MONTANA 3 BILLINGS
CORRIDOR STUDY

Appendix A

Access Management Plan

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CORRIDOR STUDY

DECEMBER 2025

ACCESS MANAGEMENT PLAN



Prepared for:

MONTANA MDT DEPARTMENT OF TRANSPORTATION

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DOWL

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1.0 INTRODUCTION

The Montana Department of Transportation (MDT) initiated a corridor study of Montana Highway 3 (MT 3) in Billings, between the highway's intersection with Apache Trail and the East (E.) Airport Road/North (N.) 27th Street intersection. The study's purpose is to develop a comprehensive long-range plan for managing the corridor and determine what could be done to improve the corridor based on needs, public and agency input, and financial feasibility. This is a collaborative process with local jurisdictions, resource agencies, MDT, Federal Highway Administration (FHWA), and the public to identify transportation needs and potential solutions given environmental constraints, financial feasibility, constructability, and corridor context.

The *Access Management Plan* is part of the MT 3 Billings corridor study. The intent of the plan is to improve corridor safety, preserve mobility, and manage existing and future access on MT 3. The plan identifies access management guidelines, goals, and objectives and provides corridor-specific access management recommendations. The *Existing and Projected Conditions Report* and *Improvement Options Report* were prepared as part of the MT 3 Billings corridor study and provide additional background information and recommended corridor improvements.

This planning-level document does not determine or define legal access to parcels and is only intended as a guide for future development. Planned facility improvements or private subdivision projects may partially implement access management recommendations as applicable to the individual project; however, there are no associated programmed construction projects with the sole purpose of implementing modifications recommended by this plan.

1.1 Study Corridor Area

The MT 3 Billings study corridor area is in the northwest part of Billings, within Yellowstone County, Montana. The study corridor includes 5.1 miles of MT 3 between the intersection with Apache Trail (Reference Post [RP] 8.1) and the intersection with E. Airport Road/N. 27th Street (RP 3.0). The study corridor area includes a 0.25-mile buffer from the centerline of the roadway, except in portions south of the highway where the Rimrocks mark the boundary. Figure 1 depicts the study corridor area and the system designation for roads in the area.

Highway system designation is established based on the functional classification of the route. The system designation is important as it affects methods and sources of funding for roadway improvements. MT 3 is designated as a Non-Interstate National Highway System (NHS) route and connects Billings and Great Falls. Zimmerman Trail (RP 6.25) and E. Airport Road are designated as urban on-system routes.

1.2 Background

MT 3 is the northwestern gateway to Billings. Within the project extent, the study corridor transitions from rural highway on the west end to urban arterial on the east end. The corridor has several residential housing subdivisions with trails and open spaces along the Rimrocks providing scenic overlooks of Billings. MT 3 is a high-volume corridor and traffic volumes are expected to rise with increases in employment and population growth expected north of the corridor. The land use along the corridor varies and includes agricultural, residential, and commercial aviation. The area south of the corridor is constrained by the Rimrocks. Connecting Billings and Great Falls, the corridor is part of the National Highway System and Strategic Highway Network, highlighting the importance of the route for defense mobility and truck traffic.

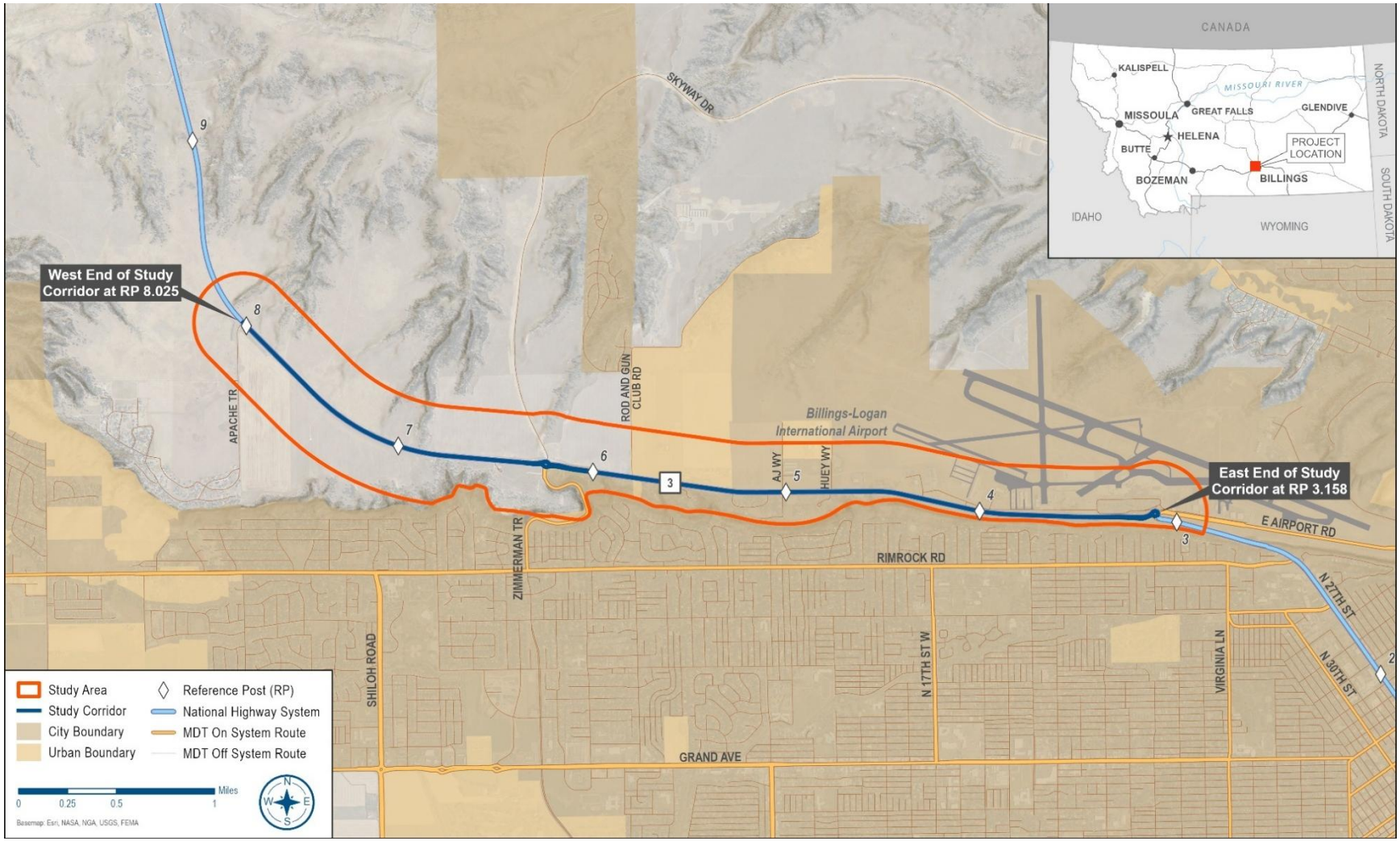


Figure 1: Study Corridor Area and System Designation

2.0 ACCESS MANAGEMENT OVERVIEW

Access management is the coordinated planning, regulation, and design of access between roadways and land development. It promotes the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel. Without access management, growing corridors can deteriorate functionally and aesthetically, with rising levels of traffic congestion and turning-related crashes.

2.1 State Statutes

Upon completion of 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 for Yellowstone County. The Montana Code Annotated (MCA)[1] provides the following statutes to define the process for designating a controlled-access highway and the authority of jurisdictions to implement access control.

MCA 60-5-103. Designation as Controlled-Access Highway: *(1) A portion of any interstate highway, throughway or throughway intersection, or other commission-designated highway system or state highway may not be designated as a controlled-access highway unless the commission adopts a resolution so designating it. (2) The resolution must contain a statement of the reasons for its adoption and shall set forth the location, distance, and termini of the portion of the highway designated as a controlled-access highway.*

MCA 60-5-104. Powers of Highway Authorities: *Those authorities of the state, counties, and municipalities authorized to participate in construction and maintenance of highways may plan, designate, establish, regulate, vacate, alter, improve, maintain, and provide controlled access facilities for public use. Each authority shall by resolution make the findings and determinations provided for in MCA 60-5-103 to designate a highway as a controlled-access facility.*

MCA 60-5-105. Design of Controlled-Access Facility – Entrance and Exit Restricted: *Each highway authority may so design any controlled-access facility and so regulate, restrict, or prohibit access as to best serve the traffic for which the facility is intended. In so doing, it may divide and separate any controlled-access facility into separate roadways by the construction of raised curbings, central dividing sections, or other physical separations or by designating the separate roadways by signs, markers, stripes, and other devices.*

2.2 Access Rights and State Regulatory Power

The intent of the *Access Management Plan* is to provide reasonable means for access to all properties adjacent to MT 3. The plan identifies specific access management recommendations consistent with the guidelines, goals, and objectives. Ultimately, “reasonable” access must be provided to all existing properties/parcels. “Reasonable” access may be from a frontage road or side street, not directly from MT 3. If, as a result of an MDT construction project, reasonable access cannot be provided to a specific parcel, compensation will be made available to the parcel owner.

MDT’s *Approach Manual for Landowners and Developers* and *Right of Way Operations Manual* provide the following guidance on the state’s regulatory power.

[1] *Montana Code Annotated*, 2023. https://archive.legmt.gov/bills/mca/index.html

MDT Approach Manual for Landowners and Developers: *Frontage property owners have some right of reasonable access to a public highway and highway users have a right of safety and freedom of movement. The Department must consider the needs and rights of both the property owner and the highway user. When the needs of the individual property owner and the public highway user conflict, the needs of the highway user control.*[2]

MDT Right of Way Operations Manual: *Access Control is considered a governmental police power; therefore, it is not considered a "taking" or a property owner right that requires just compensation to the landowner.*[3]

3.0 ACCESS MANAGEMENT GOALS AND OBJECTIVES

The following section identifies access management goals and objectives for the study corridor.

3.1 Access Management Goals

The following access management goals were developed for the study corridor, aligning with the overarching goals of providing a safe and efficient transportation system, while providing reasonable access to adjacent properties. The goals align with access management benefits and research identified in *National Cooperative Highway Research Program Report 1032.*[4]

- **Safety:** Promote safe and convenient transportation for both motorized and non-motorized users in support of Vision Zero
- **Mobility:** Maintain efficient traffic flow, minimize delay for through-traffic, and reduce operating costs for freight and motor vehicles
- **Economy:** Preserve property values and attract economic development
- **Livability:** Support neighborhood livability and preserve the long-term functionality and investment in the transportation system

3.2 Access Management Objectives

The following access management best practices will be employed to meet the overarching goal of improving the safety and efficiency of the transportation system for all modes of travel.

- **Consistently implement access management guidelines** on MT 3 for future projects and future approach requests

[2] *Approach Manual for Landowners and Developers,* MDT, December 2013. https://www.mdt.mt.gov/publications/docs/manuals/approach-manual.pdf

[3] *Right of Way Operations Manual*, Section 4-5.15, MDT. August 2024. https://www.mdt.mt.gov/other/webdata/external/ROW/manual/chapter_4.pdf

[4] *National Cooperative Highway Research Program Report 1032: How to Measure and Communicate the Value of Access Management*. 2023. https://nap.nationalacademies.org/catalog/27018/developing-a-toolkit-to-measure-and-communicate-the-value-of-access-management

- **Regulate the location, spacing, and design of approaches/driveways**
  - Follow MDT and local approach design standards for public and private approaches on MT 3, including compliance with the *City of Billings Policy for Access Management*[5] and *Curb Cut Ordinance 25-5915*[6]
  - Define driveways to provide clear locations for entry and exit movements

- **Reduce conflict points** on MT 3. A conflict point exists when a vehicle path intersects with the path of a pedestrian, bicycle, or other vehicle. Means of reducing conflict points include (in order of priority):
  - Remove/relocate/consolidate adjoining accesses to create a shared use approach
  - Relocate access to a side street
  - Provide frontage road to allow circulation between properties
  - Relocate access to align with access directly across MT 3 to remove conflicting turning movement paths
  - Restrict movements in- and out of approaches (e.g., right-in, right-out only) through use of raised medians and signing

- **Provide right-turn and left-turn lanes** so drivers can wait safely to complete a turn and do not delay through traffic

4.0 ACCESS MANAGEMENT GUIDELINES

This section provides access management guidelines for existing access, new access, land use changes, frontage roads, auxiliary lanes, and access spacing on MT 3. The words “shall,” “should,” and “may” are used to describe specific conditions and have the following definitions.

- “Shall” is a mandatory condition. Where certain requirements in the design or application are described with the “shall” stipulation, it is mandatory that these requirements be met.
- “Should” is an advisory condition. Where the word “should” is used, it is considered advisable usage, recommended but not mandatory.
- “May” is a permissive condition. No requirement for design or application is intended.

4.1 Existing Access

The guidelines intend to provide reasonable access to existing properties and parcels along MT 3. The guidelines aim to improve traffic safety and operations on MT 3 by limiting the number of accesses and providing adequate spacing between accesses. The guidelines below shall be applied to existing accesses whenever feasible and reasonable.

- Existing accesses to MT 3 should be removed if reasonable alternative access to other state highways, county roads, city streets, or other public roads is available or can be provided. Reasonable access does not require direct access to MT 3.
- Only one access to MT 3 shall be allowed to each property/parcel that has no other reasonable access available unless one or both of the following conditions apply. Either

[5] *Policy for Access Management,* City of Billings. July 2025.
[6] *Ordinance 25-5915*, City of Billings. June 2025.
https://www.billingsmt.gov/DocumentCenter/View/53768/ORD-25-5915-Amending-Section-6-1208-Curb-Cuts

condition may require the development of a traffic study and shall be considered on a case-by-case basis.
    - Multiple access points are vital to the current property operation.
    - Additional access significantly benefits safety and operations on the highway.
- Existing accesses to adjacent properties should be combined into a single, shared access.
- Existing accesses should be relocated to meet minimum spacing criteria set forth in these guidelines.
- Existing accesses should be relocated to align with accesses directly opposite, especially for high-volume commercial use accesses.
- Existing accesses should be brought into compliance with current MDT and local agency approach standards, with local agency coordination and approval, as appropriate.

4.2 New Access

Any request for new access to MT 3 will be evaluated on its own merit and will be subject to the same criteria set forth in the existing access guidelines herein. New accesses may be subject to MDT's System Impact Action Process (SIAP) administered by MDT's Planning Division, with coordination or approval from local jurisdictions. Any property further subdivided after imposition of access control shall provide internal circulation to existing established access points. Exceptions may be made in developed or intermediate areas if they are within identified areas of growth where additional access may be tolerated.

If additional new access is necessary for a change in land use, such as subdivision requirements, access control will be used to support land use decisions. All approval or denial of access shall be made by MDT after close coordination with local officials and land use planners. The Montana Transportation Commission is responsible for approving exceptions to a recorded Access Control Resolution.

4.3 Land Use Changes

The intent of the Access Management Plan is to improve highway operations and safety through the application of access control policies. The type of land use and number of vehicles accessing the highway have a direct impact on highway operations; therefore it is necessary to review the effect of land use changes on highway operations. Land use changes (e.g., conversion to a residential, retail, or institutional development) may require mitigation measures to ensure highway operations and safety are maintained, as determined by a traffic impact study through SIAP. The following guidelines shall apply to land use changes after implementation of the Access Management Plan.

- Any change in land use shall require the access be re-evaluated as if 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 (e.g., traffic volume) of 20% or greater, as defined by vehicle trips estimated from the current edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual*[7], shall require re-evaluation of the existing access. Requests for additional access shall not be granted unless necessary for local approval of the land use change. These shall be subject to joint review by MDT and the local authority as identified in the plan, 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.

4.4 Frontage Roads

The following shall apply to frontage roads or access roads:

- Direct existing access to MT 3 shall be eliminated if reasonable and cost-effective access is provided via a frontage road.
- Approaches to frontage roads within the MDT right-of-way shall be controlled by road approach permit issued in accordance with MDT approach standards.
- Construction and maintenance of frontage roads for future development shall be the responsibility of the developer.

4.5 Auxiliary Lanes

Right-turn and left-turn auxiliary lanes may be provided at major public roads on a case-by-case basis according to MDT road design standards. Guidance in MDT's *Traffic Engineering Manual*[8] and the *Transportation Research Board Access Management Manual*[9] may be used to analyze warrants for left-turn and right-turn lanes based on intersection turning movement volumes.

4.6 Access Spacing

Access spacing guidelines differ depending on the road designation. Rural, intermediate, and developed designations are defined below to establish the level of access for a highway segment based on the intended function for that segment.

- **Rural:** A rural designation consists of mostly undeveloped land primarily with agricultural or natural land use. Parcels are generally large and vacant with minimal access. Public roads tends to be widely spaced.
- **Intermediate**: An intermediate designation includes areas that are on the edge of a community or development activity centers. This designation represents less dense development patterns, larger parcels, and greater spacing between public roads compared to the urban designation.
- **Developed:** A developed designation includes highly developed areas through communities that have historically relied on the highway for access. These areas have smaller lots with independent access to the highway with public road intersections at city-block spacing. These areas require a higher degree of access.

[7] *Trip Generation Manual 11th Edition*, Institute of Transportation Engineers. 2021.

[8] Traffic Engineering Manual, MDT, November 2007. https://www.mdt.mt.gov/other/webdata/external/traffic/manual/chapter_28.pdf

[9] Access Management Manual, Second Edition, Transportation Research Board. 2014.

Table 1 lists minimum access spacing requirements for signalized/roundabout and stop controlled access points categorized as rural, intermediate, or developed. These guidelines represent the preferred minimum spacing standards. Actual access spacing may vary depending on operational needs, safety considerations, and site-specific factors. Within the study limits, MT 3 east of Zimmerman Trail is designated as intermediate to developed, while MT 3 west of Zimmerman Trail is designated as rural.

Table 1: Minimum Access Spacing Requirements

Access Type	Rural	Intermediate	Developed
Signalized / Roundabout Access Spacing	1.0 mile	0.5 to 1.0 mile	0.25 mile
Stop Controlled Access Spacing	425 feet	660 feet desirable 330 feet minimum	330 feet

5.0 EXISTING ACCESS, LAND USE, AND ZONING

This section describes the existing access control, access density, access types, land use, and zoning along the study corridor. Of note, figures show the approximate extents of existing airport development; however, the actual airport property boundary is much larger.

5.1 Access Control, Access Density, and Access Types

MDT implemented access control on MT 3 in 1990.[10] The access control begins 0.3 miles east of Zimmerman Trail and extends west beyond the study corridor area at Apache Trail. This Access Management Plan covers the entire corridor, superseding all previous resolutions, as a supplement to the *MT 3 Billings Corridor Study*.

Figure 2 depicts the existing access density along the study corridor. Access density is the number of driveways and minor intersections along a corridor. For this study, the corridor was divided into quarter-mile segments and the number of approaches and intersections were counted on each segment.

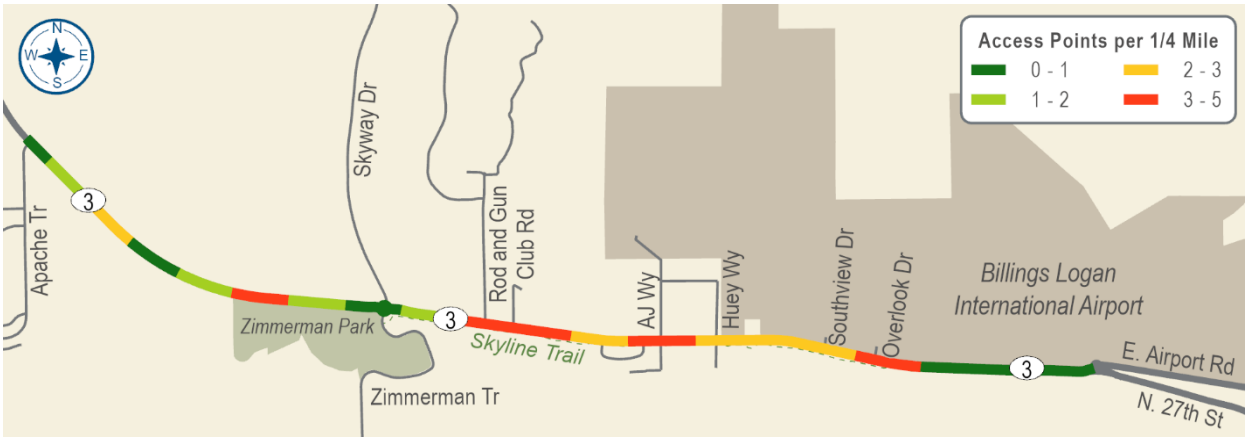


Figure 2: Access Density

[10] Montana Department of Transportation, Access Control Map. Designation of Limited Access Highway, Project Number F 53-1(8)6, Billings-Northwest, 1990. https://www.arcgis.com/apps/mapviewer/index.html?webmap=9c222004955944a286c736e268112842

Table 2 lists the number of access points by type, east and west of Zimmerman Trail. Each access was classified as either a field approach, private approach, or public approach, as defined by the MDT *Approach Manual for Landowners and Developers.* West of Zimmerman Trail, most accesses are farm field approaches, while east of Zimmerman Trial, there are more public and private approaches.

- **Field Approach:** An approach used only for access to and/or from agricultural lands (farm fields) and for no other purpose
- **Private Approach:** An entrance to and/or from a highway and the abutting property which may be commercial, agricultural, industrial, or residential in nature based on the use of the property served
- **Public Approach:** An entrance to and/or from a highway, street, road, alley, or other dedicated right of way that the appropriate jurisdiction has authority over

Table 2: Existing Access Points on MT 3

Access Type	MT 3 west of Zimmerman Trail (1.8 miles)	MT 3 east of Zimmerman Trail (3.1 miles)
Field	12	4
Private	2	9
Public	2	24
Total Access Points	**16**	**37**
Access Points per Mile	**8.9 points/mile**	**11.9 points/mile**

5.2 Land Use and Zoning

Zoning districts within the study corridor are demarcated by the Billings city limits at Zimmerman Trail (RP 6.25). Districts east of Zimmerman Trail fall within Billings city limits, while those west of Zimmerman Trail are designated by Yellowstone County. The existing zoning designations and land uses are depicted in Figure 3 and outlined below.

- **Yellowstone County Zoning** encompasses the western third of the study corridor from Zimmerman Trail to the west. The majority of zoning in this area is agriculture, with Zimmerman Park designated as open space, parks, and recreation.
- **City of Billings Zoning** encompasses the eastern extent of the study corridor from Zimmerman Trail to the east. The Billings Logan International Airport and associated facilities are zoned primarily public-civic and institutional. The remainder of City-designated zoning north of MT 3 is predominantly agriculture, heavy commercial, and public campus. The southern side of MT 3 is mostly a mix of open space, parks, recreation, and suburban neighborhood.

Based on historical right-of-way plans, existing MDT right-of-way along MT 3 varies from 100 to 140 feet wide within the study corridor area.[11]

[11] Montana Department of Transportation, Right of Way Projects Map. https://mdt.maps.arcgis.com/apps/mapviewer/index.html?webmap=d3eef1ea580144e9973558de6d192ad0&extent=-124.6497,40.2424,-92.196,52.6802

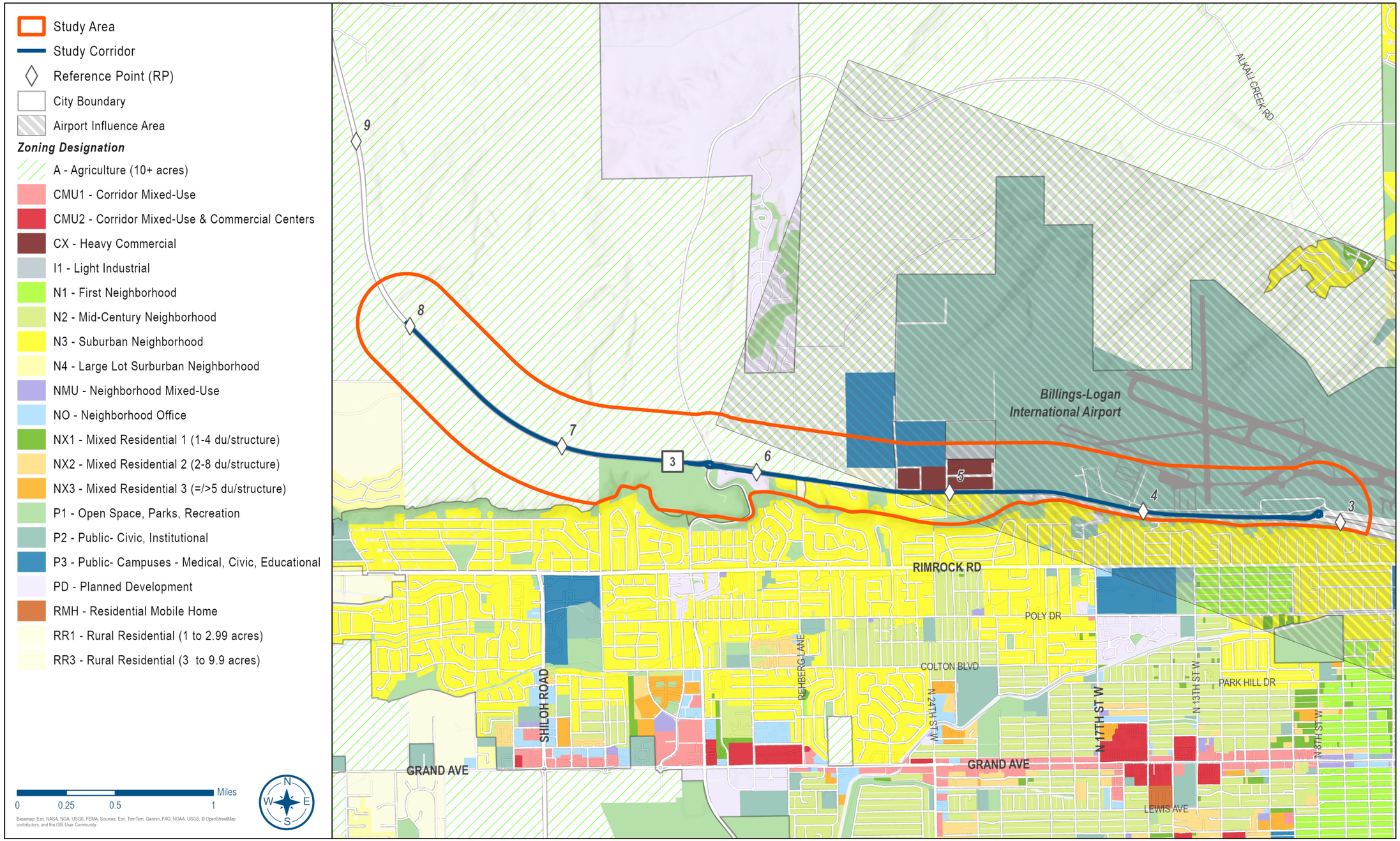


Figure 3: Zoning Designations

6.0 TRAFFIC CONDITIONS

This section provides a high-level overview of existing physical features on the corridor, existing/forecasted daily traffic volumes, existing/future traffic operations at study intersections, and proposed intersection/roadway improvements on the corridor. Additional details are provided in the *Existing and Projected Conditions Report* and *Improvement Options Report.*

6.1 Physical Features and Characteristics

MDT classifies MT 3 as a principal arterial which is designed to accommodate higher traffic volumes, longer trip lengths, and provide fewer access points compared to a minor arterial or collector road. For most of the corridor, the road has a two-lane typical section, with one travel lane in each direction, and no curb or gutter. The horizontal alignment of the road in the study corridor is relatively straight with four curves. The vertical alignment is generally flat.

Figure 4 provides the existing posted speed limits. The speed limit is 70 miles per hour (mph) on the west end of the corridor, 50 mph just west of Zimmerman Trail, and 45 mph just west of the E. Airport Road/N. 27th Street roundabout.

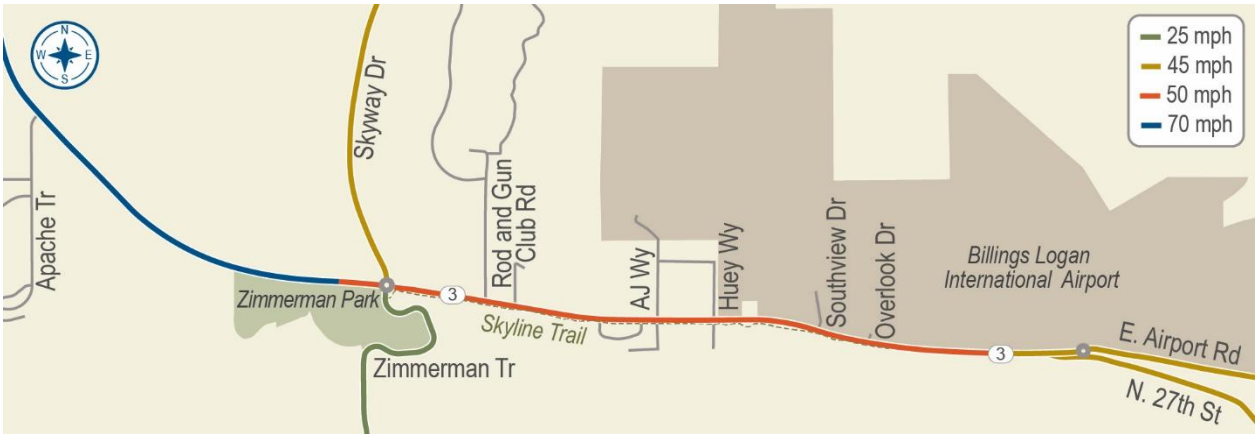


Figure 4: Posted Speed Limits

6.2 Daily Traffic Volumes and Expected Growth

Figure 5 depicts the existing and forecasted 2045 annual average daily traffic (AADT) on MT 3. A 2.1% annual growth rate was used to develop 2045 traffic volumes based on traffic growth forecast in the Billings-Yellowstone County Metropolitan Planning Organization (MPO) travel demand model. Corridor traffic volumes are highest between Zimmerman Trail and E. Airport Road, with an existing AADT of 12,300 vehicles per day (vpd) and a forecasted AADT of 19,400 vpd. Daily traffic volumes significantly reduce west of Zimmerman Trail. For reference, the planning-level capacity of a two-lane urban arterial is 18,300 vpd.[12]

[12] Transportation Research Board, Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis, 2022.

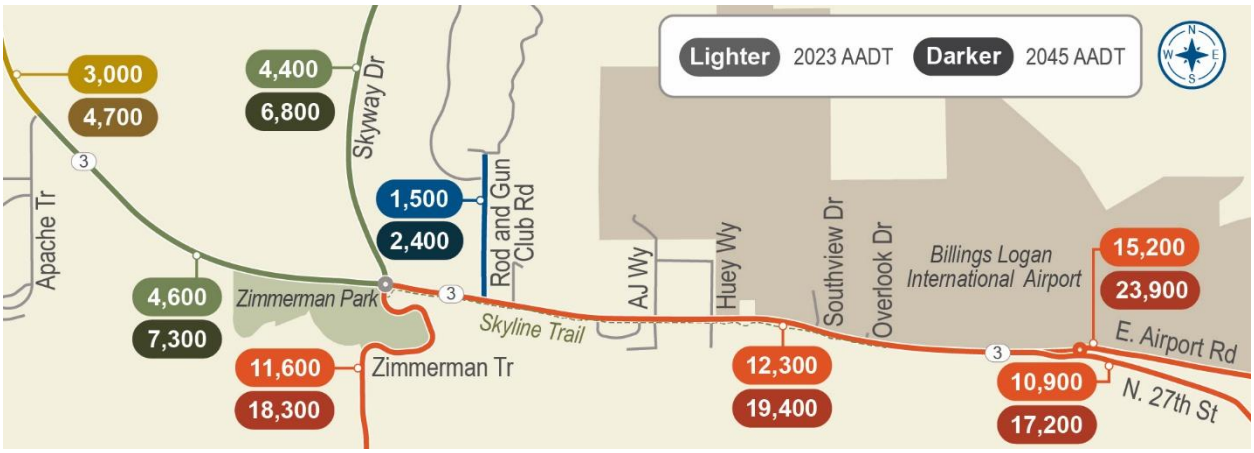


Figure 5: 2023 AADT and Projected 2045 AADT

Figure 6 depicts historical traffic growth on MT from 2004 to 2023, as well as the projected traffic with a 2.1% growth rate. AADT on this section of MT 3 has grown at an annual average growth rate of 2.6% per year over the past 20 years. A growth rate of 2.1% per year was used to forecast 2045 traffic volumes, based on the MPO travel demand model.

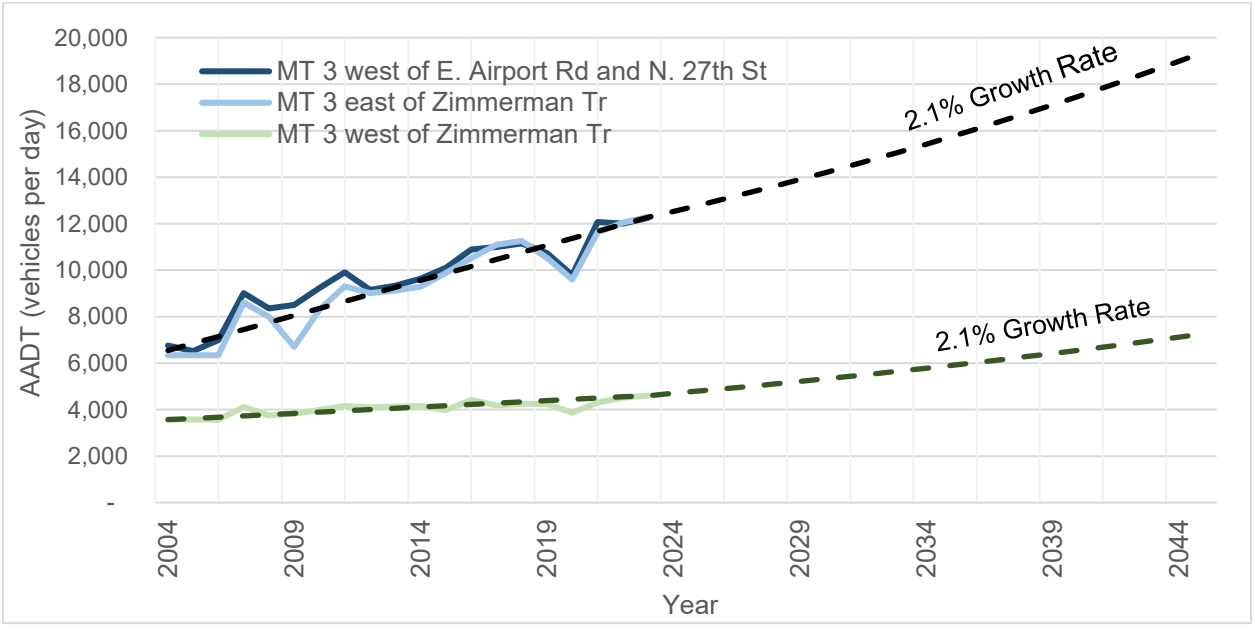


Figure 6: Historical and Projected AADT on MT 3

6.3 Existing and 2045 No-Build Intersection Operations

Figure 7 depicts the study area intersections, where traffic counts were collected in December 2024. Year 2045 traffic volumes were estimated assuming a projected growth rate of 2.1% per year, while also including expected AM and PM peak hour traffic associated with the National Guard facility and commercial development planned north of AJ Way and Huey Way.

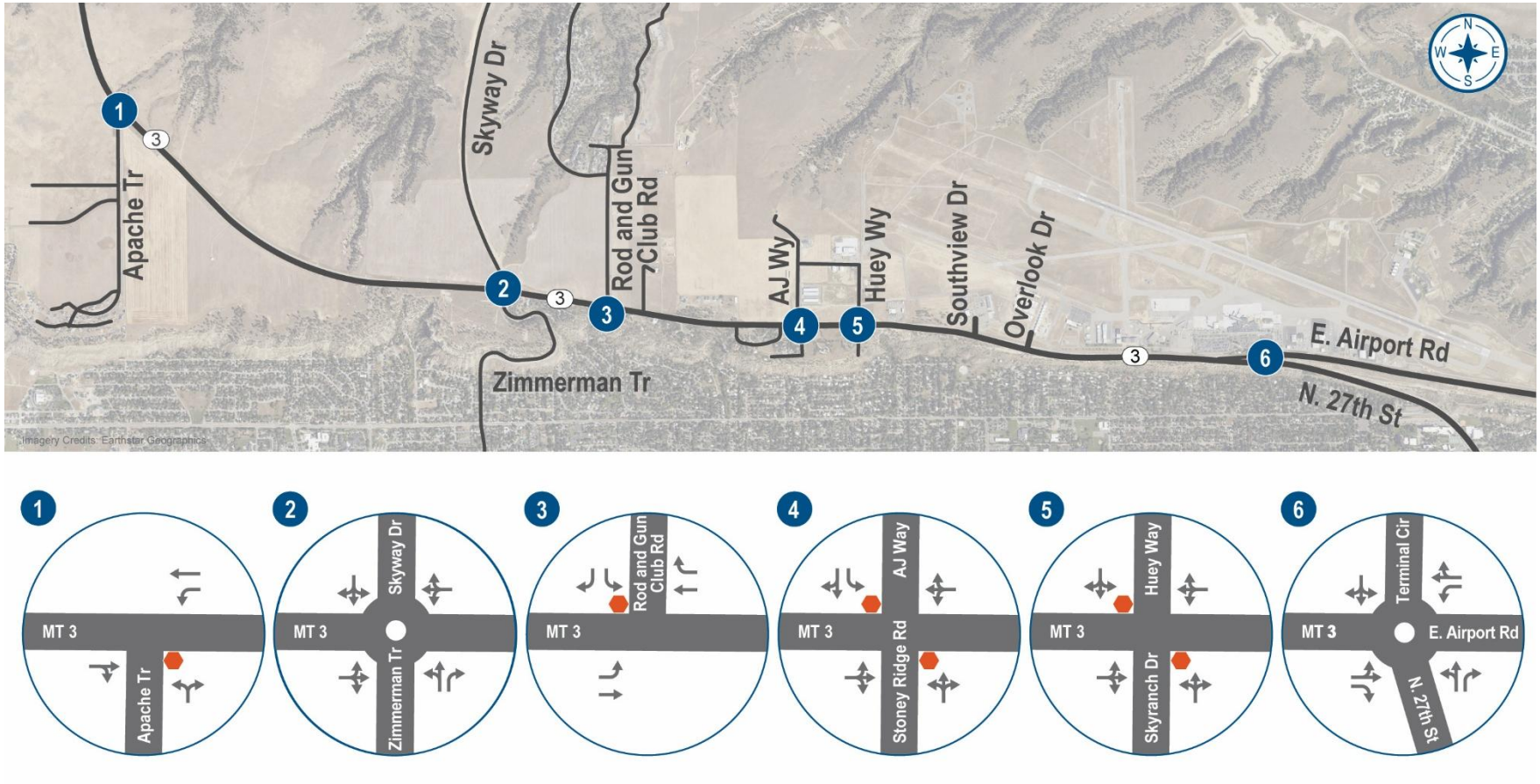


Figure 7: Existing Traffic Control and Intersection Configuration

Figure 8 depicts the existing and forecast Level of Service (LOS) at study area intersections in the PM peak hour. LOS describes the quality of traffic operations and is a letter grade based on average control delay. LOS defines how well vehicle traffic flows along a street or road. LOS is graded from A to F, with LOS A representing free-flow conditions and LOS F representing severe congestion with stop-and-go flow conditions. LOS is reported for the overall intersection at roundabouts; while LOS is reported for the critical movement at two-way stop controlled (TWSC) intersections (side street lane with the highest delay). Given the principal arterial classification and roadway context, the design year intersection LOS threshold is LOS D or better.

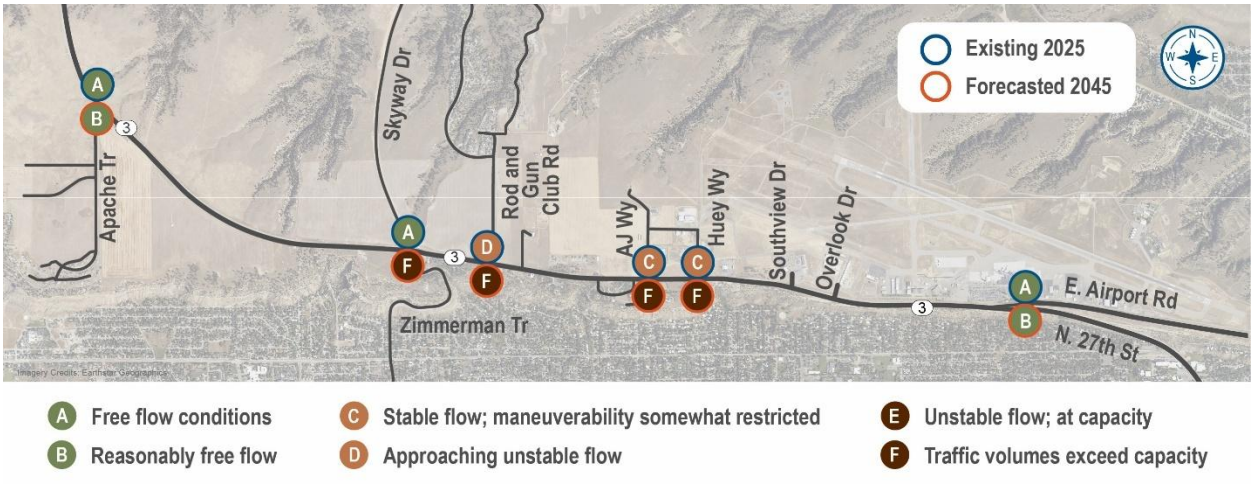


Figure 8: Existing and Forecast PM Peak Hour LOS

With no capacity improvements, the Apache Trail intersection and E. Airport Road / N. 27th Street roundabout are expected to operate at LOS B in 2045. All other intersections are expected to degrade to a failing LOS during both the AM and PM peak hour in 2045. The critical movement at the TWSC intersections are the southbound left-turns. This movement competes with eastbound and westbound vehicles for an adequate gap in traffic to access MT 3.

6.4 Proposed Intersection and Roadway Improvements

The *Improvement Options Report* recommends the following intersection and roadway improvements on the corridor.

- Add center two-way left-turn lane on MT 3 east of Rod and Gun Club Road (2.3 miles)
- MT 3 / Zimmerman Trail: Upgrade to two-lane approach roundabout
- MT 3 / Rod and Gun Club Road: Upgrade to single-lane roundabout
- MT 3 / AJ Way: Upgrade to single-lane roundabout with westbound right-turn lane
- MT 3 / Huey Way: Add eastbound left-turn, westbound right-turn, and westbound left-turn lanes

Figure 9 depicts the existing and proposed roundabout locations on the corridor and Figure 10 depicts the 2045 AM and PM peak hour LOS and delay with the proposed intersection improvements. All study area intersections are expected to operate at LOS D or better in 2045, except the Zimmerman Trail and Huey Way intersections.

Of note, the Rod and Gun Club Road and AJ Way intersections would go through an intersection control evaluation at the time of project development. The Apache Trail and Huey Way intersections were flagged as potential locations for a higher form of intersection control (beyond the 20-year planning horizon).

The Southview Drive and Overlook Drive intersections are TWSC intersections providing access to the west side of Billings Logan International Airport. The intersections are approximately 0.5 miles and 0.7 miles east of Huey Way, respectively. Traffic counts were not collected at either intersection; however, these intersections were noted as intersections of concern given their use by airport visitors and staff and planned development at the Billings Logan International Airport, including a new airport shuttle parking lot.[13] It is recommended that eastbound left-turn lanes be added at the two intersections, with the proposed corridor widening project which would add a center turn lane on MT 3 east of Rod and Gun Club Road. Additional improvement options should be considered if warranted by future development at the airport; however, a traffic impact study is recommended to further analyze planned development impacts.

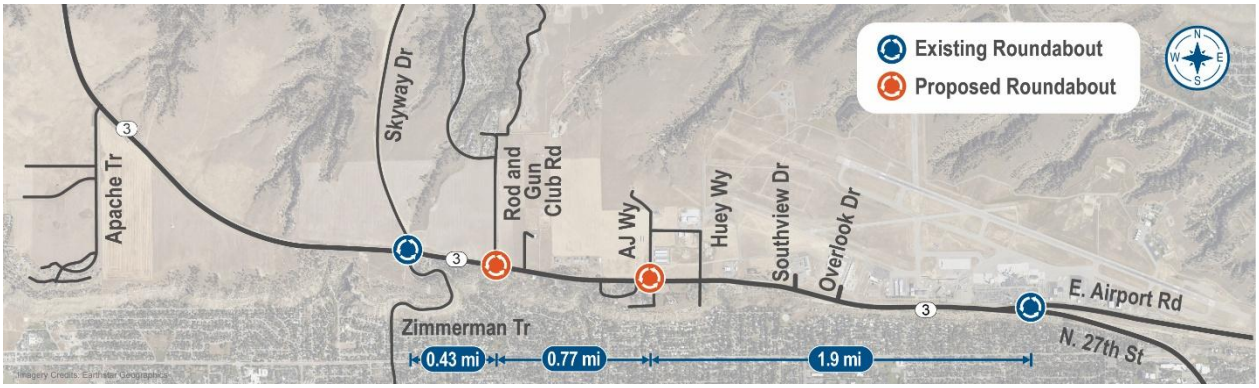


Figure 9: Existing and Proposed Roundabouts

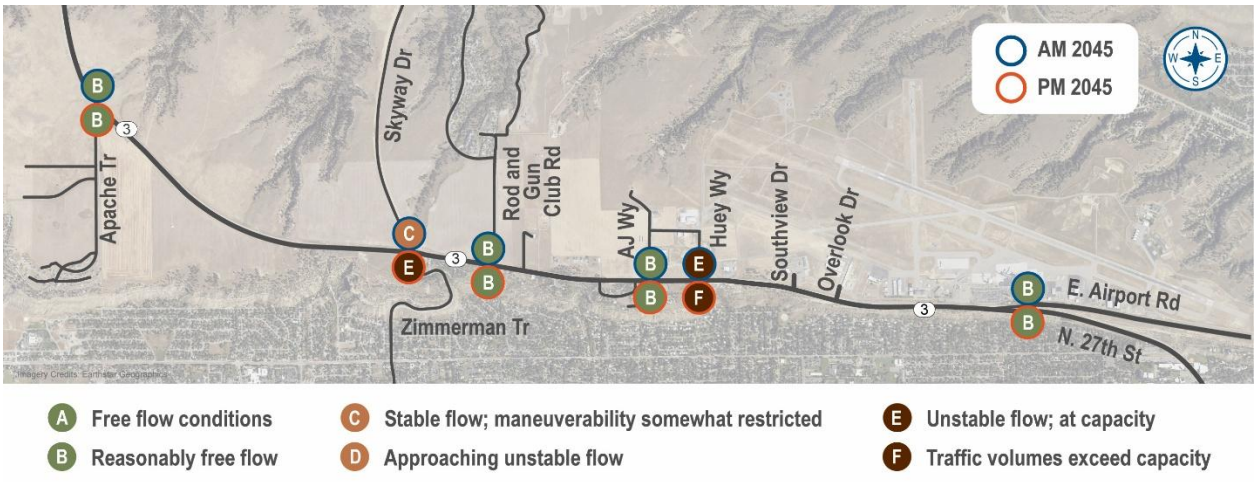


Figure 10: Intersection LOS in 2045 with Recommended Improvement Options

[13] Billings Logan International Airport Draft Master Plan, City of Billings. 2025. https://www.flybillings.com/1412/Master-Plan

7.0 SAFETY CONDITIONS

Five years of crash data along the study corridor were analyzed (January 1, 2019, to December 31, 2023). A total of 115 crashes were reported over the five years. This section provides a high-level overview of crash severity, crash locations, crash types, and characteristics of study intersection crashes. Additional details are provided in the *Existing and Projected Conditions Report.* It is important to note crash data is obtained from crash reports completed by police officers at the time of the crash. The data can be incomplete or inaccurate, as many crashes go unreported and the reporting of crash information can vary, depending on the reporting officer.

Crash Data Disclaimer: Pursuant to 23 U.S.C. § 407, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of Title 23, U.S.C., or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data. This publication is not intended to waive any of the State of Montana's rights or privileges under 23 U.S.C. § 407.

7.1 Crash Severity

Crashes were categorized based on the severity of reported injuries. The most severe injury defines the severity of the crash. Figure 11 depicts the distribution of crash severity in the corridor. About 63% of crashes were property damage only (PDO) and 27% of crashes resulted in injury. Among the crashes that resulted in injury, 23 were categorized as possible injury crashes, six were categorized as minor injury crashes, and two were categorized as serious injury crashes.

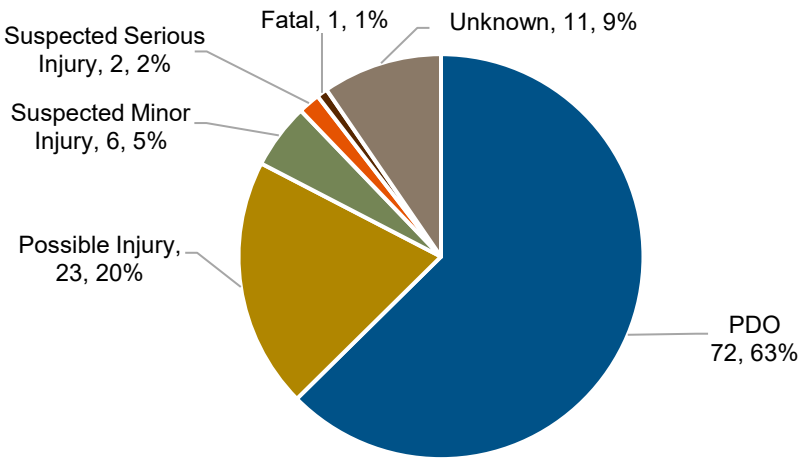


Figure 11: Crash Severity (2019 – 2023)

7.2 Crash Location

Figure 12 depicts the density of crashes along the corridor and the location of fatal and injury crashes. About 51% of crashes occurred at intersections or were intersection-related. The crash density was highest at the Zimmerman Trail and E. Airport Road / N. 27th Street roundabouts. One fatal crash occurred at the E. Airport Road / N. 27th Street roundabout in August 2022.

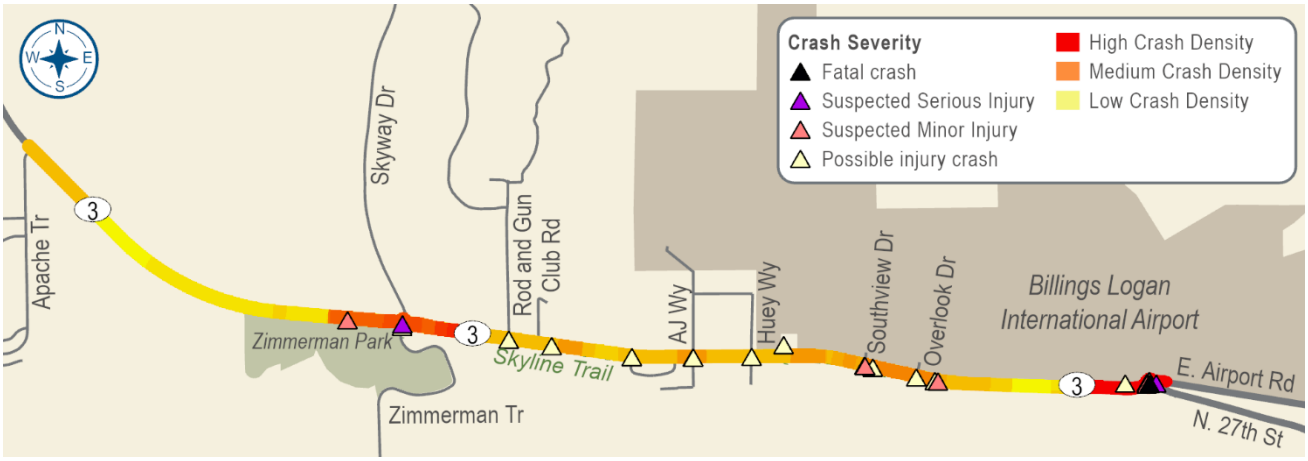


Figure 12: Crash Density (2019 – 2023)

7.3 Crash Type

Figure 13 summarizes the types of crashes occurring on the corridor. Rear-end collisions account for about 25% of crashes. Fixed-object collisions were the second-most common crash type, typically occurring at intersections. One bicycle-involved crash was reported on the corridor over the five-year period, occurring at the MT 3 and E. Airport Road / N. 27th Street roundabout. The majority of the wildlife-vehicle collisions occurred on MT 3 west of Zimmerman Trail.

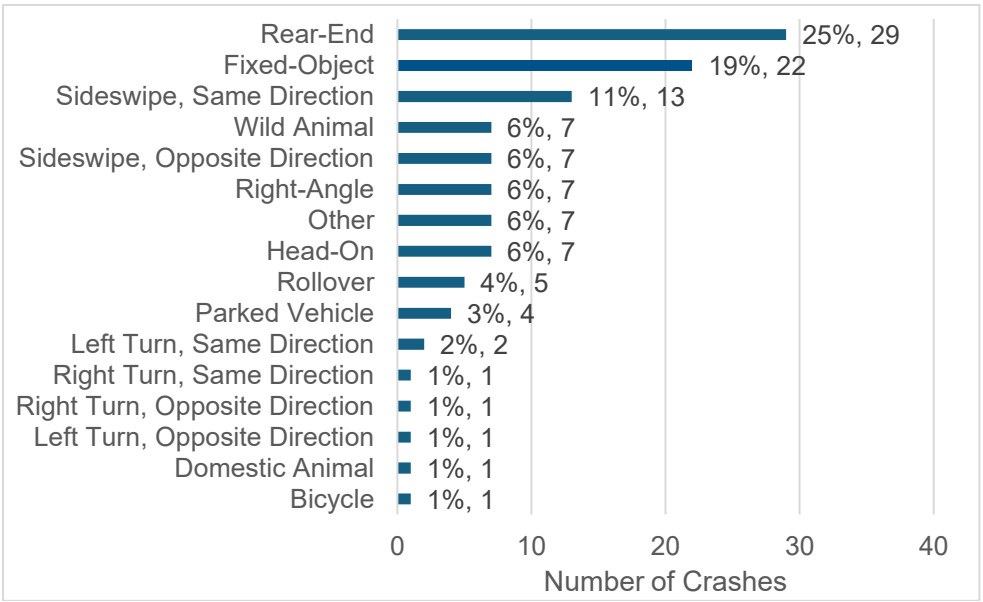


Figure 13: Crash Types (2019 – 2023)

7.4 Intersection Crash Severity

Table 3 lists the total number of crashes and the crash severity at each of the study corridor intersections. The E. Airport Road / N. 27th Street roundabout experienced the highest number of crashes, followed by the Zimmerman Trail roundabout. The Zimmerman Trail roundabout had one suspected serious injury crash, involving a sideswipe opposite direction collision. The E. Airport Road / N. 27th Street roundabout had one fatal crash involving a sideswipe opposite direction collision and one suspected serious injury crash involving driving too fast for conditions.

Table 3: Crash Severity at Study Corridor Intersections (2019 – 2023)

Intersection	PDO	Minor or Possible Injury	Suspected Serious Injury	Unknown	Fatal	Total
MT 3 / Apache Tr	4	0	0	0	0	**4**
MT 3 / Zimmerman Tr	18	3	1	3	0	**25**
MT 3 / Rod and Gun Club Rd	4	1	0	0	0	**5**
MT 3 / AJ Way	0	1	0	0	0	**1**
MT 3 / Huey Way	2	1	0	1	0	**4**
MT 3 / Airport Rd / 27th St	25	10	1	4	1	**41**

7.5 Intersection Crash Types

Table 4 provides a breakdown of crash types at each study corridor intersection. Rear-end and fixed-object collisions were the most common intersection crash types. Right-angle and rear-end collisions were the most common crash types at the TWSC intersections. A high number of sideswipe same-direction crashes occurred at the E. Airport Road / N. 27th Street roundabout.

Table 4: Crash Types at Study Corridor Intersections (2019 – 2023)

Intersection	Rear End	Fixed Object	Side Swipe		Right Angle	Head On	Roll Over	Right Turn		Bicycle	Parked Vehicle	Other	Total
			Same Dir	Opp Dir				Opp Dir	Same Dir				
MT 3 / Apache Tr	-	1	-	1	1	-	1	-	-	-	-	-	**4**
MT 3 / Zimmerman Tr	8	8	2	2	2	2	1	-	-	-	-	-	**25**
MT 3 / Rod and Gun Club Rd	2	1	-	-	1	-	-	-	-	-	-	1	**5**
MT 3 / AJ Way	1	-	-	-	-	-	-	-	-	-	-	-	**1**
MT 3 / Huey Way	1	-	1	-	1	-	-	-	-	-	-	1	**4**
MT 3 / Airport Rd / 27th St	8	7	9	2	1	3	1	1	1	1	1	6	**41**
Total	**20**	**17**	**12**	**5**	**6**	**5**	**3**	**1**	**1**	**1**	**1**	**8**	**80**

8.0 ACCESS CLASSIFICATION AND RECOMMENDATIONS

The following section classifies each access on the study corridor and provides access management recommendations, while considering existing conditions and potential future intersection and roadway improvements.

8.1 Access Classification

Access points on the study corridor are listed in Table 5 and depicted in the Access Management Plan Sheets (Attachment 1). Each access in the study corridor was classified as either a field approach, private approach, or public approach, according to the parcel's existing land use and level of use. Approaches were further classified as either shared or joint-use.

- **Shared:** An access point that provides highway access for a frontage road, serving multiple properties or parcels though a common connection to the highway
- **Joint-Use:** An approach shared by two adjacent property owners for access to/from the highway

8.2 Access Management Recommendations

Specific recommendations for each existing access are provided in Table 5 and in the Access Management Plan Sheets. The plan sheets show potential future intersection improvements and striping, along with access management recommendations to accompany future improvements. This plan is intended as a guide for future development and does not determine or define legal access to parcels. The recommendations at private and farm field approaches are conditional and will be re-evaluated if the property use changes (see Section 4.3 – Land Use Changes).

Table 5: Access Management Recommendations

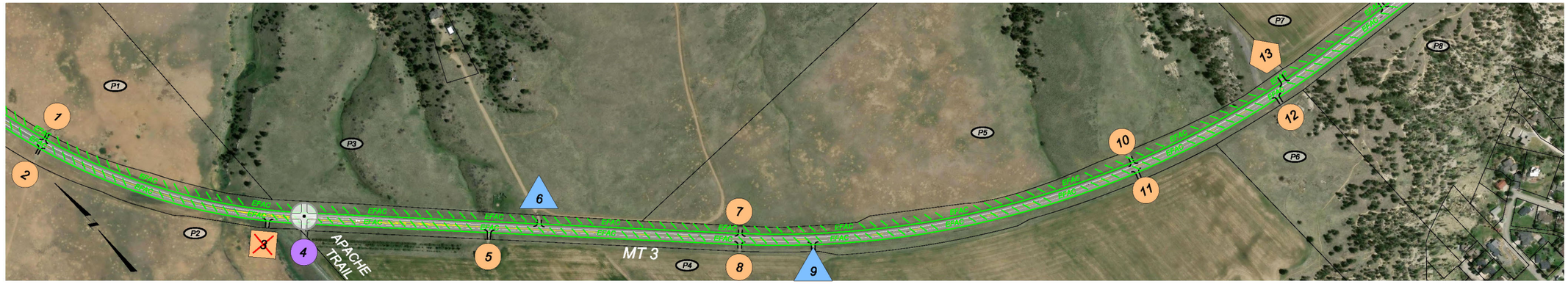
Access Number	Parcel Number or Intersection	Reference Post	Side	Access Type	Access Description	Recommendation
1	P1	8.740	LT	Field	Farm field approach	- (Maintain and protect existing access unless otherwise noted)
2	P2	8.740	RT	Field	Farm field approach	-
3	P2	8.455	RT	Field	Farm field approach with right-in, right-out access	Close approach 3 if future development occurs, as access to parcel 2 (State Trust Land) is provided via Apache Trail
4	Apache Trail	8.410	RT	Public	Apache Trail intersection with dedicated westbound left turn lane	Potential location for higher form of intersection control (beyond 20-year planning horizon)
5	P4	8.190	RT	Field	Farm field approach with barn/storage structure	Evaluate relocation of approach 5 to align with approach 6 if future development occurs
6	P3, P5	8.125	LT	Private	Private, shared approach to farm/residence with cattle guard	-
7	P5	7.890	LT	Field	Farm field approach	Evaluate relocation of approach 7 to align with approach 9 if future development occurs
8	P4	7.890	RT	Field	Farm field approach	Evaluate consolidation with adjacent approaches if future development occurs
9	P4	7.804	RT	Private	Private, shared approach with gate, providing access to Federal Aviation Administration structure in parcel P4	-
10	P5	7.409	LT	Field	Farm field approach	-
11	P4	7.409	RT	Field	Farm field approach	-
12	P6	7.219	RT	Field	Farm field approach	Evaluate relocation of approach 12 to align with approach 13 if future development occurs
13	P5, P7	7.199	LT	Field	Joint-use, farm field approach	Evaluate converting approach 13 to joint-use approach on the property line if future development occurs
14	P7	7.050	LT	Field	Farm field approach	Evaluate consolidation with adjacent approaches if future development occurs
15	P7	6.944	LT	Field	Farm field approach	Evaluate relocation of approach 15 to align with approach 16 if future development occurs
16	P8	6.884	RT	Public	Zimmerman Park parking area	-
17	Skyway Drive	6.624	LT	Public	Skyway Drive is the north leg of the roundabout	-
18	Zimmerman Trail	6.624	RT	Public	Zimmerman Trail is the south leg of the roundabout	-
19	Zimmerman Place	6.523	RT	Public	Gated / emergency access approach to Zimmerman Place	-
20	P9	6.448	LT	Field	Farm field approach with right-in, right-out access	Evaluate relocation of approach 20 to align with approach 21 if future development occurs
21	Zimmerman Place	6.378	RT	Public	Zimmerman Place intersection with dedicated westbound left turn lane	-
22	Rod and Gun Club Road	6.172	LT	Public	Rod and Gun Club Road intersection with existing westbound right turn lane and eastbound left turn lane	-

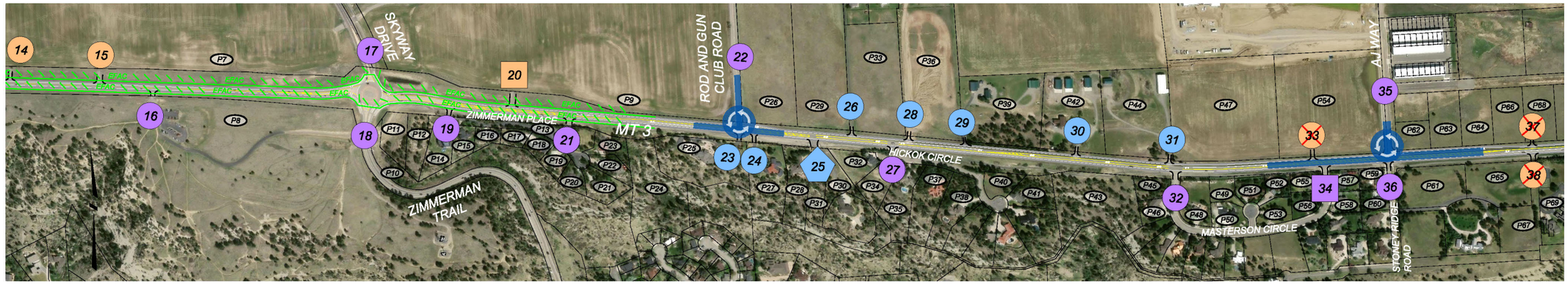
Access Number	Parcel Number or Intersection	Reference Post	Side	Access Type	Access Description	Recommendation
23	P25	6.172	RT	Private	Residential access on the south leg of Rod and Gun Club Road intersection	Evaluate consolidation of approaches 23 and 24 to a private shared use approach with potential future roundabout
24	P27	6.157	RT	Private	Residential access 65-feet east of Rod and Gun Club Road intersection	Evaluate consolidation of approaches 23 and 24 to a private shared use approach with potential future roundabout
25	P28, P30	6.087	RT	Private	Joint-use private approach for parcels P28 and P30	-
26	P33	6.041	LT	Private	Residential access 246-feet west of Hickok Circle	Evaluate relocation of approach 26 to align with approach 25 if future development occurs
27	Hickok Circle	5.991	RT	Public	Hickok Circle intersection	Evaluate relocation of approach 27 to align with approach 28 if future development occurs north of MT 3
28	P36	5.971	LT	Private	Residential access 76-feet east of Hickok Circle	Evaluate converting approach 28 to joint-use approach on the property line if future development occurs at parcel P33
29	P39	5.901	LT	Private	Private approach	-
30	P42	5.771	LT	Private	Private approach	-
31	P44, P47	5.660	LT	Private	Private joint-use approach 50-feet west of Masterson Circle	Evaluate converting approach 31 to joint-use approach and relocating to align with approach 32 if future development occurs
32	Masterson Circle	5.655	RT	Public	Masterson Circle (west approach)	-
33	P54	5.486	LT	Field	Farm field approach	Close with the future National Guard facility planned on P47 and P54. New access to the National Guard facility off MT 3 will be evaluated based on access spacing guidelines, with access preferred via an existing approach.
34	Masterson Circle	5.475	RT	Public	Masterson Circle (east approach)	Convert to right-in right-out only due to splitter island for potential future roundabout at AJ Way intersection
35	AJ Way	5.400	LT	Public	AJ Way is the north leg of the intersection serving commercial and public land uses	-
36	Stoney Ridge Road	5.400	RT	Public	Stoney Ridge Road is the south leg of the intersection serving residential area	-
37	P68	5.233	LT	Field	Farm field approach	Close approach 37 if future development occurs, as alternate access can be provided via Huey Way
38	P67	5.233	RT	Field	Farm field approach	Close approach 38 if future development occurs, as alternate access can be provided via Skyranch Drive
39	Skyranch Drive	5.158	RT	Public	Skyranch Drive is the south leg of the intersection serving residential area	-
40	Huey Way	5.158	LT	Public	Huey Way is the north leg of the intersection serving commercial and public land uses	Potential location for higher form of intersection control (beyond 20-year planning horizon)
41	P75	5.023	LT	Private	Approach for MDT Maintenance Facility	-
42	Rimrock View Pullout #1	4.913	RT	Public	Ingress for Rimrock View Pullout #1	-
43	Rimrock View Pullout #1	4.842	RT	Public	Egress for Rimrock View Pullout #1	Convert to right-out only with potential future center turn lane
44	Maintenance Access	4.712	RT	Public	Gated access for trail maintenance	Convert to right-in, right-out only with potential future center turn lane
45	Southview Drive	4.677	LT	Public	Southview Drive intersection	Re-evaluate recommendations at Southview Drive after a traffic impact analysis is completed for planned airport development.

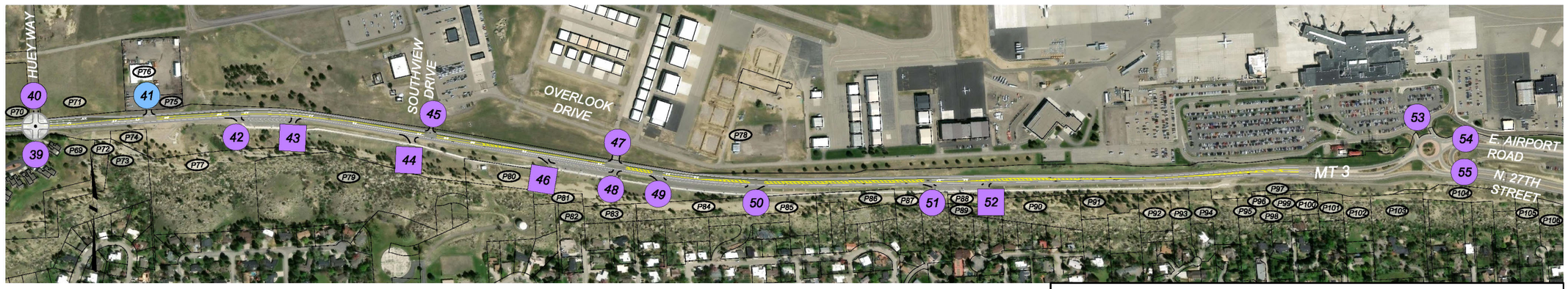
Access Number	Parcel Number or Intersection	Reference Post	Side	Access Type	Access Description	Recommendation
46	Rimrock View Pullout #2	4.536	RT	Public	Ingress for Rimrock View Pullout #2	Convert to right-in only with potential future center turn lane
47	Overlook Drive	4.456	LT	Public	Overlook Drive Intersection	Re-evaluate recommendations at Overlook Drive after a traffic impact analysis is completed for planned airport development.
48	Rimrock View Pullout #2	4.456	RT	Public	Egress for Rimrock View Pullout #2	-
49	Rimrock View Pullout #3	4.401	RT	Public	Access for Rimrock View Pullout #3	Convert to enter-only
50	Rimrock View Pullout #3	4.285	RT	Public	Access for Rimrock View Pullout #3	Convert to exit-only
51	Rimrock View Pullout #4	4.080	RT	Public	Ingress for Rimrock View Pullout #4	-
52	Rimrock View Pullout #4	4.010	RT	Public	Egress for Rimrock View Pullout #4	Convert to right-out only with potential future center turn lane
53	Terminal Circle	3.493	LT	Public	Terminal Circle is the north leg of the roundabout	-
54	E. Airport Road	3.493	LT	Public	E. Airport Road is the east leg of the roundabout	-
55	N. 27th Street	3.493	RT	Public	N. 27th Street is the south leg of the roundabout	-

ATTACHMENT 1: ACCESS MANAGEMENT PLAN SHEETS

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**INTERSECTION CONTROL EVALUATION WOULD BE CONDUCTED AT THE TIME OF PROJECT DEVELOPMENT.*

LEGEND

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- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
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SHEET NO. 1

ACCESS MANAGEMENT PLAN

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COUNTY: YELLOWSTONE

PROJECT ID:

UPN:

DESIGNED BY	REVIEWED BY	CHECKED BY
D. VERNON	S. PATTERSON	C. SALO
12/2025	12/2025	12/2025

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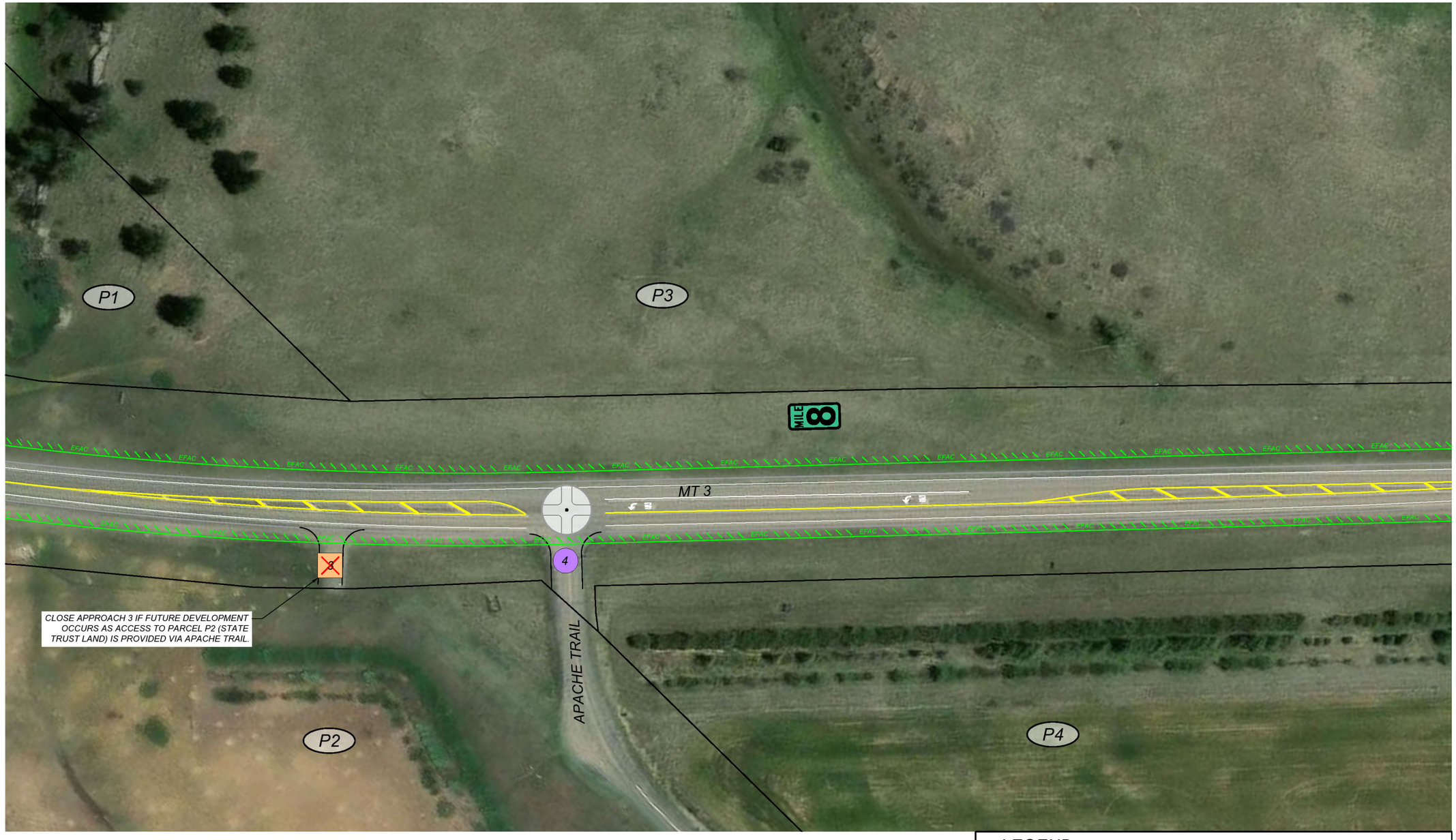
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COUNTY: YELLOWSTONE
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REVIEWED BY	DATE
S. PATTERSON	12/2025
CHECKED BY	DATE
C. SALO	12/2025

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COUNTY: YELLOWSTONE
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REVIEWED BY	S. PATTERSON	12/2025
CHECKED BY	C. SALO	12/2025

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*INTERSECTION CONTROL EVALUATION WOULD BE CONDUCTED AT THE TIME OF PROJECT DEVELOPMENT.

LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 6

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	DATE	REVIEWED BY	DATE	CHECKED BY	DATE
D. VERNON	12/2025	S. PATTERSON	12/2025	C. SALO	12/2025

MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM MT3_RDEXHZ01.DWG



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SCALE IN FEET

NOTES:

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 7

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	12/2025	REVIEWED BY	12/2025	CHECKED BY	12/2025
D. VERNON		S. PATTERSON		C. SALO	

MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 8

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	DATE	REVIEWED BY	DATE	CHECKED BY	DATE
D. VERNON	12/2025	S. PATTERSON	12/2025	C. SALO	12/2025

MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 9

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	REVIEWED BY	CHECKED BY
D. VERNON	S. PATTERSON	C. SALO
12/2025	12/2025	12/2025

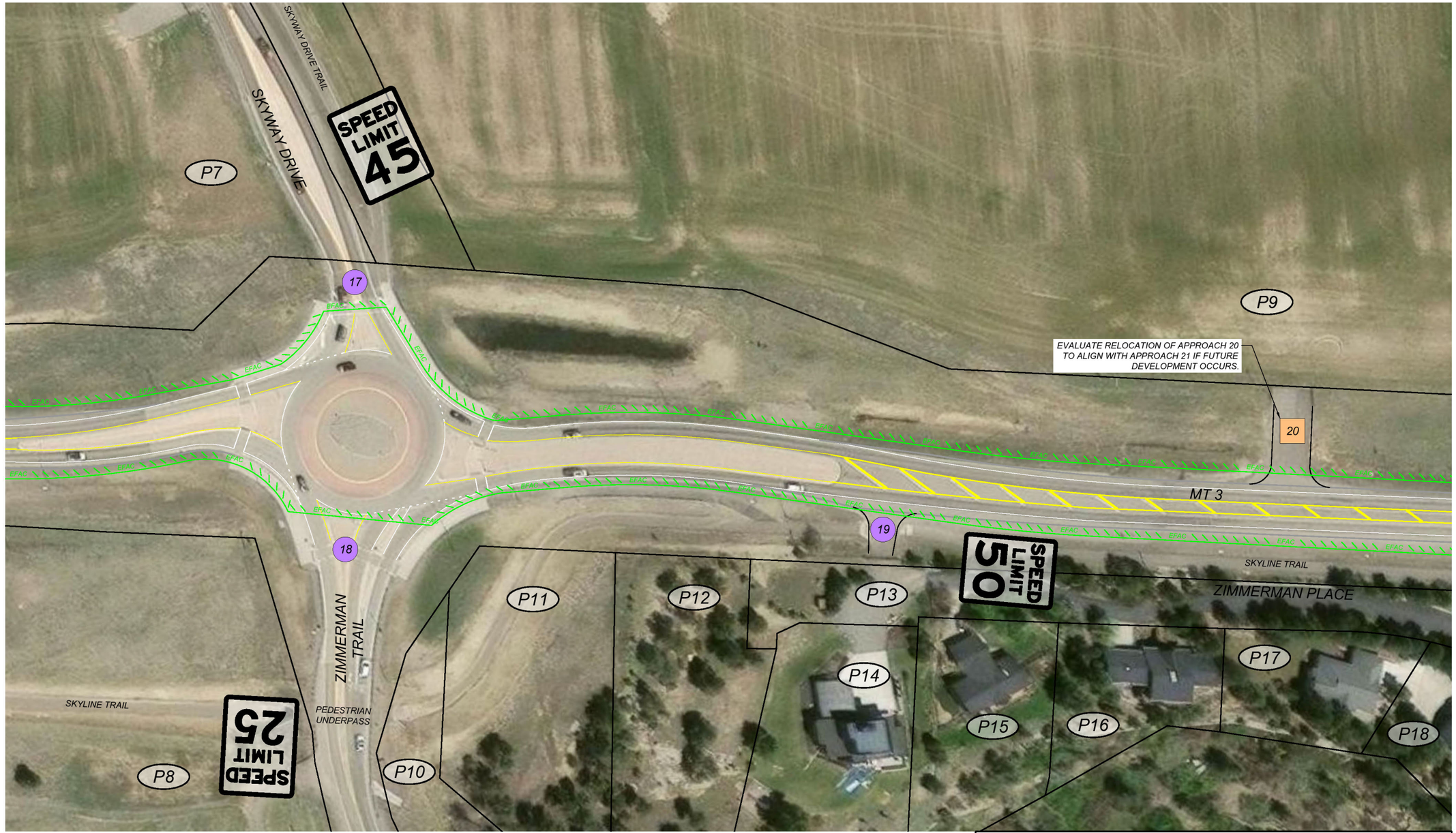
MONTANA Department of Transportation

ACCESS MANAGEMENT

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 10

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	DATE
D. VERNON	12/2025
REVIEWED BY	DATE
S. PATTERSON	12/2025
CHECKED BY	DATE
C. SALO	12/2025

MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 11

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	D. VERNON	12/2025
REVIEWED BY	S. PATTERSON	12/2025
CHECKED BY	C. SALO	12/2025

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ACCESS MANAGEMENT

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE

- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 12

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	REVIEWED BY	CHECKED BY
D. VERNON 12/2025	S. PATTERSON 12/2025	C. SALO 12/2025

MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 13

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

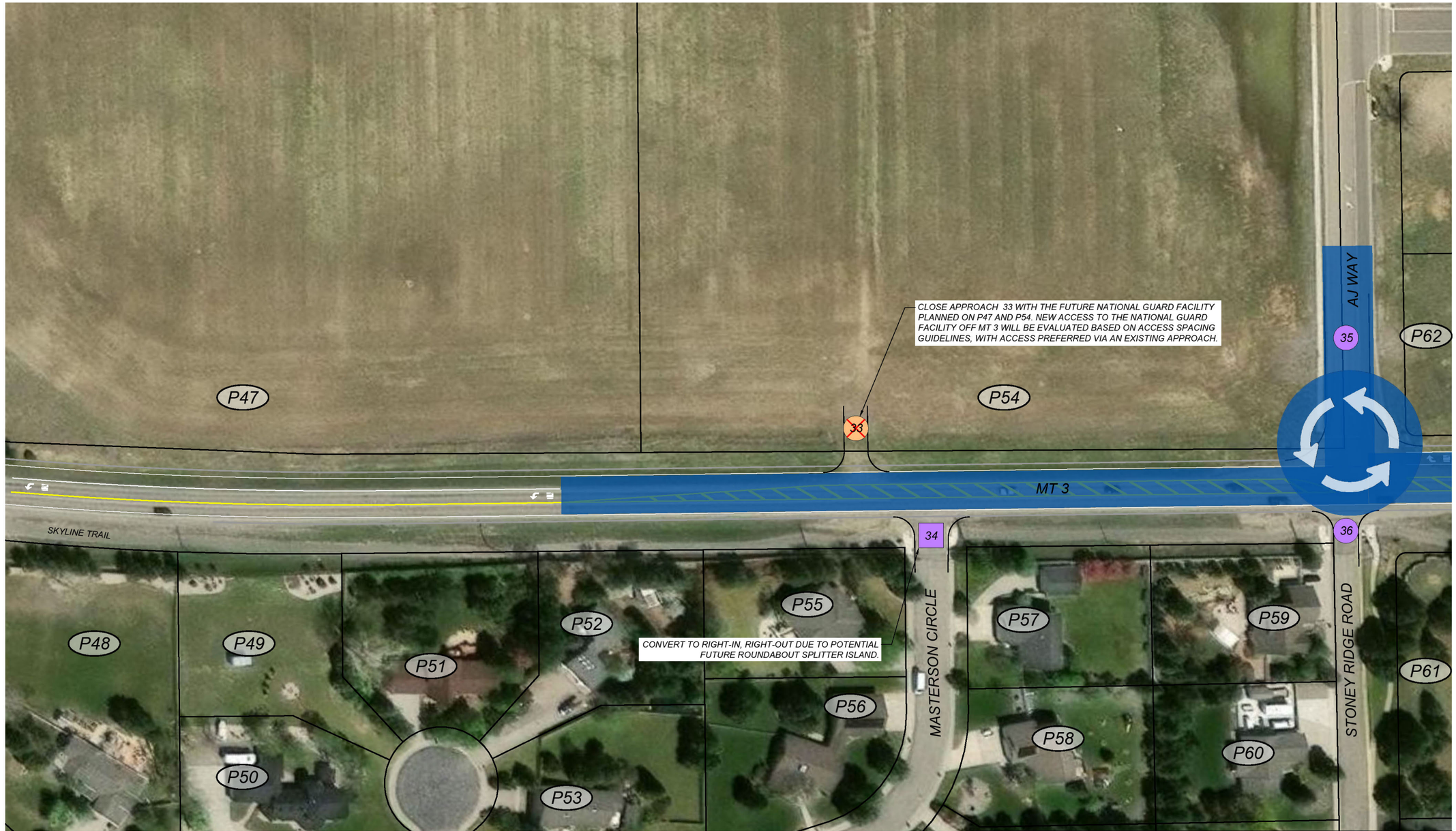
DESIGNED BY	REVIEWED BY	CHECKED BY
D. VERNON 12/2025	S. PATTERSON 12/2025	C. SALO 12/2025

MONTANA Department of Transportation

ACCESS MANAGEMENT

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE

- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

PRELIMINARY

SHEET NO. 14

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	12/2025	REVIEWED BY	12/2025	CHECKED BY	12/2025
D. VERNON		S. PATTERSON		C. SALO	

MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 15

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	D. VERNON	12/2025
REVIEWED BY	S. PATTERSON	12/2025
CHECKED BY	C. SALO	12/2025

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MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 16

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	D. VERNON	12/2025
REVIEWED BY	S. PATTERSON	12/2025
CHECKED BY	C. SALO	12/2025

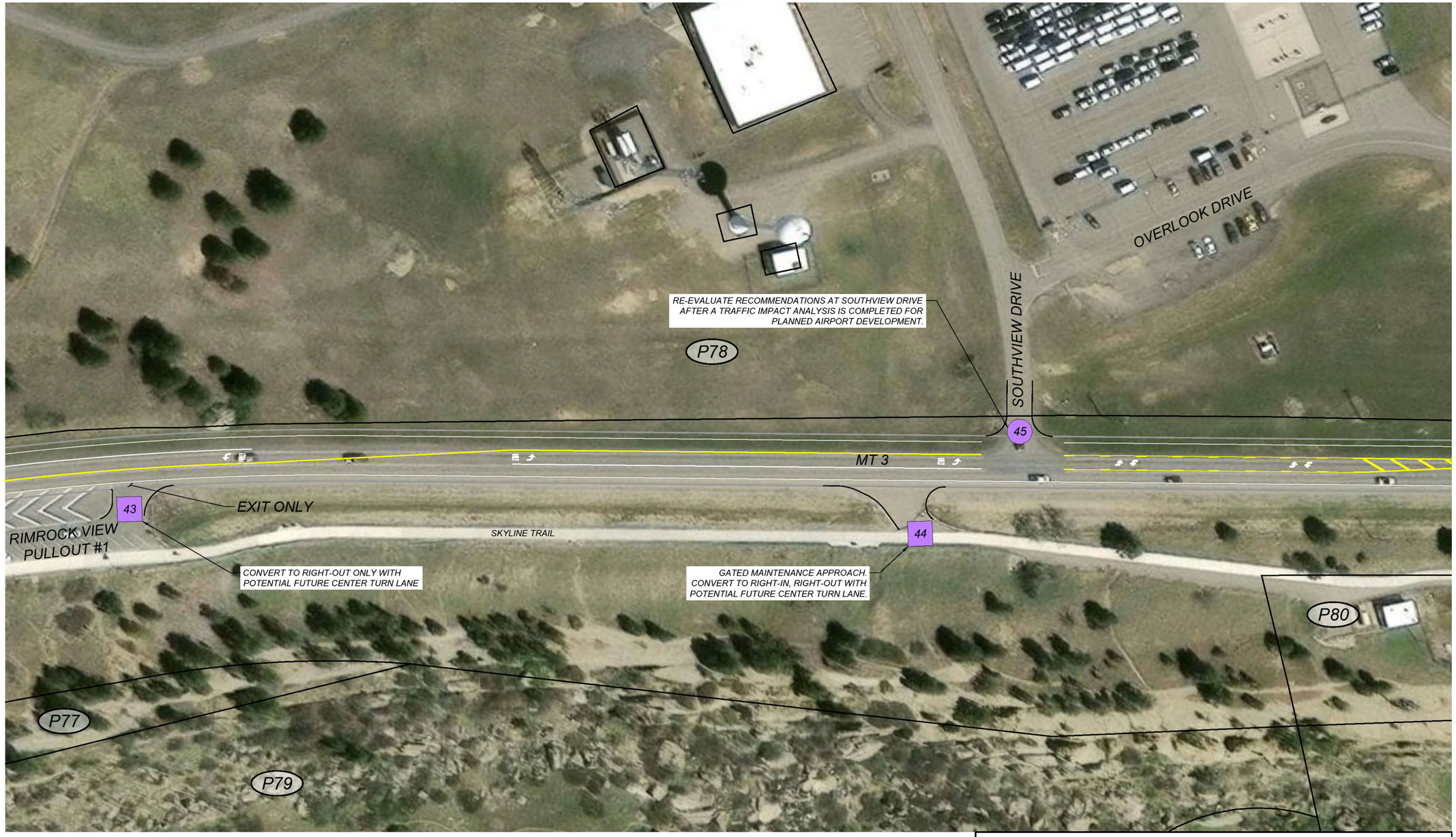
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MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM

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SCALE IN FEET

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

PRELIMINARY

SHEET NO. 17

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

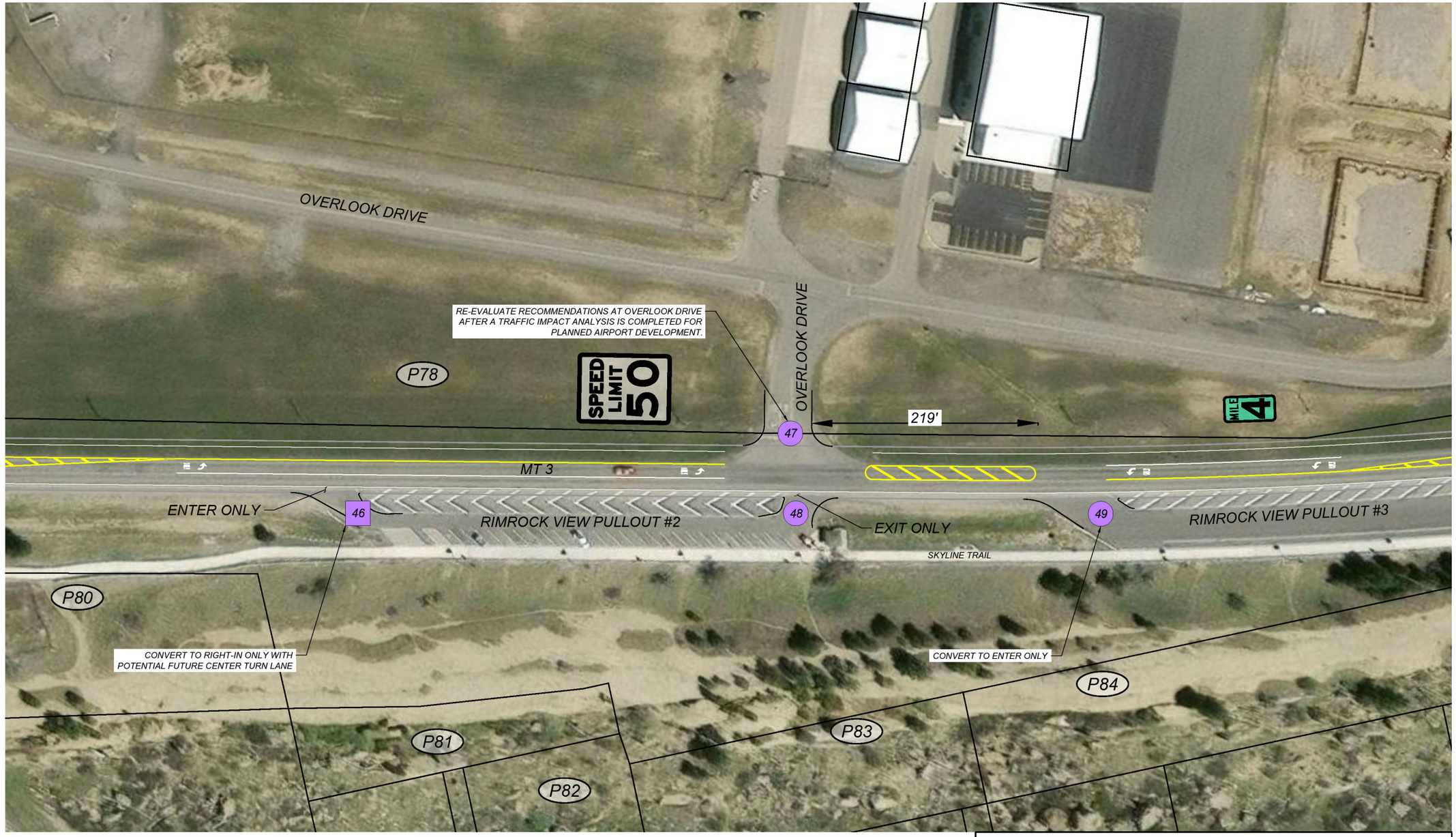
DESIGNED BY	D. VERNON	12/2025
REVIEWED BY	S. PATTERSON	12/2025
CHECKED BY	C. SALO	12/2025

MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM MT3_RDEXH201.DWG

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 18

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	REVIEWED BY	CHECKED BY
D. VERNON	S. PATTERSON	C. SALO
12/2025	12/2025	12/2025

MONTANA Department of Transportation

ACCESS MANAGEMENT

12/18/2025 10:45 AM

MT3_RDEXHZ01.DWG

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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 19

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	REVIEWED BY	CHECKED BY
D. VERNON 12/2025	S. PATTERSON 12/2025	C. SALO 12/2025

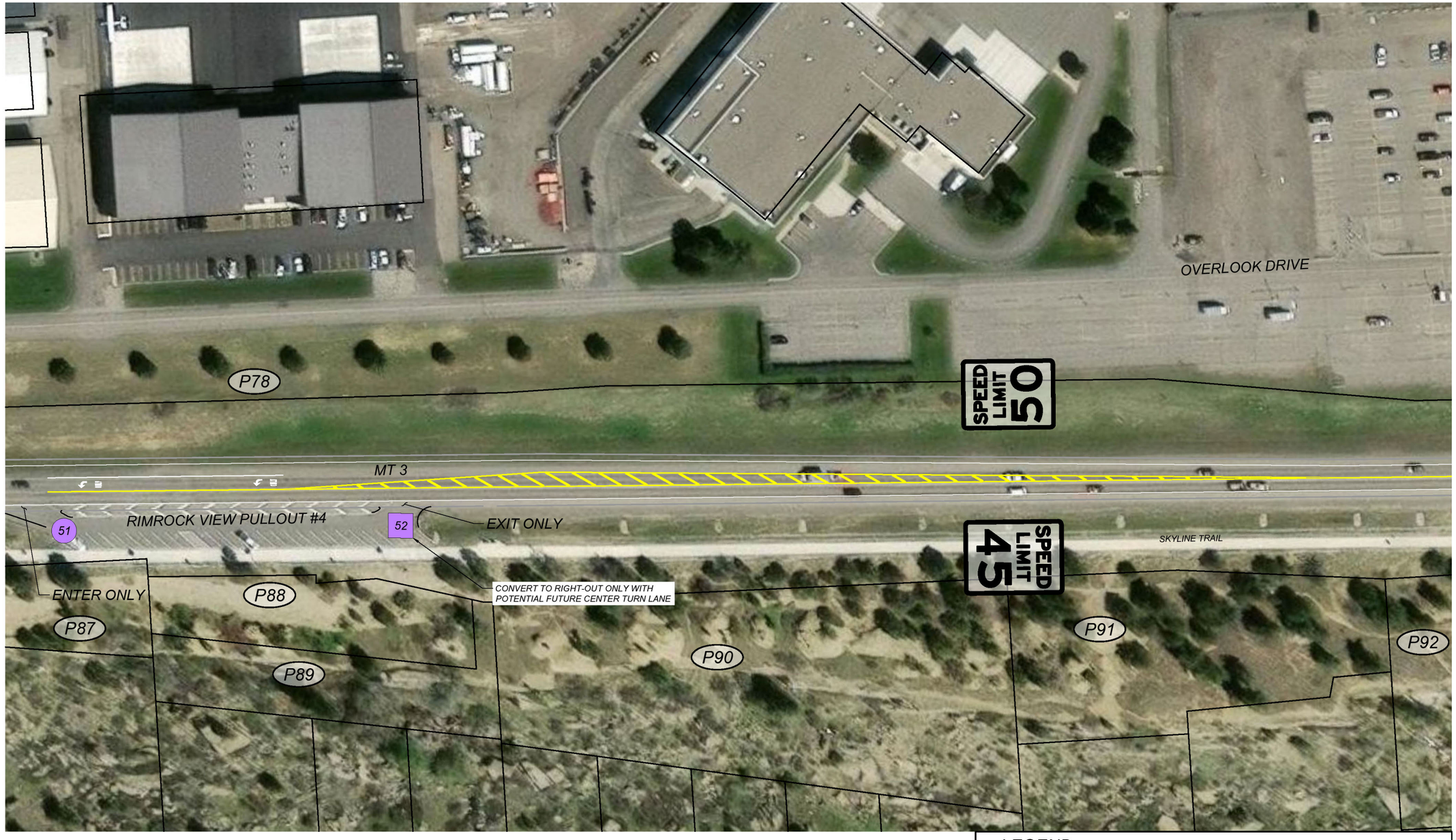
MONTANA Department of Transportation

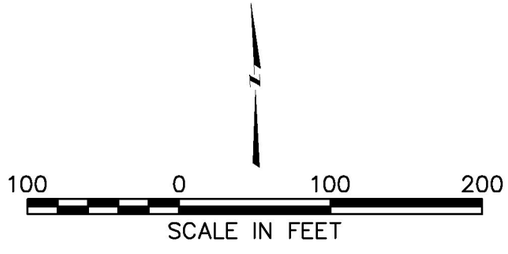
ACCESS MANAGEMENT

12/18/2025 10:45 AM

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NOTE: PROPOSED STRIPING SHOWN FOR FUTURE IMPROVEMENTS.





NOTES:

ALL PROPERTY LINES ARE FROM MONTANA CADASTRAL. PROPERTY LINES ARE APPROXIMATIONS. JOINT-USE APPROACHES TO BE LOCATED ON THE ACTUAL SURVEYED PROPERTY LINES.

APPROACH SIZES AND ROAD WIDENING REVISIONS ARE FOR GRAPHICAL PURPOSES ONLY. ACTUAL FACILITIES SHOULD BE DESIGNED FOR THE APPROPRIATE ROADWAY CLASSIFICATION, TRAFFIC VOLUMES, AND DESIGN VEHICLE.

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*INTERSECTION CONTROL EVALUATION WOULD BE CONDUCTED AT THE TIME OF PROJECT DEVELOPMENT.

LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

PRELIMINARY

SHEET NO. 20

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	REVIEWED BY	CHECKED BY
D. VERNON 12/2025	S. PATTERSON 12/2025	C. SALO 12/2025

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MONTANA Department of Transportation

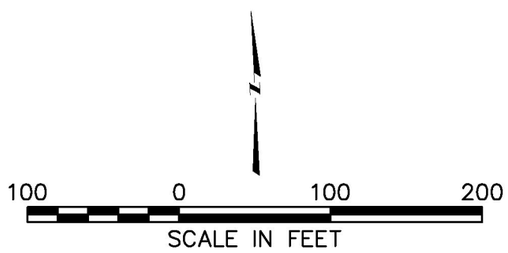
ACCESS MANAGEMENT

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NOTE: PROPOSED STRIPING SHOWN FOR FUTURE IMPROVEMENTS.



PRELIMINARY



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LEGEND

- # PRIVATE APPROACH
- # PUBLIC APPROACH
- # FIELD APPROACH
- # SHARED APPROACH
- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 21

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

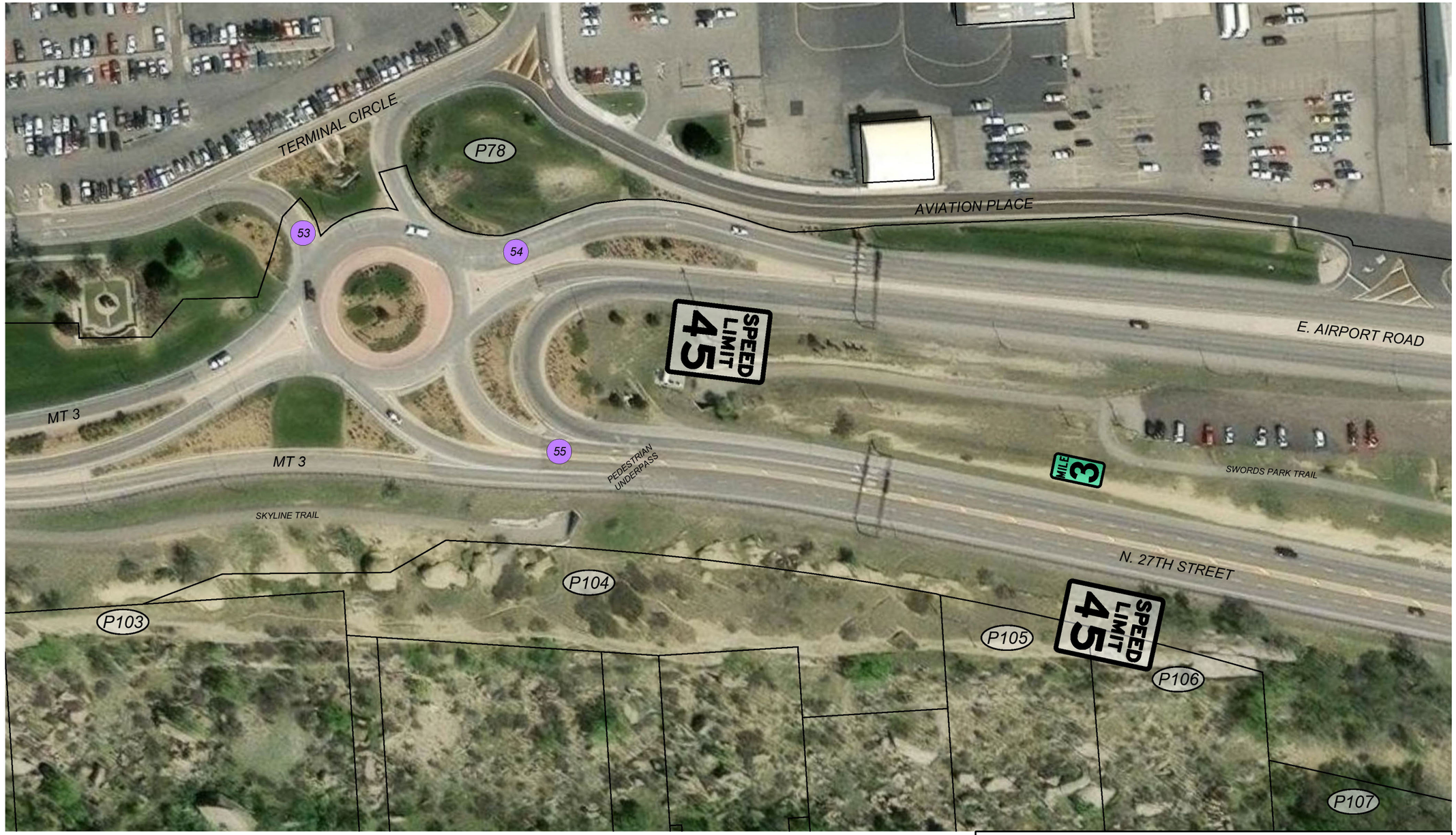
DESIGNED BY	DATE	REVIEWED BY	DATE	CHECKED BY	DATE
D. VERNON	12/2025	S. PATTERSON	12/2025	C. SALO	12/2025

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SCALE IN FEET

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LEGEND

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- # PUBLIC APPROACH
- # FIELD APPROACH
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- # RIGHT-IN, RIGHT-OUT
- # JOINT-USE
- CLOSE APPROACH
- P# PARCEL NUMBER
- POTENTIAL FUTURE ROUNDABOUT*
- SPLITTER ISLAND LIMITS
- EXISTING ACCESS CONTROL
- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

SHEET NO. 22

ACCESS MANAGEMENT PLAN

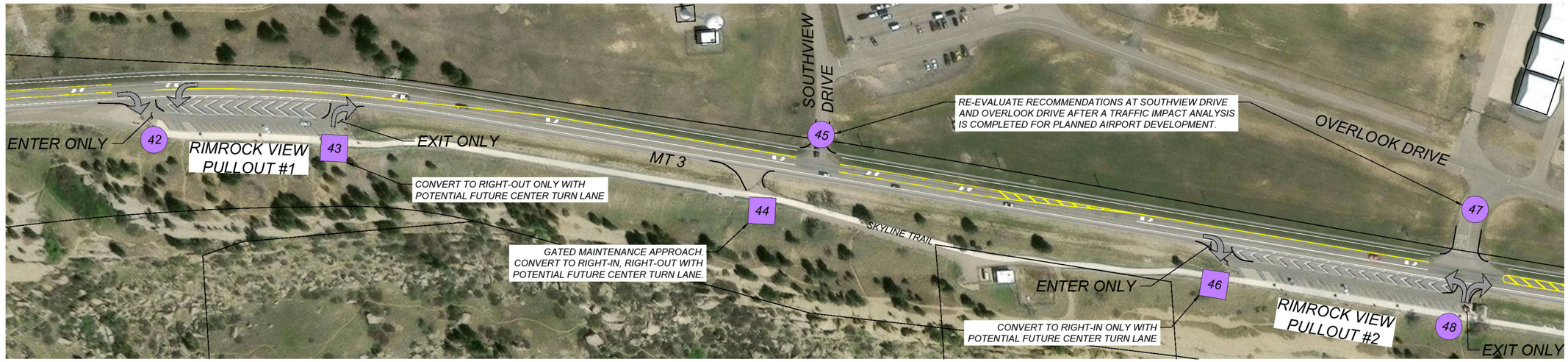
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COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

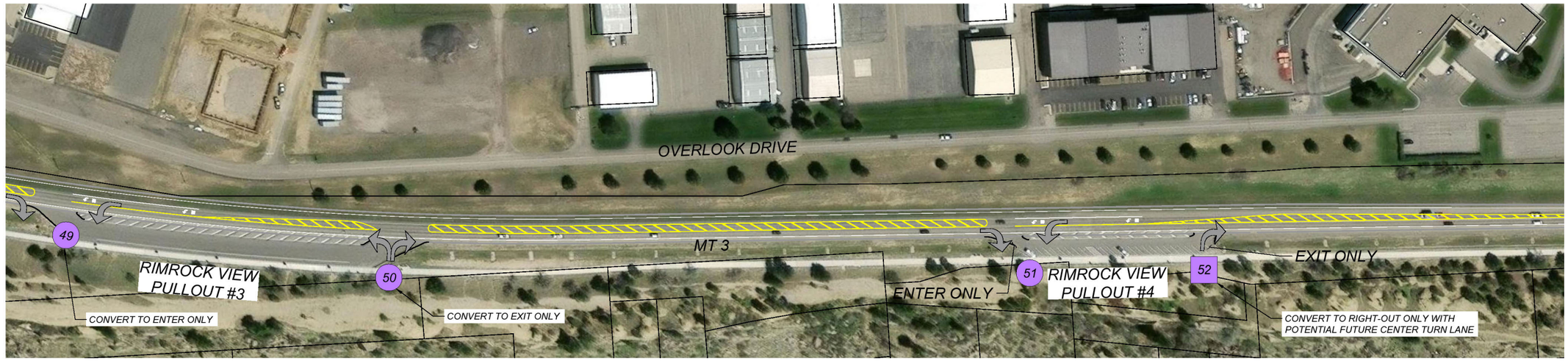
DESIGNED BY	12/2025	REVIEWED BY	12/2025	CHECKED BY	12/2025
D. VERNON		S. PATTERSON		C. SALO	

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SCALE IN FEET

NOTES:

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- SPLITTER ISLAND LIMITS
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- PROPERTY LINE
- POTENTIAL LOCATION FOR HIGHER FORM OF INTERSECTION CONTROL (BEYOND 20-YEAR PLANNING HORIZON)

AERIAL DATE 5/3/2024

PRELIMINARY

SHEET NO. 23

ACCESS MANAGEMENT PLAN

PROJECT NAME: MT HIGHWAY 3 BILLINGS CORRIDOR STUDY
COUNTY: YELLOWSTONE
PROJECT ID:
UPN:

DESIGNED BY	DATE
D. VERNON	12/2025
REVIEWED BY	DATE
S. PATTERSON	12/2025
CHECKED BY	DATE
C. SALO	12/2025

MONTANA Department of Transportation

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