
Figures



**EXISTING CORSIM RESULTS:
EXCESSIVE QUEUING LOCATIONS**

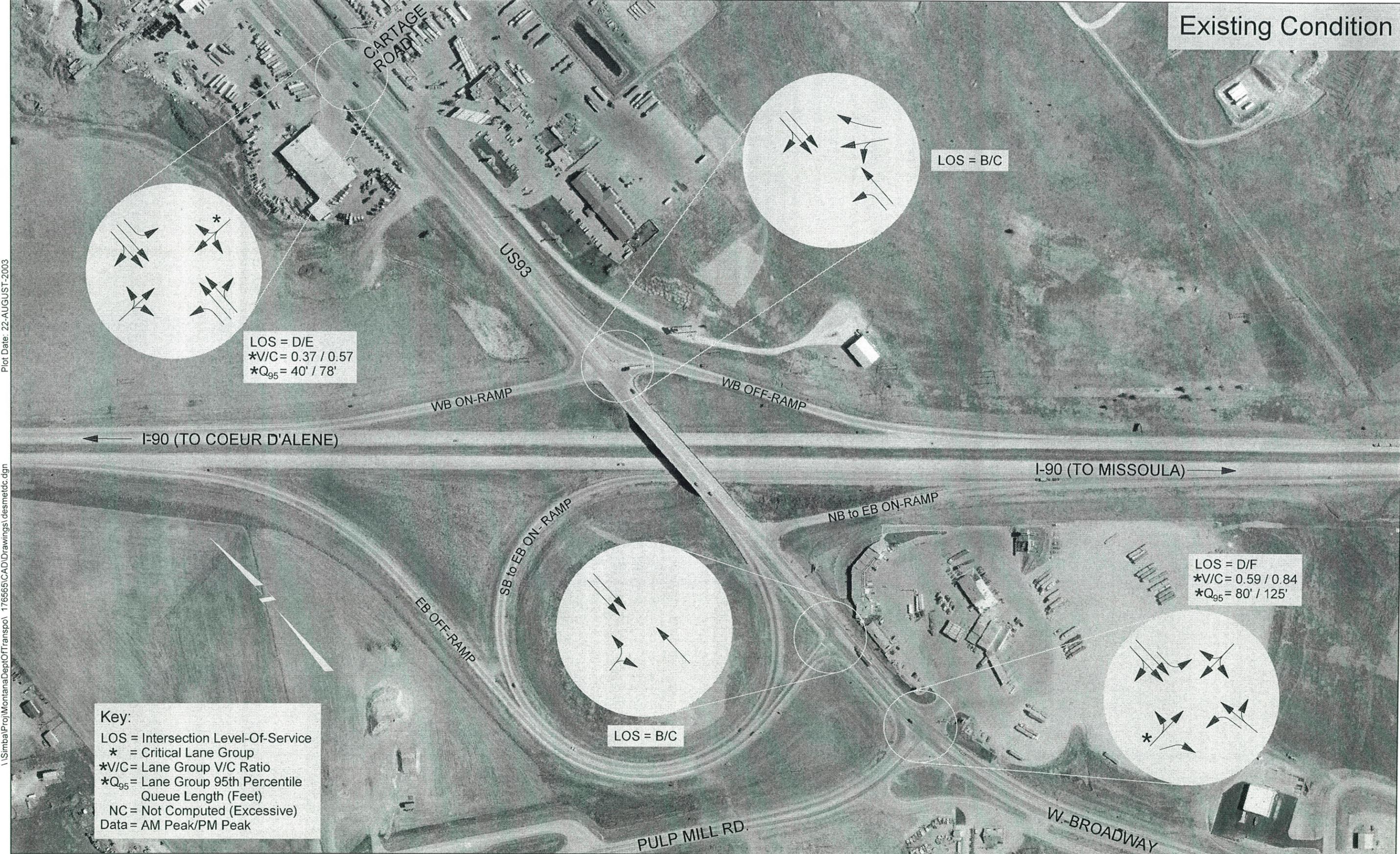
ORANGE ST. INTERCHANGE
EXIT 104- RM 104.780

VAN BUREN ST. INTERCHANGE
EXIT 105- RM 105.633



FIGURE 10
CORSIM MODEL: ORANGE & VAN BUREN INTERCHANGE EXISTING AM & PM PEAK HOUR

Existing Condition



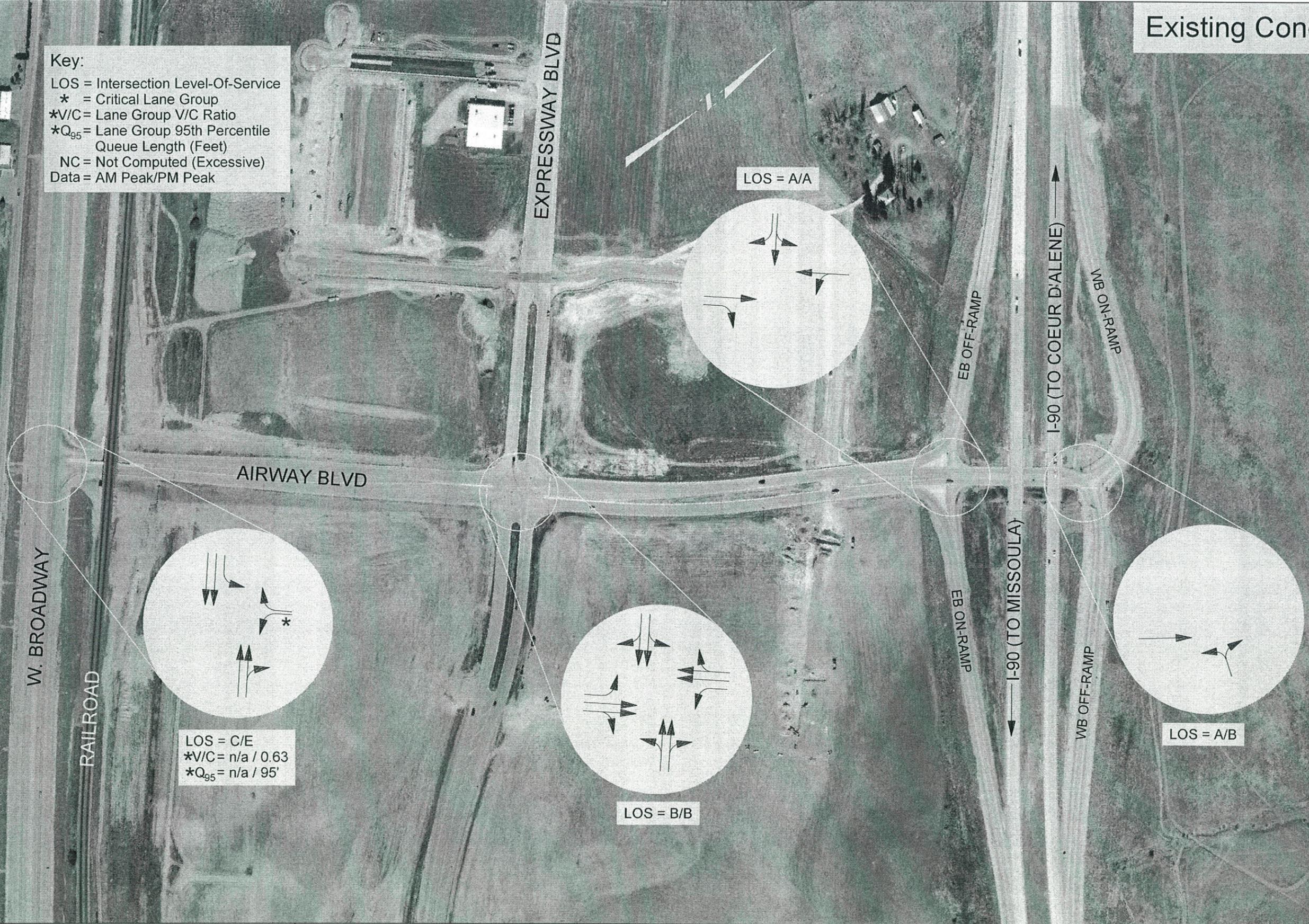
Plot Date: 22-AUGUST-2003

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Key:
 LOS = Intersection Level-Of-Service
 * = Critical Lane Group
 *V/C = Lane Group V/C Ratio
 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive)
 Data = AM Peak/PM Peak

Existing Condition

Key:
 LOS = Intersection Level-Of-Service
 * = Critical Lane Group
 *V/C = Lane Group V/C Ratio
 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive)
 Data = AM Peak/PM Peak



LOS = C/E
 *V/C = n/a / 0.63
 *Q₉₅ = n/a / 95'

LOS = B/B

LOS = A/A

LOS = A/B

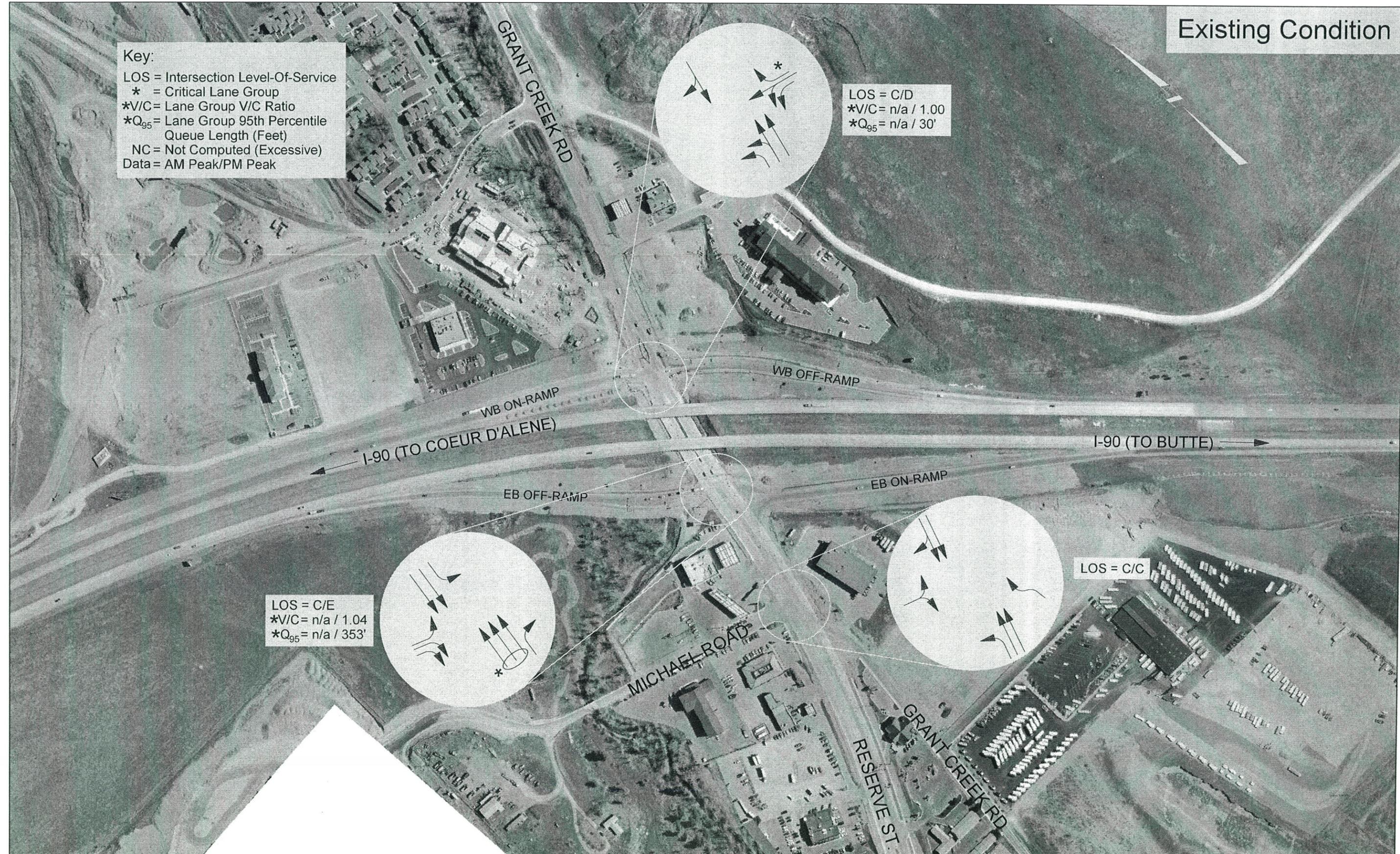
Existing Condition

Key:
 LOS = Intersection Level-Of-Service
 * = Critical Lane Group
 *V/C = Lane Group V/C Ratio
 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive)
 Data = AM Peak/PM Peak

LOS = C/D
 *V/C = n/a / 1.00
 *Q₉₅ = n/a / 30'

LOS = C/E
 *V/C = n/a / 1.04
 *Q₉₅ = n/a / 353'

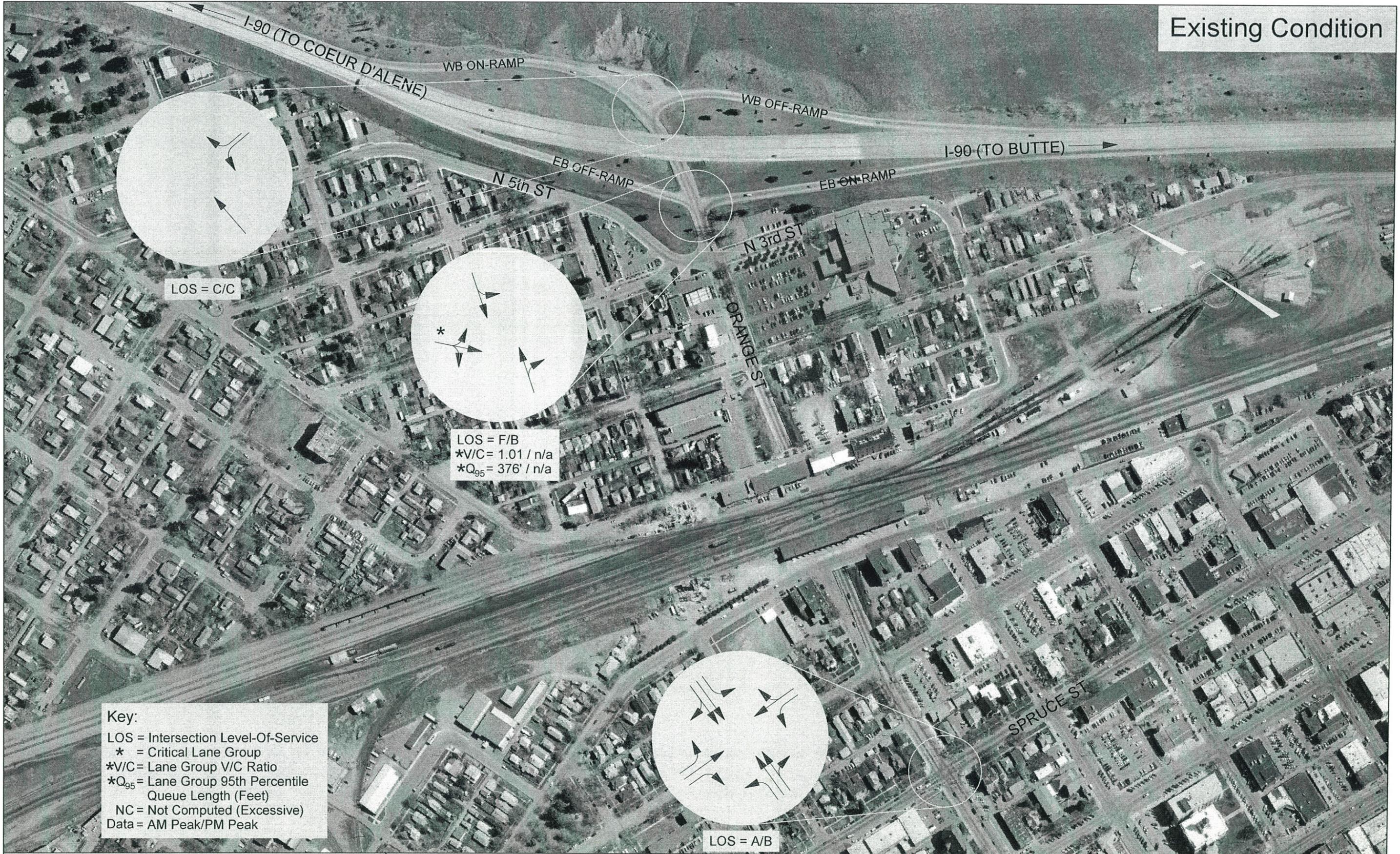
LOS = C/C



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LOS = C/C

LOS = F/B
 *V/C = 1.01 / n/a
 *Q₉₅ = 376' / n/a

LOS = A/B

Key:
 LOS = Intersection Level-Of-Service
 * = Critical Lane Group
 *V/C = Lane Group V/C Ratio
 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive)
 Data = AM Peak/PM Peak

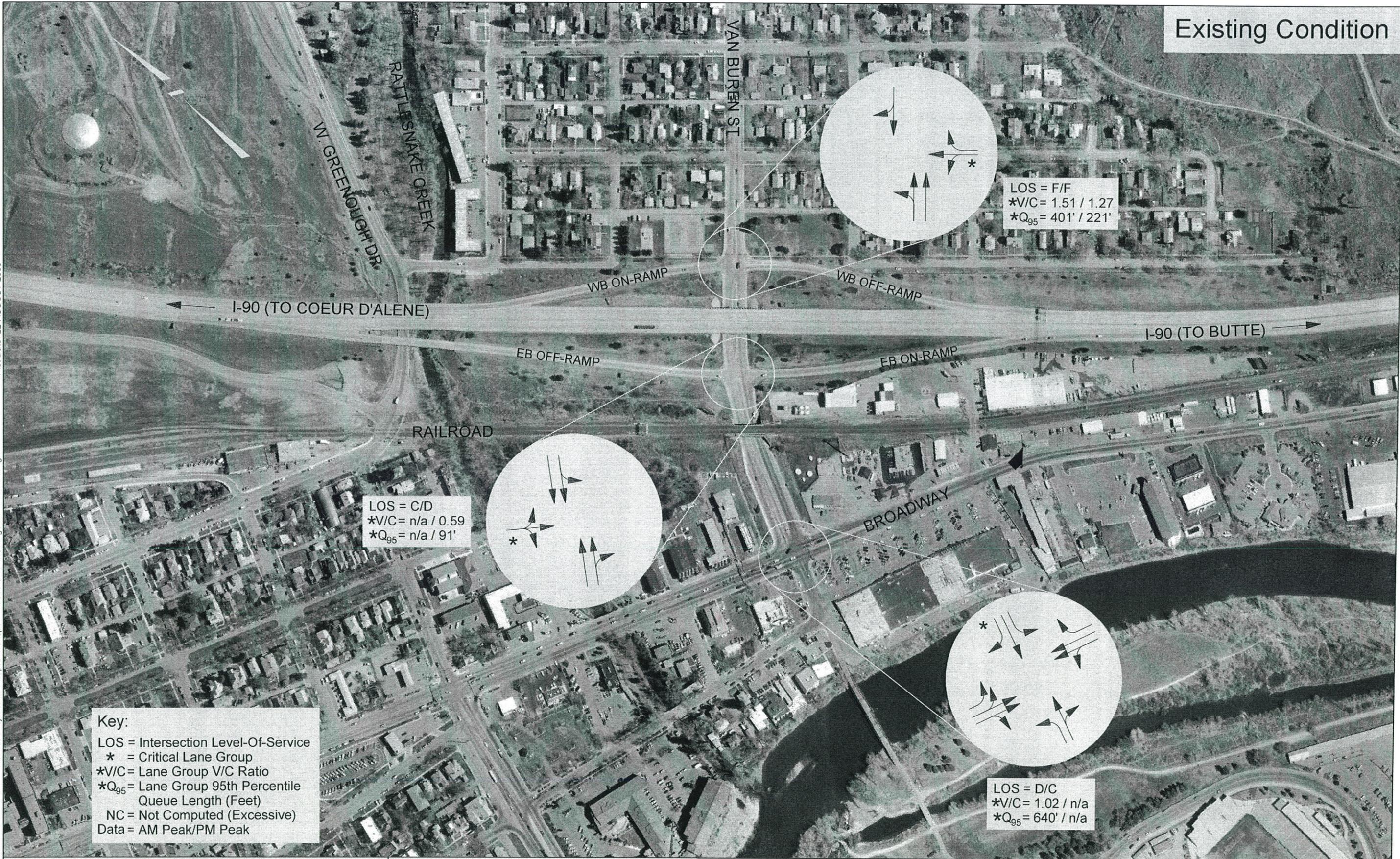
Plot Date: 22-AUG-2003

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Existing Condition

Plot Date: 22-AUGUST-2003
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LOS = F/F
*V/C = 1.51 / 1.27
*Q₉₅ = 401' / 221'

LOS = C/D
*V/C = n/a / 0.59
*Q₉₅ = n/a / 91'

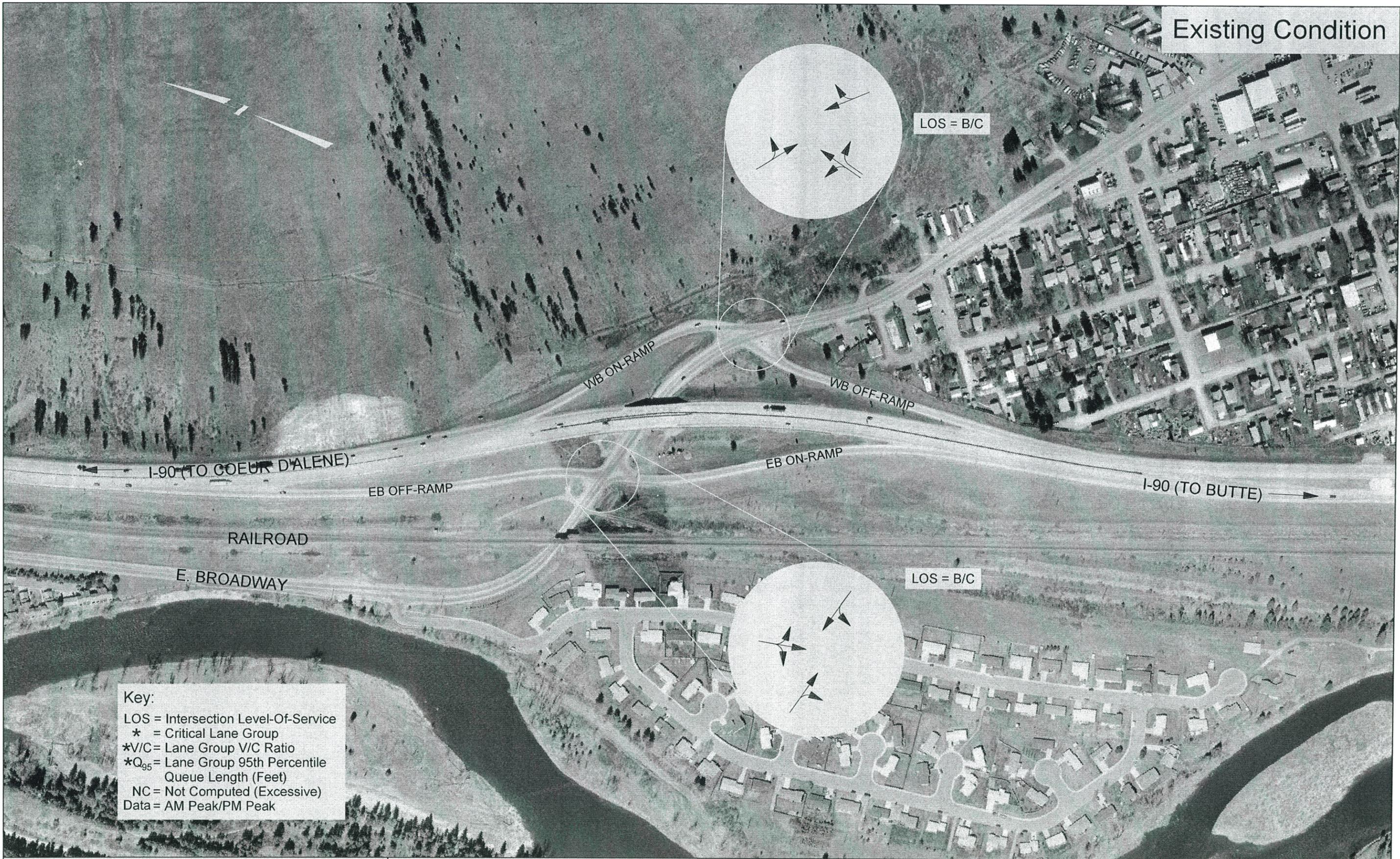
LOS = D/C
*V/C = 1.02 / n/a
*Q₉₅ = 640' / n/a

Key:
LOS = Intersection Level-Of-Service
* = Critical Lane Group
*V/C = Lane Group V/C Ratio
*Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
NC = Not Computed (Excessive)
Data = AM Peak/PM Peak

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Key:
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 * = Critical Lane Group
 *V/C = Lane Group V/C Ratio
 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive)
 Data = AM Peak/PM Peak

Existing Condition



Plot Date: 22-AUGUST-2003

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CH2MHILL

MDT MONTANA DEPARTMENT
OF TRANSPORTATION
MISSOULA MT, I-90 EAST WEST
CORRIDOR STUDY PHASE 1

INTERSECTION OPERATING CONDITIONS
BONNER INTERCHANGE, EXIT 109

FIGURE
12G





LEGEND

-  Under 2%/yr. Growth
-  Between 2%/yr. & 4%/yr. Growth
-  Over 4%/yr. Growth

FIGURE 21A
2000 - 2025 GROWTH (AM)
I-90 CORRIDOR GROWTH TRENDS



Reserve St. I/C ↑



LEGEND

- Under 2%/yr. Growth
- Between 2%/yr. & 4%/yr. Growth
- Over 4%/yr. Growth

FIGURE 21B
2000 - 2025 GROWTH (AM)
I-90 CORRIDOR GROWTH TRENDS





LEGEND

-  Under 2%/yr. Growth
-  Between 2%/yr. & 4%/yr. Growth
-  Over 4%/yr. Growth

FIGURE 21C
 2000 - 2025 GROWTH (PM)
 I-90 CORRIDOR GROWTH TRENDS



Reserve St. I/C ↑



LEGEND

-  Under 2%/yr. Growth
-  Between 2%/yr. & 4%/yr. Growth
-  Over 4%/yr. Growth

FIGURE 21D
2000 - 2025 GROWTH (PM)
I-90 CORRIDOR GROWTH TRENDS





**2025 CORSIM RESULTS:
EXCESSIVE QUEUING LOCATIONS**

DESMET INTERCHANGE
EXIT 96 – RM 96.334

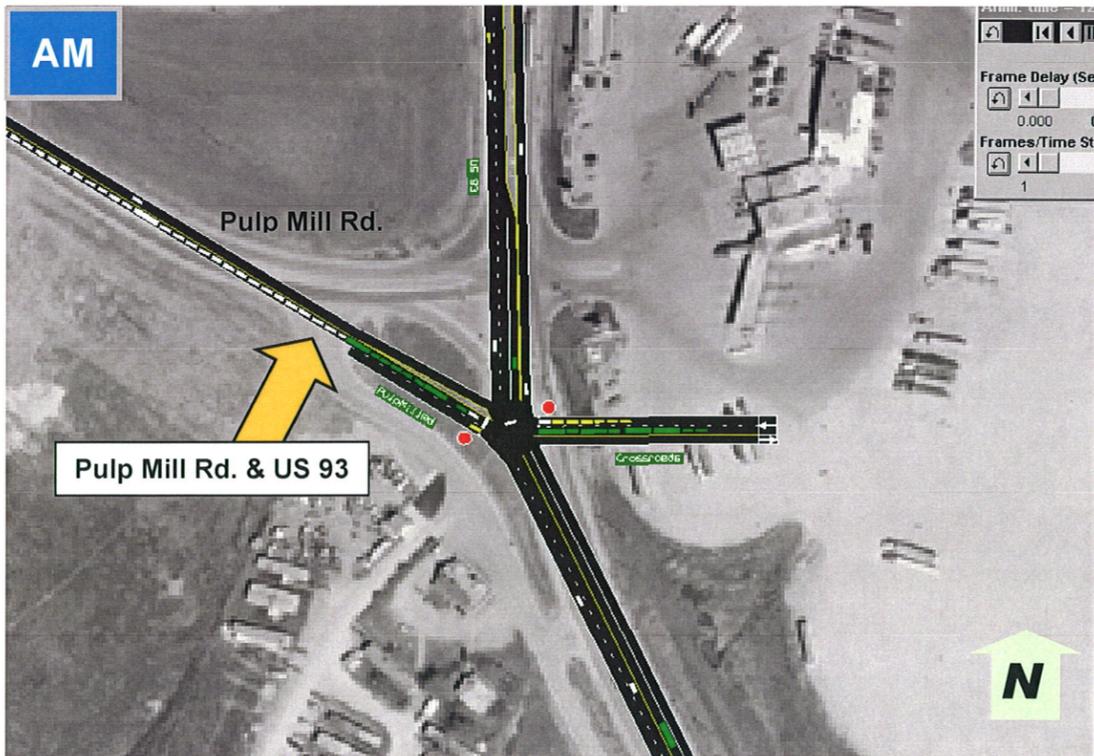
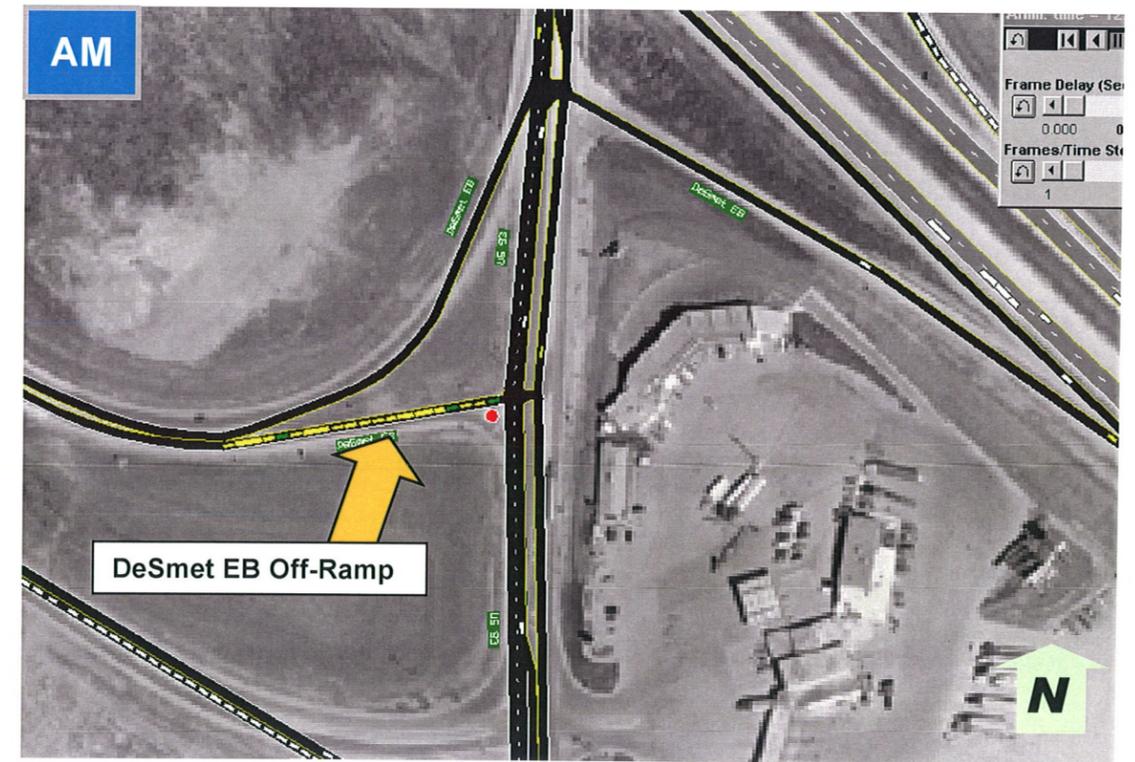


FIGURE 23A
CORSIM MODEL: DESMET INTERCHANGE FUTURE YEAR 2025 AM & PM PEAK HOUR





2025 CORSIM RESULTS:
EXCESSIVE QUEUING LOCATIONS

DESMET INTERCHANGE
EXIT 96 – RM 96.334

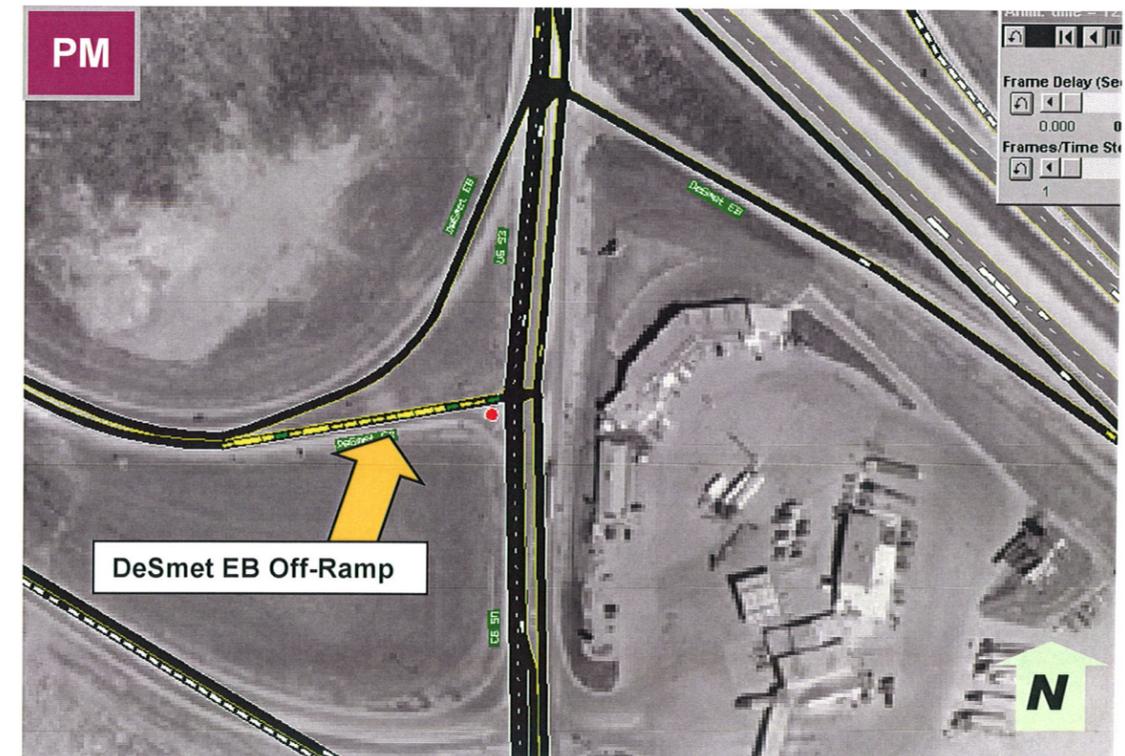


FIGURE 23B
CORSIM MODEL: DESMET INTERCHANGE FUTURE YEAR 2025 AM & PM PEAK HOUR





**2025 CORSIM RESULTS:
EXCESSIVE QUEUING LOCATIONS**

AIRPORT INTERCHANGE
EXIT 99 – RM 99.940

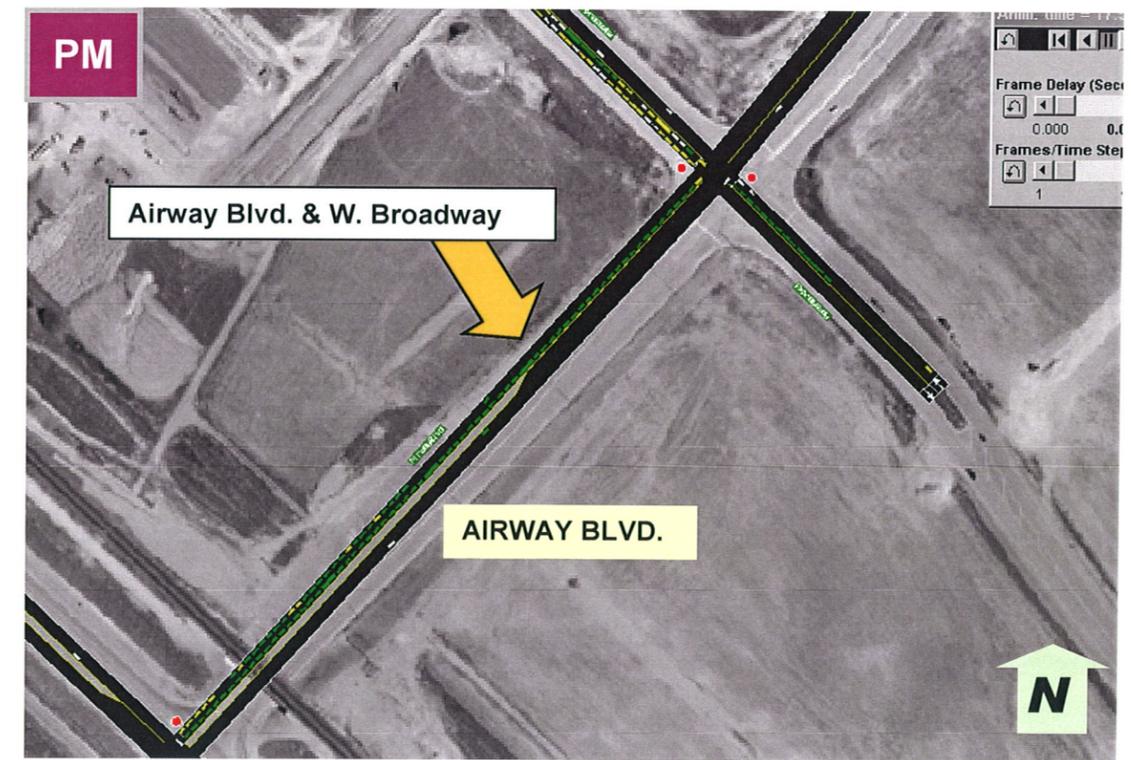
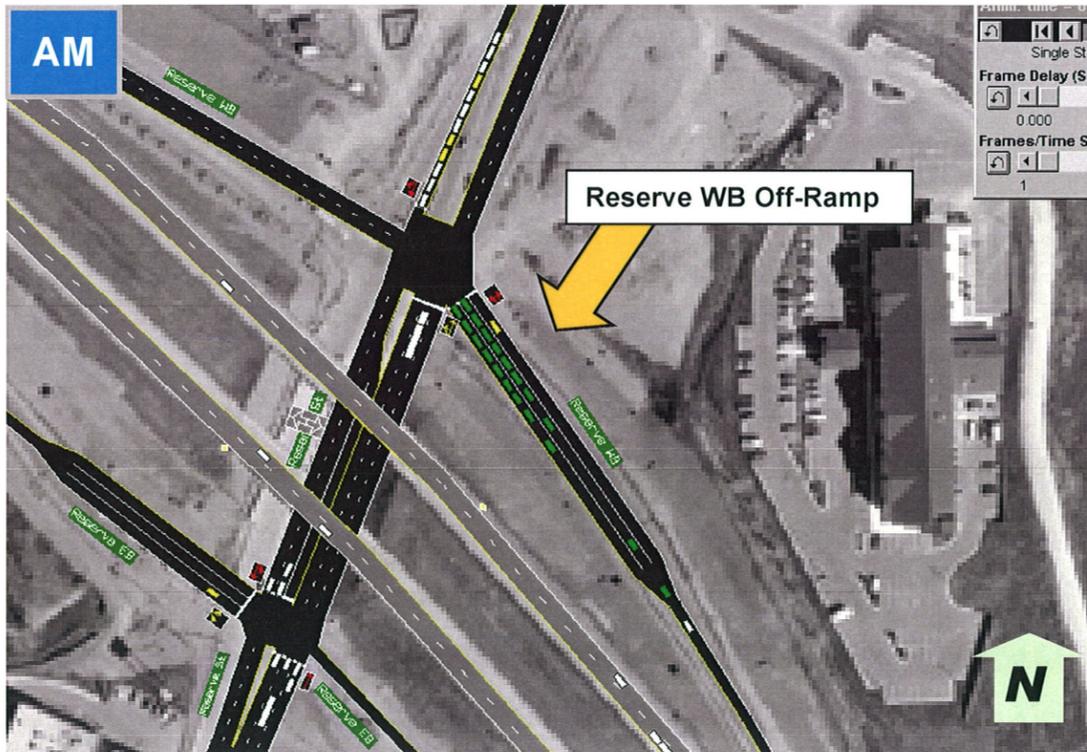


FIGURE 23C
CORSIM MODEL: AIRPORT INTERCHANGE FUTURE YEAR 2025 AM & PM PEAK HOUR



**2025 CORSIM RESULTS:
EXCESSIVE QUEUING LOCATIONS**

RESERVE ST. INTERCHANGE
EXIT 101 – RM 101.708

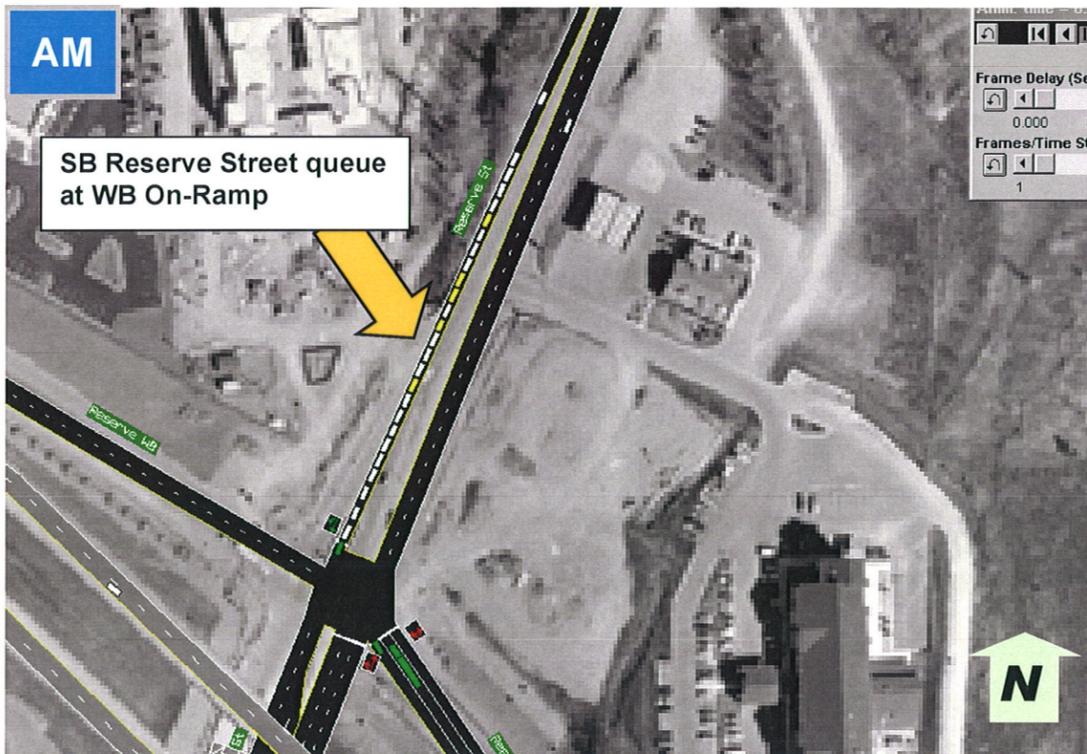
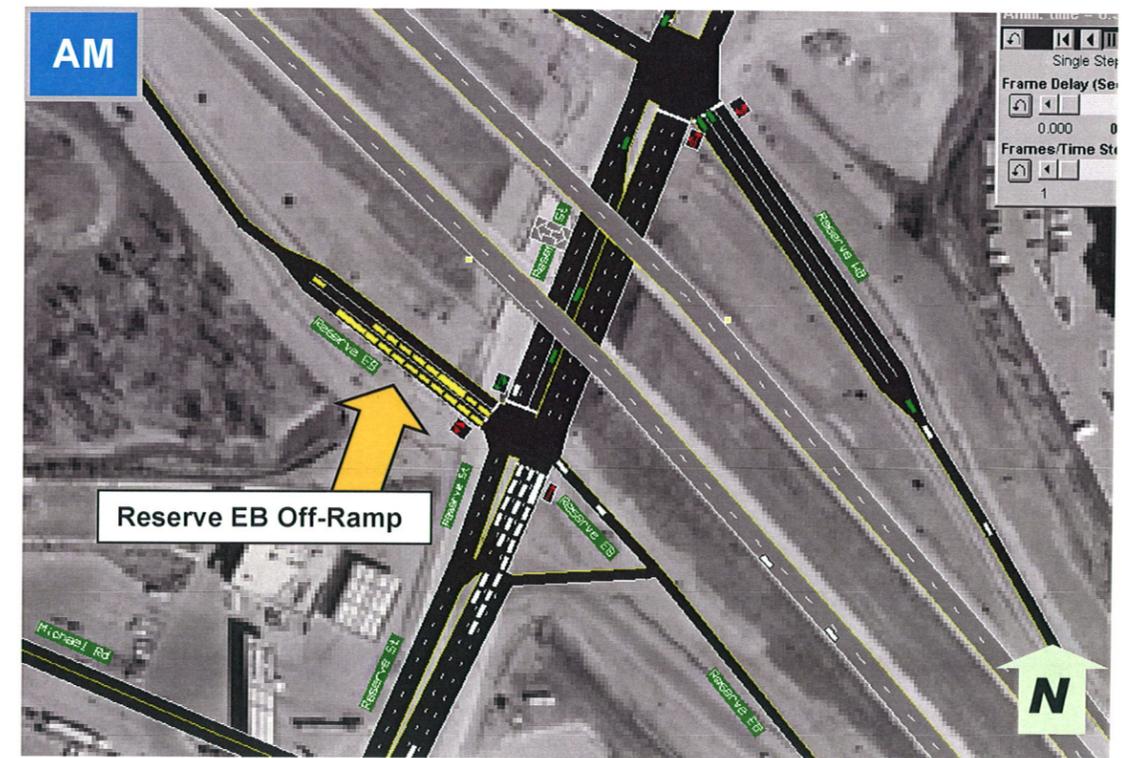


FIGURE 23D
CORSIM MODEL: RESERVE INTERCHANGE FUTURE YEAR 2025 AM & PM PEAK HOUR



**2025 CORSIM RESULTS:
EXCESSIVE QUEUING LOCATIONS**

RESERVE ST. INTERCHANGE
EXIT 101 – RM 101.708

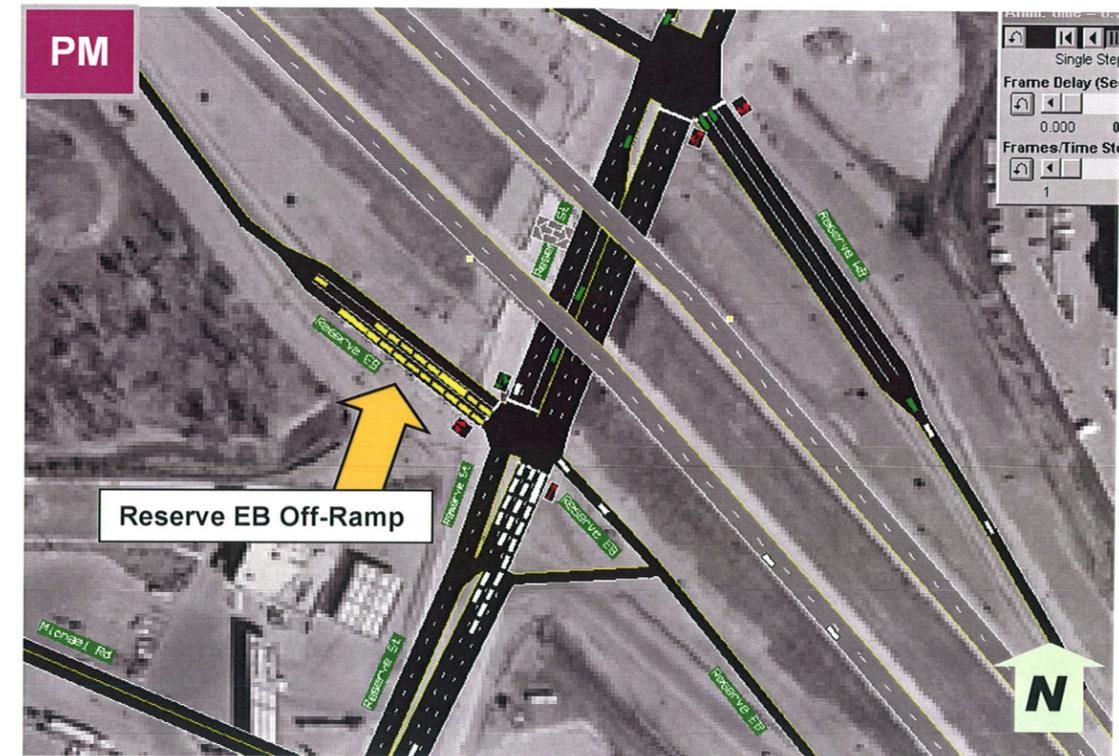
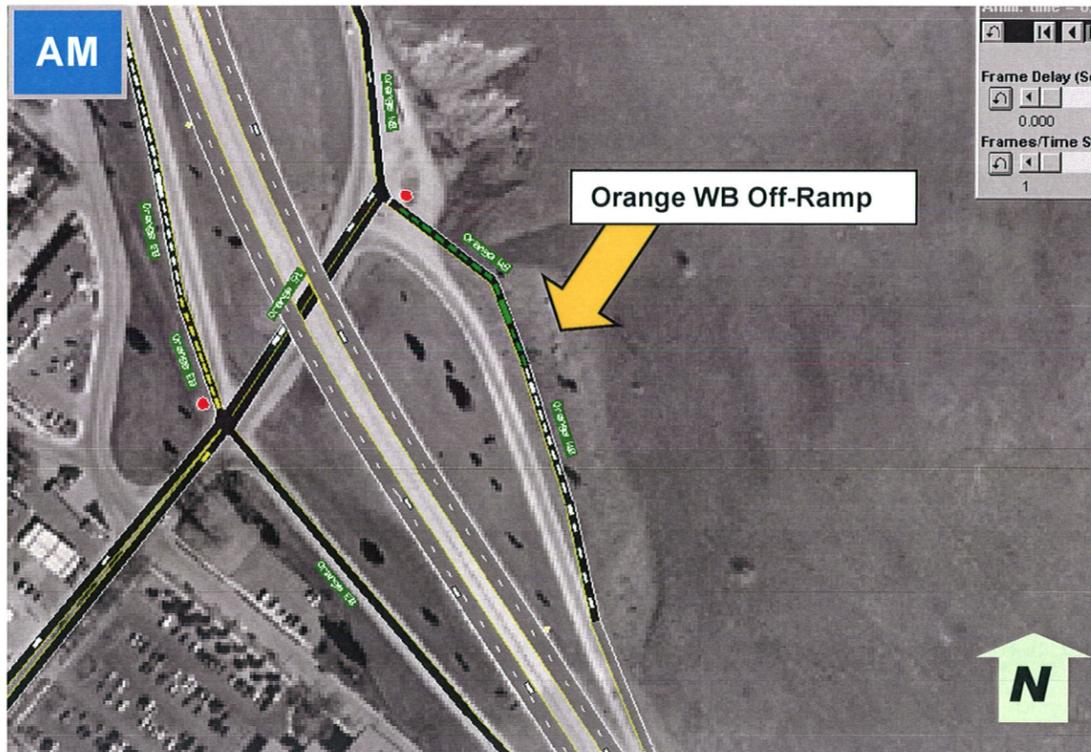


FIGURE 23E
CORSIM MODEL: RESERVE INTERCHANGE FUTURE YEAR 2025 AM & PM PEAK HOUR



**2025 CORSIM RESULTS:
EXCESSIVE QUEUING LOCATIONS**

ORANGE ST. INTERCHANGE
EXIT 104 – RM 104.780

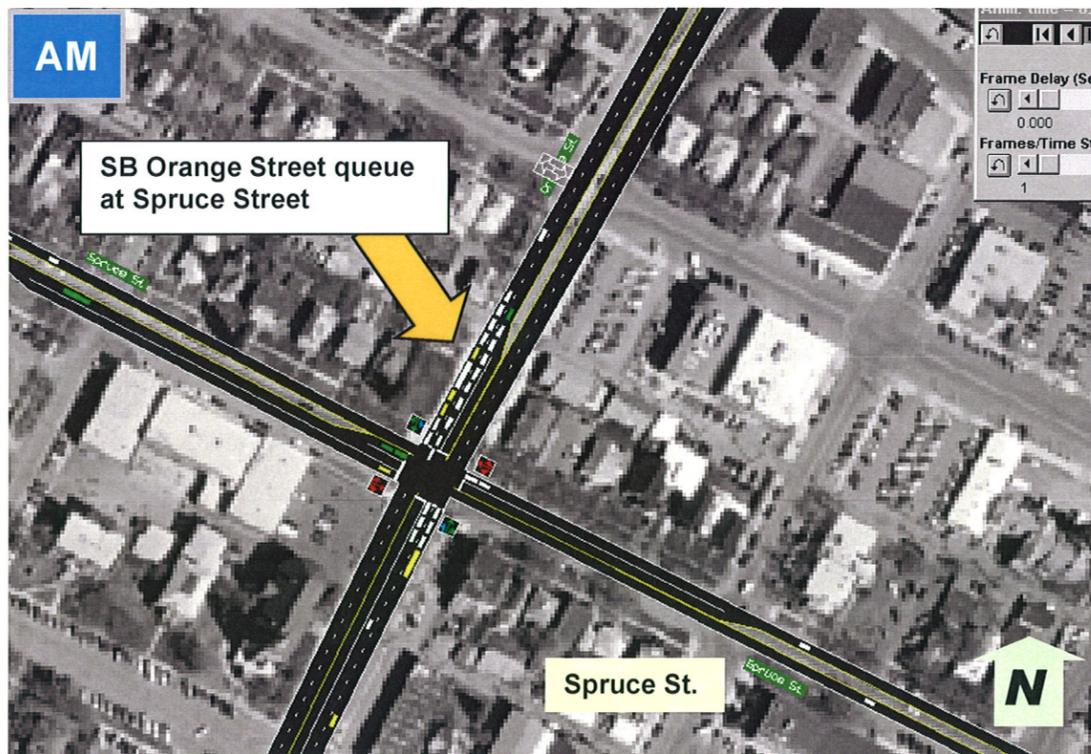
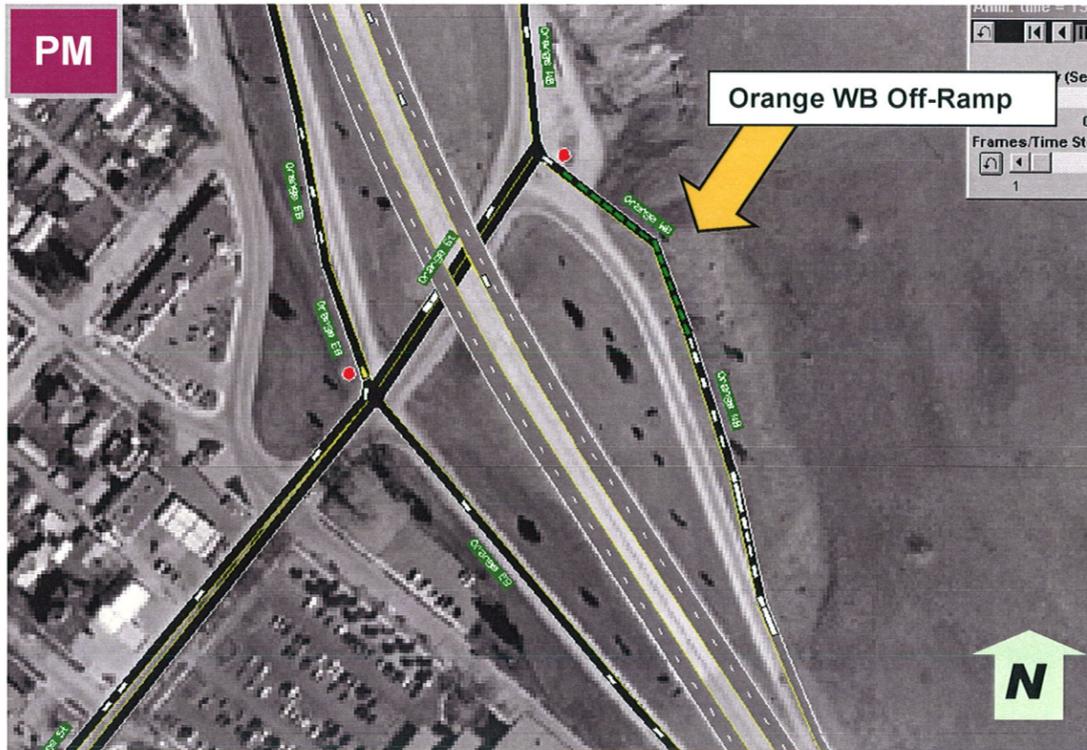


FIGURE 23F
CORSIM MODEL: ORANGE INTERCHANGE FUTURE YEAR 2025 AM & PM PEAK HOUR



**2025 CORSIM RESULTS:
EXCESSIVE QUEUING LOCATIONS**

ORANGE ST. INTERCHANGE
EXIT 104 – RM 104.780



FIGURE 23G
CORSIM MODEL: ORANGE INTERCHANGE FUTURE YEAR 2025 AM & PM PEAK HOUR



2025 CORSIM RESULTS:
EXCESSIVE QUEUING LOCATIONS

VAN BUREN ST. INTERCHANGE
EXIT 105- RM 105.633

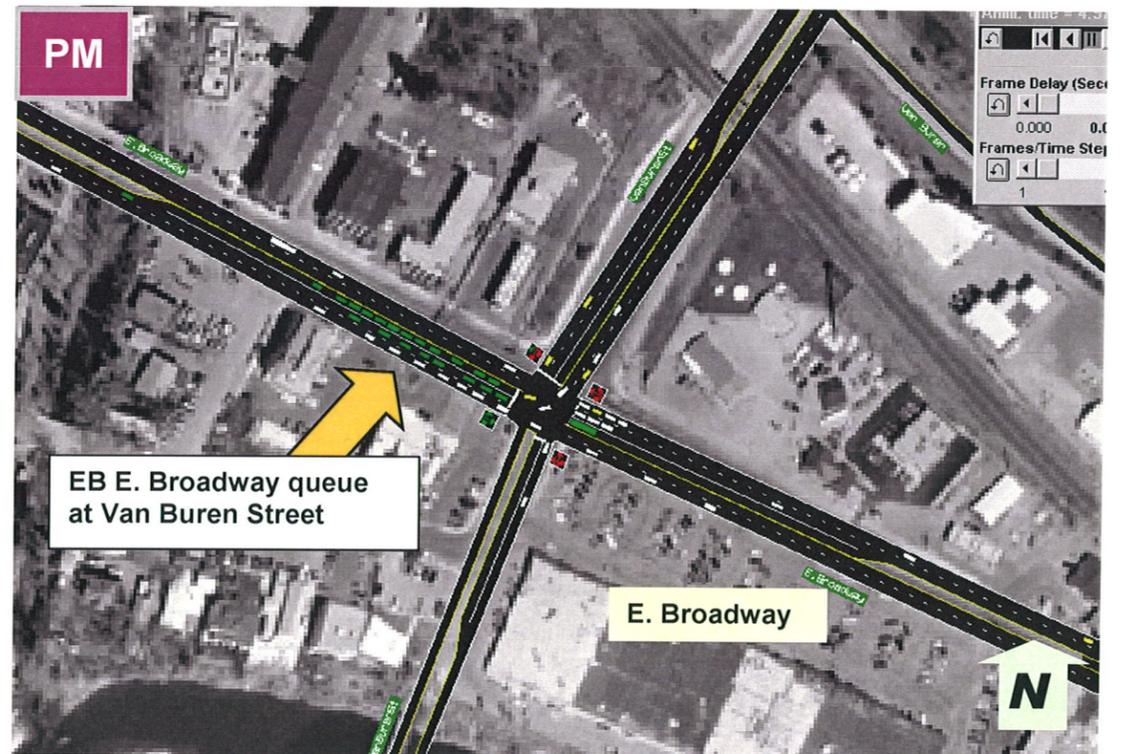
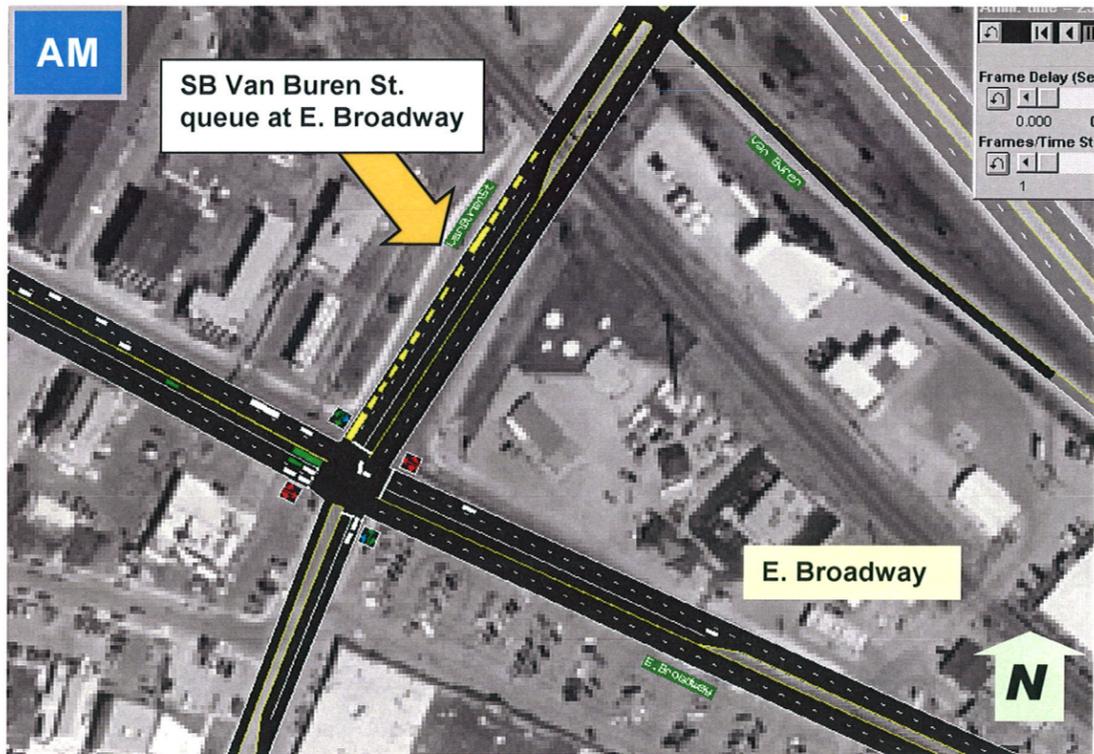
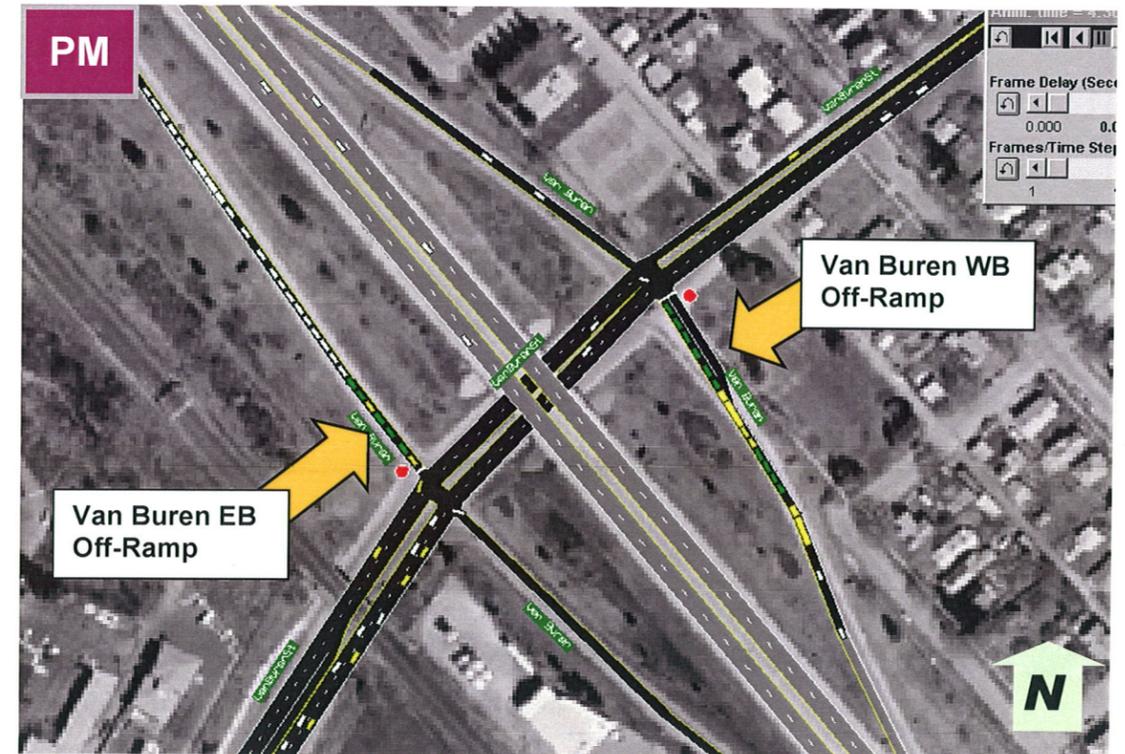
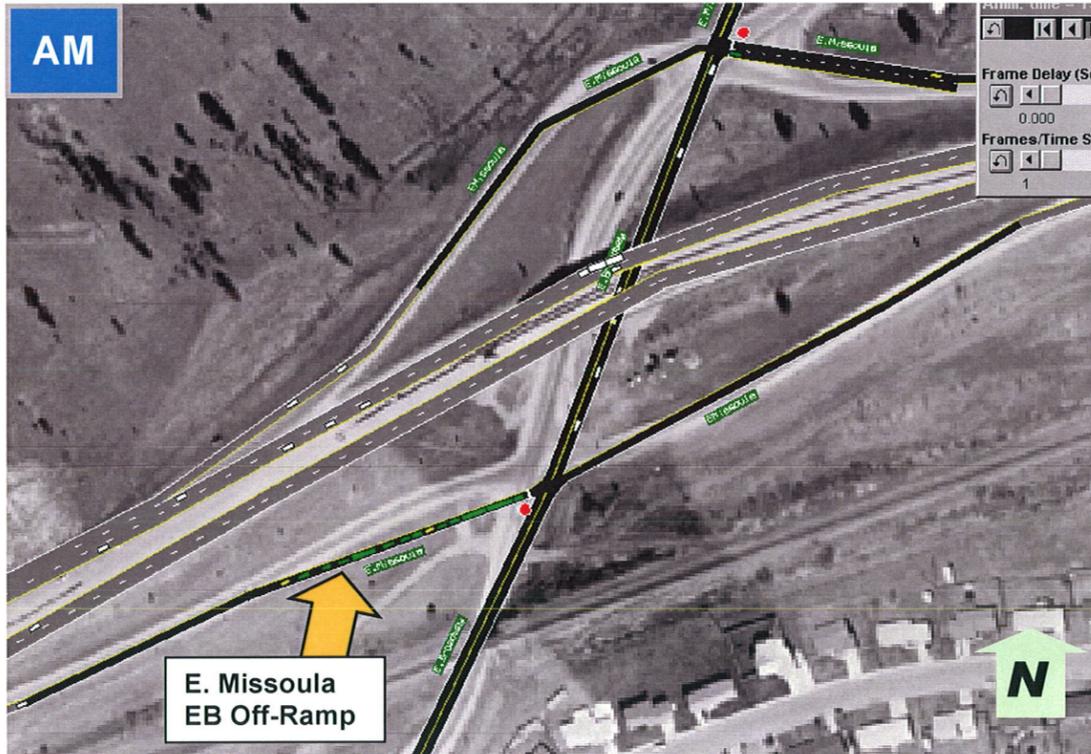


FIGURE 23H
CORSIM MODEL: VAN BUREN INTERCHANGE FUTURE YEAR 2025 AM & PM PEAK HOUR



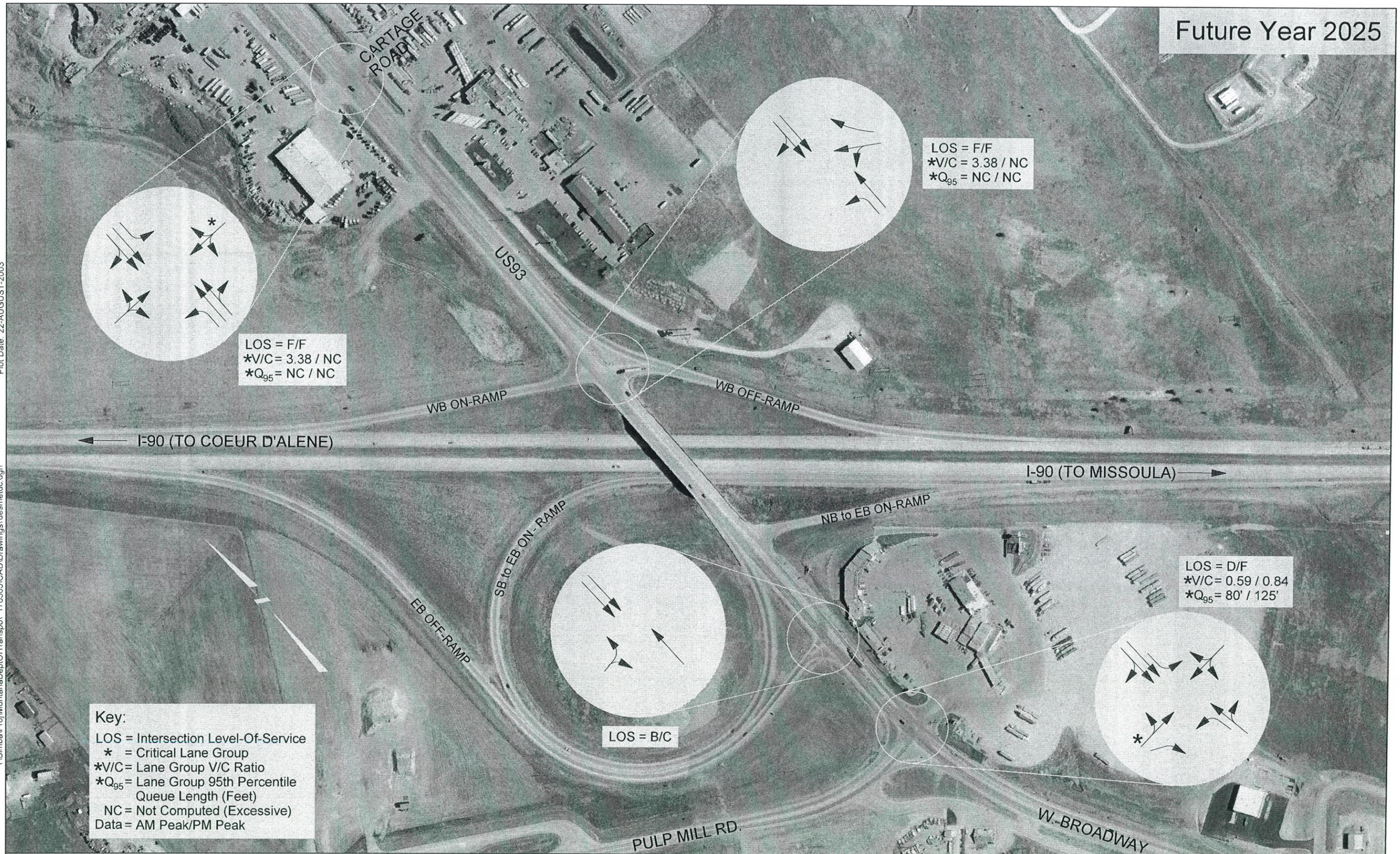
**2025 CORSIM
RESULTS:
EXCESSIVE QUEUING
LOCATIONS**

**EAST MISSOULA
INTERCHANGE**
EXIT 107 – RM 107.270

FIGURE 231
CORSIM MODEL: EAST MISSOULA INTERCHANGE FUTURE YEAR 2025 AM & PM PEAK HOUR

Plot Date: 22-AUGUST-2003

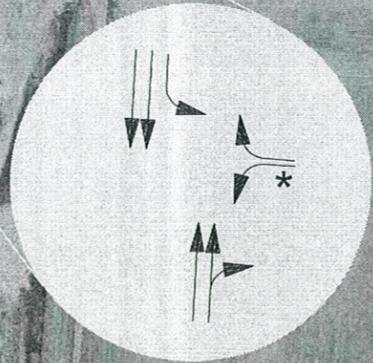
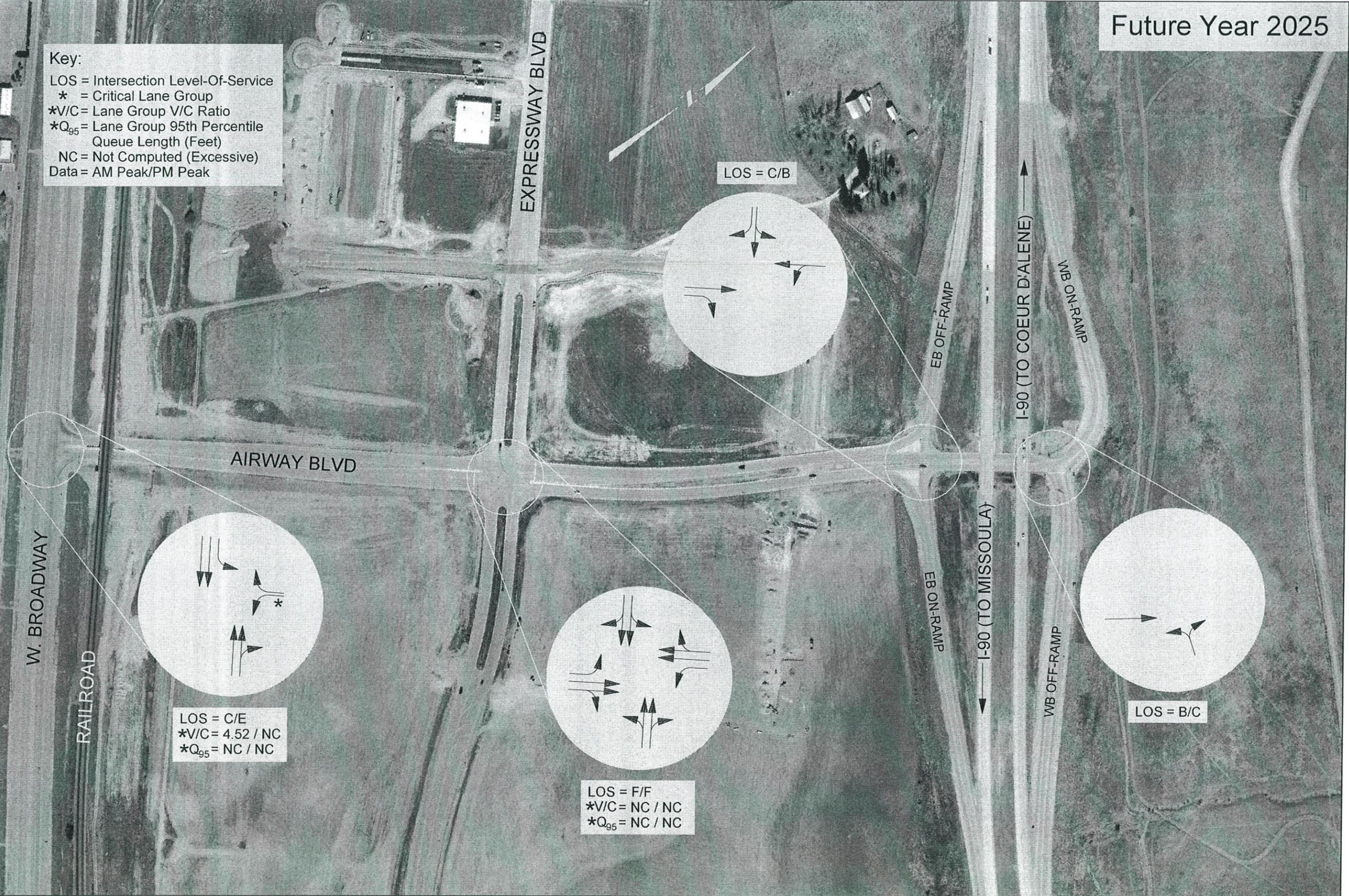
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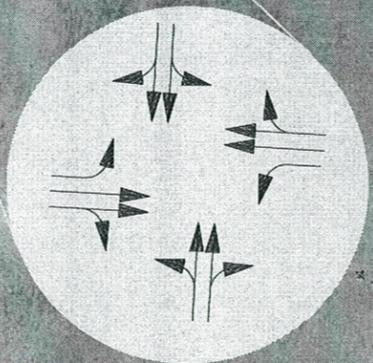
Key:
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 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive) Data = AM Peak/PM Peak

Key:

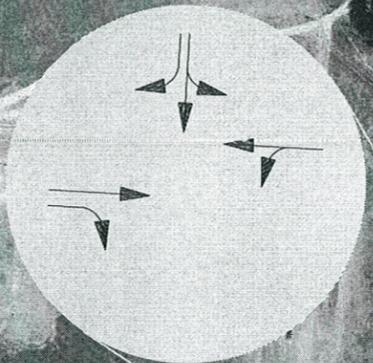
- LOS = Intersection Level-Of-Service
- * = Critical Lane Group
- *V/C = Lane Group V/C Ratio
- *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
- NC = Not Computed (Excessive)
- Data = AM Peak/PM Peak



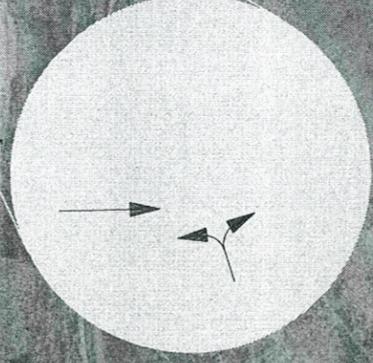
LOS = C/E
 *V/C = 4.52 / NC
 *Q₉₅ = NC / NC



LOS = F/F
 *V/C = NC / NC
 *Q₉₅ = NC / NC



LOS = C/B



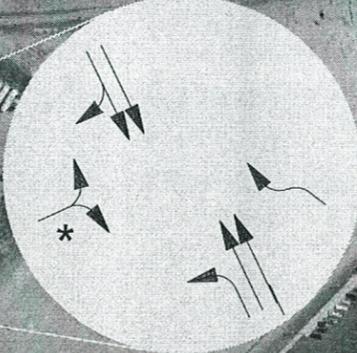
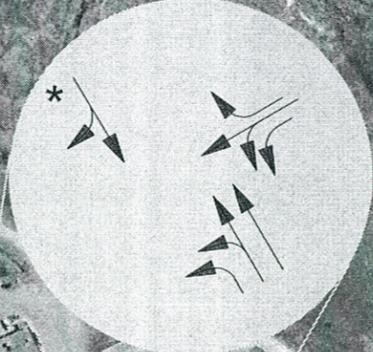
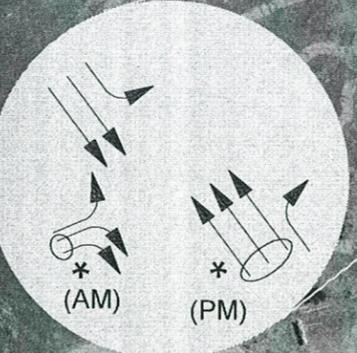
LOS = B/C

Key:
 LOS = Intersection Level-Of-Service
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 *V/C = Lane Group V/C Ratio
 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive)
 Data = AM Peak/PM Peak

LOS = F/D
 *V/C = 1.18 / 0.98
 *Q₉₅ = 1035 / 502'

LOS = D/D
 *V/C = 0.86 / 1.07
 *Q₉₅ = 417' / 473'

LOS = F/F
 *V/C = 4.26 / 2.07
 *Q₉₅ = NC / 374'



Plot Date: 22-AUG-2003

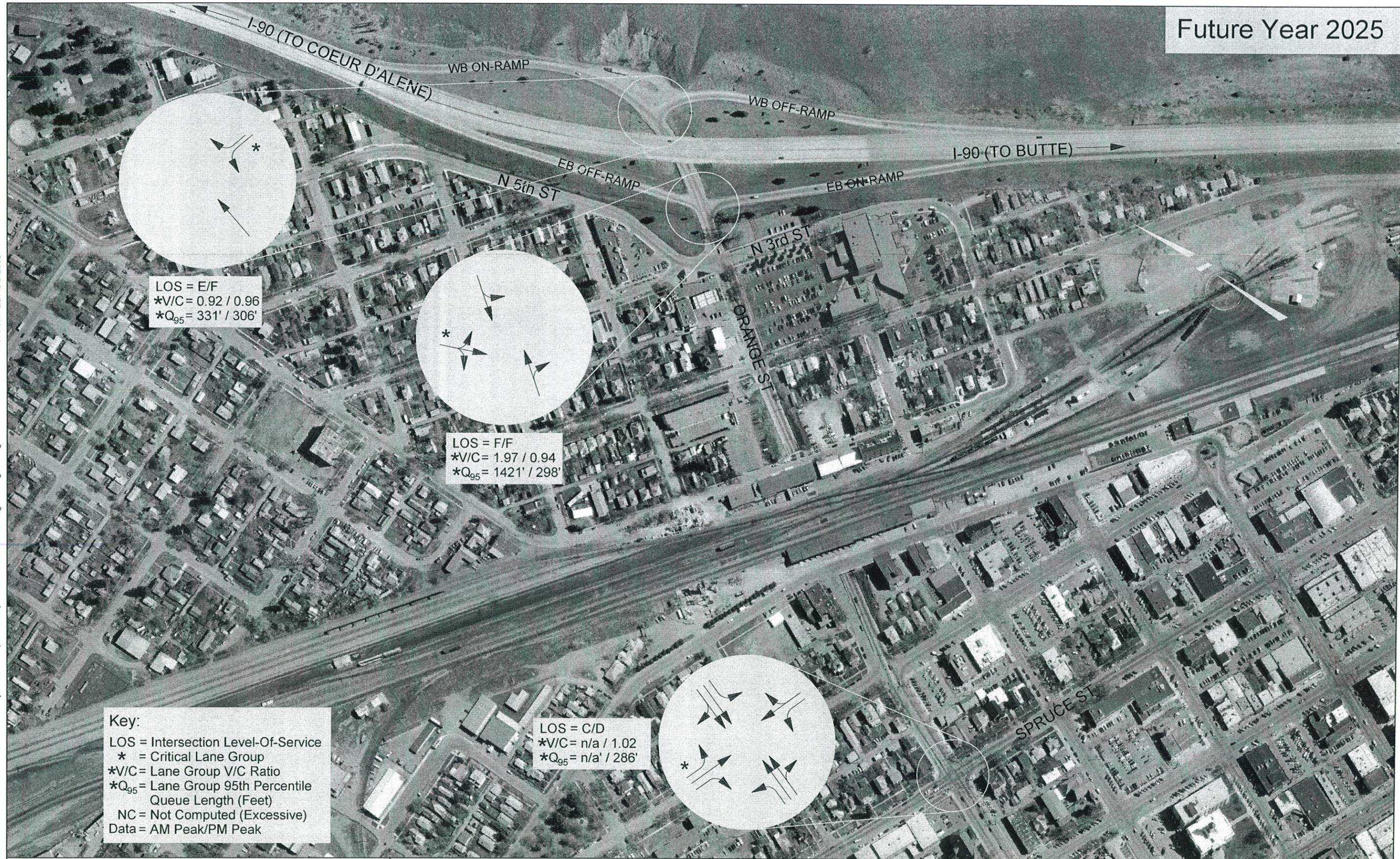
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LOS = E/F
 *V/C = 0.92 / 0.96
 *Q₉₅ = 331' / 306'

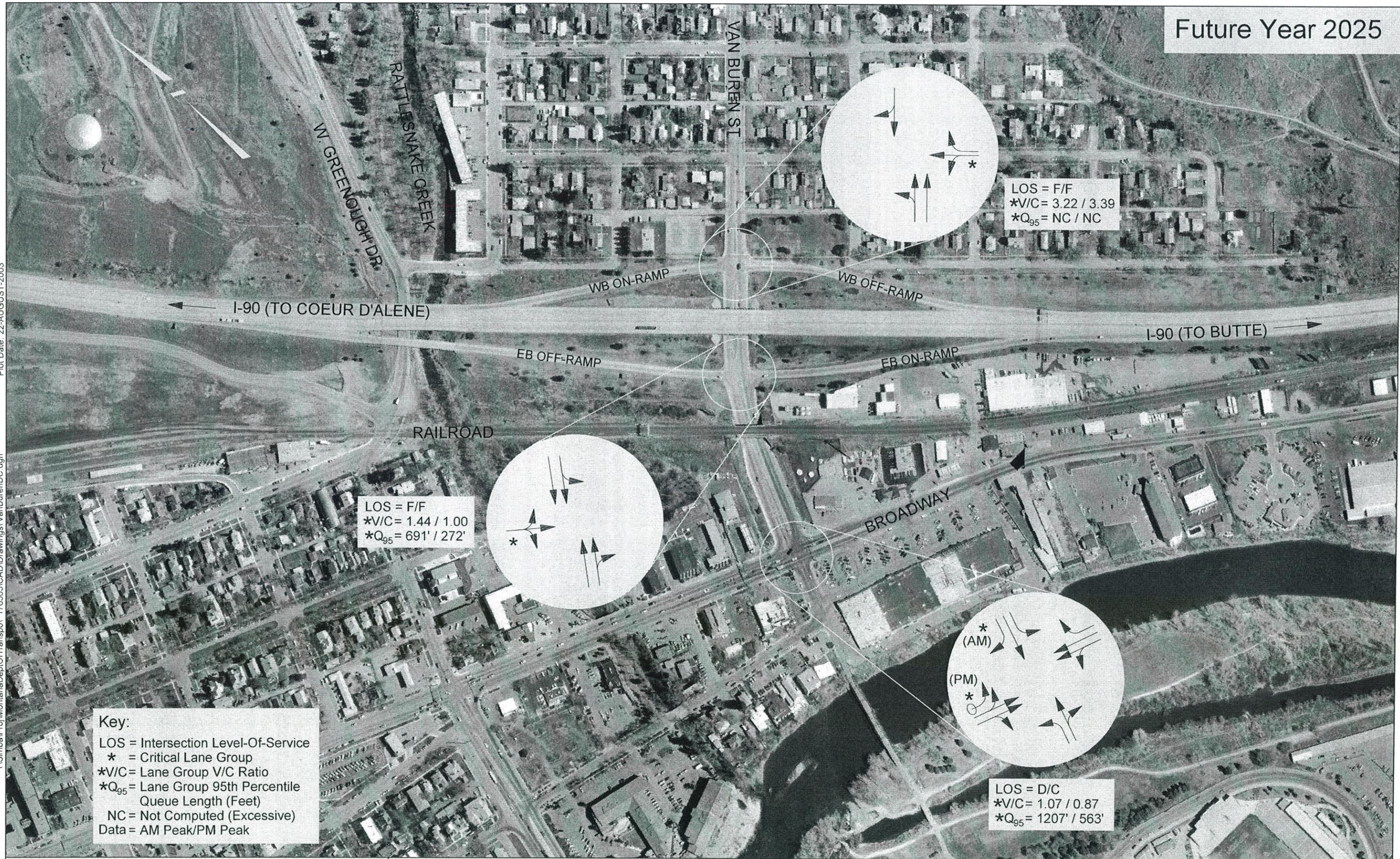
LOS = F/F
 *V/C = 1.97 / 0.94
 *Q₉₅ = 1421' / 298'

LOS = C/D
 *V/C = n/a / 1.02
 *Q₉₅ = n/a' / 286'

Key:
 LOS = Intersection Level-Of-Service
 * = Critical Lane Group
 *V/C = Lane Group V/C Ratio
 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive)
 Data = AM Peak/PM Peak

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LOS = F/F
 *V/C = 3.22 / 3.39
 *Q₉₅ = NC / NC

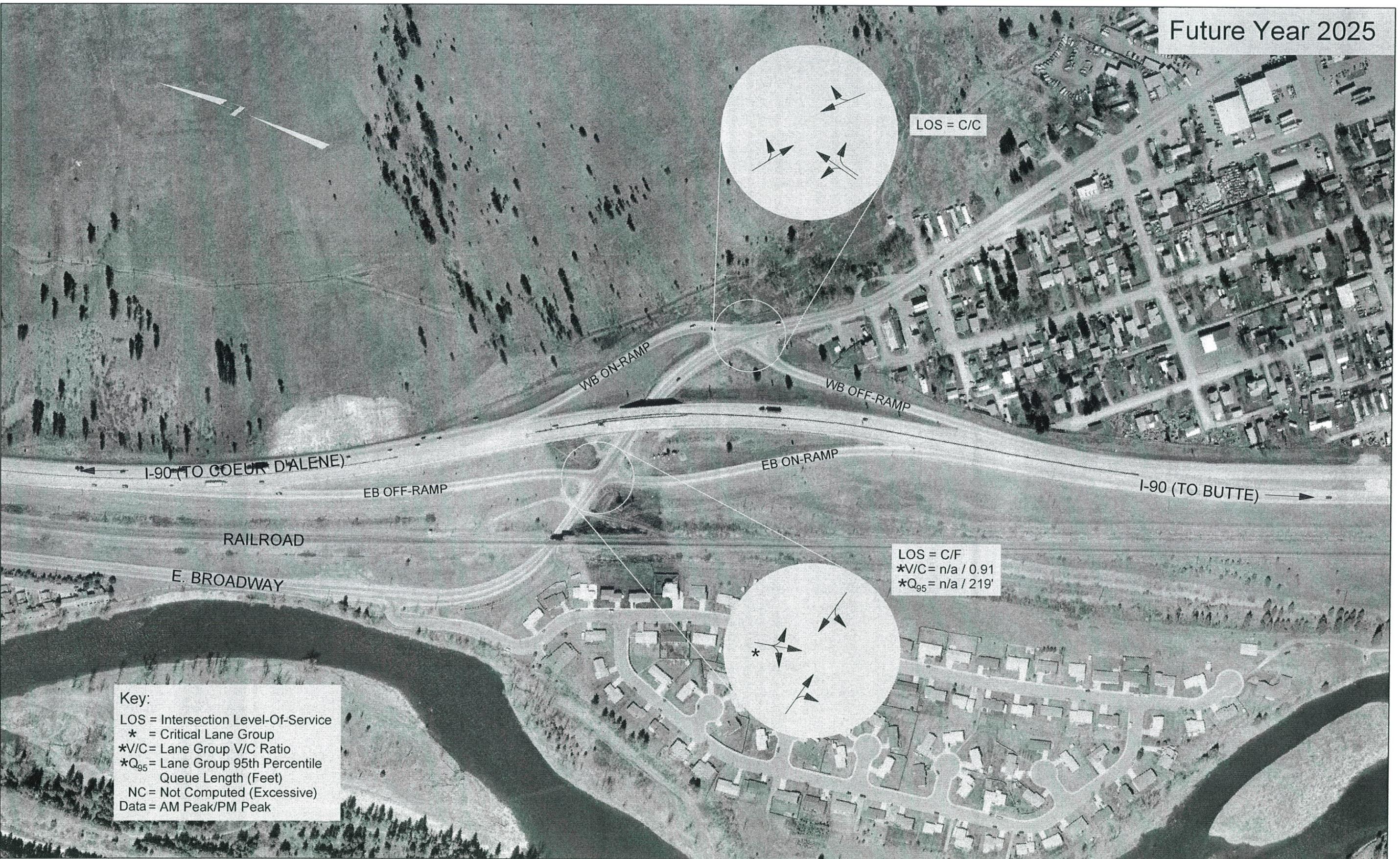
LOS = F/F
 *V/C = 1.44 / 1.00
 *Q₉₅ = 691' / 272'

LOS = D/C
 *V/C = 1.07 / 0.87
 *Q₉₅ = 1207' / 563'

Key:
 LOS = Intersection Level-Of-Service
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 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive)
 Data = AM Peak/PM Peak

Plot Date: 22-AUG-2003

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Key:
 LOS = Intersection Level-Of-Service
 * = Critical Lane Group
 *V/C = Lane Group V/C Ratio
 *Q₉₅ = Lane Group 95th Percentile Queue Length (Feet)
 NC = Not Computed (Excessive)
 Data = AM Peak/PM Peak

LOS = C/C

LOS = C/F
 *V/C = n/a / 0.91
 *Q₉₅ = n/a / 219'