildings well without approach.
81	72	46.29	LT	Private	Relocate and provide joint access to Parcel 74	No alternate access available. Relocate to property line to allow field access for Parcel 74.
82	73	46.29	RT	Private	Close	Existing curb-cut that is not currently used as an approach.
83	73	46.30	RT	Private	No change	No alternate access available. Use existing approach.
84	75	46.31	RT	Private	No change	Provides alternate access to 19 homes.
85	74	46.31	LT	Private	Close	Existing approach into field. Close and provide field access from joint-use approach at Access 81.
86	74	46.33	LT	Private	No change	Existing approach directly into garage.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
87	76	46.33	RT	Private	No change	No alternate access available. Use existing approach.
-	77		RT	-	No action	Existing approach off south side of Gilmore Lane. Use existing approach.
88	78	46.29	LT	Private	Close	Close commercial approach and provide access on existing approach off Shady Lane.
89	79	46.36	RT	Private	No change	Existing mobile village residence access is through Parcel 79 mobile village main approach with same owner
90	Shady Lane	46.36	LT	Public	No change	Shady Lane along US 93 TWLTL
91	78	46.36	LT	Private	No change	Existing approach off Shady Lane. Use existing approach.
92	81	46.36	LT	Private	No change	Existing approach off Shady Lane. Use existing approach.
93	80	46.38	RT	Private	Close	Additional approach at Access 91. Too close to Access 89.
94	80,83	46.38	RT	Joint Private	No change	Existing joint-use approach with Parcel 83.
95	82	46.38	LT	Private	No change	Access to customer parking.
96	83	46.38	RT	Private	No change	Existing approach is main parking lot access.
97	82	46.40	LT	Private	Relocate and provide joint access to Parcel 84	Relocate approach to north property line for joint-use with Parcel 84.
98	84	46.41	LT	Private	Relocate and provide joint access to Parcel 82	Relocate approach to north property line for joint-use with Parcel 82.
99	85	46.43	RT	Private	No change	Existing approach fenced off and access is through Parcel 87 with same owner.
100	86	46.44	LT	Private	No change	Main business and parking lot approach. If northern portion of lot developed, use or relocate Access 102.
101	87	46.48	RT	Private	No change	Existing approach is wide with tree in the middle with access to garage and outbuildings.
102	86,88	46.49	LT	Joint Private	No change	Existing joint-use approach.
103	89	46.50	RT	Private	Close	Existing approach connects to other parcel approach with U-shaped driveway. Close and provide one joint-use access with Parcel 90 farm field approach of same owner.
104	89,90	46.51	RT	Private	Relocate and provide joint access to Parcel 90	Existing approach connects to other parcel approach with U-shaped driveway. Relocate and provide one joint-use access with Parcel 90 farm field approach of same owner.
105	88,91	46.52	LT	Joint Private	No change	Existing joint-use approach with Parcel 88.
106	92,93	46.55	LT	Joint Private	No change	Existing joint-use approach with Parcel 93.
107	90	46.55	RT	Private	Close	Relocate existing farm/field approach to south property line for joint-use access with Parcel 89.
108	93	46.57	LT	Private	Relocate and provide joint access to Parcel 94	Relocate approach to north property line for joint-use with Parcel 94.
109	94	46.59	LT	Private	Relocate and provide joint access to Parcel 93	Relocate approach to south property line for joint-use with Parcel 93.
110	90	46.59	RT	Private	Close	Close proximity to signalized intersection. Use existing access off Golf Course Road.
111	90	46.62	RT	Private	Relocate away from US 93	Close proximity to signalized intersection. Use existing access off Golf Course Road.
112	95	46.62	LT	Private	Relocate away from US 93	Existing approach off Hope Avenue, close proximity to signalized intersection. Parking lot for Parcel 94 of same owner.
113	Golf Course Road	46.62	RT	Public	No change	Golf Course Road with dedicated US 93 left turn lanes
114	Hope Avenue	46.62	LT	Public	No change	Hope Avenue with dedicated US 93 left turn lanes
115	97	46.64	LT	Private	No change	Right-in only approach from Hope Avenue. Owner added to avoid left turns from US 93.
116	97,	46.66	LT	Joint Private	No change	Bank drive-thru parcel has three existing approaches, two on Hope Avenue and one on US 93 that is close proximity to signalized intersection, but extra approach does eliminate US 93 lefts.



Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
117	96	46.62	RT	Private	Define and reduce size of access, relocate away from US 93	Approach off Golf Course Road. Wide curb cut, no channelization. Define approach, move down Golf Course Road away from US 93.
118	96	46.64	RT	Private	Close	The two Town Pump Parcels 96 & 101 have four existing US 93 approaches and one off Golf Course Road. Close two US 93 approaches. Close proximity to intersection.
119	97	46.66	LT	Private	Restrict to Right-In, Right-Out	See Access 116 description.
120	96	46.66	RT	Private	No change	See Access 118 description.
-	98		LT	Joint Private	No change	Three parcels with same owner share one existing joint use approach. Use existing approach. Relocate across from Access 123, share with Parcels 102, 103.
121	99	46.66	LT	Joint Private	Relocate and provide joint access to Parcel 102	
-	100		LT	Joint Private	No change	
122	101	46.67	RT	Private	Close	See Access 118 description.
123	101	46.68	RT	Private	No change	See Access 118 description.
124	104	46.69	RT	Private	Close	Existing secondary approach that connects to main approach with U-shaped driveway.
-	102		LT	Private	No action	Two parcels with same owner share one existing joint use approach. Use existing approach.
125	103	46.69	LT	Joint Private	Relocate and provide joint access to Parcel 102 Connect Parcels 103,105 internally	
126	105	46.70	LT	Private	No change Connect Parcels 103,105 internally	One existing approach off US 93 and a second existing approach off Grove Street.
127	104	46.70	RT	Private	No change	Main business and parking lot approach. If northern portion of lot developed, use or relocate Access 102.
128	Grove Street	46.72	LT	Public	No change	Grove Street with US 93 TWLTL.
129	105	46.70	LT	Private	No change	Access off Grove Street.
130	107	46.74	LT	Private	No change	Access off Grove Street to residential garage.
131	106	46.72	RT	Private	Close	Parcel has two existing approaches for parking lot access. Close one approach.
132	107	46.74	LT	Private	Close	Main existing residential approach off Grove Street. Existing laydown curb for approach off US 93 not currently used and is blocked by landscaping. Close US 93 approach.
133	108	46.75	LT	Private	Close	Parcel has two existing approaches for parking lot access. Close one approach. Lot access also from back alley.
134	106	46.75	RT	Private	Relocate and provide joint access to Parcel 109	Parcel has 2 existing approaches for parking lot access. Provide joint-use approach with Parcel 109.
135	109	46.76	RT	Private	Relocate and provide joint access to Parcel 106	Provide joint-use approach with Parcel 106. Align with Access 133.
136	108	46.76	LT	Private	No change	Parcel has two existing approaches for parking lot access. Close one approach. Lot access also from back alley.
-	110		LT	Private	No action	No US 93 access. Currently uses existing access is off back alley.
137	112	46.77	LT	Private	Relocate and provide joint access to Parcel 113	Main parking lot access, deliveries from alley.
138	111	46.77	RT	Private	Define access, reduce width.	Existing approach is for direct access into garage/loading dock. Can't be combined as joint-use with other parcels. Very wide. Parcel 109 does not need Access 138.
139	114	46.79	RT	Joint Private	Define access, reduce width.	Parcel has two existing approaches for parking lot access. Close north access as 139 provides access to Parcel 111.
140	113	46.79	LT	Private	Relocate and provide joint access to Parcel 112	Enter from Baker Street, exit on US 93.
141	113	46.81	RT	Private	No change	Entry to parcel. Close to US 93.
142	Baker Street	46.81	LT	Public	No change	Baker Street
143	115	46.81	LT	Private	No change	One existing approach off US 93 and a second existing approach off Baker Street. Baker Street access close to US 93.
144	114	46.81	RT	Private	Close	Parcel has two existing approaches for parking lot access. Close north access as 139 provides access to Parcel 111.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
145	116	46.82	RT	Private	Close	Parcel has two existing approaches for parking lot access. Close one and provide joint-use approach with Parcel 117.
146	116	46.83	RT	Private	Relocate and provide joint access to Parcel 117	
147	117	46.84	RT	Private	Relocate and provide joint access to Parcel 116	Existing approach to parking lot connected by pavement to Parcel 116 parking lot. Relocate and provide joint access with 116.
148	115	46.85	LT	Private	No change	One existing approach off US 93 and a second existing approach off Baker Street.
149	118	46.85	RT	Private	Relocate and provide joint access to Parcel 116	Access to alley through Parcel 117. Relocate and provide joint approach with Parcel 117 across from Access 148.
150	119	46.86	LT	Private	Relocate mail drop box	Existing approach is for building on Parcel 121 of same owner. Access connects to alley. Placement of mail drop box causes traffic to enter on wrong side of approach.
151	120	46.87	RT	Private	No change	The existing approach serves this parcel and Parcel 122 by same owner.
152	122	46.89	RT	Private	No change	The existing approach is off Desta Street. Direct US 93 access is provided on Parcel 120 by same owner.
153	Desta Street	46.89	RT	Public	No change	
154	Desta Street	46.89	Lt	Public	No change	
155	124	46.89	LT	Private	Move parking away from US 93	Existing approach off Desta Street and back alley.
156	123	46.89	RT	Private	Close	Two approaches, close approach on Desta Street, too close to US 93. Parking away from US 93. Relocate and combine Access 157 with Parcel 126.
157	123	46.91	RT	Private	Relocate and provide joint access to Parcel 126	Two approaches, one on Desta Street, one on US 93. Relocate and combine Access 158 with Parcel 126.
-	124		LT	Private	No action	No US 93 access. Currently uses existing access is off back alley.
-	125		LT	Private	No action	No US 93 access. Currently uses existing access is off back alley.
158	126	46.91	RT	Private	Relocate and provide joint access to Parcel 123	Relocate and combine Access 157 with Parcel 123.
159	126	46.94	RT	Private	No change	Main access for parking lot. Additional existing approaches are currently used on Desmet Street.
160	126	46.96	RT	Private	Close	Access on Desmet Street. Too close to US 93.
161	126	46.96	RT	Private	No change	Access on Desmet Street.
162	126	46.96	RT	Private	Close	Access on Desmet Street. Too close to Access 161.
-	127		LT	Private	No action	No US 93 access. Currently uses existing access is off back alley.
-	128		LT	Private	No action	No US 93 access. Currently uses existing access is off back alley.
-	129		LT	Private	Move parking away from US 93	No US 93 access. Currently uses existing access is off back alley, Desmet Street. Parking too close to US 93.
163	Desmet Street	46.96	LT	Public	No change	
164	Desmet Street	46.96	RT	Public	No change	
165	130	46.96	LT	Private	Define access, move away from US 93	Two existing approaches for car wash on Parcels 130 & 133 of same owner. Close approach near Desmet intersection. Existing access provided off Desmet Street.
166	131	46.96	RT	Private	No change	Existing approach off back alley and Desmet Street.
167	130	46.98	LT	Private	Close	Two existing approaches for car wash on Parcels 130 & 133 of same owner. Close approach near Desmet intersection. Existing access provided off Desmet Street.
168	130,133	46.99	LT	Private	Reduce size of curb cut to 40' Connect Parcels 133,135 internally	
-	132		LT	Private	No action	No US 93 access. Currently uses existing access off back alley.
-	134		LT	Private	No action	No US 93 access. Currently uses existing access off back alley.
169	135	47.02	LT	Private	No change Connect Parcels 133,135 internally	Old gas station has two US 93 approaches, one off Ravalli Street, and one off back alley.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
-	136		LT	Private	No action	Access provided through Parcel 137 parking lot of same owner. Additional existing access off back alley.
170	137	47.02	RT	Private	<b>Close</b> Define and move Ravalli Street access away from US 93	Close proximity to signalized intersection. Parcel provides access to Parcel 136 of same owner. Additional existing access off Ravalli Street and back alley.
171	135	47.01	RT	Private	<b>Close</b>	Close proximity to signalized intersection. Additional existing access off Ravalli Street and back alley.
172	135	47.02	LT	Private	Define access, move away from US 93	Close proximity to signalized intersection.
173	137	47.02	RT	Private	Define access, move away from US 93	Close proximity to signalized intersection. No defined access.
174	Ravalli Street	47.04	LT	Public	No change	Ravalli Street
175	Ravalli Street	47.04	RT	Public	No change	Ravalli Street
176	138	47.04	LT	Private	Define access, move away from US 93	Close proximity to signalized intersection. No defined access.
177	139	47.04	RT	Private	Define access, move away from US 93	Close proximity to signalized intersection. No defined access.
178	139	47.05	RT	Private	<b>Close</b>	Close proximity to signalized intersection. Parcel has 3 existing approaches off US 93 and 1 off Ravalli Street.
179	138	47.05	Lt	Private	Restrict to Right-In, Right-Out	Close proximity to signalized intersection. Existing building precludes joint-use approach with Parcel 140. Access from Ravalli Street
180	139	47.06	RT	Private	Restrict to Right-In, Right-Out	Close proximity to signalized intersection. Additional existing access off Ravalli Street and back alley.
181	140	47.07	LT	Private	Restrict to Right-In, Right-Out	Close proximity to signalized intersection. Additional existing full-movement access off US 93.
182	139,141	47.07	RT	Private	<b>Remove Parcel 139 access, define access on Parcel 141, reduce curb cut to 40'</b>	Out building precludes joint-use approach with Parcel 139. Wide access spanning Parcels 139 and 141.
183	140	47.07	LT	Private	No change	Close proximity to intersection. Building precludes direct access from Madison Street or alley.
184	142,143	47.10	RT	Joint Private	Relocate and provide joint access to Parcel 142	Relocate to directly across from Madison Street. Combine with Parcel 142 (with easement) for joint-use with Parcel 142.
185	Madison Street	47.11	LT	Public	Move parking away from US 93	
186	145	47.11	LT	Private	No change	Access off Madison Street.
187	144	47.11	LT	Private	Define access, move away from US 93	Close proximity to intersection. Parking also within close proximity of US 93.
188	143	47.11	RT	Private	<b>Close</b>	Combine with Access 180.
189	143	47.12	RT	Private	<b>Close</b>	Existing approach located at existing building and not currently high usage.
190	144	47.13	LT	Private	Relocate and provide joint access to Parcel 145	Existing approach is only US 93 access to businesses. Additional existing approach is off Madison Street.
191	145	47.14	LT	Private	Relocate and provide joint access to Parcel 144	Existing approach is only US 93 access to businesses. Additional existing approach is off Madison Street.
192	146	47.14	RT	Private	No change	Buildings & parking lot prohibit joint-use approach with Parcel 143. Parcel 147 accesses one-way right-in-right-out precludes combining.
193	147	47.14	RT	Private	Restrict to Right-In, Right-Out	Two existing approaches are for one-way drive-thru
194	147	47.15	RT	Private	Restrict to Right-In, Right-Out	
195	148	47.15	LT	Private	No change	Buildings prohibit joint-use approach with adjacent parcels. Additional access from alley.
196	149	47.17	LT	Private	<b>Close</b>	Existing laydown curb is not currently used as approach. Close proximity to intersection. Alternate access is provided off Bedford Street.
-	149		LT	Private	Move parking away from US 93	No direct US 93 access. Parking along Bedford Street. Parking in close proximity of US 93
197	150	47.18	RT	Private	No change	Existing approach across from Bedford Street. Existing buildings prohibit joint-use with other parcels.
198	Bedford Street	47.18	LT	Public	Move parking away from US 93	Parking too close to US 93.
199	151	48.18	LT	Private	<b>Close</b> Move parking away from US 93	Access from Bedford Street, used for parking. Parking in close proximity of US 93.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
200	151	47.20	LT	Private	No change	Parcel has two US 93 existing approaches, one approach off Bedford Street, and one approach off alley. Existing buildings split the approaches.
201	X	47.20	RT	Joint Private	No change	Provides access to Parcel 150 garages.
202	151	47.22	Lt	Private	Relocate and provide joint access to Parcel 152	Relocate to provide joint access to Parcel 152 or provide easement. Additional access from alley.
-	152		LT	-	No action	Relocate Access 202 to provide joint access to Parcel 151 or provide easement. Additional access from alley.
-	153		LT	-	No action	No direct US 93 access. Access from alley or through Parcel 152 with same owner.
203	X	47.22	RT	Private	No change	Main parcel access, locate across from Access 202.
204	X	47.22	RT	Private	<b>Close</b>	Existing approach in close proximity of intersection. Parcel has three existing US 93 accesses.
205	155	47.24	RT	Private	Reconfigure so trucks not backing onto US 93	Existing approach is loading dock with retaining wall, precludes joint-use with Parcel X
206	154	47.25	RT	Private	Move parking away from US 93	Existing parcel access is through alley and State Street. Parking in close proximity of US 93.
207	State Street	47.25	LT	Public	No change	
208	156	47.25	LT	Private	Existing: Full-movement Proposed: Relocate back from US 93	Existing approach direct access to south side building and parking lot. Close proximity to US 93.
209	156	47.22	LT	Private	No change	
210	155	47.28	RT	Private	No change	Close proximity to intersection. Alternate access from Marcus Street.
211	156	47.29	LT	Private	<b>Close</b>	Existing laydown curb is not used as approach, blocked by building. Close proximity to intersection. Existing alternate access is provided as joint-use with Parcel 157.
212	Alley	47.30	LT	Public	No change	Existing easement. Provides access to Parcels 156 & 157.
213	157	47.33	LT	Private	<b>Close</b>	Existing laydown curb is not used as approach, blocked by building. Close proximity to intersection. Existing alternate access is provided at Access 209.
214	155,158	47.33	RT	Joint Private	Define access	Heavily-used access to Parcels 155 and 158.
215	159	47.33	RT	Private	<b>Close</b>	Existing access in close proximity of intersection.
216	Marcus Street	47.33	RT	Public	Move parking away from US 93	
217	Main Street	47.33	LT	Public	Move parking away from US 93	
218	159	47.35	RT	Private	Relocate and provide joint access to Parcels 215, 216, 218	Secondary US 93 access. Currently blocked by parking.
219	159	47.36	RT	Private	Relocate and provide joint access to Parcels 215, 216, 218	Existing main parcel approach, joint-use with Parcel 162. Relocate to property line. Parcel 161 and 162 have same owner.
220	Alley	47.36	LT	Public	<b>Close</b>	Access though alley and Parcel 163. Parcel 160 and 163 same owner. Would require removal of alley easement. Utility easement at same location.
221	162	47.38	RT	Private	Relocate and provide joint access to Parcels 215, 216, 218	Secondary US 93 access. Currently blocked by parking.
222	162	47.40	RT	Private	<b>Close</b>	Secondary US 93 access. Currently blocked by parking.
223	163	47.36	LT	Private	Move away from US 93	Pinckney Street approaches provide primary access to lot and drive-thru. Close proximity to US 93.
224	Pinckney Street	47.40	LT	Public	Relocate parking away from US 93 RT	
225	164	47.40	RT	Private	<b>Close</b>	Existing laydown curb not used as approach, directly in front of building.
226	164	47.40	RT	Private	Relocate and provide joint access to Parcel 166	Main parcel access, relocate to joint-use with Parcel 166.
227	166	47.42	RT	Private	Relocate and provide joint access to Parcel 164	Main parcel access, relocate to joint-use with Parcel 164.
228	165	47.42	LT	Private	<b>Close</b>	Close proximity to intersection. Narrow, directly in front of building.
229	165	47.43	LT	Private	<b>Close</b>	Close proximity to intersection. Directly in front of building.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
230	166	47.43	RT	Private	No change	Secondary US 93 access.
231	165,167	47.43	LT	Joint Private	No change	Main access for Parcel 166, joint with Parcel 167. Additional access from alley.
232	167	47.45	LT	Private	Close	Existing main parcel access. Additional access from Cherry Street and at Access 228.
233	168	47.45	RT	Private	Relocate and provide joint access to Parcel 169	Same owner as Parcel 169, 170, 172.
234	169	47.47	RT	Private	Relocate and provide joint access to Parcel 168	Same owner as Parcel 168, 170, 172.
235	167	47.48	LT	Private	No change	Access from Cherry Street
236	Cherry Street	47.48	LT	Public	Move parking away from US 93 RT	
237	171	47.48	LT	Private	Define access, move away from US 93	Existing approach off Cherry Street, laydown curb with parking.
238	172	47.49	RT	Private	Relocate and provide joint access to Parcel 174	Existing approach is for Parcel 170 with same owner.
239	173	47.50	LT	Private	No change	Existing approach is loading dock, precludes joint-use with other parcels. Very undesirable access requires backing on to US 93.
240	174	47.52	RT	Private	Close Connect to Parcel 174 internally	Parcel has 3 existing US 93 approaches for two separate buildings of businesses. Northern approach is close proximity to signalized intersection. Close 2 and open 1.
241	174	47.53	RT	Private	Restrict to Right-In, Right-Out	
242	174	47.54	RT	Private	Restrict to Right-In, Right-Out	
243	175	47.55	LT	Private	Define access, move parking away from US 93	Existing access from Pine Street. Access combine with parking.
244	Pine Street	47.55	LT	Public	No change	
245	178	47.55	LT	Private	Define access away from US 93 Move parking away from US 93	Access from Pine Street. Laydown curb with parking.
246	178	48.55	LT	Private	Define access	Access from Pine Street. Laydown curb with parking.
247	178	47.56	LT	Private	Close	Access in close proximity to intersection. Two additional approaches from Pine Street.
248	176	47.56	RT	Private	Close	Existing approach only access to parcel. Blocked by parking. Access through Parcel 177 with same owner. Close proximity to signalized intersection.
249	177,179	47.57	RT	Joint Private	Define access by reducing laydown width	Existing approach joint-use with Parcel 179.
250	178	47.58	LT	Private	Relocate and provide joint access to Parcel 180	Additional accesses on Pine Street and from alley.
251	180	47.59	LT	Private	Relocate and provide joint access to Parcel 178	Additional access from River Street and from alley.
252	179	47.61	RT	Private	Close	Parcel has 4 existing approaches. Southern existing approach joint-use with Parcel 177. Middle 2 approaches for one-way narrow parking lot access.
253	179	47.62	RT	Private	No change	
254	180	47.62	LT	Private	Define access, move away from US 93	Access from River Street. Close proximity to US 93.
255	River Street	47.62	LT	Public	No change	
256	179	47.62	RT	Private	Relocate parking away from US 93 RT	Access to back of building and connects with southern approach. Directly across River Street intersection, functions like public side street.
257	181	47.62	RT	Private	Close	Existing approach close proximity between two closely spaced intersections. Additional existing access is provided off Foxfield Street.
258	182	47.62	LT	Private	No change	Access from River Street.
259	181	47.64	RT	Private	Restrict to Right-In, Right-Out	Existing approach close proximity between 2 closely spaced intersections. Additional existing access is provided off Foxfield Street.
260	181	47.66	RT	Private	No change	Access off Foxfield Street
261	182	47.66	RT	Private	No change	Existing approach directly across Foxfield Street intersection. Additional existing approaches off River Street and Saranac Avenue.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
262	Foxfield Street	47.66	RT	Public	No change	
263	184	47.66	RT	Private	No change	No US 93 access, access from Foxfield Street. Only other access is from alley.
264	185	47.68	RT	Private	Restrict to Right-In, Right-Out	Existing approach between two closely spaced intersections. Building precludes joint-use with both adjacent parcels. Access from Foxfield Street through alley.
265	182	47.69	LT	Private	No change	Access from Saranac Avenue.
266	Saranac Avenue	47.69	LT	Public	No change	
267	187	47.69	LT	Private	Define access, move away from US 93	Access from Saranac Avenue, no defined access.
268	186	47.70	RT	Private	Restrict to Right-In, Right-Out Connect Parcels 186 and 188 with same owner internally	Empty Parcel is parking lot for Parcels 185 and 188. Existing approach is second access to Parcel 185 business. Access from Foxfield Street through alley.
269	187	47.71	LT	Private	Close	Access within close proximity of intersection. Parcel has four existing access in addition to access from alley.
270	188	47.72	RT	Private	Relocate and provide joint access with Parcel 189 Connect internally with Parcel 186	Access through Parcel 186 with same owner and through alley.
271	187	47.72	LT	Private	Relocate across from Parcels 188/189 access	Existing US 93 access.
272	189	47.74	RT	Private	Relocate and provide joint access with Parcel 188	Existing approach only access to front of property.
273	187	47.76	LT	Private	Define access, move away from US 93	Access from Franklin Avenue, no defined access.
274	190	47.76	RT	Private	No change	Direct driveway to garage.
275	Franklin Avenue	47.76	RT	Public	Move parking away from US 93 RT	
276	Franklin Avenue	47.76	LT	Public	No change	
277	192	47.76	LT	Private	No change	Access from Franklin Avenue.
278	191	47.76	RT	Private	No change	No direct US 93 access. Access from alley.
279	192	47.78	LT	Private	Close	Existing drive-thru exit. Revise to exit to Franklin Avenue. Close proximity to intersection. Additional access through alley.
280	193	47.79	RT	Private	Define access	Excessive laydown curb with no defined exit/entrance. Reduce access width and align with joint-use access for Parcels 195/195.
281	192	47.79	LT	Private	Relocate and provide joint access with Parcel 195	Relocate for joint-use with Parcel 195. Main entry access into drive-thru and parking lot. Additional existing access from alley.
282	195	47.79	LT	Private	Relocate and provide joint access with Parcel 192	Existing drive-thru exit. Main exit from parking lot.
283	196	47.81	RT	Private	No change	Existing approach is main access for store. Parcel has two US 93 approaches and one off Fairgrounds Road.
284	196	47.82	RT	Private	Close	Existing laydown curb not currently used as approach and is blocked by parking lot & landscaping.
285	195	47.82	LT	Private	No change	Main US 93 access to parking lot.
286	195	47.84	LT	Private	No change	Access from New York Avenue through alley.
287	New York Avenue	47.84	LT	Public	No change	
288	196,197	47.84	RT	Joint Private	No change	Existing approach directly across from Adirondac Avenue, joint-use with Parcel 197 of same owner.
289	198	47.84	LT	Private	Define access, move away from US 93	No defined access, parking and approach in close proximity of intersection.
290	198	47.85	LT	Private	Relocate and provide joint access with Parcel 199, Right-In, Right-Out	Relocate approach as joint-use with Parcel 199 of same owner. Additional existing access off New York Avenue.
291	199	47.86	LT	Private	Relocate and provide joint access with Parcel 198, Right-In, Right-Out	Relocate approach as joint-use with Parcel 198 of same owner. Additional existing access off Adirondac Avenue.
292	199	47.87	LT	Private	Close	Close proximity to signalized intersection. Additional existing access off Adirondac Avenue.



Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
293	199	47.89	LT	Private	Define access, move away from US 93	Access from Adirondac Avenue. Close proximity to intersection. Undefined access.
294	198	47.89	RT	Private	Define access, move away from US 93	Access from Fairgrounds Road. Close proximity to intersection. Undefined access.
295	Fairgrounds Road	47.89	RT	Public	Move parking away from US 93	
296	Adirondac Avenue	47.89	LT	Public	No change	
297	200	47.89	RT	Private	Define access, move parking away from US 93	No direct US 93 access. Access from Fairgrounds Road. Parking in close proximity to intersection. Undefined access.
298	201	47.92	LT	Private	Existing Right-In, Right-Out, No change Provide internal access to Parcel 204	Right-in, right-out approach. Additional existing access off Adirondac Avenue.
299	202	47.92	RT	Private	Relocate and provide joint access with Parcel 203	Relocate approach as joint-use with Parcel 203 of same owner. Building leaves no room for parking lot.
300	203	47.94	RT	Private	Relocate and provide joint access with Parcel 202	Relocate approach as joint-use with Parcel 202 of same owner.
301	204	47.94	RT	Private	No change Provide internal access to Parcel 201	Parcel has two US 93 accesses.
302	205	47.94	RT	Private	Close	Existing laydown curb is not used and blocked by building. Existing access is through Parcel 206. Relocate approach as joint-use with Parcel 206.
303	206	47.96	RT	Private	Relocate and provide joint access with Parcels 205 and 207	Existing parcel is vacant lot and currently used for access for Parcels 205 & 207. Revise as joint-use approach for the three parcels since parcel width is narrow.
304	204	47.96	LT	Private	No change	Existing approach is main access for both businesses and large parking lot.
305	207	47.96	RT	Private	Relocate and provide joint access with Parcels 205 and 206	Access from Parcel 206 and alley.
306	208	47.97	LT	Private	No change	Parcel has two existing approaches for small parking lot. Parking lot layout allows closing of one approach. Approaches are close together.
307	209	47.97	RT	Private	Close	Existing approaches close together and parking lot layout allows one approach to be closed. Offset approach from Access 306.
308	209	47.98	RT	Private	No change	
309	208	47.98	LT	Private	Close	Additional approach too close to main approach.
310	210	47.99	RT	Private	Close	Existing approach is for direct access into garage door and is not used. Additional existing access off Pennsylvania Avenue. Close proximity to intersection.
311	211	47.99	LT	Private	No change	Close proximity to intersection. Buildings prohibit joint-use with Parcel 208. Additional approaches provide access off Pennsylvania Avenue.
312	211	47.99	LT	Private	Define access, move away from US Highway 92	Combined access and parking. Define access and limit parking near US 93.
313	210	48.01	RT	Private	Define access, move away from US 93	Access from Pennsylvania Avenue. Define access.
314	Pennsylvania Avenue	48.01	RT	Public	Define access	Define public street, define Accesses 313 and 317 away from US 93.
315	Pennsylvania Avenue	48.01	LT	Public	Move parking away from US 93	
316	213	48.01	LT	Private	Move parking away from US 93	Secondary access from Pennsylvania Avenue.
317	212	48.01	RT	Private	Define access	Define public street, define Accesses 313 and 317 away from US 93.
318	212	48.02	RT	Private	Right-In, Right-Out	Additional existing access off Pennsylvania Avenue. Approach directly into garage door, precludes joint-use with Parcel 214. Close proximity to intersection.
319	214	48.04	RT	Private	No change	Existing approach is for Parcel 214 and two additional approaches to parking lot are on Parcel 215. Building precludes joint use approach.
320	213	48.03	LT	Private	Define access by reducing laydown width	Existing approach is main access for parking lot and building. Additional approach from Pennsylvania Avenue.
321	215	48.06	RT	Private	No change	Two existing approaches are for two commercial building parking lots, with building and additional access on Parcel 214.
322	213	48.06	LT	Private	Close	Exiting traffic from Parcel 216 drive-thru precludes joint-use. Existing approaches from US 93 and Pennsylvania Avenue. Close proximity to Access 323.
323	216	48.07	LT	Private	No change	Secondary access for drive-thru exit.
324	215	48.08	RT	Private	Close	Two existing approaches are for parking lot, with building and additional access on Parcel 214.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
325	216	48.07	RT	Private	Relocate and provide joint access with Parcel 218	Existing approach is main access to enter drive-thru and parking lot.
326	217	48.09	RT	Private	No change	Existing approach is main access to parking lot.
327	218	48.11	LT	Private	Relocate and provide joint access with Parcel 216	Existing approach is main access to business.
328	217	48.11	RT	Private	Close	Secondary access for exit. Portion of existing laydown curb can't be used and is directly in front of building.
329	220	48.13	LT	Private	Relocate and provide joint access with Parcel 218	Existing approach close to adjacent accesses. Move to property line to provide joint use with Parcel 218.
330	219	48.13	RT	Private	Relocate and provide joint access with Parcel 221	Existing approach is only US 93 access.
331	221	48.14	RT	Private	Relocate and provide joint access with Parcel 219	Main business access.
332	220	48.14	LT	Private	Close	Third US 93 access on parcel. Additional access from alley. Close to adjacent access.
333	221	48.16	RT	Private	No change	Secondary access.
334	220	48.17	LT	Private	No change	Parking lot elevation difference between Parcel 220 & 222 precludes joint -use, Parcel 220 lot elevated for car wash. Maintain internal connection to Parcel 222.
335	223	48.18	RT	Private	Close	High crash area. Use Access 337 for parcel.
336	222	48.20	LT	Private	Restrict to Right-In, Right-Out	High crash area. Restrict to 3/4 movement, pursue access through back of Parcel 230 to signal.
337	223	48.21	RT	Private	No change	High crash area. Maintain offset left turn with Access 336.
338	225	48.23	RT	Private	Close	Existing joint-use approach with Parcel 228 on north end of property.
339	226	48.23	LT	Joint Private	Restrict to 3/4 movementt	High crash area. Existing approach joint-use with Parcel 226 of same owner. Maintain internal access to Parcel 227. Pursue access through back of Parcel 230 to signal.
340	225,228	48.25	RT	Joint Private	No change	High crash area. Existing joint-use with Parcel 225. Maintain offset left turn with Access 339.
341	227	48.27	LT	Private	Close	Parcel uses existing approach on Parcel 226 for south access. Existing north access close proximity to subdivision road, provide access to parking lot from Parcel 230 road.
342	230	48.29	LT	Joint Private	Future signal Provide internal access to Parcel 227	Existing approach provides access to Parcels 230, 231 and west parcels. Connect internally to Parcel 227 and provide for Parcel 227 use.
343	228	48.30	RT	Private	No change	Existing approach serves two businesses.
344	228	48.33	RT	Private	Close	Parcel has five existing approaches. Close this approach since access can be made at other locations easily.
345	231,232	48.33	LT	Joint Private	Restrict to Right-In, Right-Out	Parcel has one US 93 access and secondary access off subdivision road on Parcel 230. Approach has current LOS of D and future LOS of E. Restrict to right-in, right-out with future installation of signal at Access 348.
346	228	48.36	RT	Private	Relocate and provide joint access with Parcel 347	Relocate and combine with adjacent access.
347	228	48.38	RT	Private	Relocate and provide joint access with Parcel 346	Existing approach is one-way entrance for narrow drive-thru. Relocate and combine with adjacent access.
348	232,233	48.41	LT	Joint Private	No change	Full movement access to Parcels 231, 232, 233, 234.
349	-	48.43	RT	Private	No change	Existing approach is one-way exit for narrow drive-thru.
350	?	48.45	RT	Private	Close	Unused railroad access.
351	233	48.46	LT	Private	Restrict to Right-In, Right-Out Provide internal access to Parcel 234	Parcel has two US 93 accesses. Restrict to right-in, right-out with future installation of signal at Access 348. Connect internally to Parcel 234 to allow access to signal.
352	234,235	48.50	LT	Joint Private	No change Provide internal access to Parcel 234	Parcel is driveway access only & approach is only access for Parcel 234.
353	237,238	48.54	LT	Joint Private	No change	Existing joint-use approach with Parcel 238.
354	236	48.56	RT	Private	No change	Existing approach is main access into garages and parking lot.
-	239		LT	-	No action	No direct US 93 access. Existing access through Parcel 230.

Access Number	Parcel Number or Intersection	Reference Post	RT/LT	Access Type	Recommendation	Access Description
-	240		LT	-	No action	No direct US 93 access. Existing access through Bitterroot Plaza Drive.
355	241	48.60	RT	Private	No action	Ditch and buildings prohibit sharing access. Access from Old Corvallis Road.
-	242		LT	-	No action	No direct US 93 access. Existing access through Bitterroot Plaza Drive.
356	244	48.66	LT	Public	No action	Provides access to multiple parcels.
357	246,247	48.73	LT	Joint Private	Relocate to property line	Existing joint-use approach to Parcels 246, 247 and west parcel. Relocate to property line and maintain joint use.
358	243,248	48.74	RT	Joint Private	Define access by reducing width	Existing access serves as connection to Old Corvallis Road. Excessive width with undefined movements.
359	247	48.75	LT	Private	Close	Access from joint-use Access 357.
360	249	48.77	LT	Joint Private	Define access by reducing laydown width	Laydown spans front of property. Reduce to access at property line and provide joint use with Parcel 250.
361	248	48.80	RT	Private	Relocate and provide joint access with Parcel 262	Additional US 93 access at Access 358. Access from Old Corvallis Road.
362	252	48.81	RT	Private	Relocate and provide joint access with Parcel 261	Additional US 93 approach at Access 364.
363	251,253	48.81	LT	Joint Private	No change	Existing joint-use approach to multiple parcels.
364	252,254	48.83	RT	Joint Private	No change	Existing joint-use approach to Parcels 252 and 254.
365	253,255	48.84	RT	Private	Close Connect Parcels 253 and 255 internally	Additional US 93 access for both Parcels 253 and 255. Connect parking lots internally.
366	255	48.85	LT	Private	Relocate and provide joint access with Parcel 257	Relocate and provide joint-use to Parcel 257 with same owner. Additional access on Parcel 257/260.
367	254,256	48.86	RT	Joint Private	Close	Mulitple closely spaced approaches. Parcel has access on sourth and through Parcel 256 lot.
368	256	48.87	RT	Private	No change	Existing septic precludes one approach in middle of parcel.
369	257	48.88	LT	Private	Relocate and provide joint access with Parcel 255	Relocate and provide joint-use to Parcel 255 with same owner. Additional access on Parcel 257/260.
370	256	48.89	RT	Private	Close	Mulitple closely spaced approaches. Parcel has access on south end of lot. Difficult to combine with Access 371 due to parking and car wash drive-thru.
371	258	48.91	RT	Private	No change	Multiple closely spaced approaches. Parcel has joint access with Parcel 259.
372	259	48.92	RT	Joint Private	No change	Existing joint-use approach to Parcel 259.
373	260	48.93	LT	Private	No change	Additional US 93 access for Parcels 257 and 260.
374	259	48.93	RT	Private	No change	Mulitple closely spaced approaches. Approach serves as exit to drive-thru. Parcel has joint access with Parcel 258.
375	261	48.94	RT	Private	Close	Mulitple closely spaced approaches. Parcel has additional north end approach.
376	262	48.96	LT	Private	No change	Two existing US 93 accesses to parcel.
377	261	48.97	RT	Private	Relocate and provide joint access with Parcel 263	Two existing US 93 accesses to parcel.
378	263	48.98	RT	Private	Relocate and provide joint access with Parcel 261	Two existing US 93 accesses to parcel.
379	262	49.02	LT	Private	No change	Two existing US 93 accesses to parcel.
380	263	49.02	RT	Private	No change	Two existing US 93 accesses to parcel. Serves as connection to Old Corvallis Road.





LEGEND

#

EXISTING PRIVATE APPROACH

#

EXISTING PUBLIC APPROACH

#

EXISTING JOINT-USE PRIVATE APPROACH

#

REVISE TO RIGHT-IN, RIGHT-OUT APPROACH

J

NEW JOINT-USE APPROACH

X

CLOSE APPROACH

X

JOINT-USE OR RELOCATE APPROACH

=

CONNECT INTERNALLY

●●●

EXISTING SIGNALIZED INTERSECTION

●●●

POTENTIAL FUTURE SIGNALIZED INTERSECTION

—

PROPERTY LINE

SCALE 1"=100'

0

50'

100'

200'

300'

3	MDT★ MONTANA DEPARTMENT OF TRANSPORTATION	...Design\rd\8122000RDPLN\Z01.D	DESIGNED BY				
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PRELIMINARY

HAMILTON ACCESS CONTROL		NH 7-1(140)44
	UPN 8122000	22





LEGEND

#	EXISTING PRIVATE APPROACH	X	CLOSE APPROACH
#	EXISTING PUBLIC APPROACH	X	JOINT-USE OR RELOCATE APPROACH
#	EXISTING JOINT-USE PRIVATE APPROACH	=	CONNECT INTERNALLY
#	REVISE TO RIGHT-IN, RIGHT-OUT APPROACH	●	EXISTING SIGNALIZED INTERSECTION
J	NEW JOINT-USE APPROACH	●	POTENTIAL FUTURE SIGNALIZED INTERSECTION
SCALE 1"=100'		PROPERTY LINE	

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PRELIMINARY

HAMILTON ACCESS CONTROL

NH 7-1(140)44

UPN 8122000

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LEGEND

# EXISTING PRIVATE APPROACH	X CLOSE APPROACH
# EXISTING PUBLIC APPROACH	X JOINT-USE OR RELOCATE APPROACH
# EXISTING JOINT-USE PRIVATE APPROACH	= CONNECT INTERNALLY
# REVISE TO RIGHT-IN, RIGHT-OUT APPROACH	EXISTING SIGNALIZED INTERSECTION
J NEW JOINT-USE APPROACH	POTENTIAL FUTURE SIGNALIZED INTERSECTION
SCALE 1"=100'	PROPERTY LINE





LEGEND

#	EXISTING PRIVATE APPROACH	X	CLOSE APPROACH
#	EXISTING PUBLIC APPROACH	X	JOINT-USE OR RELOCATE APPROACH
#	EXISTING JOINT-USE PRIVATE APPROACH	X	CONNECT INTERNALLY
#	REVISE TO RIGHT-IN, RIGHT-OUT APPROACH	X	EXISTING SIGNALIZED INTERSECTION
J	NEW JOINT-USE APPROACH	X	POTENTIAL FUTURE SIGNALIZED INTERSECTION
SCALE 1"=100'		X	PROPERTY LINE

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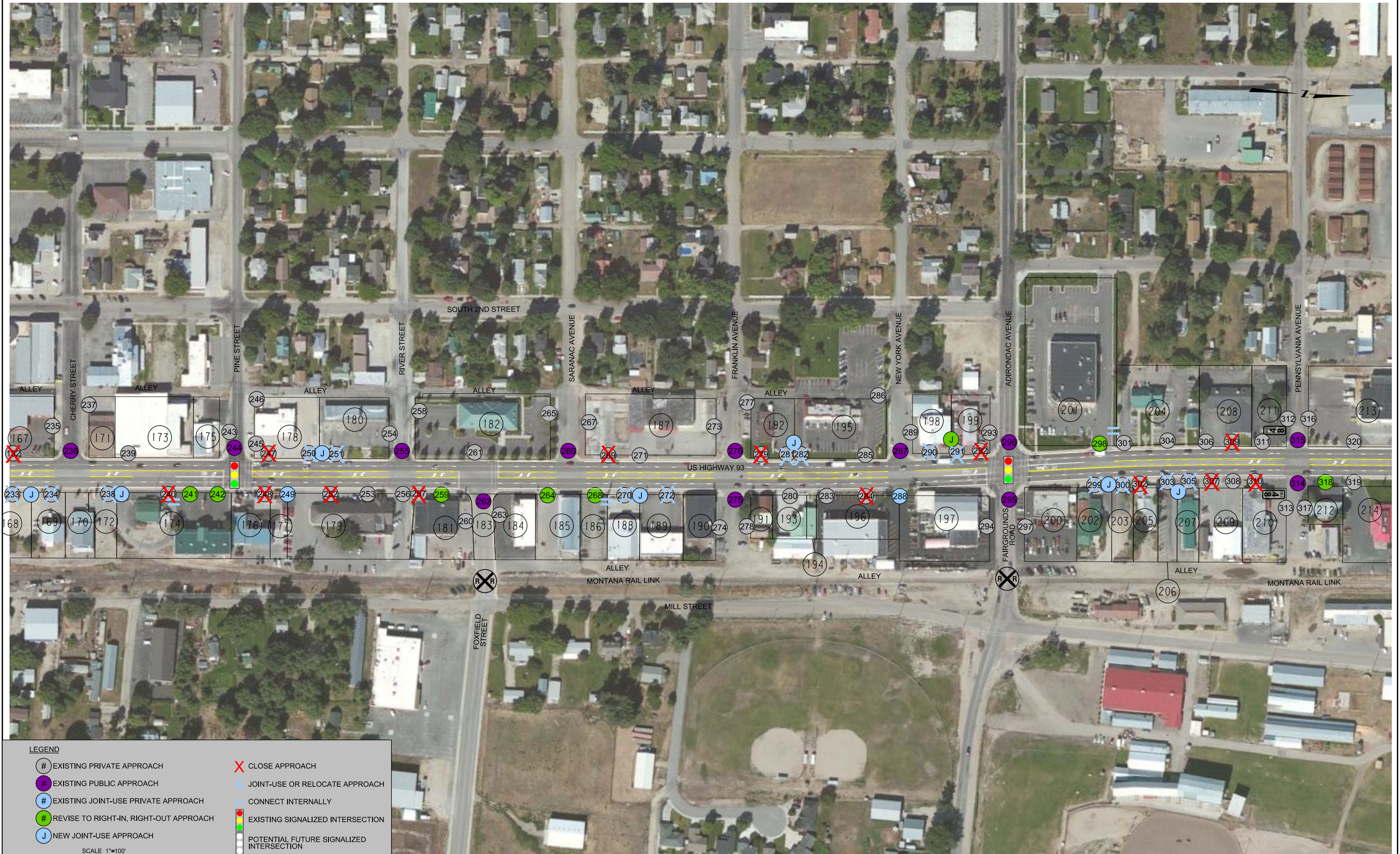
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HAMILTON ACCESS CONTROL		NH 7-1(140)44
UPN 8122000		27









LEGEND

- # EXISTING PRIVATE APPROACH
- # EXISTING PUBLIC APPROACH
- # EXISTING JOINT-USE PRIVATE APPROACH
- # REVISE TO RIGHT-IN, RIGHT-OUT APPROACH
- J NEW JOINT-USE APPROACH
- X CLOSE APPROACH
- X JOINT-USE OR RELOCATE APPROACH
- = CONNECT INTERNALLY
- EXISTING SIGNALIZED INTERSECTION
- POTENTIAL FUTURE SIGNALIZED INTERSECTION
- PROPERTY LINE

SCALE 1"=100'

0 50' 100' 200' 300'

PRELIMINARY

HAMILTON ACCESS CONTROL

NH 7-1(140)44

UPN 8122000

29









LEGEND

#	EXISTING PRIVATE APPROACH	X	CLOSE APPROACH
#	EXISTING PUBLIC APPROACH	X	JOINT-USE OR RELOCATE APPROACH
#	EXISTING JOINT-USE PRIVATE APPROACH	=	CONNECT INTERNALLY
#	REVISE TO RIGHT-IN, RIGHT-OUT APPROACH	●	EXISTING SIGNALIZED INTERSECTION
J	NEW JOINT-USE APPROACH	●	POTENTIAL FUTURE SIGNALIZED INTERSECTION
SCALE 1"=100'		PROPERTY LINE	



