

COMMISSIONER MEETINGS

All meetings take place in the Commissioners Conference Room (308)
located in the Ostlund Building @ 2825 3rd Ave N (3rd Floor)
and are open to the public unless otherwise noted

THURSDAY - AUGUST 6, 2026

8:45 Calendar

9:00 COMMISSIONERS DISCUSSION

PLEDGE

DEPARTMENTS

1. **Planning Department** - Pronghorn Subdivision — Preliminary Major Plat
2. **MetraPark** - Dutcher Way Project
3. **Elections** - Monthly Update July 2026
4. **DES** - Citizen Request for Annexation of 2 Properties into the Blue Creek Fire Service Area

COMMISSIONERS

1. Commissioner Board Reports

PUBLIC COMMENTS ON COUNTY BUSINESS

**Public comment is an opportunity for individuals to address the Board, however, the Board cannot engage in discussion or take action on items not properly noticed on the agenda. Public comment is limited to 3 minutes per individual.*

CLOSED: Claims- Altwine

Meeting Date: 08/06/2026

SUBJECT: Pronghorn Subdivision - Preliminary Major Plat

THROUGH: Anna Vickers

FROM: Dave Green

TOPIC

Planning Department - Pronghorn Subdivision — Preliminary Major Plat

INTRODUCTION

On April 1, 2026, IMEG, applied for preliminary major plat approval for Pronghorn Subdivision. The proposed subdivision creates 124 lots for future residential and commercial development. The subject property is generally located Southeast of the intersection of Pine Rock Trail and Highway 87 North. It is south of Hidden Lake Subdivision. Tax IDs for the parcels being subdivided are D11752 and D11753. The property is outside of zoning.

RECOMMENDATION

The Planning Board is forwarding a recommendation to the Yellowstone County Board of County Commissioners of conditional approval of the Preliminary Plat of Pronghorn Subdivision and adoption of the Findings of Fact as presented in the staff report.

VARIANCE REQUESTED

No variances from the County Subdivision Regulations have been requested.

PROPOSED CONDITIONS OF APPROVAL

Pursuant to Section 76-3-608(4), MCA, the following conditions are recommended to reasonably minimize potential adverse impacts identified within the Findings of Fact.

1. To protect public health and safety, prior to final plat approval, the applicant shall receive approval from the Montana Department of Environmental Quality (MDEQ) for the proposed water systems, septic systems and the proposed storm water management.
2. To protect the public and provide for future roads, the applicant shall dedicate the additional right-of-way necessary for Purple Sage Road to have a right-of-way width of 60 feet total for the entirety of the subdivision's northern boundary.
3. To protect public health and safety, prior to final plat approval, the applicant shall petition to create a Rural Special Improvement District (RSID) for the future maintenance of all public roads part of the subdivision.
4. Prior to final plat approval, the applicant shall provide one-foot no-access strips along Lots 1–10 and 12 of Block 1; Lots 1, 5–6, and 10 of Block 2; Lots 1, 5–6, and 10 of Block 3; Lots 1, 3, and 7–8 of Block 4; Lots 1–3, 8, and 11 of Block 5; Lots 1, 4–6, and 12–13 of Block 6; Lots 1, 7, and 12 of Block 7; Lots 1–2, 5–6, and 9 of Block 8; Lots 1–3 and 8 of Block 9; Lots 1–3 and 7 of Block 10; Lots 1–4, 6, and 10 of Block 11; Lots 1–3 and 5–7 of Block 12; and Lots 1 and 3 of Block 13. Additional one-foot no-access strips may be required as determined necessary by Yellowstone County Public Works and the City-County Planning Division during final plat review. The location and extent of all one-foot no-access strips shall be subject to the review and approval of Yellowstone County Public Works and the City-County Planning Division.

5. To protect public health and safety, prior to final plat approval, the applicant will provide an updated Traffic Improvement Study (TIS) to Yellowstone County Public Works for review and approval.
6. To protect public health and safety and provide fire suppression, prior to final plat approval, the applicant shall submit construction drawings of each dry hydrant system to the Shepherd Volunteer Fire Department for review and approval during each phase of construction as listed within the SIA. Once installed, the applicant shall have each system tested and approved by the Shepherd Volunteer Fire Department. Prior to release of conveyances of Phase 5, the applicant shall provide this paperwork. The applicant shall also create a Rural Special Improvement District (RSID) for the dry hydrant systems.
7. To meet the requirements of Yellowstone County Subdivision Regulations, prior to final plat approval, the applicant shall provide the required parkland dedication acreage amount for the subdivision in the Subdivision Improvement Agreement (SIA) under the heading Parkland. The applicant shall also complete the Yellowstone County Subdivision Regulation requirement in Section 10.6 to determine the appropriate cash-in-lieu contribution in lieu of any parkland dedication.
8. To minimize the effects on local service, prior to final plat approval, the applicant will coordinate with the United States Postal Service (USPS) for locating and providing the correct amount of space for safely delivering the mail to the residents and businesses.
9. To complete the requirements of the Yellowstone County Subdivision Regulations, prior to final plat approval, the applicant shall provide restrictions on conveyances and all additional paperwork for phasing to be recorded with the final plat.
10. To minimize effects on the natural environment, prior to final plat approval, a weed management plan and property inspection shall be completed by the Yellowstone County Weed Department.
11. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
12. The final plat shall comply with all requirements of the Yellowstone County Subdivision Regulations, rules, policies, and resolutions of Yellowstone County, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-application meeting November 18, 2024.
- Completeness review submitted to Planning Division July 3, 2025 within the 120 working days requirement.
- Second Completeness review submitted to Planning Division March 4, 2026.
- Preliminary plat application submitted to Planning Division on April 1, 2026.
- Departmental Review Meeting April 16, 2026.
- Re-submittal of proposed plat April 23, 2026.
- Planning Board plat review meeting May 12, 2026.
- Planning Board public hearing meeting May 27, 2026 - At the May 27, 2026, Planning Board Meeting and Public Hearing, the applicant's agent requested a 30-day delay to the application. County Public Works informed Planning and the agent that the road, Leawood, proposed to be used as a second route in and out of the development, may not be used as it is a private road. With this information, the applicant was required to propose a different second way in and out of the subdivision. The 30-day delay gave the applicant and agent time to discuss the issue with County Public Works and Planning for a new access to meet the requirements of Yellowstone County Subdivision Regulations. The delay also gave time for the applicant to discuss with MDT an additional access to Highway 87 North. On June 23, 2026 the applicant requested an additional delay to continue coordinating the second access and asked to delay the application action at the

Planning Board to the July 14, 2026, Planning Board meeting.

- Planning Board Public Hearing, July 14, 2026
- Preliminary plat to Board of County Commissioners, August 18, 2026
- 60 working day preliminary plat review period extended, August 26, 2026

PLAT INFORMATION

General location: Southeast of the intersection of Pine Rock Trail and Highway 87 North. It is south of Hidden Lake Subdivision. Tax ID for the parcels being subdivided are D11752 and D11753.

Legal Description: Section 35, Township 02 N, Range 26 E, NWNW, W2NENW (60 acres) and Section 35, Township 02 N, Range 26 E, SWNW (40 ACRES)

Owner/Subdivider: AG N KT'S Properties, LLC

Surveyor/Engineer: IMEG

Existing Zoning: Outside of zoning

Proposed Zoning: None

Existing Land Use: Grassland

Proposed Land Use: Residential and commercial. Commercial lots are included in Blocks 1-3.

Gross area: 100.08 acres

Net area: 66.57 acres

Proposed number of lots: 124

Max.: 3.47 acres

Min.: 10,899 square feet

Parkland requirements: Parkland dedication will be a cash-in-lieu contribution. The required parkland is 2.89 acres.

PLANNING BOARD PUBLIC HEARING DISCUSSION

May 27, 2026 - Planning Board Public Hearing

At the May 27, 2026 Planning Board meeting and Public Hearing, the Planning Staff gave a brief presentation to the board and the public in attendance. Prior to the meeting, County Public Works and City/County Planning staff discovered that Leawood Road, which was proposed to be used as a secondary access, is a private road. While a private road can be required for future connectivity, it cannot be used as a second access to satisfy major subdivision requirements. Based on this situation, the applicant would be required to propose an updated road layout, and the applicant requested a 30-day delay of the public hearing.

The Planning Board went over several questions before the applicant's agent stood to speak. Discussion occurred regarding potential impacts to previously discussed variances. Staff clarified that no variances are being requested at this time; however, the subdivision must comply with the requirement for secondary access. The board discussed the possibility of a turn lane improvement. It was noted that a turn lane is not currently required, although the applicant may continue to evaluate the issue. A question was raised regarding access to existing dry hydrants if the access configuration changes. Staff confirmed that the hydrants would remain accessible.

The agent, Mr. Kolten Knatterud stood to give more information about the proposed subdivision and reiterate the request for a 30-day delay. Two alternative access options are being evaluated, as the Leawood connection was determined to be less desirable. The applicant indicated they would continue working with Public Works and Planning staff to identify a resolution. Regarding the proposed right-turn lane, the applicant stated that construction cost estimates are currently being obtained. Because Purple Sage improvements are anticipated, the applicant requested the 30-day continuance to allow additional time to evaluate associated expenses. He also indicated that the draft Subdivision Improvements Agreement (SIA) would be updated accordingly.

The Planning Board President then opened the public hearing for those wishing to speak. Several members of the public spoke in opposition to the proposal and raised concerns regarding roadway safety, traffic volumes, access, water service, school capacity, density, public notification, and future development impacts. Speakers expressed concerns about increased traffic on Highway 87, the need for a dedicated turn lane, the safety of school-aged drivers, water delivery and storage through individual cisterns, drain field locations on small lots, potential impacts on property taxes, and the cumulative effect of future residential growth in the area. Concerns were also raised regarding the adequacy of public notice and questions about the project's commercial components.

Mr. Knatterud responded to the comments regarding water use will be from cisterns. Traffic is being evaluated through the traffic study and the applicant is looking into installation of the turn lane, with the possibility that it can be installed at an earlier time in the development.

A motion was made to continue the public hearing to June 23, 2026. The motion was seconded and passed with a unanimous vote.

Planning Board June 23, 2026 Public Hearing

The applicant requested to delay the subdivision action by the Planning Board to July 14, 2026. A motion was made, seconded and passed with unanimous approval. No further discussion occurred at this meeting.

Planning Board July 14, 2026 Public Hearing

At the Planning Board meeting of July 14, 2026, staff gave a brief presentation about the proposed subdivision, Pronghorn Subdivision. After the presentation, staff stood for questions from the board. There were no questions from the planning board for staff. The subdivider's agent, Mr. Kolten Knatterud, stood and addressed the Planning Board. There had been a question about turn lanes into the proposed subdivision. Mr. Knatterud said the subdivider is looking into installing the turn lanes and is in discussion with MDT about installing them on Highway 87 North. There were no other questions for the agent.

Board president Staley opened the public hearing. One person stood to address the board and had one question. Will they be building Purple Sage Road? Staff responded that the subdivider will not be building the road at the time of development, but will provide the needed right of way width, so the road can be built in the future. There will be no connection to the subdivisions to the north as requested by the neighborhood. There was no one else that wished to address the planning board.

The public hearing was closed. President Staley asked for a motion for the subdivision. A motion was made to recommend to the BOCC conditional approval of the subdivision and adopt the findings of fact. The motion was seconded. The motion passed with a unanimous voice vote.

YELLOWSTONE COUNTY BOARD OF COUNTY COMMISSIONERS FINDINGS OF FACT

See attachment Findings of Fact.

CONCLUSIONS OF FINDINGS OF FACT

See attachment Findings of Fact.

RECOMMENDATION

The Planning Board is forwarding a recommendation to the Yellowstone County Board of County Commissioners of conditional approval of the Preliminary Plat of Pronghorn Subdivision and adoption of the Findings of Fact as presented in the staff report.

Draft SIA

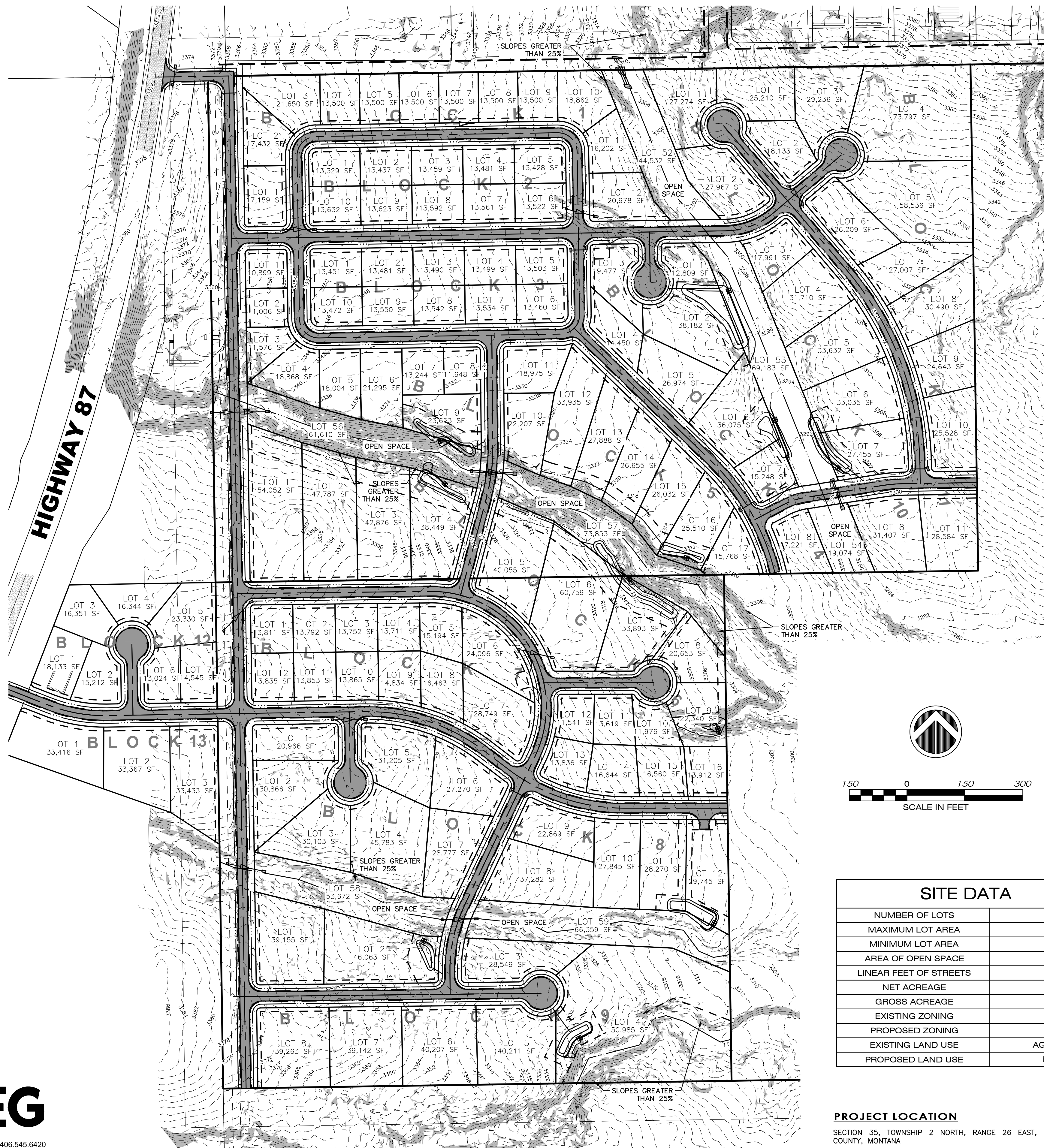
Findings of Fact

Traffic Study

Letters from neighbors

PRELIMINARY PLAT OF
PRONGHORN SUBDIVISION

LOCATED IN SECTION 35, TOWNSHIP 2 NORTH, RANGE 26 EAST, P.M.M., YELLOWSTONE COUNTY, MONTANA



BASIS OF BEARING:
STATE PLANE MONTANA - ZONE 2500
GROUND (TRUE) DISTANCES

RECORD OWNER:
AG N KT'S PROPERTIES, L.L.C.

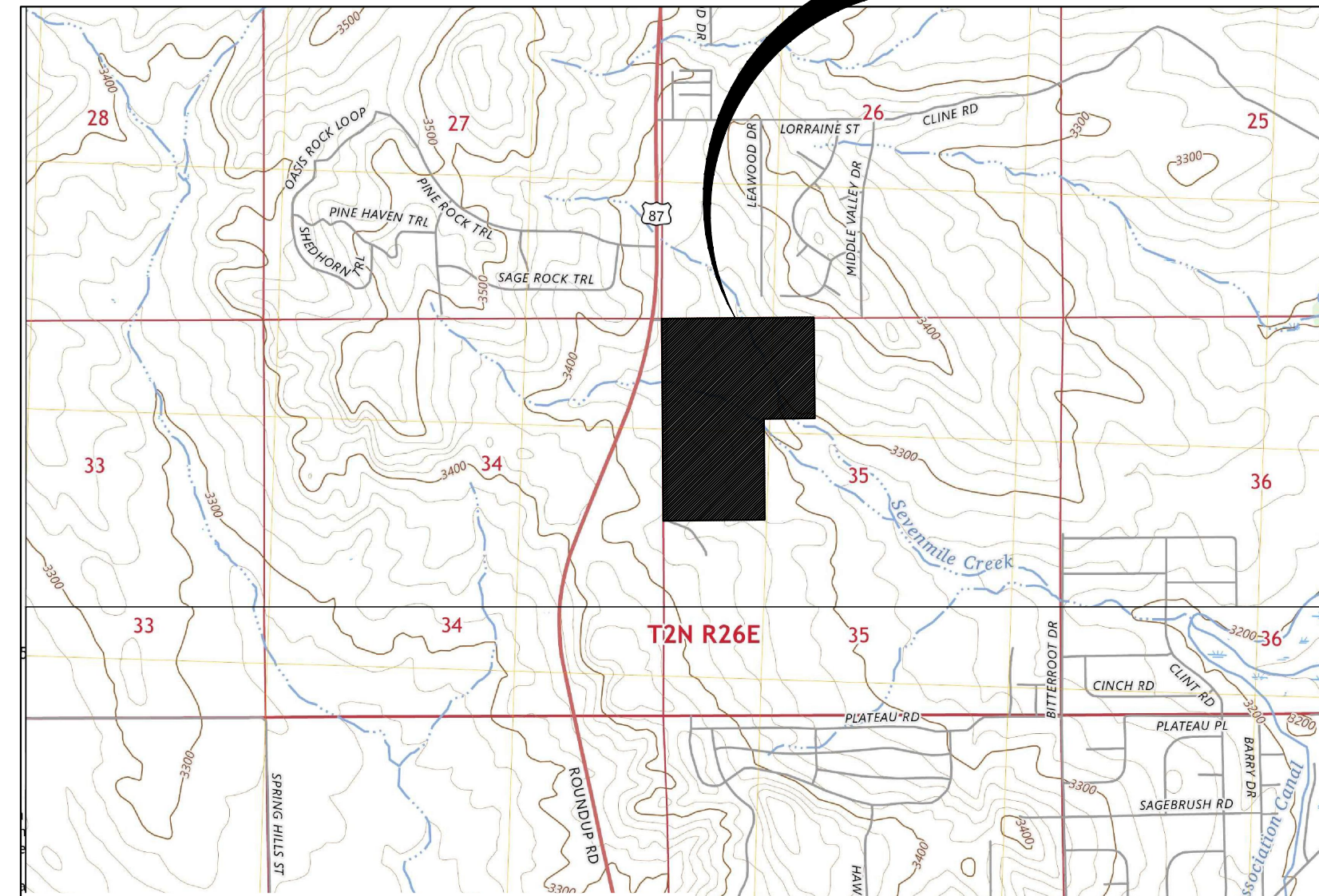
SUBDIVIDER:
AG N KT'S PROPERTIES, L.L.C.

DATE:
APRIL, 2026

TOTAL SUBDIVISION AREA:
100.08 ACRES (GROSS)
66.57 ACRES (NET)

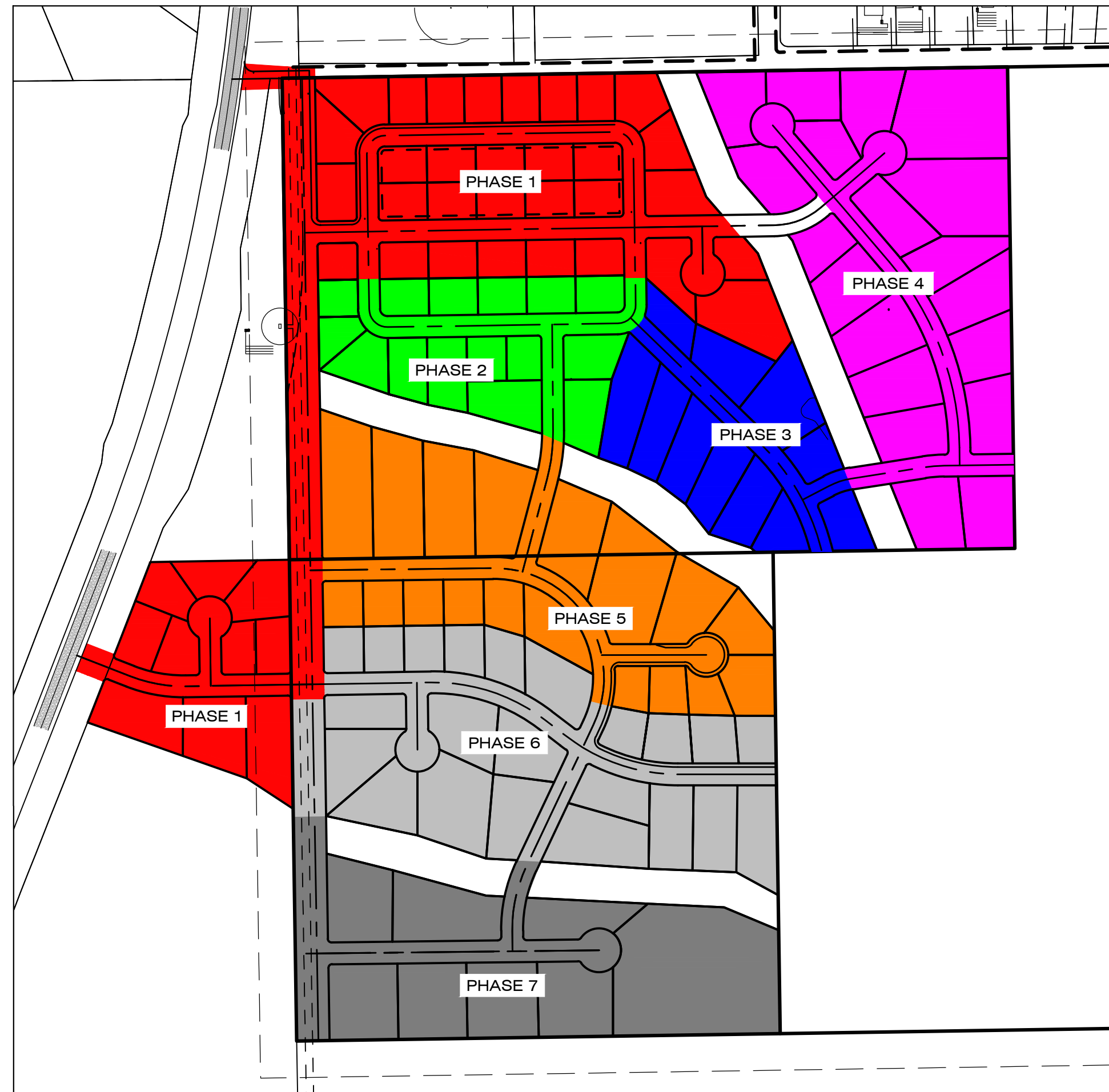
- LEGEND**
- (E) = EXISTING
 - (P) = PROPOSED
 - R/W OR R.O.W. = RIGHT-OF-WAY
 - U.E. = UTILITY EASEMENT
 - N.A.S. = NO ACCESS STRIP
 - = CISTERN
 - ▧ = DRAINFIELD

VICINITY MAP



BILLINGS, YELLOWSTONE COUNTY

0 2000



SITE DATA

NUMBER OF LOTS	124
MAXIMUM LOT AREA	3.47 AC
MINIMUM LOT AREA	10,899 SF
AREA OF OPEN SPACE	9.46 AC
LINEAR FEET OF STREETS	16,186 LF
NET ACREAGE	66.57 AC
GROSS ACREAGE	100.08 AC
EXISTING ZONING	UNZONED
PROPOSED ZONING	UNZONED
EXISTING LAND USE	AGRICULTURAL
PROPOSED LAND USE	MIXED USE

PROJECT LOCATION

SECTION 35, TOWNSHIP 2 NORTH, RANGE 26 EAST, P.M.M. OF YELLOWSTONE COUNTY, MONTANA

1/4	SEC.	T.	R.
1	35	2N	26E

SHEET 1 OF 3
PRONGHORN SUBDIVISION
(A SUBDIVISION OF YELLOWSTONE COUNTY)

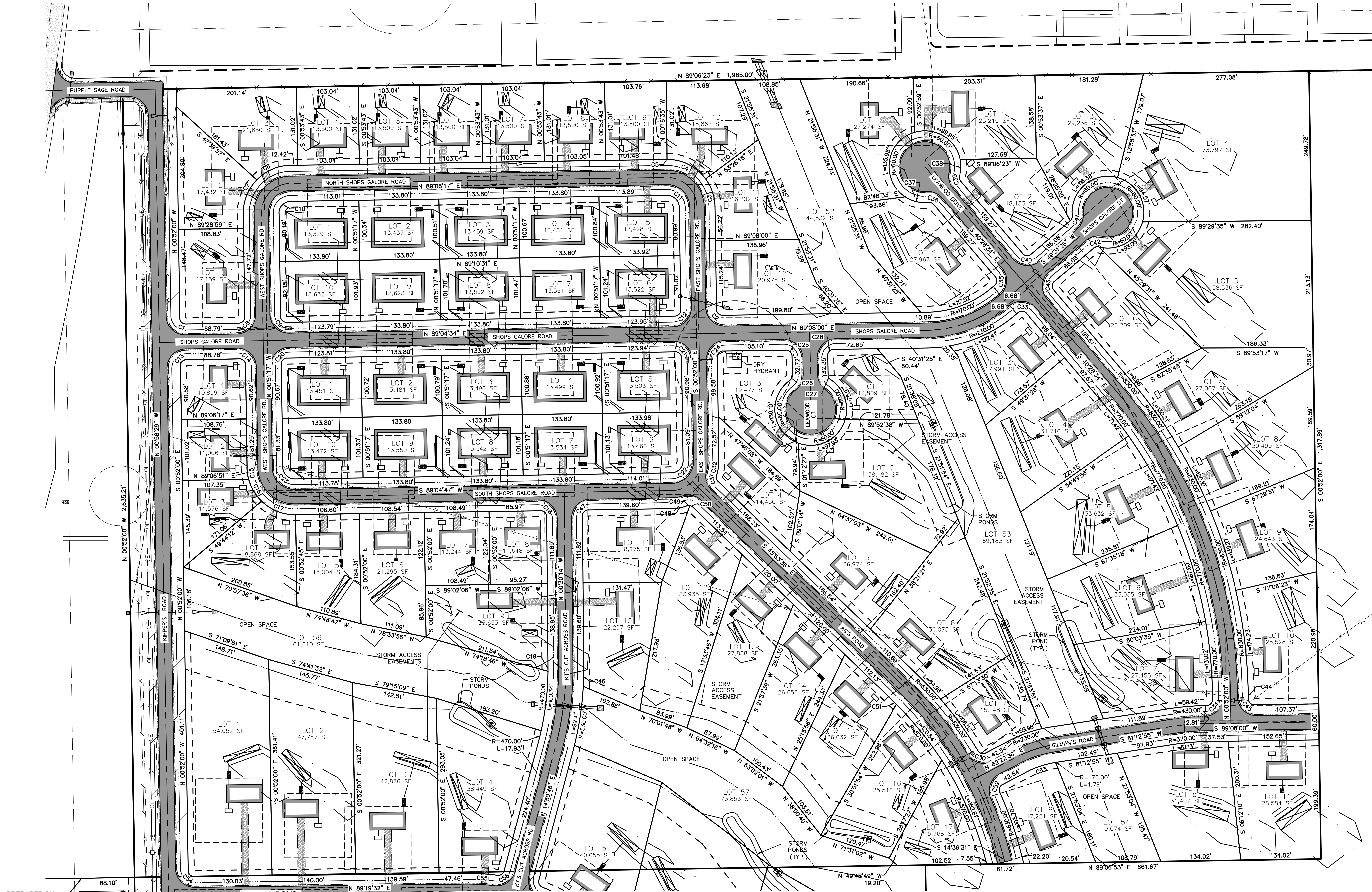


PREPARED BY:
175 N. 27TH ST., STE 1312
BILLINGS, MT 59101
IMEG PROJECT NO. 24001688

PH: 406.545.6420
FAX: 406.256.1191
www.imegcorp.com

PRELIMINARY PLAT OF
PRONGHORN SUBDIVISION

LOCATED IN SECTION 35, TOWNSHIP 2 NORTH, RANGE 26 EAST, P.M.M., YELLOWSTONE COUNTY, MONTANA



CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD BEARING	CHORD DISTANCE
C1	15.72'	10.00'	N 45°3'43" W	14.15'
C3	49.84'	80.00'	S 18°42'51" E	49.04'
C4	75.00'	80.00'	S 63°25'09" E	72.28'
C6	62.80'	80.00'	S 66°36'54" W	61.20'
C7	62.80'	80.00'	S 21°38'07" W	61.20'
C8	15.70'	10.00'	S 44°06'39" W	14.13'
C9	15.72'	10.00'	S 45°53'21" E	14.15'
C10	31.40'	20.00'	S 44°07'30" W	28.27'
C11	31.43'	20.00'	N 45°52'51" W	28.29'
C12	15.70'	10.00'	N 44°06'17" E	14.14'
C13	15.70'	10.00'	N 44°06'17" E	14.14'
C14	15.72'	10.00'	S 45°53'21" E	14.15'
C15	20.01'	80.00'	S 08°01'18" E	19.96'
C16	42.86'	80.00'	S 30°32'16" E	42.35'
C17	62.88'	80.00'	S 68°24'14" E	61.27'
C18	15.78'	10.00'	S 45°42'43" E	14.19'
C19	7.64'	470.00'	S 00°02'17" E	7.64'
C20	15.70'	10.00'	N 44°06'39" E	14.13'
C21	15.72'	10.00'	S 45°53'43" E	14.15'
C22	31.40'	20.00'	S 44°06'24" W	28.27'
C23	31.44'	20.00'	N 45°53'15" W	28.30'
C24	15.71'	10.00'	N 44°08'00" E	14.14'
C25	15.71'	10.00'	S 45°52'00" E	14.14'
C26	9.26'	10.00'	S 27°46'37" W	8.93'
C27	9.63'	10.00'	N 28°26'30" W	9.26'
C28	15.71'	10.00'	N 44°08'00" E	14.14'
C30	15.08'	10.00'	N 74°24'54" W	13.69'
C31	11.10'	10.00'	N 14°05'14" W	10.54'
C32	25.95'	80.00'	N 08°25'34" E	25.84'
C33	15.71'	10.00'	S 85°28'34" E	14.14'
C34	15.77'	9.86'	S 44°08'00" W	14.14'
C35	15.71'	10.00'	S 04°31'26" W	14.14'
C36	9.63'	10.00'	S 68°03'05" E	9.26'
C37	40.59'	60.00'	S 76°14'42" E	39.82'
C38	27.51'	60.00'	N 01°32'22" E	27.27'
C39	9.63'	10.00'	N 12°54'04" W	9.26'
C40	15.71'	10.00'	N 85°28'34" W	14.14'
C41	9.63'	10.00'	S 21°56'55" W	9.26'
C42	9.63'	10.00'	N 77°05'56" E	9.26'
C43	15.71'	10.00'	N 04°31'26" E	14.14'
C44	9.14'	1,490.83'	N 00°52'00" W	9.14'
C45	15.65'	10.14'	N 45°52'00" W	14.14'
C46	33.71'	530.00'	N 01°19'06" E	33.70'
C47	15.63'	10.00'	N 44°17'57" E	14.09'
C48	25.95'	80.00'	N 79°47'14" E	25.84'
C49	5.06'	10.00'	N 84°59'40" E	5.01'
C50	6.04'	10.00'	N 63°11'58" W	5.95'
C51	7.88'	570.00'	S 45°29'50" E	7.88'
C52	15.08'	10.00'	N 19°10'06" E	13.69'
C53	54.10'	170.00'	N 71°29'39" E	53.88'
C54	15.67'	10.00'	S 45°46'14" E	14.12'
C55	50.48'	330.00'	N 86°17'33" W	50.43'
C56	14.53'	10.00'	S 56°28'04" W	13.28'

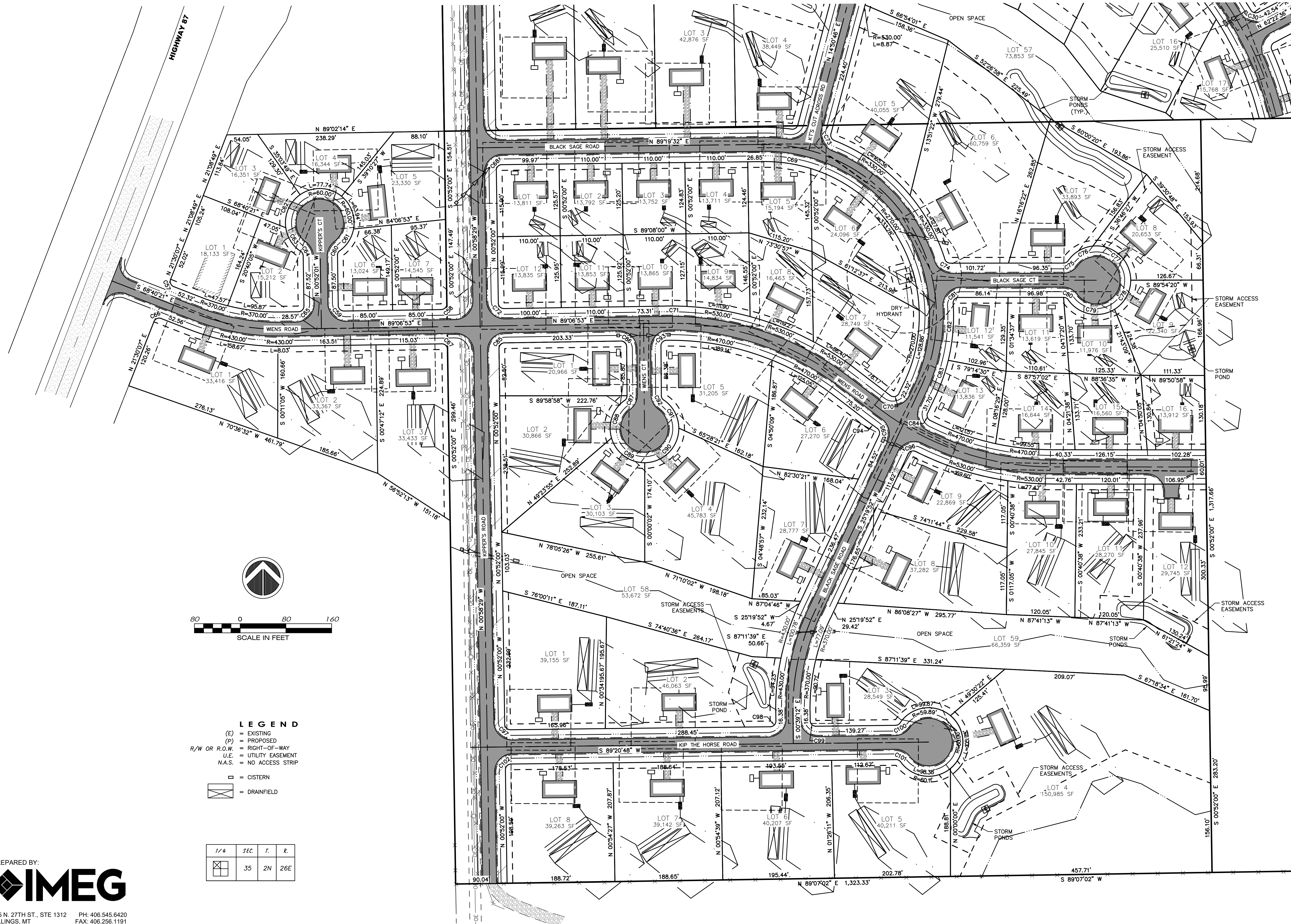


LEGEND			
(E)	=	EXISTING	
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R/W OR R.O.W.	=	RIGHT-OF-WAY	
U.E.	=	UTILITY EASEMENT	
N.A.S.	=	NO ACCESS STRIP	
	=	CISTERN	
	=	RAINFIELD	

1/4	SEC.	T.	R.
35	2N	26E	

PRELIMINARY PLAT OF
PRONGHORN SUBDIVISION

LOCATED IN SECTION 35, TOWNSHIP 2 NORTH, RANGE 26 EAST, P.M.M., YELLOWSTONE COUNTY, MONTANA



CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD BEARING	CHORD DISTANCE
C57	15.74'	10.00'	N 23°35'07" W	14.16'
C58	15.70'	10.00'	S 44°07'27" W	14.14'
C59	15.71'	10.00'	N 45°52'34" W	14.14'
C60	9.63'	10.00'	N 26°42'29" E	9.26'
C61	46.13'	60.00'	N 32°15'21" E	45.01'
C62	66.11'	60.00'	S 23°22'15" W	62.82'
C63	50.08'	60.00'	S 32°06'21" E	48.64'
C64	9.63'	10.00'	S 28°26'31" E	9.26'
C65	15.70'	10.00'	S 44°07'26" W	14.14'
C66	15.68'	10.00'	N 66°24'53" E	14.12'
C67	15.71'	10.00'	S 45°52'33" E	14.14'
C68	15.74'	10.00'	N 44°13'46" E	14.17'
C69	84.53'	270.00'	S 81°42'22" E	84.18'
C70	17.82'	10.00'	S 76°22'24" W	15.55'
C71	36.72'	530.00'	N 88°54'01" W	36.72'
C72	15.71'	10.00'	N 45°52'33" W	14.14'
C73	14.53'	10.00'	N 26°46'33" W	13.28'
C74	12.66'	10.00'	N 53°46'05" W	11.83'
C75	9.63'	10.00'	N 62°23'09" E	9.26'
C76	51.62'	60.00'	N 59°27'34" E	50.05'
C77	100.38'	60.00'	S 47°57'55" E	89.07'
C78	60.73'	60.00'	N 28°57'23" E	58.17'
C79	91.27'	60.00'	S 78°28'07" E	82.72'
C80	9.63'	10.00'	S 62°27'51" E	9.26'
C81	16.36'	10.00'	N 43°06'20" E	14.59'
C82	100.12'	330.00'	N 04°56'33" E	99.74'
C83	67.37'	330.00'	S 19°28'58" W	67.25'
C84	15.42'	10.00'	S 18°50'04" E	13.93'
C85	15.70'	10.00'	S 44°07'27" W	14.14'
C86	15.78'	10.00'	N 45°40'36" W	14.19'
C87	9.63'	10.00'	N 27°06'25" E	9.26'
C88	74.26'	60.00'	N 19°13'30" E	69.61'
C89	77.74'	60.00'	S 53°21'03" E	72.42'
C90	94.33'	60.00'	S 44°29'32" W	84.91'
C91	57.67'	60.00'	N 28°04'56" W	55.48'
C92	9.63'	10.00'	N 28°02'35" W	9.26'
C93	15.64'	10.00'	N 44°19'23" E	14.09'
C94	19.65'	530.00'	S 53°38'48" E	19.65'
C95	13.97'	10.00'	S 14°41'20" E	12.86'
C96	15.96'	10.00'	N 71°02'31" E	14.32'
C97	15.67'	10.00'	S 45°45'36" E	14.12'
C98	15.71'	10.00'	S 44°20'48" W	14.14'
C99	15.71'	10.00'	N 45°39'12" W	14.14'
C100	9.63'	10.00'	S 61°46'18" W	9.26'
C101	9.63'	10.00'	N 63°04'41" W	9.26'
C102	15.75'	10.00'	N 44°14'24" E	14.17'

SUBDIVISION IMPROVEMENTS AGREEMENT

PRONGHORN MAJOR SUBDIVISION

IMEG #24001698

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**SUBDIVISION IMPROVEMENTS AGREEMENT
PRONGHORN SUBDIVISION**

This agreement is made and entered into this _____ day of _____, 20____, by and between *AG N KT's Properties, LLC*, whose address for the purpose of this agreement is 4585 Mountain View Road, Molt, Montana, 59057, hereinafter referred to as "Subdivider," and YELLOWSTONE COUNTY, Montana, hereinafter referred to as "County."

WITNESSETH:

WHEREAS, at a regular meeting conducted on _____ day of _____, 20____, the Board of Planning recommended conditional approval of a preliminary plat of *Pronghorn Subdivision*, and

WHEREAS, at a regular meeting conducted on _____ day of _____, 20____, the Yellowstone County Board of County Commissioners conditionally approved a preliminary plat of *Pronghorn Subdivision*, and

WHEREAS, a Subdivision Improvements Agreement is required by the County prior to the approval of the final plat.

WHEREAS, the provisions of this agreement shall be effective and applicable to *Pronghorn Subdivision* upon the filing of the final plat thereof in the office of the Clerk and Recorder of Yellowstone County, Montana. The Subdivision shall comply with all requirements of the Yellowstone County Subdivision Regulations, the rules, regulations, policies, and resolutions of Yellowstone County, and the laws and administrative rules of the State of Montana.

THEREFORE, THE PARTIES TO THIS AGREEMENT, for and in consideration of the mutual promises herein contained and for other good and valuable consideration, do hereby agree as follows:

I. VARIANCES

- A. There are no variances being requested with this subdivision.

II. CONDITIONS THAT RUN WITH THE LAND

- A. Lot owners should be aware that this subdivision is being built in close proximity to prime deer and antelope habitat and it is likely that homeowners will experience problems with damage to landscaped shrubs, flowers, and gardens. The Montana Fish, Wildlife, and Parks Department does not provide damage assistance unless there is damage to commercial crops and/or a threat to public health and safety.
- B. Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitations for proposed construction on the lots, which may require a geotechnical survey prior to construction.
- C. No water rights have been transferred to the lot owners. If irrigation ditches exist on the perimeter of this development, they will be preserved for the benefit of other properties. Any existing perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners.
- D. There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider and property owner or owners of the developments described herein. Said Waiver is effective upon filing and is

not conditioned on the completion of the conditions set forth in this Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.

- E. Culverts and associated drainage swales shall not be filled in or altered by the subdivider or subsequent lot owners.
- F. When required by road improvements, all fences and irrigation ditches in the public right-of-way adjacent to this subdivision shall be removed or relocated outside of the public right-of-way and any relocation outside of the public right-of-way shall be subject to securing and recording easements.
- G. Future maintenance of all public (or common) improvements shall be done through one or more RSID(s) created as part of the SIA for this subdivision.
- H. Lot owners or their agent will obtain an Access Permit from County Public Works prior to any construction on any lot within the subdivision. The application will include a site plan showing the desired location of the access and show that it meets the requirements outlined by the DEQ storm water requirements for the subdivision. Failure to do so will result in the lot owner or their agent removing what has been installed and locating the access in an approved location at the lot owners' expense.

III. TRANSPORTATION

The subdivider agrees to guarantee all improvements for a period of one (1) year from the date of final acceptance by Yellowstone County.

A. Streets & Roads

All public roads within the **Pronghorn Subdivision** will be constructed as **24-foot-wide paved asphalt streets** within **60-foot-wide public rights-of-way**. All streets will be dedicated for public use and maintained through one or more **Rural Special Improvement Districts (RSIDs)** established at the time of final plat approval.

The internal public road network includes the following:

- Purple Sage Road — A primary access road entering the northern part of the subdivision from Highway 87.
- Wiens Road — A primary access road entering the south-central part of the subdivision from Highway 87. This road also serves as an interior east-west road connecting the interior residential phases.
- Kipper's Road — The primary access road running north & south, connecting the two Highway 87 access points to the interior subdivision phases.
- Shops Galore Road — A central collector road connecting the northern and southern commercial sections.
- Shops Galore Court — A cul-de-sac at the east end of Shops Galore Road.
- North Shops Galore Road — A looped road branching from Shops Galore Court serving northern commercial lots.
- South Shops Galore Road — A looped road branching from Shops Galore Court serving southern commercial lots.
- West Shops Galore Road — A looped road branching from Shops Galore Court serving southern and northern commercial lots.

- East Shops Galore Road — A looped road branching from Shops Galore Court serving southern and northern commercial lots.
- Kipper's Road — A north-south street connecting Purple Sage Road to interior residential lots.
- AG's Road — An interior east-west local road providing access within the central commercial phases.
- KT's Cut Across — A interior north-south street providing access within the central commercial phases.
- Black Sage Road — A north-south street connecting Kipper's Road to interior commercial and residential lots.
- Black Sage Court — A cul-de-sac extending from Black Sage Road in the eastern portion of the subdivision.
- Kippers Court — A north-south street connecting Kipper's Road to interior commercial and residential lots.
- Wiens Court — A cul-de-sac extending from Wiens Road in the southern portion of the subdivision.
- Kip the Horse Road — A cul-de-sac providing access to the southernmost residential lots.
- Leawood Drive — An interior road providing secondary circulation through central and northern residential lots.
- Leawood Court — A cul-de-sac branching from Shops Galore Road.
- Gilman's Road — An east-west local connector serving interior commercial and residential areas.

All roads will be constructed to Yellowstone County standards for cross-section, drainage, grading, and sight distance. Temporary turnarounds will be installed at stub ends where necessary to maintain safe emergency access during phased construction. Traffic control signs and intersection markings will comply with the Manual on Uniform Traffic Control Devices (MUTCD) and Yellowstone County Public Works requirements.

All public roads have been designed to County specifications, with appropriate centerline geometry, ROW dedication, and stormwater grading considerations. Temporary turnarounds will be provided at stubbed roads until future phases complete roadway connections. Intersections will be built with sight distance and safety requirements in compliance with MUTCD and Yellowstone County design standards.

B. Traffic Control Devices

The Pronghorn Subdivision will include the installation of regulatory traffic control signage at key intersections to ensure safe vehicular movement and compliance with County and MUTCD standards. Based on the internal street network layout and projected traffic flow, stop signs will be installed throughout the subdivision as phases are completed. Some of the stop signs are where cul-de-sac's meet the access roads.

Stop sign locations will include, but are not limited to, the following intersections:

1. Purple Sage Road & Highway 87 (stop for exiting traffic)
2. Shops Galore Road & Kipper's Road
3. Shops Galore Road & West Shops Galore Road
4. Shops Galore Road & East Shops Galore Road

5. Shops Galore Road & Leawood Court
6. South Shops Galore Road & KT's Cut Across
7. South Shops Galore Road & AG's Road
8. AG's Road & Gilman's Road
9. Gilman's Road & Leawood Drive
10. Leawood Drive & Shops Galore Court
11. Kipper's Road & Black Sage Road
12. Black Sage Road & KT's Cut Across Road
13. Black Sage Road & Black Sage Court
14. Wiens Road & Highway 87 (stop for existing traffic)
15. Wiens Road & Kipper's Court
16. Wiens Road & Kipper's Road
17. Wiens Road & Wiens Court
18. Wiens Road & Black Sage Road
19. Kipper's Road & Kip the Horse Road
20. Kip the Horse Road & Black Sage Road

All signage will be fabricated and installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and Yellowstone County specifications. The subdivider shall install signage concurrent with each phase of roadway construction to ensure functionality upon completion of each new segment of the road network.

Final placement and quantity of stop signs will be subject to Yellowstone County Public Works review and approval at the time of engineering plan submittal.

C. Access

- There will be seven accesses for the proposed subdivision, one from Purple Sage Road, two from Leawood Drive, and four from Kipper's Road. Each approach will have 60' right-of-way.
- All lots within the subdivision shall be accessed using the internal public road network.
- No lots within the subdivision shall have direct access to Highway 87.

D. Billings Area Bikeways and Trail Master Plan (BABTMP)

The BABTMP does not intersect with this property.

IV. EMERGENCY SERVICE

Emergency services for the Pronghorn Subdivision will be provided by regional agencies serving unincorporated Yellowstone County. Fire protection infrastructure will be integrated into the subdivision as required under Yellowstone County Subdivision Regulations and applicable fire code guidance.

Fire Protection:

Fire protection for the subdivision will be provided by the Shepherd VFD district. To support fire suppression needs, two 30,000-gallon dry hydrant tanks will be installed within the subdivision. One dry hydrant will be located along Shops Galore Court, constructed in Phase 1, and the second will be installed will be constructed during Phase 5 off of Black Sage Road. Both hydrants are depicted on the preliminary plat and will be accessible to fire response vehicles. The tanks will be designed and installed per County and fire authority requirements, and ongoing maintenance will be the responsibility of the subdivision's RSID.

Law Enforcement:

Law enforcement services will be provided by the Yellowstone County Sheriff's Office, which has jurisdiction over unincorporated areas of the county.

Emergency Medical Services:

Ambulance services will be provided by American Medical Response (AMR). AMR Billings has been serving Yellowstone County since 1994, offering both emergency and non-emergency medical transport services.

All emergency service providers have been notified of the proposed subdivision during preliminary plat review. The subdivision's road widths, intersection design, and emergency vehicle turnaround provisions have been developed to comply with fire department access standards and ensure continuous emergency response capability throughout all phases of development.

V. Storm Drainage

Stormwater management for the Pronghorn Subdivision will be addressed through a combination of regional storm ponds and individual lot-level residential retention ponds. These systems are designed to safely accommodate runoff generated by both impervious surfaces (e.g., roads and driveways) and graded residential areas while protecting downstream properties, infrastructure, and natural drainage corridors.

A stormwater management plan will be developed in accordance with Section 4.7 of the Yellowstone County Subdivision Regulations and Montana DEQ Circular DEQ-8. The plan will include the construction of regional and individual stormwater ponds, strategically located within drainage basins and lots defined on the preliminary plat. These facilities will capture, detain, and treat roadway runoff and conveyances from common infrastructure prior to controlled release into natural drainages or swales.

All stormwater facilities, including regional and individual storm ponds and appurtenant conveyance infrastructure, will:

- Be constructed to meet or exceed MDEQ performance standards,
- Be reviewed and approved by MDEQ (or its authorized designee) prior to final plat approval,
- Be sized based on rational method or hydrologic modeling as outlined in the approved Storm Design Report,
- Include emergency overflows, and sediment forebays where required.

Final construction drawings and storm drainage reports will be submitted for County and DEQ review as part of the public infrastructure approval process. Operation and long-term maintenance of regional drainage facilities will be the responsibility of the subdivision's HOA, as defined in the covenants and the final plat filing.

VI. Utilities

A. Water Supply

Each lot within the Pronghorn Subdivision will be served by an individual cistern system, which will be supplied by a licensed local water service provider. These systems are designed to comply with Section 4.9 of the Yellowstone County Subdivision Regulations, ensuring that all water supply provisions meet the necessary health and safety standards. Approval from the Montana Department of Environmental Quality (MDEQ) will be obtained for these systems and included with the final plat filing. Maintenance of the cisterns will be the responsibility of the individual lot owners.

B. Sanitary Sewer

Wastewater treatment for the subdivision will be managed through individual septic systems installed on each lot. These systems will be designed and constructed in accordance with Section 4.8 of the Yellowstone County Subdivision Regulations and the standards set forth in Montana DEQ Circular DEQ-4.

Approval from the MDEQ will be secured prior to the final plat approval, and documentation of such approval will be included in the final plat submission. Each lot owner will be responsible for the operation and maintenance of their respective septic system.

C. Power, Telephone, Gas, and Cable Television

Electricity, telephone, natural gas, and cable television services will be extended to each lot within the subdivision. These utilities will be installed within the utility easements designated on the final plat. The easements are designed to meet the requirements of the utility providers and will be coordinated with them during the development process to ensure proper installation and service delivery.

D. Solid Waste Disposal

Solid waste collection and disposal services will be provided by licensed local waste disposal companies operating within Yellowstone County. Each property owner will be responsible for arranging for their own solid waste pickup services. Disposal of solid waste will be conducted in accordance with the standards set forth by the Montana Department of Environmental Quality (MDEQ) and the Yellowstone City-County Health Department, ensuring that all waste is managed in an environmentally responsible manner.

VII. Parks & Open Space

The Subdivider is providing cash-in-lieu of a parkland dedication to satisfy the parkland dedication requirement.

VIII. Irrigation

There are no irrigation systems, irrigation districts, or water rights associated with the land comprising the Pronghorn Subdivision. As such, no irrigation infrastructure will be installed, and no water rights will be transferred as part of the subdivision process.

The subdivision has been designed to function without a centralized or individual irrigation supply. Lot owners will not be obligated to install or maintain irrigated lawns, and no requirement for turf or landscape irrigation will be imposed through the subdivision covenants.

IX. Weed Management

The Subdivider and all future lot owners shall be responsible for the control and management of noxious weeds within the Pronghorn Subdivision, consistent with the current Yellowstone County Noxious Weed List and in accordance with Section 7-22-2152, MCA.

Requirements

The following measures will be implemented:

- A Weed Management Plan shall be submitted to the Yellowstone County Weed Department for review and approval. This plan will identify existing noxious weed species present on the site and outline specific control methods, herbicide usage (if applicable), mechanical or cultural treatment, and maintenance timelines.
- The Weed Management Plan shall be kept current and updated as necessary, particularly prior to the start of construction in any new phase of development. The cost of weed management shall be borne by the individual property owner or responsible development entity.
- A Revegetation Plan shall also be submitted as part of the overall weed management strategy. This plan will identify seed mix recommendations to promote the establishment of native or low-maintenance species for soil stabilization and long-term weed suppression. Recommendations may be obtained from the Yellowstone County Weed Department and are subject to modification based on a required pre-development site inspection.

Enforcement of weed control will be consistent with County policies, and ongoing compliance will be the responsibility of each owner of record. Failure to adhere to the approved plan may result in enforcement action under County weed ordinances.

X. Soils / Geotechnical Study

No formal geotechnical investigation or site-wide soils analysis has been conducted by the Subdivider for the Pronghorn Subdivision. Soil conditions across the subdivision are expected to vary due to the property's natural topography and geological setting. As a result, subsurface conditions—including soil bearing capacity, frost susceptibility, shrink-swell potential, and groundwater levels—may differ significantly between lots.

Individual lot owners are strongly encouraged to conduct site-specific geotechnical evaluations prior to initiating any structural construction. These evaluations should be performed by a qualified professional geotechnical engineer to determine the appropriate foundation design and to assess the need for any soil stabilization, drainage enhancements, or specialized construction techniques.

The Yellowstone County Soil Survey (NRCS, 1972) classifies certain soils in this area as potentially having limitations for conventional building development, particularly with respect to septic percolation, compaction, or seasonal moisture conditions. Therefore, additional caution is warranted in siting foundations, on-site septic systems, and stormwater management features.

Responsibility for geotechnical evaluation, design, and risk management lies solely with individual lot owners, builders, or their agents at the time of development.

XI. Phasing of Improvements

The Pronghorn Subdivision will be constructed in seven (8) sequential phases in order to ensure orderly infrastructure development, manageable public service extension, and compliance with all local and state subdivision standards. This phasing approach has been designed to align with the subdivision's roadway and utility layout, stormwater basin implementation, and market absorption goals.

In accordance with MCA 76-3-617(4), the Subdivider shall notify the governing body a minimum of 30 days prior to the commencement of infrastructure construction in any phase.

Phase Overview:

- Phase 1 – Will include Lots 1 through 12 in Block 1, Lots 1 through 10 in Block 2, Lots 1 through 5 in Block 3, Lots 1 through 3 in Block 4, Lot 1 in Block 5, Lots 1 through 7 in Block 12, and Lots 1 through 3 in Block 13. This phase will include construction of Purple Sage Road and Wiens Road through the intersection of Kipper's Road, the subdivision's two primary access roads from Highway 87, Kipper's Court, Kipper's Road, Shops Galore Road, North Shops Galore Road, Leawood Court, a portion of East Shops Galore Road, a portion of West Shops Galore Road, and a portion of South Shops Galore Road. There will also be a connection made to Leawood Drive and Shop's Galore intersection. This phase will include access to the commercial lots and set up for the future portion of South Shops Galore Road corridor. A 30,000-gallon dry hydrant will be installed along Shops Galore Road during this phase as shown on the plat. Construction will begin immediately upon approval of the final plat.
- Phase 2 – Will Include Lots 6 through 10 in Block 3 and Lots 2 through 11 in Block 5. This phase will complete South Shops Galore Road and establish further internal access via a portion of KT's Cut Across. Stop signs and temporary turnarounds will be provided as required by the traffic control and emergency service plans. Phase 2 will commence no later than June 1, 2029.
- Phase 3 – Will include Lots 4 through 8 in Block 4 and Lots 12 through 17 in Block 5. This phased will continue internal street development and lot service connections along AG's Road and a portion

of Gilman's Road. Stop signs and temporary turnarounds will be provided as required by the traffic control and emergency service plans. Phase 3 will commence no later than June 1, 2032.

- Phase 4 – Will include Lots 1 through 8 in Block 10 and Lots 1 through 11 in Block 11. This phase will construct Leawood Road and include completion of Shops Galore Court and Gilman's Road. Additional temporary turnarounds will be provided as necessary to maintain fire access. This phase provides further buildout of residential lots and extension of drainage and utility infrastructure. Phase 4 will commence no later than June 1, 2035.
- Phase 5 – Will include Lots 1 through 12 in Block 6 and Lots 1 through 6 in Block 7. This phase will include the start of construction on Black Sage Road, the completion of KT's Cut Across and Black Sage Court. This phase provides further buildout of central lots and extension of drainage and utility infrastructure. The second 30,000-gallon dry hydrant will be installed in this phase, as depicted on the plat. Phase 5 will commence no later than June 1, 2038.
- Phase 6 – Will Include Lots 13 through 16 in Block 6, Lots 7 through 12 in Block 7 and Lots 1 through 12 in Block 8. This phase will extend Black Sage Road south, extend Kippers Road south for a small portion, complete Wiens Road, and Wiens Court. This phase includes additional commercial and residential lots. Phase 6 will commence no later than June 1, 2041.
- Phase 7 – Will include Lots 1 through 8 in Block 9. This phase will finish construction of Black Sage Road and Kippers Road. This phase will also construct Kip the Horse Road, completing the southern loop of the subdivision and providing access to the final residential lots. All storm drainage and access improvements for the remaining tract will be completed during this phase. Phase 6 will commence no later than June 1, 2044.

Each phase will include the full extension of roadways, utilities, stormwater infrastructure, and fire protection improvements needed to serve the lots proposed within that phase. Temporary turnarounds will be installed where required to ensure compliance with emergency vehicle access standards and Yellowstone County Public Works requirements.

XII. Condominiums

Lots 1-10 of Block 2 and Lots 1-10 of Block 3 of this subdivision are anticipating condominiums. The condominiums are intended to be 4-plexes on each lot, totaling 80-units. It is anticipated that all units will be for personal storage use only. The Subdivider is aware of these assumptions, and all corresponding condominium documents shall be submitted to the County at the time of condominium recording.

XIII. Financial Guarantees

The Subdivider shall be responsible for the design, installation, and construction of all required public improvements in each phase of the Pronghorn Subdivision. Improvements include, but are not limited to: roads, stormwater drainage, fire protection systems, and utility infrastructure. All such improvements shall be constructed under private contract and designed by a licensed professional civil engineer registered in the State of Montana.

All improvements must be completed prior to final plat approval for each respective phase, unless a financial guarantee is provided in accordance with the procedures set forth in Chapter 5 of the Yellowstone County Subdivision Regulations.

If improvements are not fully constructed at the time of final plat, the Subdivider shall provide the County with a monetary security in an amount equal to 125% of the estimated cost of the uncompleted improvements. Acceptable forms of financial security include:

- An irrevocable letter of credit from a federally insured financial institution,
- A performance bond issued by a licensed surety company,
- An escrow agreement, or

- Any other method approved by the Yellowstone County Planning Board and Board of County Commissioners.

The cost estimate shall be prepared and sealed by a Montana-licensed professional engineer and reviewed by the County Engineer or designer. All financial instruments shall remain in effect until the County has verified that improvements have been satisfactorily completed and accepted for public use.

Upon completion of the improvements, the Subdivider's engineer shall submit to the Yellowstone County Public Works Department:

- A sealed, certified statement of completion,
- As-built drawings, and
- Any required post-construction certifications pursuant to Section 4.6.C of the Yellowstone County Subdivision Regulations.

The Subdivider shall also guarantee all installed public improvements for a period of one (1) year following final acceptance by the County.

XIV. LEGAL PROVISIONS

- A. Subdivider agrees to guarantee all public improvements for a period of one year from the date of final acceptance by Yellowstone County.
- B. The owners of the properties involved in this proposed Subdivision by signature subscribed herein below agree, consent, and shall be bound by the provisions of this Agreement.
- C. The covenants, agreements, and all statements in this Agreement apply to and shall be binding on the heirs, personal representatives, successors and assigns of the respective parties.
- D. In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs.
- E. Any amendments or modifications of this Agreement or any provisions herein shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.
- F. Subdivider shall comply with all applicable federal, state, and local statutes, ordinances, and administrative regulations during the performance and discharge of its obligations. Subdivider acknowledges and agrees that nothing contained herein shall relieve or exempt it from such compliance.
- G. Subdivider agrees to create any required (or expansion of existing) RSID(s) for future maintenance of all public (or common) constructed improvements prior to final plat approval.

IN WITNESS WHEREOF, the parties hereto have set their hands and official seals on the date first above written.

"SUBDIVIDER"

AG N KT's Properties, LLC

Alohi Gilman, Owner, AG N KT's Properties, LLC

STATE OF _____)
: ss
County of _____)

On this _____ day of _____, 20____, before me, a Notary Public in and for the State of _____, personally appeared Alohi Gilman, Owner of AG N KT's Properties, LLC, (*Subdivider*), who executed the foregoing instrument and acknowledged to me that they executed the same.

SS _____

This agreement is hereby approved and accepted by Yellowstone County, this _____ day of _____, 20____

"COUNTY"
COUNTY OF YELLOWSTONE
MONTANA

County of Yellowstone
Board of County Commissioners

By: _____
Mark Morse, Chairman

Mike Waters, Commissioner

Chris White, Commissioner

Attest: _____
Jeff Martin, County Clerk and
Recorder

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this _____ day of _____, 20____, before me, a Notary Public in and for the State of Montana, personally appeared Mark Morse, Mike Waters, Chris White and Jeff Martin, known to me to be the Board of County Commissioners and the County Clerk and Recorder, respectively, of Yellowstone County, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of Yellowstone County, Montana.

SS _____



Waiver of Right to Protest

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more Rural Special Improvement Districts (RSID's), for a period of no more than twenty years from the recording of this waiver, which Yellowstone County may require.

This Waiver and Agreement is independent from all other agreements and is supported by sufficient independent consideration to which the undersigned are parties, and shall run with the land and shall be binding upon the undersigned, their successors and assigns, and the same shall be recorded in the office of the County Clerk and Recorder of Yellowstone County, Montana.

The real property hereinabove mentioned is more particularly described as follows:

Pronghorn Subdivision

Signed and dated this _____ day of _____, 20____.

Alohi Gilman, Owner, AG N KT's Properties, LLC

STATE OF _____)
: ss
County of _____)

On this ____ day of _____, 20____, before me, a Notary Public in and for the State of _____, personally appeared Alohi Gilman, Owner of AG N KT's Properties LLC, the person who executed the forgoing instrument and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year hereinabove written.

SS _____



FINDINGS OF FACT

The City-County Planning Division Staff has prepared the Findings of Fact for Pronghorn Subdivision. These findings are based on the preliminary plat application and supplemental documents addressing the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Yellowstone County Subdivision Regulations (YCSR).

A. What are the effects on agriculture, local services, the natural environment, wildlife and wildlife habitat and public health and safety (76-3-608 (3) (a) MCA) (Section 3.2 (H) (2) YCSR)

1. Effect on agriculture and agricultural water users' facilities

The subject property is open grassland with no farming activity. No water rights or shares will be transferred to individual lot owners. There are no irrigation ditches that exist on the perimeter of this development, or within the development. There will be no effect on the water users downstream from this property.

2. Effect on local services

a. **Water** – The proposed subdivision is not located within any public water district. Each lot in the subdivision will be served by cisterns. Each cistern will receive approval from the Montana Department of Environmental Quality, or its designee. Water systems will be installed meeting the requirements outlined in Section 4.9 of the Yellowstone County Subdivision Regulations and the MDEQ. **(Condition #1)** The operation and maintenance of approved water cistern systems will be the responsibility of each individual lot owner.

b. **Septic** - The proposed subdivision is not located within any public sewer district. The subdivision will be served by wastewater disposal systems as submitted to and approved by Montana Department of Environmental Quality (MDEQ). These systems shall be located and installed as approved by Montana Department of Environmental Quality, or its designee.

The Subdivision is proposed to be served by individual septic systems on each lot. Septic systems will be installed meeting the requirements outlined in Section 4.8 of the Yellowstone County Subdivision Regulations and the MDEQ. **(Condition #1)** The operation and maintenance of the septic system will be the responsibility of individual lot owners.

All private utilities, power, telephone, gas and cable television will be installed in the public right of way or easements identified on the plat.

c. **Streets and roads** – Access to the Subdivision shall be from an approach off Highway 87 N to Purple Sage Road. Directly off Highway 87 N is a partial right of way width for Purple Sage Road provided on the south end of Certificate of Survey 732. On the southern end of Hidden Lake Subdivision there is right of way for Purple Sage Road

although it is not a full 60 feet of right of way. This was dedicated as part of Hidden Lake Subdivision. To ensure that in the future, should Purple Sage Road be built, there is enough right of way for this to happen. **(Condition #2)** Another access is required for this subdivision, with phase 1, to meet the requirements of the Yellowstone County Subdivision Regulations. The second access will come from Highway 87 N into the subdivision on Weins Road, this is a new road proposed with the subdivision. Roads within the subdivision, will be built to the County standard for a paved surface road. All roads will be within 60-foot-wide right of way with a 24-foot paved surface. An RSID will be created to maintain the roads within the subdivision. **(Condition #3)**

There are several lots along the future Purple Sage Road, they also have access from internal subdivision streets. These type of double frontage lots shall be required to have a 1 foot no access strip along the lots with double frontages. This includes Lots 1–10 and 12 of Block 1; Lots 1, 5–6, and 10 of Block 2; Lots 1, 5–6, and 10 of Block 3; Lots 1, 3, and 7–8 of Block 4; Lots 1–3, 8, and 11 of Block 5; Lots 1, 4–6, and 12–13 of Block 6; Lots 1, 7, and 12 of Block 7; Lots 1–2, 5–6, and 9 of Block 8; Lots 1–3 and 8 of Block 9; Lots 1–3 and 7 of Block 10; Lots 1–4, 6, and 10 of Block 11; Lots 1–3 and 5–7 of Block 12; and Lots 1 and 3 of Block 13. **(Condition #4)**

A TIS has been submitted for the proposed subdivision and included future filings of the subdivision. The traffic study showed the first filing to have an impact at the proposed access of Purple Sage Road (Access A) and Highway 87 N. Contributions for intersections impacts are shown in the table below.

Pronghorn Subdivision Intersection Cost Contribution Prepared by: IMEG Corp. Revised: 03/01/2026			
FILING 1			
Intersection	Percent	Cost of Intersection	Contribution by Intersection
#1 HWY 87 & Lorraine St	1.05%	\$ 500,000	\$ -
HWY 87 & Access A	8.07%	\$ 500,000	\$ 40,350
Total			\$ 40,350

The TIS will be updated to include the new access into the subdivision on Wiens Road. **(Condition #5)** The subdivision will not be using Leawood or Lorraine to access Highway 87 N.

d. **Fire and Police services** – The property is within the Shepherd Volunteer Fire District boundary. This subdivision will be provided fire service from Shepherd VFD. The subdivision will have two dry hydrant tanks. One dry hydrant is located within Phase 1 of the subdivision off of Shops Galore Court. The second dry hydrant is located within Phase 5 of the subdivision off of Black Sage Road. The applicant shall submit drawings for the tank to the Shepherd VFD for review and approval. When the tank is installed the applicant will have the system tested and signed off by the Shepherd VFD. Any road that is over 150 feet due to phasing layout must have a temporary turn around until the next phase makes a connection and the road is no longer a dead end. **(Condition #6)**

The Yellowstone County Sheriff's Department will provide law enforcement services to this subdivision.

e. **Solid Waste disposal** – The Billings Landfill has capacity for solid waste disposal. Solid waste will be collected and disposed of by a private garbage collection company. Each lot owner will be responsible for arranging for collection.

f. **Storm water drainage** – Stormwater management for the Pronghorn Subdivision will be addressed through a combination of community storm ponds and individual lot-level residential retention ponds. These systems are designed to safely accommodate runoff generated by both impervious surfaces (e.g., roads and driveways) and graded residential areas while protecting downstream properties, infrastructure, and natural drainage corridors.

Proposed storm water drainage shall be submitted to the MDEQ for review and approval prior to final plat. All proposed stormwater systems shall meet the requirements of Section 4.7 of Yellowstone County Subdivision Regulation's and the requirements of MDEQ. **(Condition #1)**

g. **School facilities** – The proposed subdivision is located within Independent Elementary School, District #52, for K through 6. The school served a student population of approximately 299 students this year. Medicine Crow Middle School will provide school for grades 6 through 8. Medicine Crow Middle School is currently just under capacity. Capacity is 700, most recent enrollment 468. Skyview High School will provide school for grades 9 through 12. Skyview High School is currently just under capacity. Capacity is 1,684 most recent enrollment 1,632.

h. **Parks and recreation** – Parkland dedication is required for this subdivision. The applicant is proposing to provide a cash in lieu contribution for parkland meeting the requirement of state statute. Parkland acreage will be added to the SIA to determine the amount of contribution and analysis meeting Section 10.6 of the Subdivision Regulations will be required to meet the correct cash in lieu contribution. **(Condition #7)**

i. **Postal Service** – The applicant will be required to coordinate with the USPS to ensure they are providing a safe location for the postal worker to deliver the mail and the residents to retrieve their mail. **(Condition #8)**

j. **Historic features** – No known historic or cultural assets exist on the site.

k. **Phasing of Development** - The applicant is proposing to develop this subdivision in seven phases. The applicant will provide the correct paperwork to be recorded with the final plat, restriction on conveyances. **(Condition #9)**

- Phase 1 – Will include Lots 1 through 12 in Block 1, Lots 1 through 10 in Block 2, Lots 1 through 5 in Block 3, Lots 1 through 3 in Block 4, Lot 1 in Block 5, Lots 1 through 7 in Block 12, and Lots 1 through 3 in Block 13. This

phase will include construction of Purple Sage Road and Wiens Road through the intersection of Kipper's Road, the subdivision's two primary access roads from Highway 87, Kipper's Court, Kipper's Road, Shops Galore Road, North Shops Galore Road, Leawood Court, a portion of East Shops Galore Road, a portion of West Shops Galore Road, and a portion of South Shops Galore Road. There will also be a connection made to Leawood Drive and Shop's Galore intersection. This phase will include access to the commercial lots and set up for the future portion of South Shops Galore Road corridor. A 30,000-gallon dry hydrant will be installed along Shops Galore Road during this phase as shown on the plat. Construction will begin immediately upon approval of the final plat.

- Phase 2 – Will include Lots 6 through 10 in Block 3 and Lots 2 through 11 in Block 5. This phase will open June 1, 2029.
- Phase 3 – Will include Lots 10 through 14 in Block 4 and Lots 12 through 17 in Block 5. This phase will open June 1, 2032.
- Phase 4 – Will include Lots 1 through 8 in Block 10 and Lots 1 through 11 in Block 11. This phase will open June 1, 2035.
- Phase 5 – Will include Lots 1 through 12 in Block 6 and Lots 1 through 6 in Block 7. This phase will open June 1, 2038.
- Phase 6 – Will include Lots 13 through 16 in Block 6, Lots 7 through 12 in Block 7 and Lots 1 through 12 in Block 8. This phase will open June 1, 2041.
- Phase 7 – Will include Lots 1-8 in Block 9. This phase will open June 1, 2044.

There are additional details in the SIA under the heading XI. Phasing of Improvements. The SIA includes which roads and what infrastructure will be included with each phase.

Public improvements will be constructed by way of a private contract with each phase.

3. Effects on the natural environment

The development will use noxious weed control measures to prevent the spread of noxious weeds to adjacent developed or agricultural land. As required by County Subdivision Regulations Section 4.15 all county subdivisions are required to apply for and obtain a weed management plan with the County Weed Department. Any subdivision that has an existing Weed Management Plan is required to get an updated Weed Management Plan. A weed management plan will be completed and a copy will be submitted with final plat. **(Condition #10)**

There are no apparent or known natural hazards on the property.

4. Effects on wildlife and wildlife habitat

Impacts on Significant, Important, and Critical Habitat: The environmental assessment provided with the subdivision does not identify any endangered wildlife on the area where the subdivision is being proposed.

This site is well-suited for development of a residential neighborhood. The development will be done in a responsible, orderly manner, and in accordance with Yellowstone County Subdivision Regulations, Administrative Rules of Montana, and

DEQ, DNRC, and all other state and local development standards. By so doing, this subdivision will create no significant negative impact to the environment or community but will, instead, be an asset to the area.

There are no known endangered or threatened species on the property. A paragraph in the 'Conditions that Run with the Land' section of the SIA warns future lot owners of the likely presence of wildlife in the area and their potential to damage residential landscaping.

5. Effects on public health and safety

Plans and designs for the water and septic system will be reviewed and approved by MDEQ prior building construction on each lot to ensure public health and safety.

Fire and emergency services are provided for this proposed subdivision from Shepherd Fire Department and the Yellowstone County Sheriff's department.

B. Was an environmental assessment required? If yes, what, if any, significant adverse impacts were identified? (76-3-603 MCA) (Chapter 9, YCSR)

The applicant did provide an environmental assessment as required for this subdivision pursuant Section 9.2 of the County Subdivision Regulations. Following are the conclusions for vegetation and wildlife. There is no riparian habitat within this proposed subdivision as there are no streams that run year-round.

Vegetation: Mixed-grass prairieland: A system that covers much of the eastern two thirds of Montana, interrupted typically only by wetland/riparian areas or sand prairies and defined by vegetation supported by climates of harsh winter and short hot summers including but not limited to western wheatgrass and Festuca and Bromus [genus] grass species.

Wildlife: No 'key' wildlife areas are known to exist in the subdivision. There is a wildlife corridor provided by the natural drainages through the subdivision. Those will not be altered by the subdivider.

Wildlife Corridor: a swath of undeveloped land connecting two habitats so wildlife can more safely move between them in facilitation of healthy species populations and ecosystems.

C. Does the subdivision conform to the Yellowstone County 2008 Growth Policy, the 2023 Long Range Transportation Plan, and Billings Area Bikeway and Trail Master Plan? [Section 3.2 YCSR]

1. Yellowstone County - 2008 Growth Policy

The subdivision is consistent with the following goals of the Growth Policy:

- Goal: Predictable land use decisions that are consistent with neighborhood character and land use patterns. (p. 6)

The subdivision is consistent with the type of residential development to the north. There is residential development to the north and to the southeast.

- Goal: Controlled weed populations. (p. 9)

The developer shall complete a weed management plan and shall provide a re-vegetation plan for any ground disturbed by development.

2. 2023 Billings Urban Area Long Range Transportation Plan

The subject property maintains the road study area of the Transportation Plan. The subdivision includes local streets, future connectivity, and a dedication associated with the functional class map for a future highway on the southern boundary of the property.

3. Billings Area Bikeway and Trail Master Plan (BABTMP)

This subdivision is outside the BABTMP boundaries for trails. This subdivision will not be required to install any trails at this time.

D. Does the subdivision conform to the Montana Subdivision and Platting Act (MSPA) and to local subdivision regulations? [MCA 76-3-608 (3) (b) and Section 3.2 (3) (a) YCSR]

The proposed subdivision meets the requirements of the MSPA and the YCSR. The subdivider and the local government have complied with the subdivision review and approval procedures that are set forth by local and state subdivision regulations.

E. Does the subdivision conform to sanitary requirements? [Section 4.8 (C) and 4.9 (C), YCSR]

The subdivision must receive approval from the MDEQ prior to any building construction on each lot. The new parcels will have both water and septic on each lot. This system will be approved by MDEQ before final plat.

F. Does the proposed subdivision meet any applicable Zoning Requirements? [Section 3.2 (H) (3) (e), YCSR]

The proposed subdivision is outside the County Zoning Jurisdiction.

G. Does the subdivision provide for necessary planned utilities? [MCA 76-3-608 (3) (c) and Section 3.2 (H) (3) (b), YCSR]

The applicant will coordinate with private utility companies to provide the required easements.

H. Does the proposed subdivision provide for Legal and Physical Access to all lots? [MCA 76-3-608 (3) (d) and Section 3.2 (H) (3) (c) (d), YCSR]

Legal and physical access will be provided from two points off Highway 87 N. One is

from Purple Sage Drive and the other from Weins Road. Access to each lot will be from the internal roads of the subdivision.

CONCLUSIONS OF FINDINGS OF FACT

- This subdivision does not create adverse impacts that warrant denial of the subdivision.
- Impacts to agriculture, agriculture water user facilities, local services, public health and safety, the natural environment, and wildlife should be minimal, and can be mitigated by reasonable conditions of final plat approval.
- The subdivision conforms to some of the goals of the Growth Policy.
- The applicant has complied with the MSPA and YCSR processes and the subdivision conforms to the law requirements.

RECOMMENDATION

The Planning Board is forwarding a recommendation of conditional approval to the Board of County Commissioners for the preliminary plat of Pronghorn Subdivision and adopt the Findings of Fact as presented in the staff report.



Pronghorn Subdivision Traffic Impact Study

Alohi Gilman

IMEG #240001698.00



March 1, 2026

Prepared By:
IMEG Corp
Shawn Thorson, P.E.
Brad Lange, P.E., P.T.O.E.

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Traffic Impact Study
For the
Pronghorn Subdivision Development

Prepared for:
Yellowstone County, Montana

IMEG #24001698.00

March 1, 2026

1 INTRODUCTION & EXECUTIVE SUMMARY

1.1 Purpose

The purpose of this Traffic Impact Study (TIS) is to determine the operational impact that the proposed Pronghorn Subdivision Development Traffic has on the surrounding major intersections and to recommend modifications, if required, that will allow the major intersections and access drives to function adequately as the population grows. The proposed development will have access locations to Lorraine Street, Bitterroot Drive, Rosecrans Drive, Highway 87, and Highway 312.

This TIS focuses solely on the Pronghorn Subdivision Development and does not take into consideration any other proposed or future residential, commercial, or industrial developments in the surrounding area. Future developments will need to prepare a separate traffic study.

1.2 Objective

To evaluate the necessary intersections and the development, IMEG performed the following initial tasks:

- Current traffic volumes were collected for 24 hours in 15-minute intervals at the following intersections:
 - HWY 87 and Lorraine Street (Intersection 1)
 - HWY 312, Bitterroot Dr, and Rosecrans Dr (Intersection 2)
- Reviewed the existing developments Site Plan, see **Appendix A**, and utilized the ITE Trip Generation Manual, 11th Edition, See **Appendix E**, to determine the number of AM and PM trips generated by the proposed development.
- Developed 2034 and 2054 traffic for the development. Refer to **Appendix B** for a summary of those traffic movements.
- Assigned trip distribution to the development traffic to determine entering and existing volume. Generated trips will not increase by the growth factor.
- Researched and collected traffic data and other background information from various sources, including:
 - Montana Department of Transportation (MDT)
 - Yellowstone County, MT
- Processed calculated traffic data using the Highway Capacity Software (HCS), Version 2024 for the following scenarios:
 - Existing 2024 AM and PM peak hour traffic using the existing lane geometry at the studied intersections. See **Appendix C**.

- Projected 2034 and 2054 AM and PM peak hour background traffic, see **Appendix C**, and total traffic operational capacity, see **Appendix D**, using existing lane geometry at the studied intersections.
- Projected 2034 AM and PM peak hour total traffic operational capacity, see **Appendix D**, for the proposed access location to HWY 87 as well as HWY 87 and Lorraine Street.
- Projected 2054 AM and PM peak hour total traffic operational capacity, see **Appendix D**, for the proposed access locations to HWY 87, HWY 87 and Lorraine St, as well as HWY 312 and Bitterroot Dr.

1.3 Executive Summary

The proposed development is planned to proceed in three distinct phases, referred to as Filings 1 through 3. Currently, filing 1 is in the design stage, with full build-out anticipated by the year 2034. The complete build-out of all three filings is projected by 2054. A detailed traffic impact analysis was conducted for Filing 1 individually, as well as for the combined full build-out scenario of all three filings under a comprehensive master plan TIS.

2 EXISTING CONDITIONS

2.1 Study Roadway(s)

The following roadways describe the intersections that are to be analyzed as part of this study. See **Figure 1** for the intersection study areas, **Figure 2** for the Montana Department of Transportation roadway classifications, and **Figure 2a** for the City of Billings roadway classifications. It is to note that Intersection 1 is not within the City of Billings MPO planning boundary. A high-level review from Google Earth measurements was used to approximate lane widths below for the existing roadways.

2.1.1 HWY 87

HWY 87 is classified as a “Principal Arterial – Non-Interstate” road by MDT and the City of Billings. It is an asphalt paved, two-lane highway with approximately 40-foot total surface width. The total surface width contains two 12-foot asphalt travel lanes and an eight 8-foot asphalt shoulder with a rumble strip that extends the length of the roadway on both sides. There is also a rumble strip on the center line of the roadway that separates the two travel lanes. A dashed and double-solid centerline is also present, indicating when passing is allowed. There are also residential and commercial drive approaches on both sides of the roadway with the addition of side streets. The posted speed limit is 70 MPH.

2.1.2 HWY 312

HWY 312 is classified as a “Minor Arterial” road by MDT and the City of Billings. It is an asphalt paved highway with a 62-foot asphalt surface width and a varying width gravel shoulder that extends the length of the roadway on both sides. This road consists of five (5) lanes; two (2) 12-foot SW bound lanes, two (2) 12-foot NE bound lanes, and one (1) 14-foot center two-way left turn lane. There are also residential and commercial drive approaches on both sides of the roadway with the addition of side streets. The posted speed limit is 50 MPH.

2.1.3 Lorraine Street

Lorraine Street is classified as a “Local” road by MDT. The roadway is not located within the City of Billings MPO Planning Boundary. The roadway is an asphalt paved roadway with a 24-foot asphalt surface width and a varying width gravel shoulder that extends the length of the roadway on both sides. There is currently no paint striping to indicate designated travel lanes. There are

also residential drive approaches on both sides of the roadway with the addition of side streets. The posted speed limit is 25 MPH All Streets.

2.1.4 Bitterroot Drive

Bitterroot Drive is classified as a “Local” road by MDT and as a “Minor Arterial” by the City of Billings. It is an asphalt paved, two-lane roadway with approximately 24-foot asphalt surface width and a varying width gravel shoulder that extends the length of the roadway on both sides. Both travel lanes are approximately 12-foot width. The two travel lanes are separated by a double-solid painted centerline, indicating “no passing.” There are also residential drive approaches on both sides of the roadway with the addition of side streets. The posted speed limit is 25 MPH.

2.1.5 Rosecrans Drive

Lorraine Street is classified as a “Local” road by MDT and the City of Billings. The roadway is a two-lane gravel roadway with a varying width approximately 24-foot. Asphalt paved approaches are also present at major intersections. There is currently no paint striping to indicate designated travel lanes. There are also residential drive approaches on both sides of the roadway with the addition of side streets. There is currently no posted speed limit.

2.2 Study Intersection(s)

The following describes the intersections that are analyzed as part of this study. The intersection study areas are shown in **Figure 1**.

2.2.1 Intersection 1 – HWY 87 and Lorraine St

The “T” intersection is stop-controlled on the westbound leg of Lorraine St. There are no additional turn lanes at the intersection. The intersection is currently not illuminated.

Traffic data for this intersection was collected on July 23rd, 2024. From the collected traffic data, it was determined that the AM peak hour for the intersection was between 9:45 and 10:45, while the PM peak hour was between 4:30 and 5:30.

2.2.2 Intersection 2 – HWY 312, Bitterroot Dr, and Rosecrans Dr

The intersection is a “2-way,” stop-controlled intersection on the northwest bound leg of Rosecrans Dr and southbound leg of Bitterroot Dr. There is an additional two-way left turn lane for the southwest bound leg and northeast bound leg of HWY 312. The intersection is currently not illuminated.

Traffic data for this intersection was collected on July 23rd, 2024. From the collected traffic data, it was determined that the AM peak hour for the intersection was between 7:00 and 8:00, while the PM peak hour was between 4:45 and 5:45.

2.3 Study Area Land Uses

The proposed development is currently surrounded by agricultural land to the East, South, and West. Immediately to the north is a residential neighborhood that consists of single-family residences.

2.4 2024 Existing Site Conditions

The existing lane configurations and Peak Hour turning movement volumes are shown in **Figure 4**. IMEG collected the current traffic data using Miovision cameras and entered that data into Highway Capacity Software (HCS), Version 2024, to evaluate the current level of service. The

collected Miovision data can be found in **Appendix H**. The Two-Way Stop Control (TWSC) module of HCS was used to determine the operational capacity of each leg and the studied intersections. A summary of the results for each intersection can be seen in **Table 1**.

The collected traffic volumes were adjusted per MDT 2023 seasonal factors. Those adjustment factors can be found in **Appendix G**.

2.5 Pedestrian and Bicycle Considerations

There are currently no pedestrian considerations including sidewalks and bicycle lanes at any of the intersections described above.

Table 1: 2024 Existing Traffic Peak Hour Capacity Analysis Summary

No.	Intersection	Approach	2024 Background Traffic Peak Hour Capacity Analysis Summary					
			AM PEAK HOUR			PM PEAK HOUR		
			Approach Delay (sec/veh)	Approach LOS	95 th % Queue (veh)	Approach Delay (sec/veh)	Approach LOS	95 th % Queue (veh)
Intersection Control			One-Way Stop Control (WB)					
1	HWY 87 & Lorraine St	EB						
		WB	10.3	B	1	11.0	B	1
		NB	FREE-FLOW/NO DELAY			FREE-FLOW/NO DELAY		
		SB	0.1	A	0	0.1	A	0
Intersection Control			Two-Way Stop Control (NB/SB)					
2	HWY 312 & Bitterroot Dr	EB	1	A	1	1.5	A	1
		WB	0	A	0	0	A	0
		NB	11.0	A	0	16.6	C	0
		SB	10.2	B	1	9.6	A	1

1

Lorraine St

Proposed Development

A

Filing 2

Filing 3

Filing 1

HWY 87

Bitterroot Dr

HWY 312

2

Rosecrans Dr



NOT TO SCALE



PRONGHORN SUBDIVISION TRAFFIC IMPACT STUDY

BILLINGS, MONTANA

IMEG Project No:
24001698.00

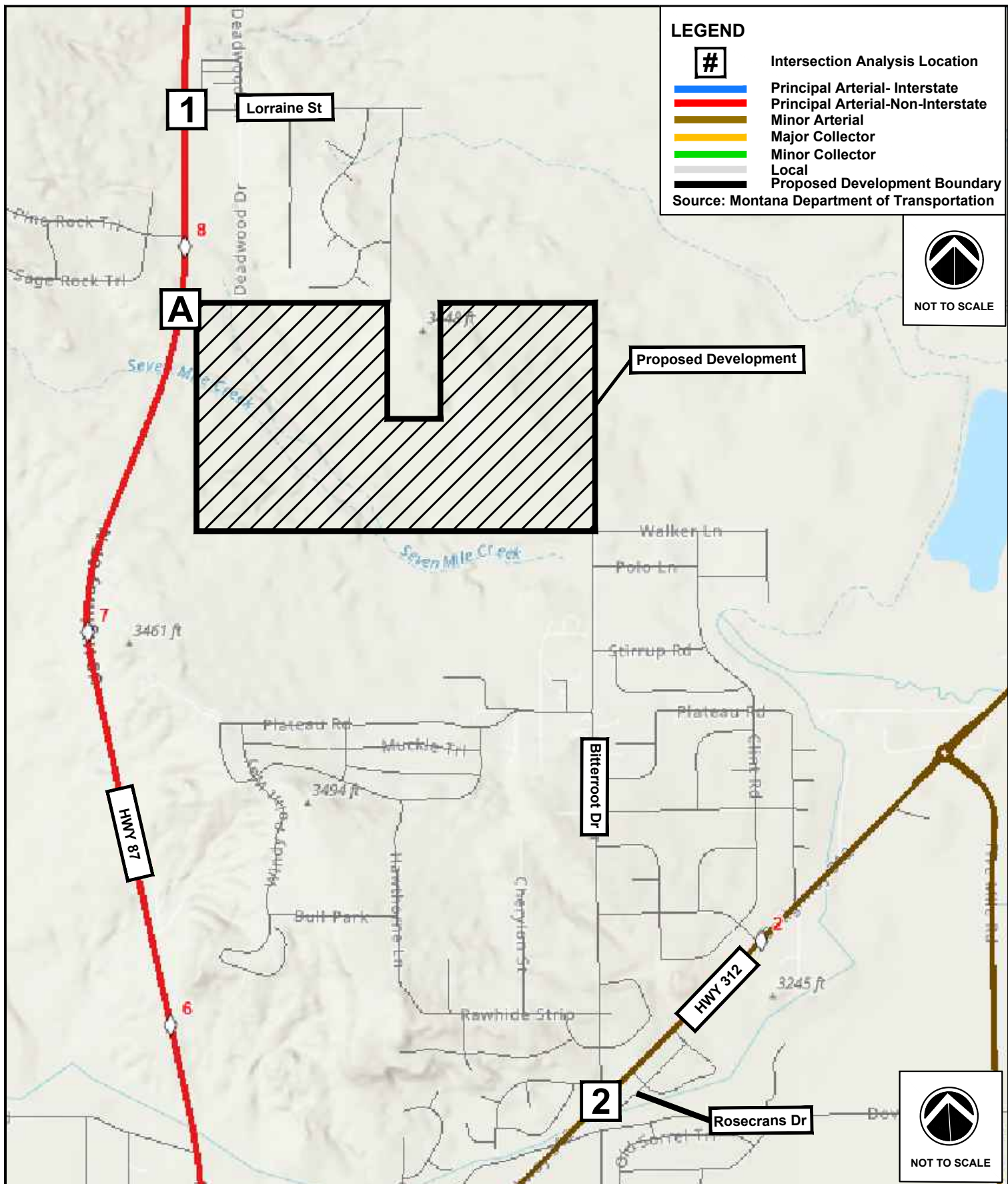
Drawn By: JTP

Checked By: ST

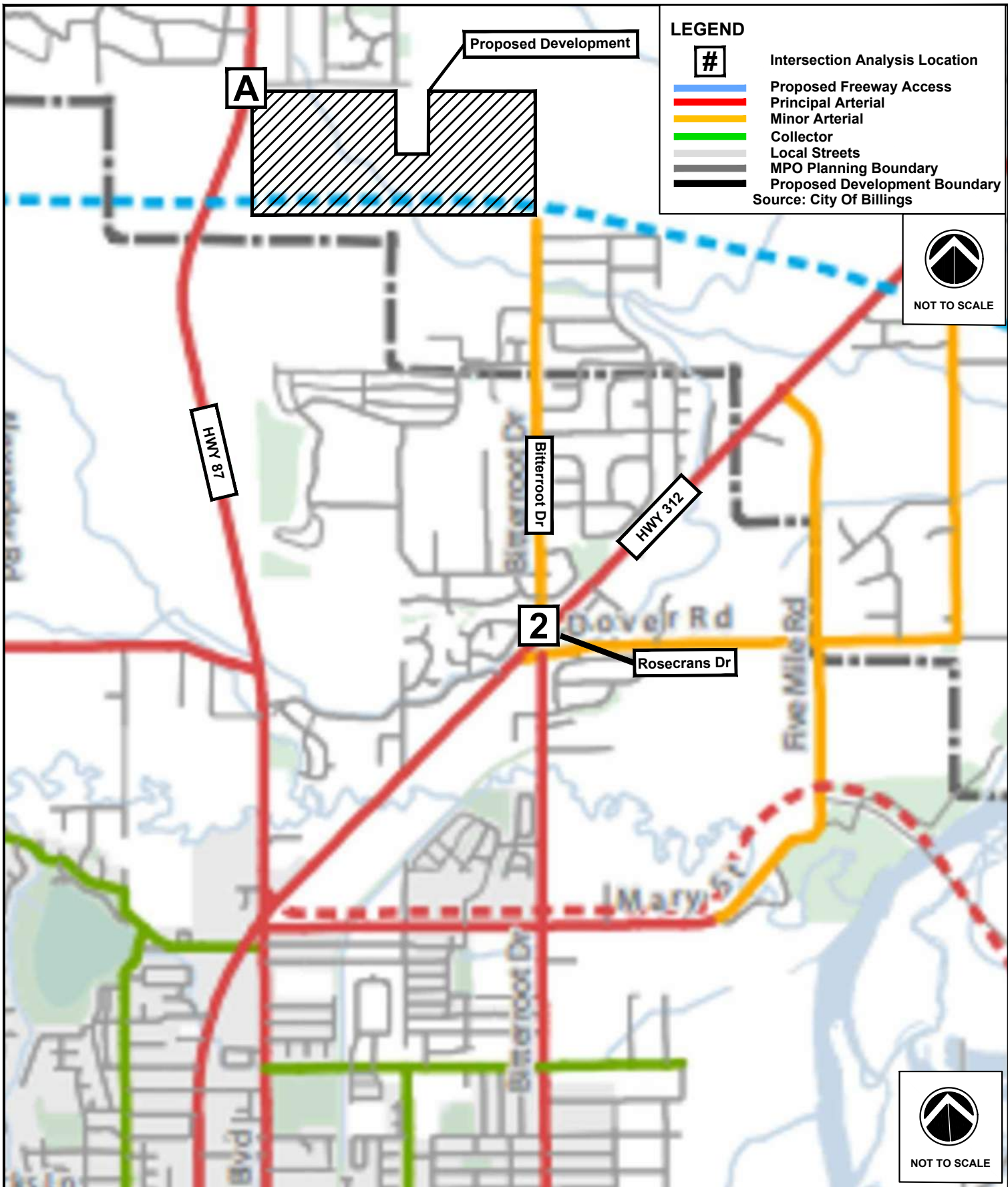
Date: 05/12/2025

FIG - 1

STUDY LOCATION



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	ROADWAY FUNCTIONAL CLASSIFICATION - MONTANA DEPARTMENT OF TRANSPORTATION		Drawn By: JTP
			Checked By: ST
			Date: 05/12/2025
		FIG - 2	



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PRONGHORN SUBDIVISION TRAFFIC IMPACT STUDY

BILLINGS, MONTANA

ROADWAY FUNCTIONAL CLASSIFICATION -
CITY OF BILLINGS

IMEG Project No:
24001698.00

Drawn By: JTP

Checked By: ST

Date: 05/12/2025

FIG - 2A

2.6 Development Considerations

2.6.1 Crash Data

IMEG reached out to MDT on August 14, 2024, requesting additional information for historical crash data in the vicinity of the study area. MDT provided historical crash data for the two existing intersections within this study for the years between 2019-2023. No crash data was provided for the intersection of HWY 87 & Access A. The purpose of this section is to document the number of crashes, severity of crashes, and overall intersection crash rates at the two intersections being studied. The crash information was analyzed to identify intersections with crash characteristics that may warrant further study. General crash characteristics were evaluated along with potential causes. The crash information covers the five-year time period from 2019 to 2023. **Appendix I** contains the crash records provided by the Montana Department of Transportation. **Table 2** shows the total number of crashes at each intersection.

To calculate the crash rate, severity index, and severity rate for the intersections described above, the formulas used by the Montana Department of Transportation Traffic and Safety Bureau were utilized, as defined by the following equations:

$$\text{Intersection Crash Rate} = \frac{(\text{Total \# of Crashes})(1,000,000 \text{ Vehicles})}{(\text{AADT Entering the Intersection})(\text{Analysis Time Period})(365)}$$

$$\text{MDT Severity Index} = \frac{(8 * \text{Incap. \& F}) + (3 * \text{Non - Incap. \& PI}) + (1 * \text{PDO \& U})}{\text{Total Crashes}}$$

$$\text{Severity Rate} = (\text{Crash Rate})(\text{Severity Index})$$

Where:

F = Fatal

PI = Possible Injury

Incap. = Incapacitated

PDO = Property Damage Only

U = Unknown

Table 2: Intersection Crashes in the Five-Year Period

INTERSECTION		# CRASHES
Intersection with 3-5 crashes		
HWY 312 & Bitterroot Drive/Rosecrans Drive	U-2W	4
Intersections with 0-2 crashes		
HWY 87 & Lorraine Street	U-1W	2
HWY 87 & Access A	U-1W	0

S=Signalized Intersection; U-1W=Unsignalized Intersection One-Way Stop Controlled; U-2W=Unsignalized Intersection Two-Way Stop Controlled; U-3W=Unsignalized Intersection Three-Way Stop Controlled; U-4W=Unsignalized Intersection Four-Way Stop Controlled.

Table 3 ranks the number of crashes against the annual average daily traffic (AADT) (provided by MDT's "MS2" traffic count software) entering each intersection, expressed as crashes per million entering vehicles (MEV). The formula above was used to determine the intersection rate, expressed in MEV. It is to note that the AADT utilized for each intersection was calculated by adding up the total AADT from 2019 to 2023 and dividing by five. Since both highways are "2-way" roads the final AADT was then divided by two to determine the AADT entering the intersection. For the data obtained at the intersection of HWY 87 and Lorraine St, MDT Traffic Count Station 56-4A-018 was used to determine AADT. For the data obtained at the intersection of HWY 312 & Bitterroot Dr & Rosecrans Dr, MDT Traffic Count Station 56-4A-282 was used to determine AADT.

Table 3: Intersection Crash Rate

INTERSECTION		Number of Crashes	Volume*	Crash Rate
Intersections with 0.00 – 0.50 Intersection Crash Rate				
HWY 312 & Bitterroot Drive/Rosecrans Drive	U-2W	4	5,583	0.39
HWY 87 & Lorraine St	U-1W	2	2,936	0.37
HWY 87 & Access A	U-1W	0	2,936	0.00

S=Signalized Intersection; U-1W=Unsignalized Intersection One-Way Stop Controlled; U-2W=Unsignalized Intersection Two-Way Stop Controlled;

U-3W=Unsignalized Intersection Three-Way Stop Controlled; U-4W=Unsignalized Intersection Four-Way Stop Controlled.

*AADT was calculated by adding up the total AADT from 2019 to 2023 and dividing by five. Since both highways are "2-way" roads the final AADT was then divided by two to determine the AADT entering the intersection.

Table 4 illustrates a detailed look at the crashes to determine the MDT "severity index rating." The severity index is a ratio that shows where the most severe types of crashes occur. Crashes were put into five categories of severity: property damage (PDO), possible injury crash, minor injury crash, serious injury crash, and fatal injury crash. The severity index rating is then determined using the equation above. Also shown is the severity rate, which uses the equation above by multiplying the crash rate by the severity index.

Table 4: MDT Severity Index and Rate

INTERSECTION	PDO/Unknown	Possible Injury	Minor Injury	Serious Injury	Fatal Injury	Severity Index	Severity Rate
Intersection with 1.00 – 1.99 Severity Rate							
HWY 87 & Lorraine Street	1	0	1	0	0	3.50	1.31
Intersection with 0 – 0.99 Severity Rate							
HWY 312 & Bitterroot Drive/Rosecrans Drive	4	0	0	0	0	1.00	0.39
HWY 87 & Access A	0	0	0	0	0	0.00	0.00

2.6.2 Approach Site Triangles

The proposed site conditions, features, and structures were evaluated using the following sight distance equation:

$$b = 1.47V_{major}t_g$$

Where:

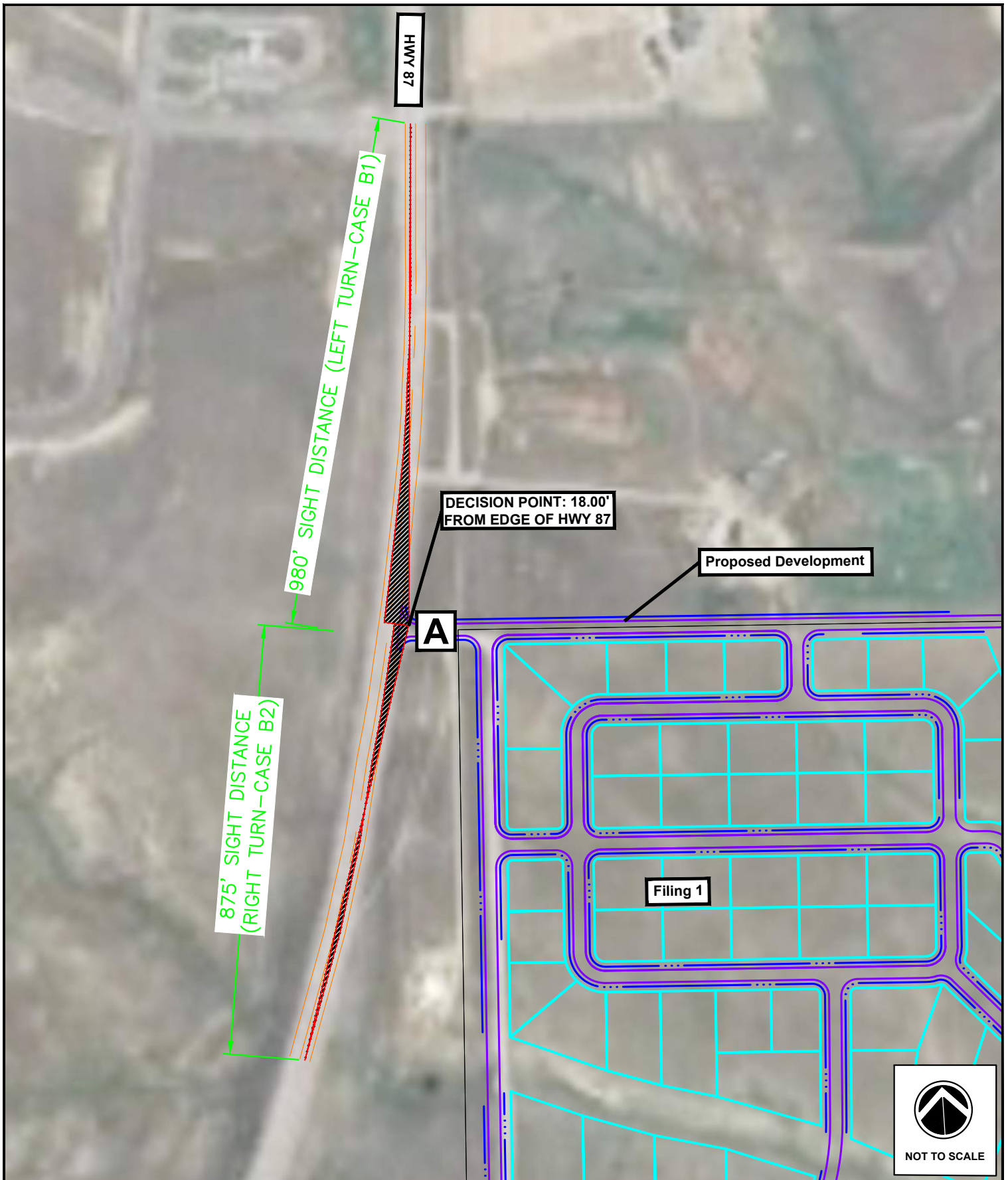
b = length of leg of sight triangle along the major road (ft)

V_{major} = design speed of major road (mph)

t_g = travel time to reach and clear the major road (sec)

For evaluating the left turn from the Minor Road (Case B1) a value of 7.5 is provided for passenger cars, however a conservative 9.5 for single-unit trucks was used for t_g provided in Table 9.6. For evaluating the right turn from the Minor Road (Case B2) a value of 6.5 is provided for passenger cars, however a conservative 8.5 for single-unit trucks was used for t_g, provided in Table 9.8. Both Table 9.6 and 9.8 are from A Policy on Geometric Design of Highways and Streets, 2018 7th edition. The conservative design vehicle chosen for analysis was a Single-Unit Truck since the proposed development is intended for mainly residential use and large delivery vehicles are not expected on a frequent basis, but rather smaller residential delivery vehicles are expected more regularly. It is assumed the design speed equals the posted speed limit, which is 70 mph. **Figure 3** below depicts the sight distance triangles for Intersection A. Currently there are no existing or proposed features that impact the drivers site triangle distance. As such, no further considerations are justified, and the current conditions are understood to be maintained through development.

3/1/26 G:\2024\24001698.00\DESIGN\CIVIL\CALCSTUDYS\TRAFFIC IMPACT STUDY\TRAFFIC FIGURES\24001698-TIS FIGURES.DWG



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PRONGHORN SUBDIVISION TRAFFIC IMPACT STUDY

BILLINGS, MONTANA

INTERSECTION A SIGHT DISTANCE

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Drawn By: MJH

Checked By: ST

Date: 05/12/2025

FIG - 3

3 PROJECTED TRAFFIC – TRIP GENERATION AND DISTRIBUTION

3.1 Roadway Traffic Forecast

Using the annualized growth rate equation below as well as the population data provided by the Census report, the initial population (2020) was 117,116 and the final population (2024) was 121,483. Making the growth rate of Billings, MT 0.92% and to be conservative, a growth rate of 1.00% was used. Beginning with the opening year of 2034 this growth factor will be used to project the peak hour turning movement volumes to the full build year of 2054.

The annualized growth factor was determined using the equation:

$$Growth\ Rate = \left(\frac{P_{final}}{P_{initial}} \right)^{\frac{1}{n}} - 1$$

Where:

P = Population final/initial

n = Number of Years

3.2 Proposed Development Site

The proposed development is located on four unplatted parcels in Section 35, Township 02 North, Range 26 East, Yellowstone County, Montana. The development is generally located east of HWY 87, south of the residential neighborhood described as Hidden Lake Subdivision east of HWY 87, and southeast of the residential neighborhood described as Pine Rock Subdivision west of HWY 87.

The proposed development will be completed in up to three (3) separate filings. The first filing will encompass a total gross area of 100.08 acres and will include 124 lots, of which 85 will be designated for commercial use and 39 for residential use. The remaining filings will consist exclusively of residential lots ranging in size from three-quarters of an acre to one acre.

The first filing of the proposed development is expected to be fully built out by 2034. Several lots are expected to include small personal-use lofts where each unit includes access to a small restroom. These features support the assumption that the commercial development will primarily cater to owner-operated, low-occupancy businesses rather than high-traffic commercial enterprises. Each subsequent filing is anticipated to require an additional 10 years for full build-out.

For the purpose of this study, all filings are included in the analysis as a master plan. The total number of residential lots for the subsequent filings was estimated based on a total area of 200 acres, accounting for a 10% park allocation and a 15% right-of-way allocation. This calculation resulted in an estimated additional 175 residential lots, evenly split between three-quarter-acre and one-acre lots.

Water and sewer services will be provided to each lot via individual cisterns and septic systems. To estimate trip generation for the development, land use codes from the Institute of Transportation Engineers (ITE) were applied. Specifically, ITE Code 140 – Manufacturing, ITE Code 151 – Mini-Warehouse, ITE Code 210 – Single-Family Detached Housing, and ITE Code 712 – Small Office Building were determined to be the most applicable. The site plan, provided in **Appendix A**, illustrates the proposed development area and the general location of one planned entrance/exit. IMEG previously completed a TIS for the Shop World 2 Subdivision in Billings, Montana. That development was similar to the commercial lots classified under ITE Code 140 – Manufacturing. As shown in Appendix K, IMEG counted existing trip generation

rates at the Shop World 1 Subdivision, which is similar to both Shop World 2 and the proposed development. The recorded peak-hour trip movements were low, indicating that the trip generation used for the proposed development is conservative.

3.3 2034 (Filing 1) Trip Distribution

There are two proposed access locations for the development, Access A from HWY 87 and Lorraine St from HWY 87. It is assumed that approximately 92% of the development's trips will utilize Access A and 8% will utilize access to Lorraine St. Percentages were assumed based on the proximity to the access streets and the nearest major intersections.

Based on existing turning movements from the intersection of HWY 87 and Lorraine St, it is assumed that 96% of the traffic exiting the development at Access A will turn left onto HWY 87 and 4% will turn right during the AM peak hour. Return trips during the PM peak hour were assumed to enter the development using the same distribution. It is also assumed based on existing turning movements that 96% of traffic exiting from the development at Lorraine St will turn left onto HWY 87 and 4% will turn right during the AM peak hour. Return trips during the PM peak hour were assumed to enter the development using the same distribution.

Percentages were assumed based on the proximity to the access streets and the nearest major intersections as well as existing turning movements. **Figure 5** shows the generated trip assignments for both the AM and PM peak hours. A summary of the trips generated can be found in **Table 5**. ITE Trip Generation Worksheets are shown in **Appendix E**.

3.4 2054 (Master Plan) Trip Distribution

There are three proposed access locations for the development, Access A from HWY 87, Lorraine St from HWY 87, and Bitterroot Dr from HWY 312. It is assumed that approximately 80% of the development's trips will utilize Access A, 15% will utilize access to Bitterroot Dr, and 5% will utilize access to Lorraine St. Percentages were assumed based on the proximity to the access streets and the nearest major intersections.

Based on existing turning movements, it is assumed that 96% of the traffic exiting the development at Access A will turn left onto HWY 87 and 4% will turn right during the AM peak hour. Return trips during the PM peak hour were assumed to enter the development using the same distribution. It is also assumed that 96% of traffic exiting from the development at Lorraine St will turn left onto HWY 87 and 4% will turn right during the AM peak hour. Return trips during the PM peak hour were assumed to enter the development using the same distribution.

Based on existing turning movements, it is assumed that 99% of the traffic exiting the development at Bitterroot Dr will turn right onto HWY 312 and 1% will turn left during the AM exiting peak hour. The exiting trips for the PM peak hour were assumed to use the same distribution. For the entering AM peak hour, it is assumed that 99% of the traffic entering the development at HWY 312 will turn left onto Bitterroot Dr and 1% will turn right from HWY 312. For the entering PM peak hour, it is assumed that 85% of the traffic entering the development at HWY 312 will turn left onto Bitterroot Dr and 15% will turn right from HWY 312.

Percentages were assumed based on the proximity to the access streets and the nearest major intersections as well as existing turning movements. **Figure 6** shows the generated trip assignments for both the AM and PM peak hours. A summary of the trips generated can be found in **Table 6**. ITE Trip Generation Worksheets are shown in **Appendix E**.

Table 5: 2034 Full Occupancy Trip Generation Summary

2034 Trip Generation – Filing 1										
Time Period	Land Use	ITE Code	Variable	Quantity	Avg Rate	Total Trips	Trips In	Trips Out	% Enter	% Exit
AM	Mini-Warehouse	151	Storage Units	46	1.70	2	1	1	51%	49%
PM	Mini-Warehouse	151	Storage Units	46	8.33	9	4	5	50%	50%
AM	Single-Family Detached Housing	210	Dwelling Units	39	0.70	27	7	20	25%	75%
PM	Single-Family Detached Housing	210	Dwelling Units	39	0.94	37	23	14	63%	37%
AM	Manufacturing	140	1000 Sq. Ft. GFA	5/Lot (6 Lots)	0.51	18	14	4	76%	24%
PM	Manufacturing	140	1000 Sq. Ft. GFA	5/Lot (6 Lots)	0.63	18	6	12	31%	69%
AM	Manufacturing	140	1000 Sq. Ft. GFA	10/Lot (7 Lots)	0.51	35	27	8	76%	24%
PM	Manufacturing	140	1000 Sq. Ft. GFA	10/Lot (7 Lots)	0.63	42	13	29	31%	69%
AM	Small Office Building	712	Employees	2/Lot (26 Lots)	1.06	55	48	7	85%	15%
PM	Small Office Building	712	Employees	2/Lot (26 Lots)	1.08	56	19	37	33%	67%
Totals						299	162	137		

Table 6: 2054 Full Occupancy Trip Generation Summary

2054 Trip Generation – Master Plan										
Time Period	Land Use	ITE Code	Variable	Quantity	Avg Rate	Total Trips	Trips In	Trips Out	% Enter	% Exit
AM	Mini-Warehouse	151	Storage Units	46	1.70	2	1	1	51%	49%
PM	Mini-Warehouse	151	Storage Units	46	8.33	9	4	5	50%	50%
AM	Single-Family Detached Housing	210	Dwelling Units	214	0.70	150	38	112	25%	75%
PM	Single-Family Detached Housing	210	Dwelling Units	214	0.94	201	127	74	63%	37%
AM	Manufacturing	140	1000 Sq. Ft. GFA	5/Lot (6 Lots)	0.51	18	14	4	76%	24%
PM	Manufacturing	140	1000 Sq. Ft. GFA	5/Lot (6 Lots)	0.63	18	6	12	31%	69%
AM	Manufacturing	140	1000 Sq. Ft. GFA	10/Lot (7 Lots)	0.51	35	27	8	76%	24%
PM	Manufacturing	140	1000 Sq. Ft. GFA	10/Lot (7 Lots)	0.63	42	13	29	31%	69%
AM	Small Office Building	712	Employees	2/Lot (26 Lots)	1.06	55	48	7	85%	15%
PM	Small Office Building	712	Employees	2/Lot (26 Lots)	1.08	56	19	37	33%	67%
Totals						586	297	289		

3.5 Nearby Developments

IMEG reached out to Yellowstone County Public Works and, at the time of this TIS, there are no proposed nearby developments. Any future developments will need to perform a separate TIS.

4 TRAFFIC OPERATIONAL ANALYSIS

4.1 Analysis Description

Traffic volumes provide a general view of where the traffic is coming and going through the intersection. The concept of Level of Service (LOS) is to take the traffic volumes and then provide an overall operational analysis of the intersection or each leg of the intersection based on travel delay.

For unsignalized intersections, the LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. LOS has a range of LOS "A" (best) to LOS "F" (worst). **Table 7** shows the Level of Service definitions and delay for both signalized and unsignalized intersections.

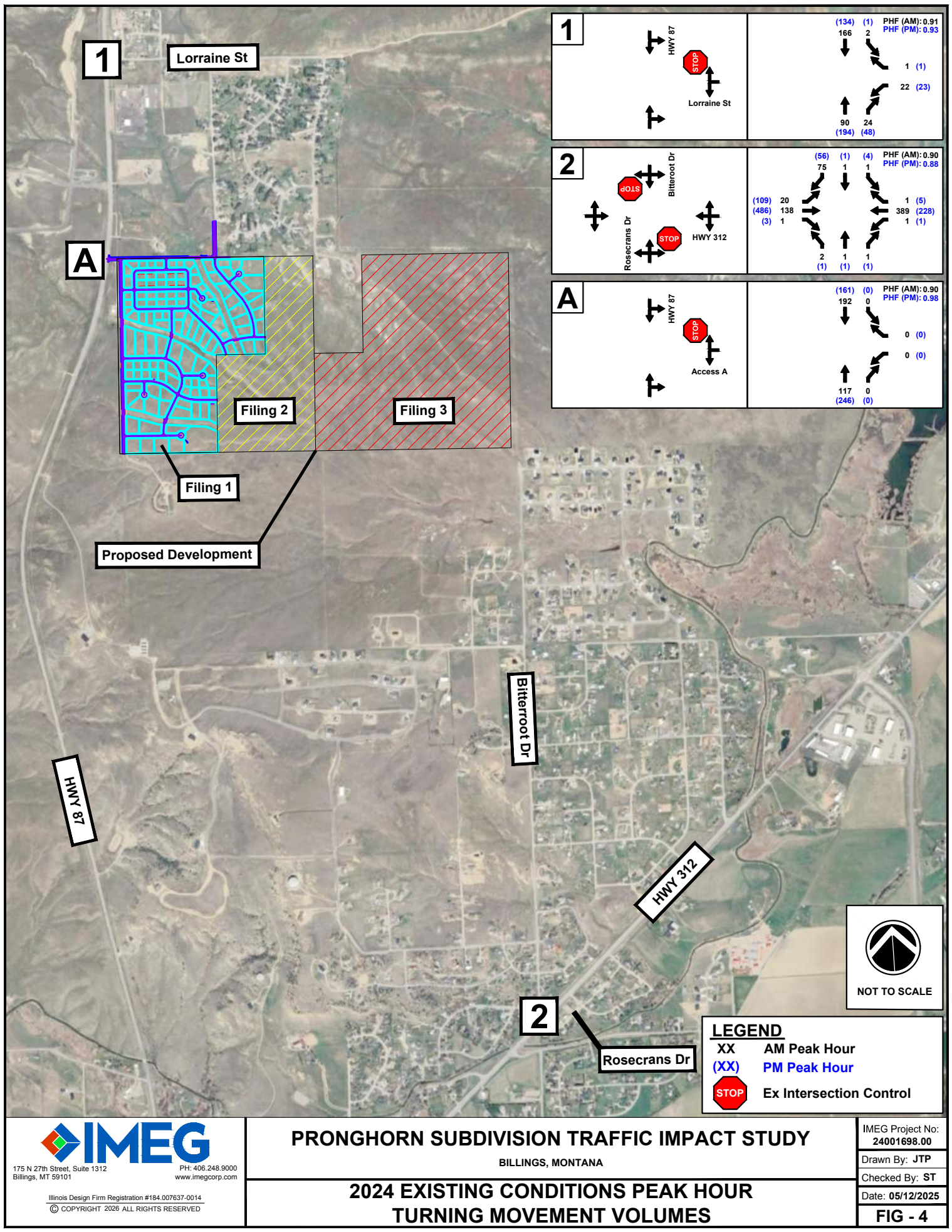
Table 7: Level of Service Definitions

Level of Service	Signalized Intersection Control Delay (sec/veh)	All-way Stop, Two-Way Stop, and Roundabout Intersection Control Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55-80	> 35 - 50
F	> 80; Volume Exceeds Capacity	> 50; Volume Exceeds Capacity
Source: Highway Capacity Manual 7th Edition		

LOS "C" is typically considered a minimum acceptable level of service, although exceptions could be made in specific cases. In *Figure 30.2B* Chapter 30 Section 2 of the Road Design Manual produced by the Montana Department of Transportation the minimum LOS for a Urban Principal Arterial – Non-Interstate is an LOS C, and for an Urban Minor Arterial Road is an LOS C.

If the intersection LOS exceeds (worse) these study goals, it demonstrates operational, or capacity related needs to be addressed for any potential improvements.

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BILLINGS, MONTANA

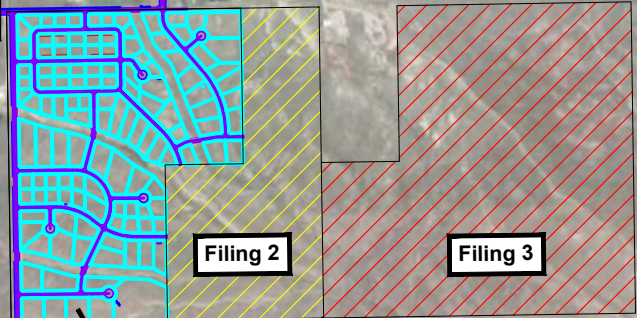
2024 EXISTING CONDITIONS PEAK HOUR TURNING MOVEMENT VOLUMES

IMEG Project No: 24001698.00
Drawn By: JTP
Checked By: ST
Date: 05/12/2025
FIG - 4

1

Lorraine St

A



Filing 2

Filing 3

Filing 1

Proposed Development

HWY 87

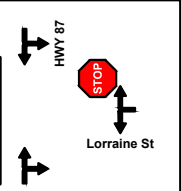
Bitterroot Dr

HWY 312

Rosecrans Dr

1

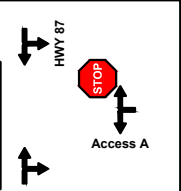
4% RT
96% LT
8% IN
8% OUT



(3)	(1)	PHF (AM): 0.91
4	1	PHF (PM): 0.93
2	7	1 (1)
(4)	(4)	2 (7)

A

4% RT
96% LT
92% IN
92% OUT



(7)	(3)	PHF (AM): 0.90
2	4	PHF (PM): 0.98
7	85	2 (4)
(4)	(57)	35 (85)



LEGEND

- XX AM Peak Hour
- (XX) PM Peak Hour
- STOP Ex Intersection Control



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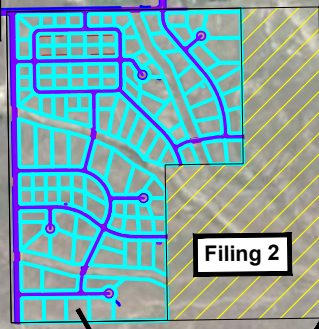
2034 TRIP DISTRIBUTION & TRAFFIC
ASSIGNMENT SUMMARY

IMEG Project No: 24001698.00
Drawn By: JTP
Checked By: ST
Date: 05/12/2025
FIG - 5

1

Lorraine St

A



Filing 2

Filing 3

Filing 1

Proposed Development

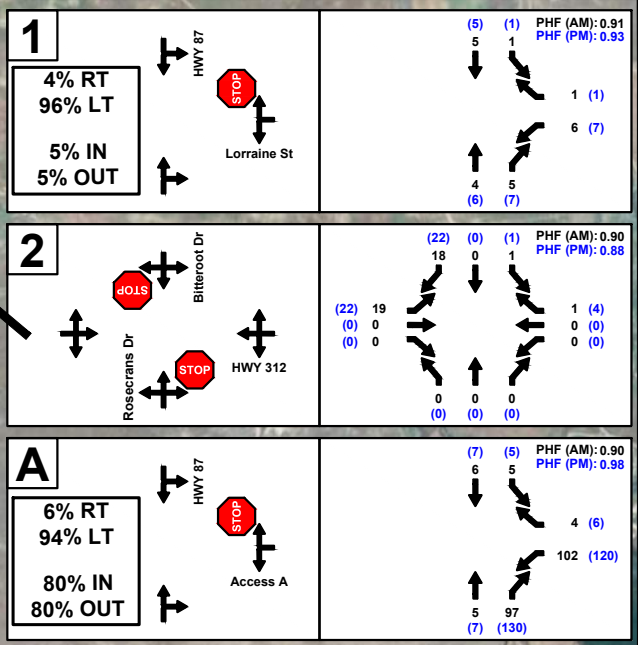
HWY 87

Bitterroot Dr

HWY 312

2

Rosecrans Dr



LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour
	Ex Intersection Control



PRONGHORN SUBDIVISION TRAFFIC IMPACT STUDY

BILLINGS, MONTANA

2054 TRIP DISTRIBUTION & TRAFFIC ASSIGNMENT SUMMARY

IMEG Project No:	24001698.00
Drawn By:	JTP
Checked By:	ST
Date:	05/12/2025
FIG - 6	

4.2 2034 and 2054 Capacity and Level of Service

A capacity analysis was performed for the projected 2034 and 2054 background traffic volumes based on a 1.00% population growth rate for the same lane configuration used for the existing 2024 capacity analysis. See **Figure 7**, **Figure 8**, **Figure 9**, and **Appendix D** for the Highway Capacity Software (HCS) results. **Table 8** and **Table 9** below summarize the Highway Capacity Software (HCS) results, which can also be found in **Appendix C**.

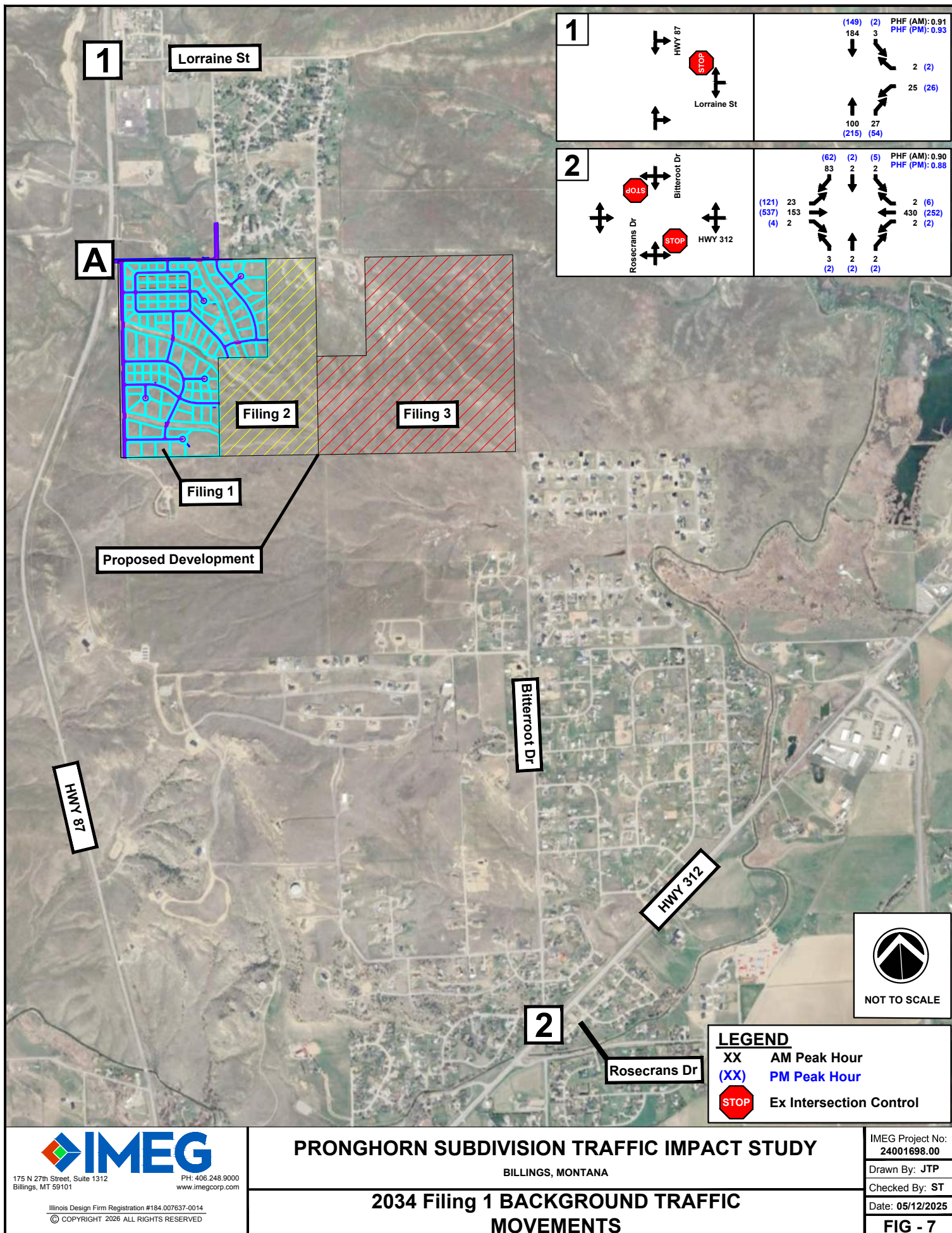
Table 8: 2034 Background Traffic Peak Hour Capacity Analysis Summary

No.	Intersection	Approach	2034 Background Traffic Peak Hour Capacity Analysis Summary					
			AM PEAK HOUR			PM PEAK HOUR		
			Approach Delay	Approach LOS	95 th % Queue (veh)	Approach Delay	Approach LOS	95 th % Queue (veh)
Intersection Control			One-Way Stop Control (WB)					
1	HWY 87 & Lorraine St	EB						
		WB	10.5	B	1	11.3	B	1
		NB	FREE-FLOW/NO DELAY			FREE-FLOW/NO DELAY		
		SB	0.1	A	0	0.1	A	0
Intersection Control			Two-Way Stop Control (NB/SB)					
2	HWY 312 & Bitterroot Dr	EB	1.2	A	1	1.9	A	1
		WB	0	A	0	0.1	A	0
		NB	11.6	B	0	16.7	C	1
		SB	10.6	B	1	10.2	B	1

Table 9: 2054 Background Traffic Peak Hour Capacity Analysis Summary

No.	Intersection	Approach	2054 Background Traffic Peak Hour Capacity Analysis Summary					
			AM PEAK HOUR			PM PEAK HOUR		
			Approach Delay	Approach LOS	95 th % Queue (veh)	Approach Delay	Approach LOS	95 th % Queue (veh)
Intersection Control			One-Way Stop Control (WB)					
1	HWY 87 & Lorraine St	EB						
		WB	11.2	B	1	12.3	B	1
		NB	FREE-FLOW/NO DELAY			FREE-FLOW/NO DELAY		
		SB	0.1	A	0	0.2	A	0
Intersection Control			Two-Way Stop Control (NB/SB)					
2	HWY 312 & Bitterroot Dr	EB	1.3	A	1	2.2	A	1
		WB	0	A	0	0.1	A	0
		NB	12.7	B	0	24.5	C	1
		SB	11.4	B	1	11.4	B	1
Intersection Control			One-Way Stop Control (WB)					
Access	HWY 87 & Access A	EB						
		WB	11.3	B	1	12.2	B	1
		NB	FREE-FLOW/NO DELAY			FREE-FLOW/NO DELAY		
		SB	0.1	A	0	0.2	A	0

3/1/26 G:\2024\24001698.00\DESIGN\CIVIL\CALCSTUDY\TRAFFIC IMPACT STUDY\TRAFFIC FIGURES\24001698-TIS FIGURES.DWG



1

Lorraine St

A

Filing 2

Filing 3

Filing 1

Proposed Development

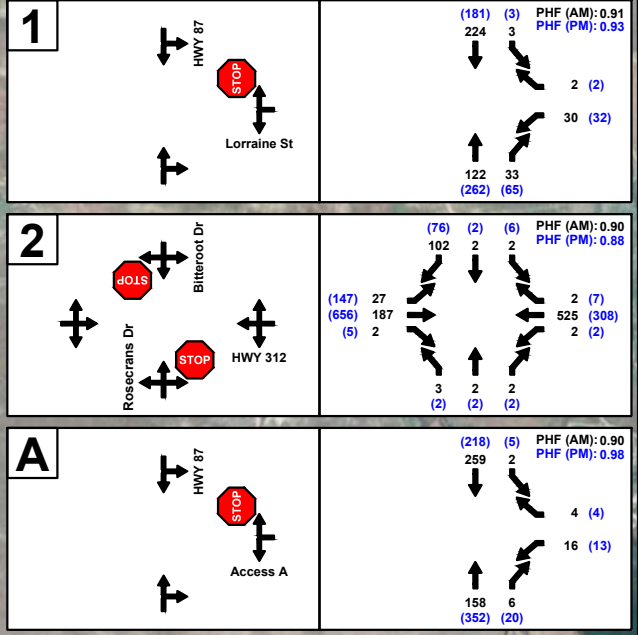
HWY 87

Bitterroot Dr

HWY 312

2

Rosecrans Dr



LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour
	Ex Intersection Control



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PRONGHORN SUBDIVISION TRAFFIC IMPACT STUDY

BILLINGS, MONTANA

2054 BACKGROUND TRAFFIC MOVEMENTS

IMEG Project No: 24001698.00
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Checked By: ST
Date: 05/12/2025
FIG - 8

4.3 2034 & 2054 Projected Traffic Capacity plus Development Traffic

A capacity analysis was performed for the 2034 and 2054 traffic volumes using the existing lane configurations for the intersection study locations. 2034 is the anticipated year that Filing 1 of development will be fully occupied. 2054 is the anticipated year that the whole development will be fully occupied. The 2024 traffic volumes were increased by the previously mentioned growth factor of 1.00%. See **Figure 9** and **Figure 10** and **Appendix D** for the Highway Capacity Software (HCS) results. A summary of the 2034 and 2054 projected traffic capacity calculations can be found in **Table 10** and **Table 11**.

Table 10: 2034 Future Capacity Analysis Summary Plus Development Traffic

No.	Intersection	Approach	2034 Capacity Analysis Summary Plus Development Traffic					
			AM PEAK HOUR			PM PEAK HOUR		
			Approach Delay (sec/veh)	Approach LOS	95 th % Queue (veh)	Approach Delay (sec/veh)	Approach LOS	95 th % Queue (veh)
Intersection Control			One-Way Stop Control (WB)					
1	HWY 87 & Lorraine St	EB						
		WB	10.6	B	1	11.5	B	1
		NB	FREE-FLOW/NO DELAY			FREE-FLOW/NO DELAY		
		SB	0.2	A	0	0.2	A	0
Intersection Control			One-Way Stop Control (WB)					
Access	HWY 87 & Access A	EB						
		WB	11.7	B	1	13.1	B	1
		NB	FREE-FLOW/NO DELAY			FREE-FLOW/NO DELAY		
		SB	0.2	A	0	0.1	A	0

Table 11: 2054 Future Capacity Analysis Summary Plus Development Traffic

No.	Intersection	Approach	2054 Capacity Analysis Summary Plus Development Traffic					
			AM PEAK HOUR			PM PEAK HOUR		
			Approach Delay	Approach LOS	95 th % Queue (veh)	Approach Delay	Approach LOS	95 th % Queue (veh)
Intersection Control			One-Way Stop Control (WB)					
1	HWY 87 & Lorraine St	EB						
		WB	11.4	B	1	12.6	B	1
		NB	FREE-FLOW/NO DELAY			FREE-FLOW/NO DELAY		
		SB	0.2	A	0	0.2	A	0
Intersection Control			Two-Way Stop Control (NB/SB)					
2	HWY 312 & Bitterroot Dr	EB	1.7	A	1	1.7	A	1
		WB	0	A	0	0.1	A	0
		NB	13.2	B	1	25.8	D	1
		SB	11.6	B	1	11.6	B	1
Intersection Control			One-Way Stop Control (WB)					
Access	HWY 87 & Access A	EB						
		WB	14.2	B	1	16.5	C	2
		NB	FREE-FLOW/NO DELAY			FREE-FLOW/NO DELAY		
		SB	0.2	A	0	0.2	A	0

1

Lorraine St

A

Filing 2

Filing 3

Filing 1

Proposed Development

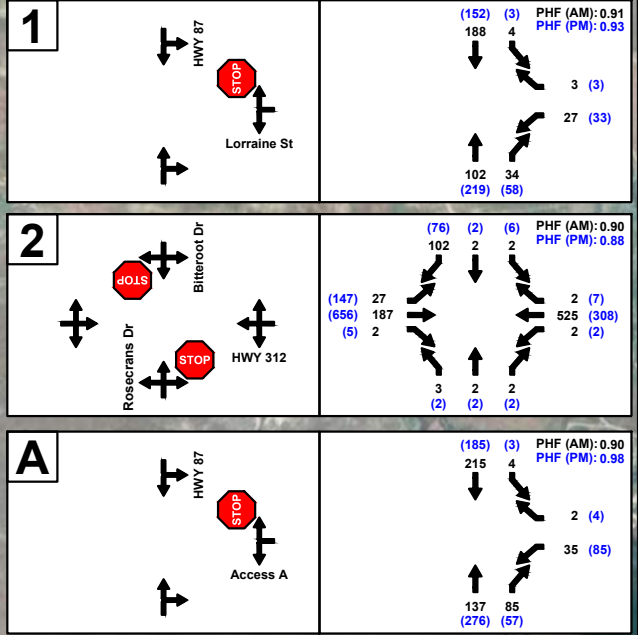
HWY 87

Bitterroot Dr

HWY 312

2

Rosecrans Dr



LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour
	Ex Intersection Control



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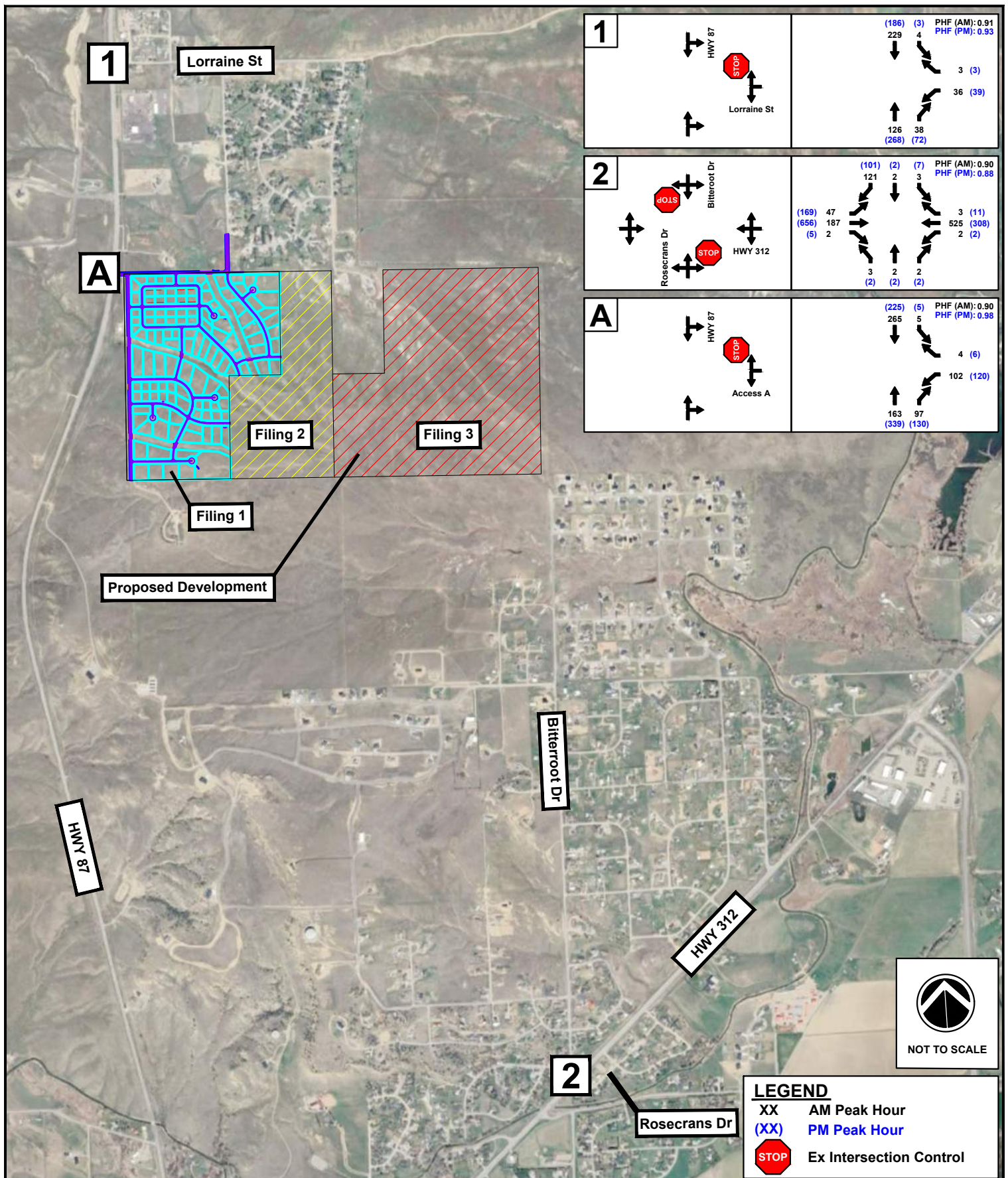
BILLINGS, MONTANA

2034 FILING 1 FULL OCCUPANCY PEAK HOUR TURNING MOVEMENT PROJECTIONS

IMEG Project No: 24001698.00
Drawn By: JTP
Checked By: ST
Date: 05/12/2025
FIG - 9

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2054 FULL OCCUPANCY PEAK HOUR TURNING MOVEMENT PROJECTIONS

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Checked By: ST
Date: 05/12/2025
FIG - 10

5 ADDITIONAL TRAFFIC OPERATIONAL ANALYSIS

5.1 Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed by using the Highway Capacity Software (HCS) MUTCD Warrants function. Meeting a signal warrant is an indication that the intersection could be considered for the installation of traffic signals. **Table 12** below summarizes the signal warrant calculations, taking into account seasonally adjusted traffic counts, pedestrian movements, and articulated trucks for each hour between 7:00 am and 6:00pm for both the existing 2024 development year and the full build year 2054. Additional signal warrant analysis information can be found in **Appendix E**.

Table 12: Signal Warrant Analysis Summary

Traffic Signal Warrants	2024	2054	2024	2054
	Intersection 1 HWY 87 & Lorraine St		Intersection 2 HWY 312 & Bitterroot Dr	
Warrant 1, Eight-Hour Vehicular Volume	NO	NO	NO	YES
Warrant 2, Four-Hour Vehicular Volume	NO	NO	NO	NO
Warrant 3, Peak Hour	NO	NO	NO	NO
Warrant 4, Pedestrian Volume				
Warrant 5, School Crossing				
Warrant 6, Coordinated Signal System				
Warrant 7, Crash History	NO	NO	NO	NO
Warrant 8, Roadway Network	NO	NO	NO	NO
Warrant 9, Intersection Near a Grade Crossing				

5.2 Right-Turn Lane Analysis

Referencing Chapter 28 of the *Traffic Engineering Manual*, and using Figure 28.4A, see **Appendix F**, the intersections of HWY 87 & Access A and HWY 87 & Lorraine St were analyzed to determine if a Right Turn Lane is justified. The intersection of HWY 312 was not analyzed due to the low volume of Right Turns for a four-lane highway.

5.3 Left-Turn Lane Analysis

Referencing Chapter 28 of the *Traffic Engineering Manual*, and using Figure 28.4C, see **Appendix F**, the intersections of HWY 87 & Access A and HWY 87 & Lorraine St were analyzed to determine if a Left Turn Lane is justified. The intersection of HWY 312 & Bitterroot Dr & Rosecrans Dr was not analyzed as there is an existing left turn lane.

As indicated on Figure 28.4A and Figure 28.4C, an exclusive Left-Turn Lane is not warranted at either intersection for the 2054 full build year. It can be seen in **Table 13** and Figure 28.4A that an exclusive Right-Turn Lane for the northbound approach at the intersection of HWY 87 and Access A may be justified by the final filing of the development.

Table 13: Auxiliary Lane Warrant Summary

Turn Lane Warrants		2024 (Ex)		2034		2054	
		AM	PM	AM	PM	AM	PM
HWY 87 & Access A	EB RT						
	WB RT	No	No	No	No	No	No
	NB RT	No	No	No	No	Yes	Yes
	SB RT						
	EB LT						
	WB LT						
	NB LT						
	SB LT	No	No	No	No	No	No

Turn Lane Warrants		2024 (Ex)		2034		2054	
		AM	PM	AM	PM	AM	PM
HWY 87 & Lorraine St	EB RT						
	WB RT	No	No	No	No	No	No
	NB RT	No	No	No	No	No	No
	SB RT						
	EB LT						
	WB LT						
	NB LT						
	SB LT	No	No	No	No	No	No

From **Table 13**, the traffic data supports the considerations for an exclusive Right or Left Turn Lane. Auxiliary lane warrants worksheets for both Right Turn Lane and Left Turn Lane are included in **Appendix F**.

6 IMPACT MITIGATION FINANCIAL CONTRIBUTION ANALYSIS

Table 14 below illustrates the Impact Mitigation Financial Contribution Analysis for the three studied intersections. As stated in Section 4.6 C.4. B.8 of the Yellowstone County Subdivision Regulations, the Developer financial contributions will be required for all study area intersections for which the subject development project is projected to increase traffic by 2.0% or more using the "Vegas Method" calculation approach whereby only the per-lane sum total of left-turn and thru movements are compared to established critical lane volume thresholds of 1200 vehicles/hour for a four-legged intersection or 1140 vehicles/hour for a three-legged intersection.

The intersection of HWY 87 and Lorraine St as well as HWY 312 and Bitterroot Dr and Rosecrans Dr do not require a financial contribution as both intersections are below the stated 2.0%. For the purpose of the Impact Mitigation Financial Contribution Analysis for the development, the contribution was split between each filing so that the developer contributes per filing year.

Table 14: Financial Contributions per Filing

Pronghorn Subdivision Intersection Cost Contribution Prepared by: IMEG Corp. Revised: 03/01/2026			
FILING 1			
Intersection	Percent	Cost of Intersection	Contribution by Intersection
#1 HWY 87 & Lorraine St	1.05%	\$ 500,000	\$ -
HWY 87 & Access A	8.07%	\$ 500,000	\$ 40,350
Total			\$ 40,350

Pronghorn Subdivision Intersection Cost Contribution Prepared by: IMEG Corp. Revised: 09/09/2025			
FILING 2			
Intersection	Percent	Cost of Intersection	Contribution by Intersection
#1 HWY 87 & Lorraine St	0.26%	\$ 500,000	\$ -
HWY 87 & Access A	2.37%	\$ 500,000	\$ 11,850
Total			\$ 11,850

Pronghorn Subdivision Intersection Cost Contribution Prepared by: IMEG Corp. Revised: 09/09/2025			
FILING 3			
Intersection	Percent	Cost of Intersection	Contribution by Intersection
#1 HWY 87 & Lorraine St	0.44%	\$ 500,000	\$ -
#2 HWY 312 & Bitterroot Dr & Rosecrans Dr	0.92%	\$ 500,000	\$ -
HWY 87 & Access A	4.47%	\$ 500,000	\$ 22,350
Total			\$ 22,350

7 CONCLUSION

Analysis of the existing traffic volumes, lane configurations, and the impacts due to the projected traffic growth and proposed development result in the following general conclusions:

- The preceding analysis demonstrates that the Pronghorn Subdivision development will not generate a significant volume of new trips at the intersections studied. The studied intersections will operate at or above the minimum requirement of an LOS B as specified in *Figure 30.2B* of Chapter 30 Section 2 of the Road Design Manual produced by the Montana Department of Transportation.

Existing 2024 traffic:

- All studied intersection approaches are functioning above the minimum LOS requirement as stated in the MDT Road Design Manual.

Projected 2034 and 2054 background traffic:

For the projected 2034 background traffic volumes:

- Intersection 1 (HWY 87 & Lorraine St) operates at an LOS of A for the Southbound (SB) approach in the AM and PM peak hours. The Westbound (WB) approach operates at an LOS of B in the AM and PM peak hours.
- Intersection 2 (HWY 312 & Bitterroot Dr) operates at an LOS of A for the WB & EB approaches in the AM and PM peak hours. The Southbound (SB) approach operates at an LOS of B in the AM and PM peak hours. The Northbound (NB) approach operates at an LOS of B in the AM peak hour and an LOS of C in the PM peak hour.

For the projected 2054 background traffic volumes:

- Intersection 1 (HWY 87 & Lorraine St) operates at an LOS of A for the Southbound (SB) AM and PM approach. The Westbound (WB) approach operates at an LOS of B in the AM and PM peak hours.
- Intersection 2 (HWY 312 & Bitterroot Dr) operates at an LOS of A for the WB & EB approaches in the AM and PM peak hours. The Southbound (SB) approach operates at

an LOS of B in the AM and PM peak hours. The Northbound (NB) approach operates at an LOS of B in the AM peak hour and an LOS of C in the PM peak hour.

- Access A (HWY 87 & Access A) will have been in operation for 20 years in 2054. It is considered in the 2054 background traffic volumes as HWY 87 continues to grow at the 1% growth rate. Access A operates at an LOS of B for the Westbound (WB) approach in the AM and PM peak hours. The Southbound (SB) approach operates at an LOS of A in the AM and PM peak hours.

Projected 2034 and 2054 total traffic:

For the projected 2034 total traffic volumes:

- Intersection 1 (HWY 87 & Lorraine St) was only analyzed as there would be no access to Intersection 2 directly from the proposed development until the year 2054. Intersection 1 operates at an LOS of A for the Southbound (SB) approach in the AM and PM peak hours. The Westbound (WB) approach operates at an LOS of B in the AM and PM peak hours. The Northbound (NB) approach operates with no delay (free flowing). It is unlikely that development trips will utilize the intersection of HWY 87 and Lorraine St. To be conservative, it is assumed that a small percentage (8%) will utilize the intersection during the peak hours.
- Access A (HWY 87 & Access A) operates at an LOS of B for the Westbound (WB) approach in the AM peak hour and an LOS of B in the PM peak hour. The Southbound (SB) approach operates at an LOS of A in the AM and PM peak hours. The Northbound (NB) approach operates with no delay (free flowing).

For the projected 2054 total traffic volumes:

- Intersection 1 (HWY 87 & Lorraine St) operates at an LOS of A for the Southbound (SB) approach in the AM and PM peak hours. The Westbound (WB) approach operates at an LOS of B in the AM and PM peak hours. The Northbound (NB) approach operates with no delay (free flowing). It is unlikely that development trips will utilize the intersection of HWY 87 and Lorraine St. To be conservative, it is assumed that a small percentage (5%) will utilize the intersection during the peak hours.
- Intersection 2 (HWY 312 & Bitterroot Dr) operates at an LOS of A for the WB & EB approaches in the AM and PM peak hours. The Southbound (SB) approach operates at an LOS of B in the AM and PM peak hours. The Northbound (NB) approach operates at an LOS of B in the AM peak hour and an LOS of D in the PM peak hour. It can be noted that the NB approach operates at an LOS of C in the PM peak hour in the existing year.
- Access A (HWY 87 & Access A) operates at an LOS of B for the Westbound (WB) approach in the AM peak hour and an LOS of C in the PM peak hour. The Southbound (SB) approach operates at an LOS of A in the AM and PM peak hours. The Northbound (NB) approach operates with no delay (free flowing).
- A worst-case scenario distribution analysis was performed for the intersection of HWY 312 & Access A. As shown in **Appendix J**, if 100% of the generated trips use only the intersection of HWY 312 & Access A and no other access points through the 2054 analysis year, the intersection is projected to operate at LOS B or better during the AM peak hour and LOS C or better during the PM peak hour.

Traffic Warrant Analysis:

- For Intersection 2, *Warrant 1: Eight-Hour Vehicular Volume* has been met for the 2054 full build year. After performing the TWSC analysis using the HCS software, it can be seen that the northbound (NB) operates at an LOS of C in the 2024 existing year, an LOS of C in the 2054 background year, and an LOS of D in the 2054 total year. It can be noted

that the northbound (NB) approach is operating below an LOS of B in the existing (2024) year before the development added trips.

- For Access A, a right-turn auxiliary lane for the northbound (NB) approach may be justified in the full-build year of 2054. It should be noted that the lane is not required in Filing 1 (2034) but may be justified by 2054.

8 RECOMMENDATIONS

Based on the data presented during this study, it is recommended that:

- All access from the development shall be stop-controlled by installing stop signs at the proposed access locations onto HWY 87.
- Based on the Right-Turn Lane Warrant Analysis, it is recommended that an auxiliary right-turn lane be designed and implemented for the northbound (NB) approach for the intersection of HWY 87 and Access A. The lane is not required in Filing 1 (2034) but may be justified by the final filing of the development.
- Any future obstructions that would pose an impact to the sight triangle distances at the proposed approach should be limited.
- Any additional improvements shall be designed in accordance with MTD and Yellowstone County standards and comply with the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD).
- Any improvements such as auxiliary turn lanes would need to be evaluated by MDT.
- Should the proposed development go over a total of 586 added trips during the weekday peak hours, a new TIS shall be required.

9 REFERENCES

- *Montana Department of Transportation (MDT)*
- *Yellowstone County, MT*
- *City of Billings, MT*
- *ITE Trip Generation Manual, 11th edition*
- *Highway Capacity Software (HCS), Version 2024*
- *AASHTO A Policy on Highway Geometric Design and Streets (2018), 7th Edition*
- *MDT Road Design Manual*
- *MDT Montana Traffic Engineering Manual*



Pronghorn Subdivision Development Traffic Impact Study

APPENDIX A

- Site Plan
- Preliminary Plat

1

Lorraine St

LEGEND



Intersection Analysis Location



Filing 1



Filing 2



Filing 3



Proposed Development Boundary

A

Proposed Development

HWY 87

Bitterroot Dr

HWY 312

2

Rosecrans Dr



NOT TO SCALE



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Billings, MT 59101
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www.imegcorp.com

Illinois Design Firm Registration #184.007637-0014
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PRONGHORN SUBDIVISION TRAFFIC IMPACT STUDY

BILLINGS, MONTANA

SITE PLAN

IMEG Project No:
24001698.00

Drawn By: JTP

Checked By: ST

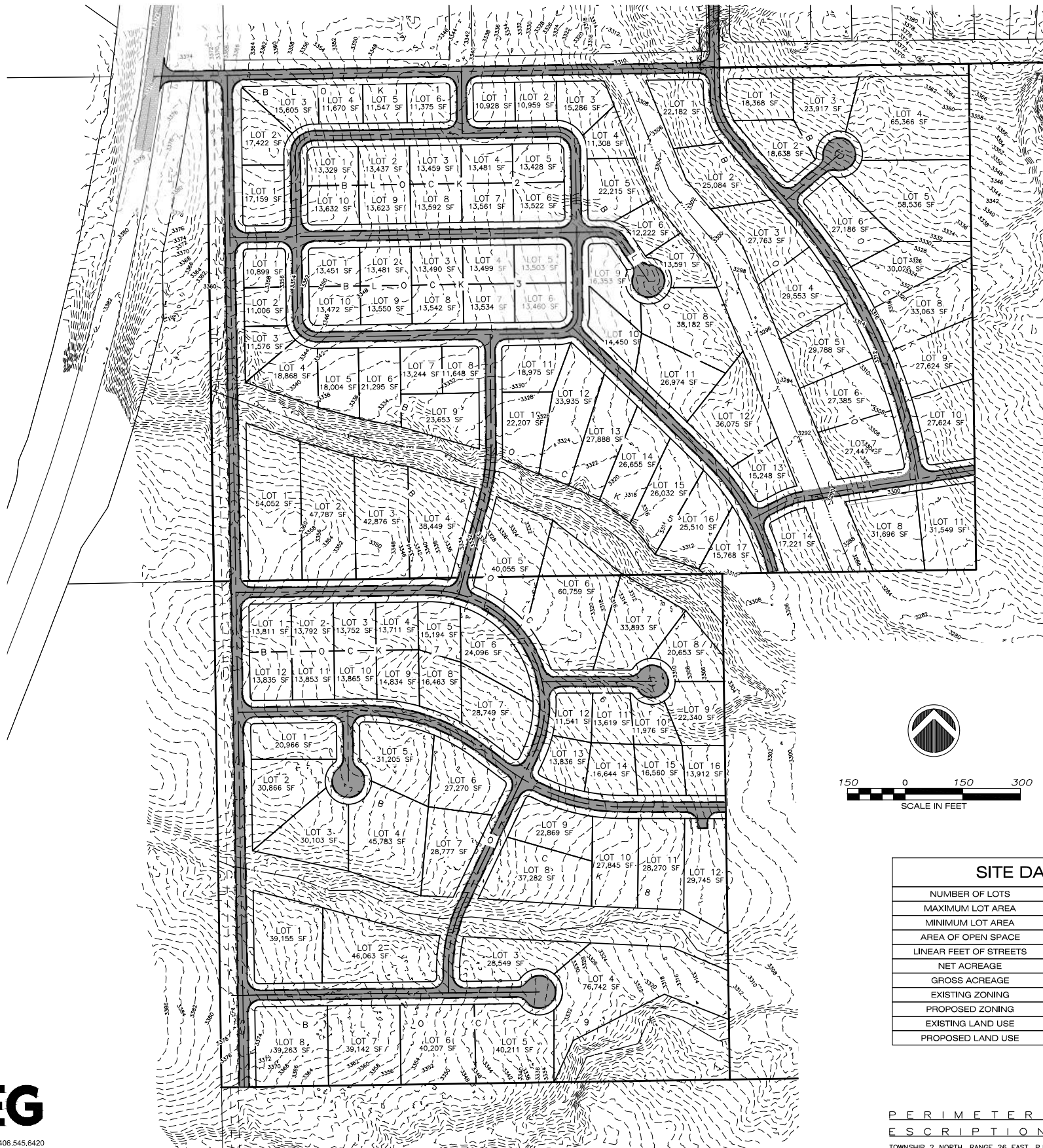
Date: 05/12/2025

APP-A

6/18/25 c:\2024\24001698.00\DESIGN\CIVIL\TRAFFIC STUDY\TRAFFIC IMPACT STUDY\TRAFFIC FIGURES\24001698-TIS FIGURES FINAL.DWG

PRELIMINARY PLAT OF
PRONGHORN SUBDIVISION

LOCATED IN SECTION 35, TOWNSHIP 2 NORTH, RANGE 26 EAST, P.M.M., YELLOWSTONE COUNTY, MONTANA



BASIS OF BEARING:
STATE PLANE MONTANA - ZONE 2500
GROUND (TRUE) DISTANCES

RECORD OWNER:
AG N KT'S PROPERTIES, L.L.C.

SUBDIVIDER:
AG N KT'S PROPERTIES, L.L.C.

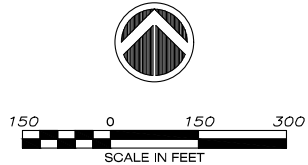
DATE:
JUNE, 2025

TOTAL SUBDIVISION AREA:
100.08 ACRES (GROSS)
67.06 ACRES (NET)

LEGEND

(E) = EXISTING
(P) = PROPOSED
R/W OR R.O.W. = RIGHT-OF-WAY
U.E. = UTILITY EASEMENT
N.A.S. = NO ACCESS STRIP

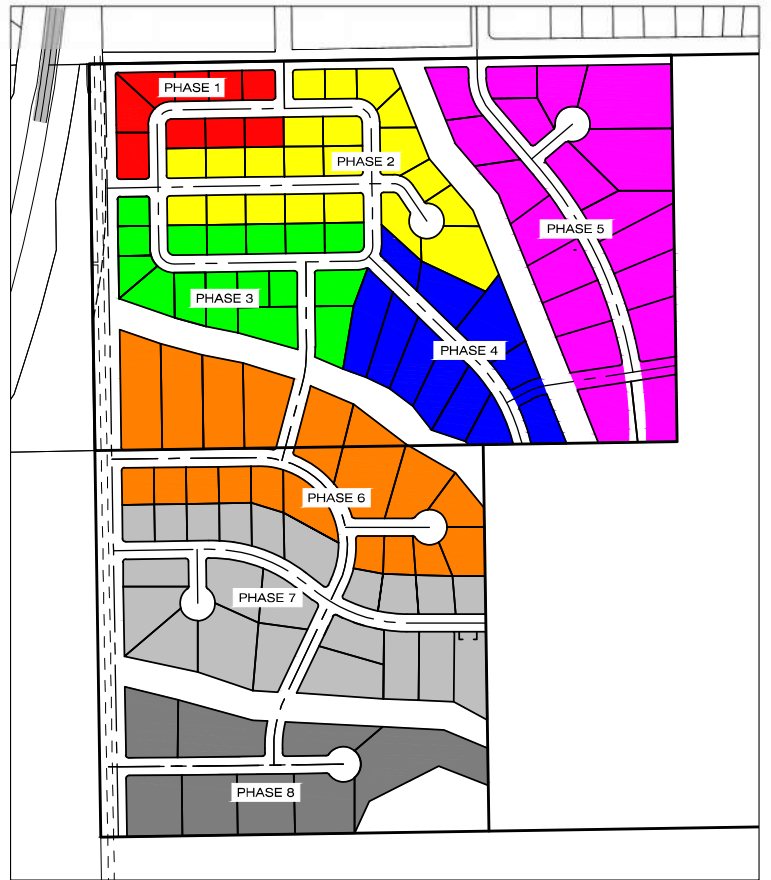
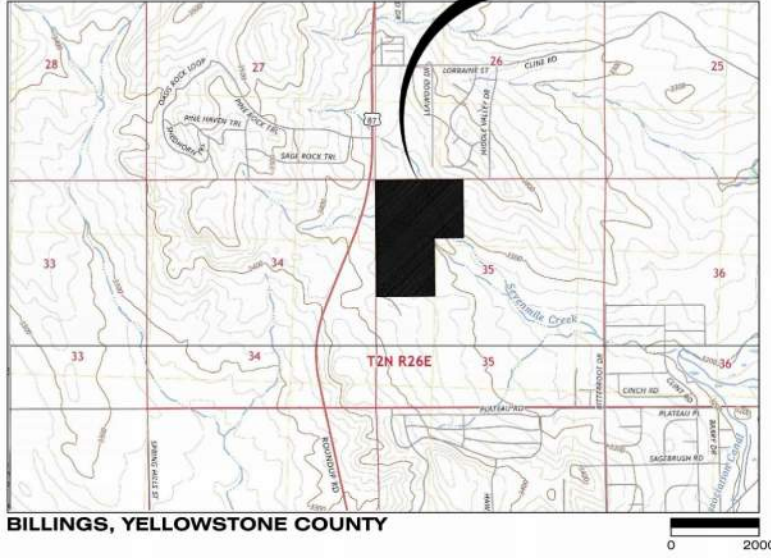
□ = CISTERN
▨ = DRAINFIELD



SITE DATA	
NUMBER OF LOTS	124
MAXIMUM LOT AREA	1.86 AC
MINIMUM LOT AREA	10,928 SF
AREA OF OPEN SPACE	11.17 AC
LINEAR FEET OF STREETS	14,772 LF
NET ACREAGE	67.06 AC
GROSS ACREAGE	100.08 AC
EXISTING ZONING	UNZONED
PROPOSED ZONING	?
EXISTING LAND USE	AGRICULTURAL
PROPOSED LAND USE	RESIDENTIAL

PERIMETER LEGAL D
E S C R I P T I O N
TOWNSHIP 2 NORTH, RANGE 26 EAST, P.M.M.

VICINITY MAP THIS PROJECT



1/4	SEC.	T.	R.
1/4	35	2N	26E

SHEET 1 OF 2
GILMAN SUBDIVISION
(A SUBDIVISION OF YELLOWSTONE COUNTY)

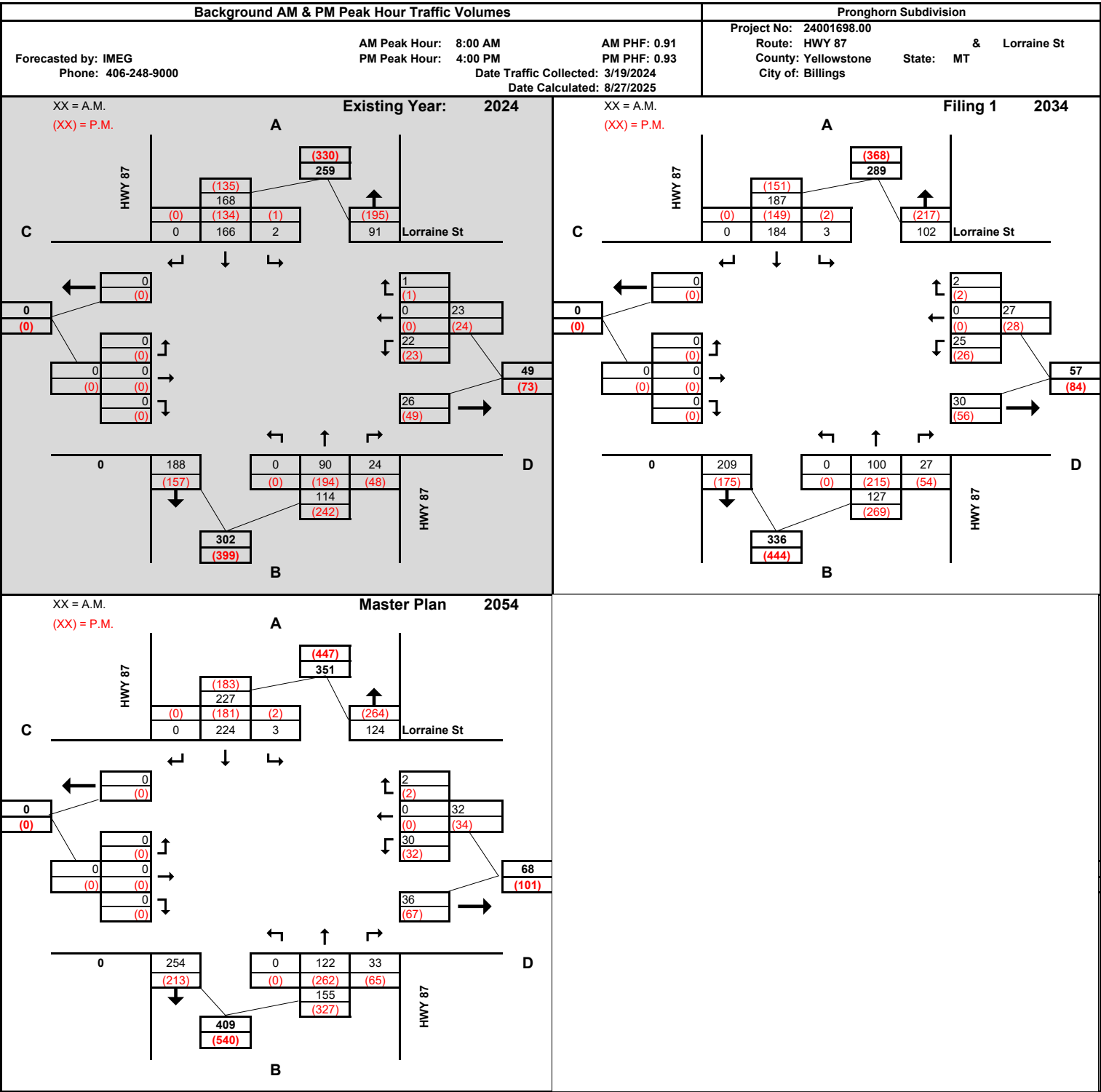


Pronghorn Subdivision Development Traffic Impact Study

APPENDIX B

Traffic Volume Data and Lane Assignment Volumes

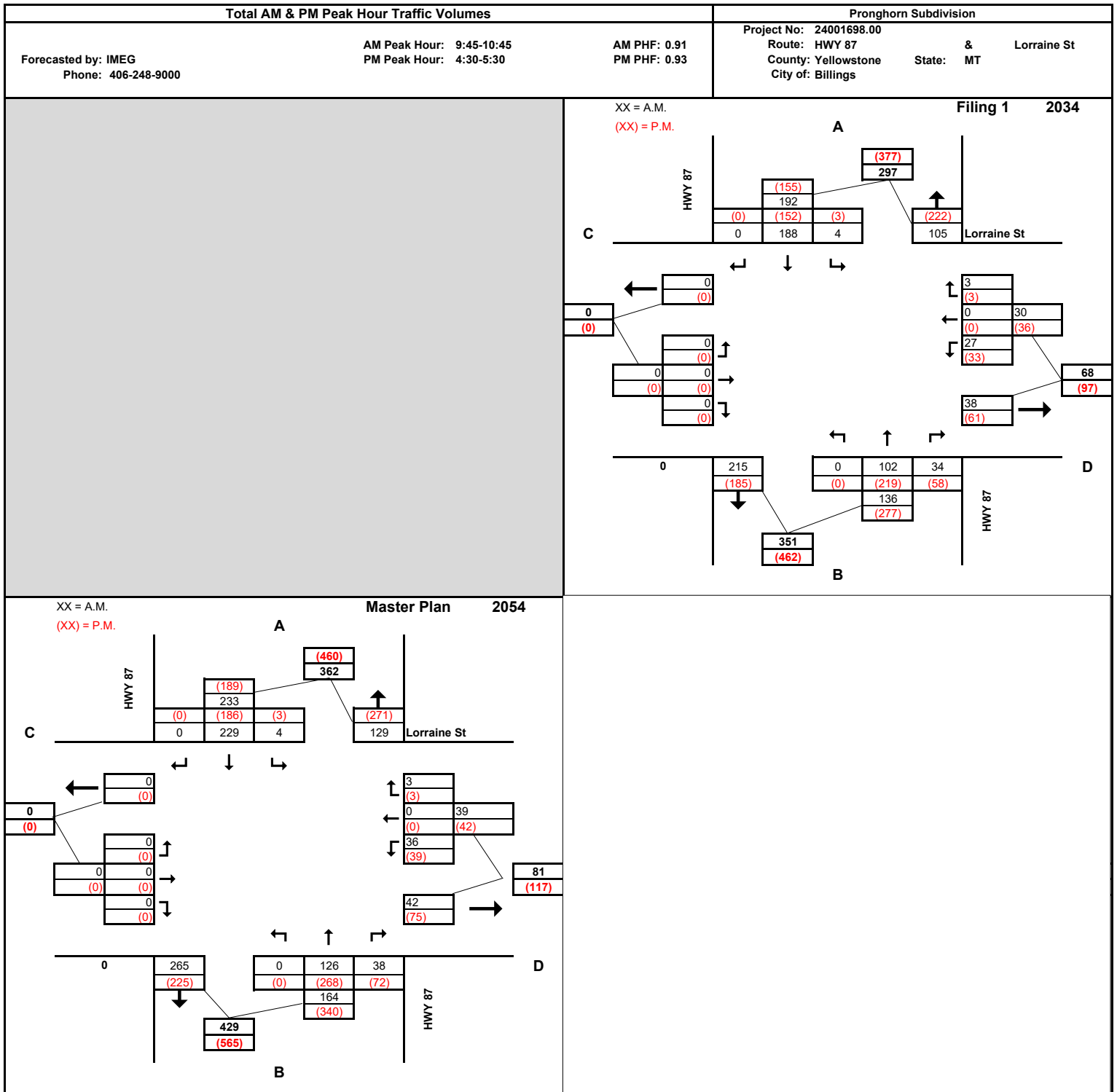
Project:	Pronghorn Subdivision												
County:	Yellowstone			City:	Billings			State:	MT		Date:	2/10/26	
Location:	HWY 87 & Lorraine Street										By:	IMEG	
North St.	HWY 87												
South St.	HWY 87												
East St.	Lorraine St												
West St.													
Project No:	24001698.00												
Traffic Collected on: 7/23/2024												Seasonal Adjustment Factor (Day & Month) 0.842	
AM Peak 9:45-10:45 PHF: 0.91												PM Peak: 4:30-5:30 PHF: 0.93	
Notes: Current year traffic counts were adjusted for the seasonal day and month of the year, rounded to the nearest whole number. Minimum number of vehicles will be (1) if no collected data exists.													
BACKGROUND TRAFFIC DATA													
MOVEMENT	Existing Year:		ESTIMATED PERCENT INCREASE BY 1%	Filing 1		ESTIMATED PERCENT INCREASE BY 1%	Master Plan		ESTIMATED PERCENT INCREASE BY 1%				
	YEAR 2024			YEAR 2034			YEAR 2054			YEAR			
	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		
AD (L)	2	1		3	2		3	2					
AB (T)	166	134		184	149		224	181					
AC (R)													
BC (L)													
BA (T)	90	194		100	215		122	262					
BD (R)	24	48		27	54		33	65					
CA (L)													
CD (T)													
CB (R)													
DB (L)	22	23		25	26		30	32					
DC (T)													
DA (R)	1	1		2	2		2	2					
Total - A	259	330		289	368		351	447					
Total - B	302	399		336	444		409	540					
Total - C													
Total - D	49	73		57	84		68	101					
A - Ped													
B - Ped													
C - Ped													
D - Ped													
Existing Traffic was seasonally adjusted for the Day, Month and Year.								The adjustment factor = 0.842					
T = THROUGH, L = LEFT, R = RIGHT													
						24001698.00			2/10/2026				



Project:	Pronghorn Subdivision		
County:	Yellowstone	City:	Billings
		State:	MT
Location:	HWY 87 & Lorraine Street		Date: 2/10/26
			By: IMEG
North St.	HWY 87		
South St.	HWY 87		
East St.	Lorraine St		
West St.			
Existing Year:	2024		
Filing 1	2034		
Master Plan	2054		
Project No:	24001698.00		

Notes:

DEVELOPMENT TRAFFIC DATA											
MOVEMENT	Existing Year:		ESTIMATED PERCENT INCREASE BY 0%	Filing 1		ESTIMATED PERCENT INCREASE BY 0%	Master Plan		ESTIMATED PERCENT INCREASE BY 0%		
	YEAR 2024			YEAR 2034			YEAR 2054			YEAR 0	
	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)				1	1		1	1			
AB (T)				4	3		5	5			
AC (R)											
BC (L)											
BA (T)				2	4		4	6			
BD (R)				7	4		5	7			
CA (L)											
CD (T)											
CB (R)											
DB (L)				2	7		6	7			
DC (T)											
DA (R)				1	1		1	1			
Total - A				8	9		8	9			
Total - B				15	18		15	18			
Total - C											
Total - D				11	13		11	13			
Existing Traffic was seasonally adjusted for the Day, Month and Year.								The adjustment factor =		0.842	
T = THROUGH, L = LEFT, R = RIGHT											
						24001698.00		2/10/2026			

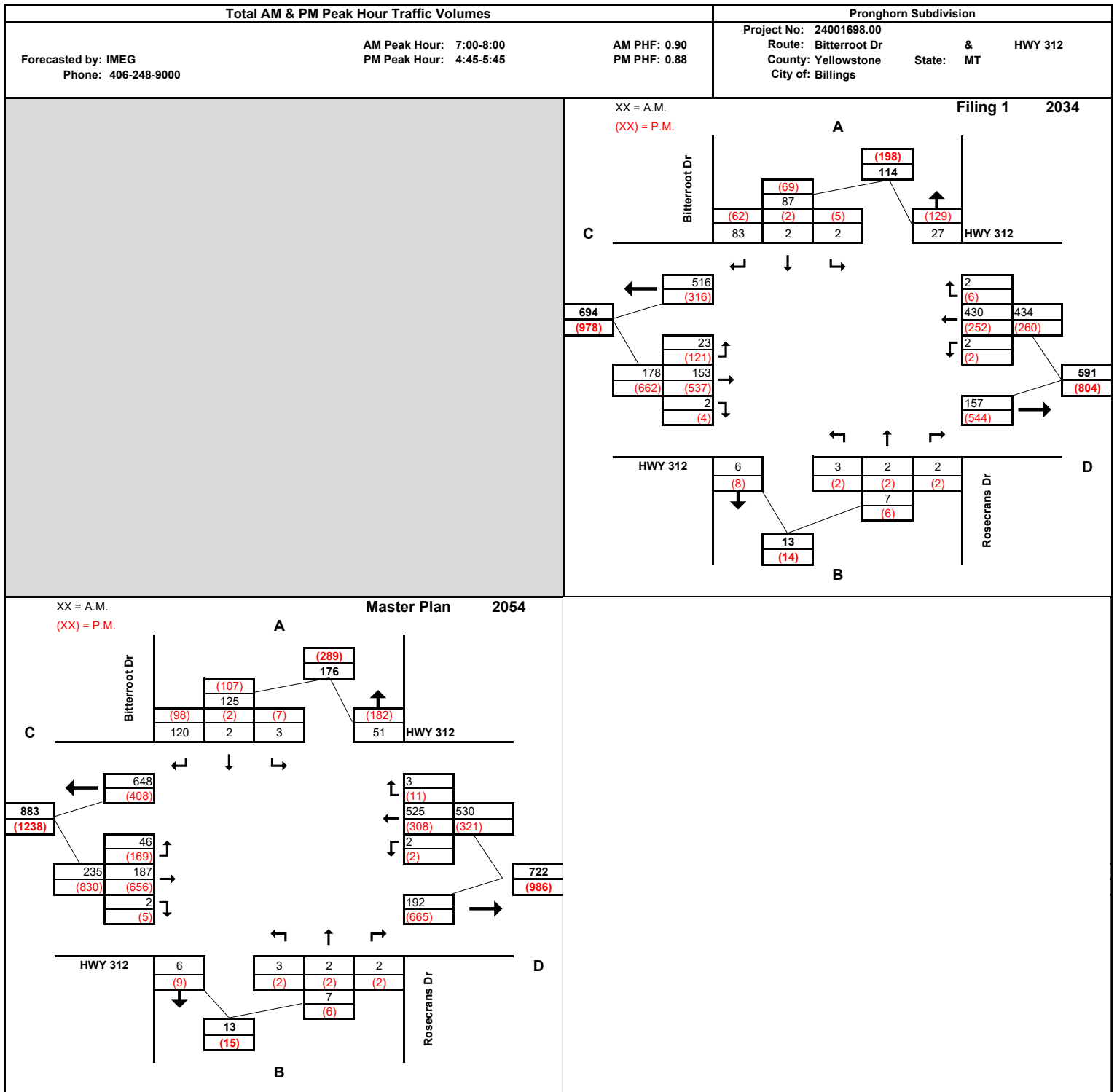


Project:	Pronghorn Subdivision												
County:	Yellowstone			City:	Billings			State:	MT		Date:	2/10/26	
Location:	HWY 312 & Bitterroot Dr										By:	IMEG	
North St.	Bitterroot Dr												
South St.	Rosecrans Dr												
East St.	HWY 312												
West St.	HWY 312												
Project No:	24001698.00												
Traffic Collected on: 7/23/2024												Seasonal Adjustment Factor (Day & Month) 0.824	
AM Peak 7:00-8:00 PHF: 0.90												PM Peak: 4:45-5:45 PHF: 0.88	
Notes: Current year traffic counts were adjusted for the seasonal day and month of the year, rounded to the nearest whole number. Minimum number of vehicles will be (1) if no collected data exists.													
BACKGROUND TRAFFIC DATA													
MOVEMENT	Existing Year:		ESTIMATED PERCENT INCREASE BY 1%	Filing 1		ESTIMATED PERCENT INCREASE BY 1%	Master Plan		ESTIMATED PERCENT INCREASE BY 1%				
	YEAR 2024			YEAR 2034			YEAR 2054			YEAR			
	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		
AD (L)	1	4		2	5		2	6					
AB (T)	1	1		2	2		2	2					
AC (R)	75	56		83	62		102	76					
BC (L)	2	1		3	2		3	2					
BA (T)	1	1		2	2		2	2					
BD (R)	1	1		2	2		2	2					
CA (L)	20	109		23	121		27	147					
CD (T)	138	486		153	537		187	656					
CB (R)	1	3		2	4		2	5					
DB (L)	1	1		2	2		2	2					
DC (T)	389	228		430	252		525	308					
DA (R)	1	5		2	6		2	7					
Total - A	99	176		114	198		137	240					
Total - B	7	8		13	14		13	15					
Total - C	625	883		694	978		846	1194					
Total - D	531	725		591	804		720	981					
A - Ped													
B - Ped													
C - Ped													
D - Ped													
Existing Traffic was seasonally adjusted for the Day, Month and Year.								The adjustment factor =				0.824	
T = THROUGH, L = LEFT, R = RIGHT													
						24001698.00				2/10/2026			

Project:	Pronghorn Subdivision				
County:	Yellowstone	City:	Billings	State: MT	Date: 2/10/26
Location:	HWY 312 & Bitterroot Dr			By:	IMEG
North St.	Bitterroot Dr				
South St.	Rosecrans Dr		Existing Year:	2024	
East St.	HWY 312		Filing 1	2034	
West St.	HWY 312		Master Plan	2054	
Project No:	24001698.00				

Notes:

DEVELOPMENT TRAFFIC DATA													
MOVEMENT	Existing Year:		ESTIMATED PERCENT INCREASE BY 0%	Filing 1		ESTIMATED PERCENT INCREASE BY 0%	Master Plan		ESTIMATED PERCENT INCREASE BY 0%				
	YEAR 2024			YEAR 2034			YEAR 2054			YEAR 0			
	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		
AD (L)							1	1					
AB (T)													
AC (R)							18	22					
BC (L)													
BA (T)													
BD (R)													
CA (L)							19	22					
CD (T)													
CB (R)													
DB (L)													
DC (T)													
DA (R)										1	4		
Total - A													
Total - B													
Total - C													
Total - D													
Existing Traffic was seasonally adjusted for the Day, Month and Year.							The adjustment factor = 0.824						
T = THROUGH, L = LEFT, R = RIGHT													
						24001698.00		2/10/2026					



Project:Pronghorn Subdivision

County:YellowstoneCity:BillingsState:MTDate:2/10/26

Location:HWY 87 & Access ABy:IMEG

North St. HWY 87

South St. HWY 87

East St. Access A

West St.

Existing Year:2024

Filing 12034

Master Plan2054

Percent growth:1.00%

10YEARS1.104622

30YEARS1.347849

Project No: 24001698.00

Traffic Collected on:7/23/2024

Seasonal Adjustment Factor (Day & Month) 0.842

AM Peak9:45-10:45PHF: 0.90

PM Peak4:30-5:30PHF: 0.98

Notes: Current year traffic counts were adjusted for the seasonal day and month of the year, rounded to the nearest whole number. Minimum number of vehicles will be (1) if no collected data exists.

BACKGROUND TRAFFIC DATA

MOVEMENT	Existing Year:		ESTIMATED PERCENT INCREASE BY 1%	Filing 1		ESTIMATED PERCENT INCREASE BY 1%	Master Plan		ESTIMATED PERCENT INCREASE BY 1%		
	YEAR 2024			YEAR 2034			YEAR 2054			YEAR	
	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)											
AB (T)	192	161		213	178		259	218			
AC (R)											
BC (L)											
BA (T)	117	246		130	272		158	332			
BD (R)											
CA (L)											
CD (T)											
CB (R)											
DB (L)											
DC (T)											
DA (R)											
Total - A	309	407		343	450		417	550			
Total - B	309	407		343	450		417	550			
Total - C											
Total - D											
A - Ped											
B - Ped											
C - Ped											
D - Ped											

Existing Traffic was seasonally adjusted for the Day, Month and Year.

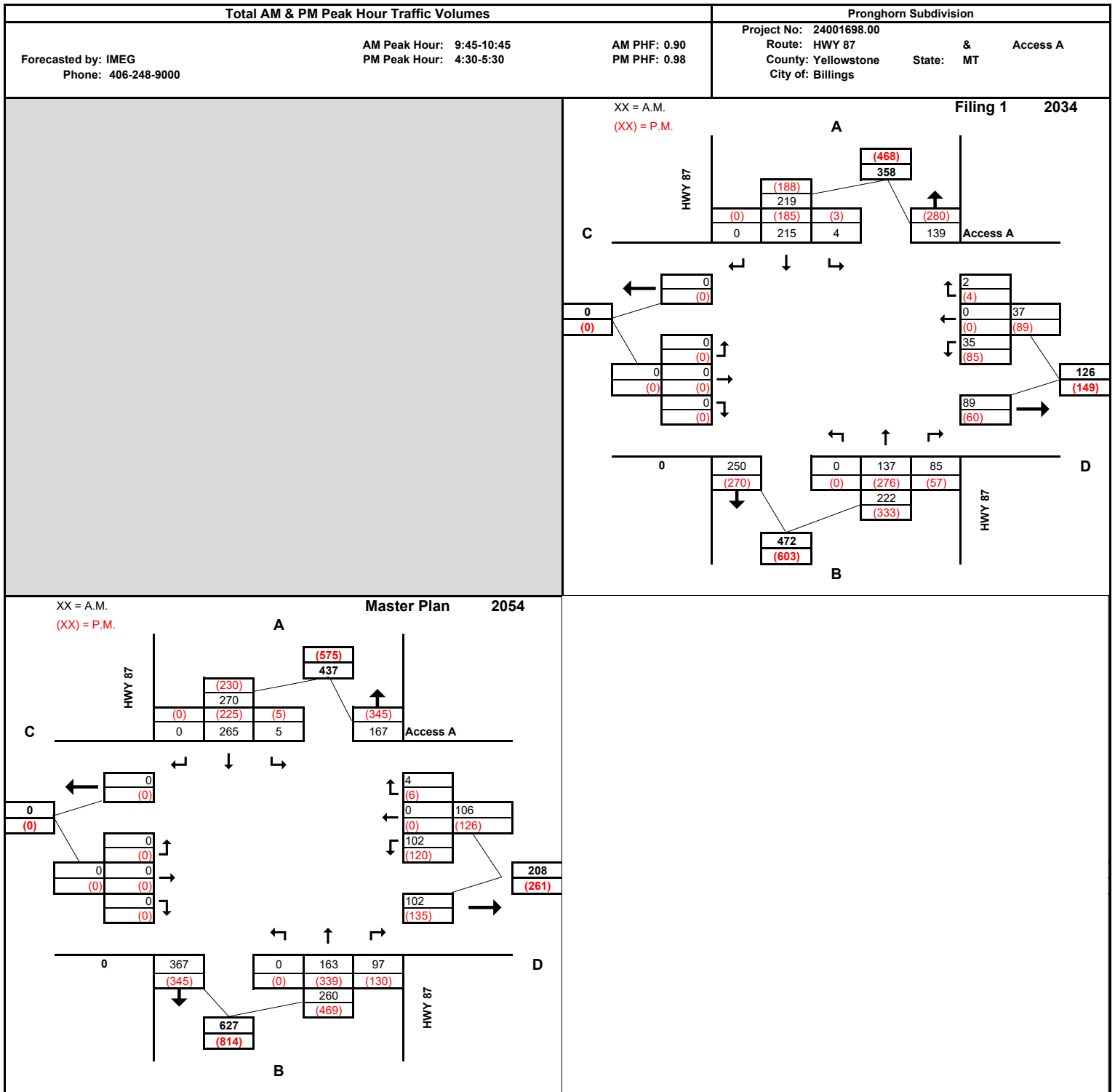
The adjustment factor =0.842

T = THROUGH, L = LEFT, R = RIGHT

Project:	Pronghorn Subdivision			
County:	Yellowstone	City:	Billings	State: MT
Location:	HWY 87 & Access A			Date: 2/10/26
North St.	HWY 87			By: IMEG
South St.	HWY 87			Existing Year: 2024
East St.	Access A			Filing 1 2034
West St.				Master Plan 2054
Project No:	24001698.00			

Notes:

DEVELOPMENT TRAFFIC DATA												
MOVEMENT	Existing Year:		ESTIMATED PERCENT INCREASE BY 0%	Filing 1		ESTIMATED PERCENT INCREASE BY 0%	Master Plan		ESTIMATED PERCENT INCREASE BY 0%			
	YEAR 2024			YEAR 2034			YEAR 2054			YEAR 0		
	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.	
AD (L)				4	3		5	5				
AB (T)				2	7		6	7				
AC (R)												
BC (L)												
BA (T)				7	4		5	7				
BD (R)				85	57		97	130				
CA (L)												
CD (T)												
CB (R)												
DB (L)				35	85		102	120				
DC (T)												
DA (R)				2	4		4	6				
Total - A					15	18		15	18			
Total - B					129	153		129	153			
Total - C												
Total - D			126	149		126	149					
Existing Traffic was seasonally adjusted for the Day, Month and Year.								The adjustment factor =		0.842		
T = THROUGH, L = LEFT, R = RIGHT												
						24001698.00		2/10/2026				





Pronghorn Subdivision Development Traffic Impact Study

APPENDIX C

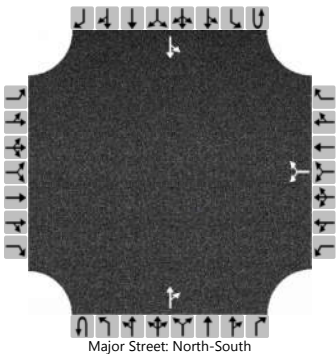
Intersection Capacity Analysis - Background Traffic

- 2024 Existing Traffic
- 2034 Projected Background Traffic
- 2054 Projected Background Traffic

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Lorraine St
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	Lorraine St
Analysis Year	2024	North/South Street	HWY 87
Time Analyzed	2024 INT 1 AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						22		1			90	24		2	166	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

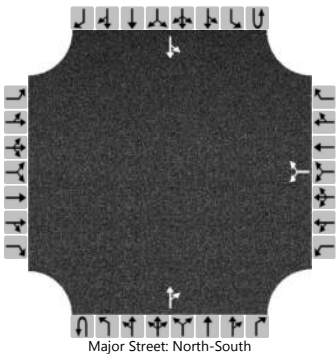
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25								2		
Capacity, c (veh/h)						704								1474		
v/c Ratio						0.04								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.5								0.0		
Control Delay (s/veh)						10.3								7.4	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					10.3								0.1			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Lorraine St
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	Lorraine St
Analysis Year	2024	North/South Street	HWY 87
Time Analyzed	2024 INT 1 PM	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						23		1			194	48		2	134	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

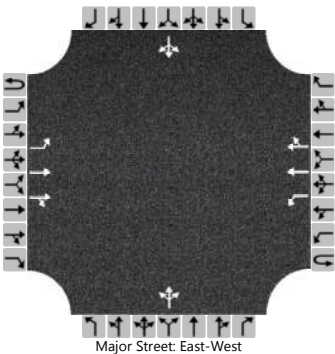
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26								2		
Capacity, c (veh/h)						629								1316		
v/c Ratio						0.04								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.5								0.0		
Control Delay (s/veh)						11.0								7.7	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.0								0.1			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 312 & Bitterroot Dr
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	HWY 312
Analysis Year	2024	North/South Street	Bitterroot Dr
Time Analyzed	2024 INT 2 AM	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	20	138	1	0	1	389	1		2	1	1		1	1	75
Percent Heavy Vehicles (%)	3	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

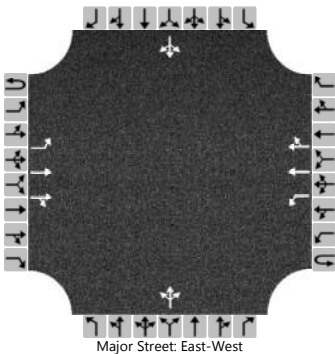
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				1					4				86	
Capacity, c (veh/h)		1137				1438					604				780	
v/c Ratio		0.02				0.00					0.01				0.11	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.0				0.4	
95% Queue Length, Q ₉₅ (ft)		2.5				0.0					0.0				10.0	
Control Delay (s/veh)		8.2				7.5					11.0				10.2	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	1.0				0.0				11.0				10.2			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 312 & Bitterroot Dr
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	HWY 312
Analysis Year	2024	North/South Street	Bitterroot Dr
Time Analyzed	2024 INT 2 PM	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	109	486	3	0	1	228	5		1	1	1		4	1	56
Percent Heavy Vehicles (%)	3	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

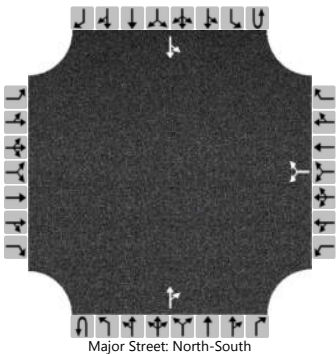
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		124				1					3				69	
Capacity, c (veh/h)		1311				1025					315				802	
v/c Ratio		0.09				0.00					0.01				0.09	
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.0				0.3	
95% Queue Length, Q ₉₅ (ft)		7.5				0.0					0.0				7.5	
Control Delay (s/veh)		8.0				8.5					16.6				9.9	
Level of Service (LOS)		A				A					C				A	
Approach Delay (s/veh)	1.5				0.0				16.6				9.9			
Approach LOS	A				A				C				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Lorraine St
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	Lorraine St
Analysis Year	2024	North/South Street	HWY 87
Time Analyzed	2024 Access A AM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			117	0		0	192	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

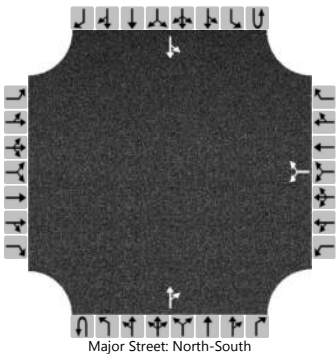
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0								0		
Capacity, c (veh/h)						0								1468		
v/c Ratio														0.00		
95% Queue Length, Q ₉₅ (veh)														0.0		
95% Queue Length, Q ₉₅ (ft)																
Control Delay (s/veh)														7.5	0.0	
Level of Service (LOS)														A	A	
Approach Delay (s/veh)													0.0			
Approach LOS													A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Lorraine St
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	Lorraine St
Analysis Year	2024	North/South Street	HWY 87
Time Analyzed	2024 Access A PM	Peak Hour Factor	0.98
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			246	0		0	161	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

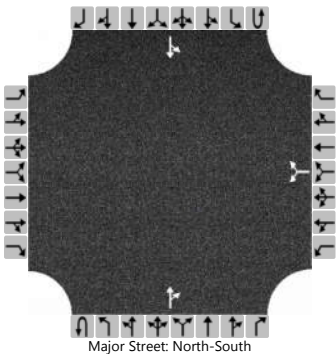
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0								0		
Capacity, c (veh/h)						0								1326		
v/c Ratio														0.00		
95% Queue Length, Q ₉₅ (veh)														0.0		
95% Queue Length, Q ₉₅ (ft)																
Control Delay (s/veh)														7.7	0.0	
Level of Service (LOS)														A	A	
Approach Delay (s/veh)													0.0			
Approach LOS													A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Lorraine St
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	Lorraine St
Analysis Year	2034	North/South Street	HWY 87
Time Analyzed	2034 INT 1 BACKGROUND AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						25		2			100	27		3	184	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

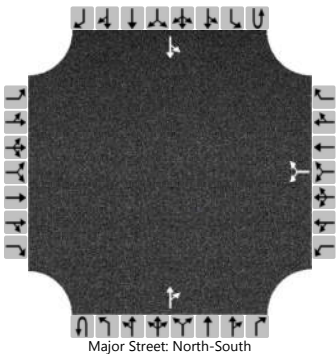
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30								3		
Capacity, c (veh/h)						678								1456		
v/c Ratio						0.04								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.5								0.0		
Control Delay (s/veh)						10.5								7.5	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					10.5								0.1			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Lorraine St
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	Lorraine St
Analysis Year	2034	North/South Street	HWY 87
Time Analyzed	2034 INT 1 BACKGROUND PM	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						26		2			215	54		2	149	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

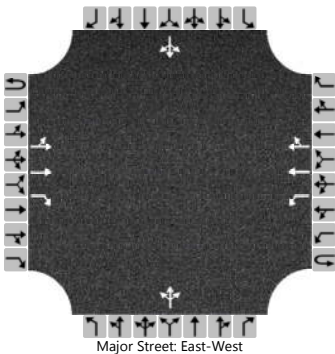
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30								2		
Capacity, c (veh/h)						600								1284		
v/c Ratio						0.05								0.00		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
95% Queue Length, Q ₉₅ (ft)						5.0								0.0		
Control Delay (s/veh)						11.3								7.8	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.3								0.1			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 312 & Bitterroot Dr
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	HWY 312
Analysis Year	2034	North/South Street	Bitterroot Dr
Time Analyzed	2034 INT 2 BACKGROUND AM	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		LT	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)		23	153	2	0	2	430	2		3	2	2		2	2	83
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

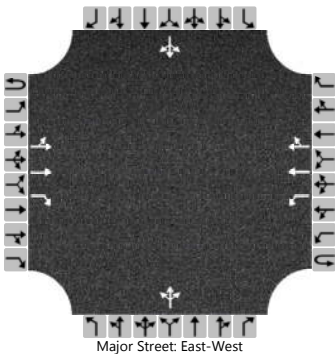
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				2					8					97
Capacity, c (veh/h)		1093				1417					556					740
v/c Ratio		0.02				0.00					0.01					0.13
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.0					0.4
95% Queue Length, Q ₉₅ (ft)		2.5				0.0					0.0					10.0
Control Delay (s/veh)		8.4	0.1			7.5					11.6					10.6
Level of Service (LOS)		A	A			A					B					B
Approach Delay (s/veh)	1.2				0.0				11.6				10.6			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 312 & Bitterroot Dr
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	HWY 312
Analysis Year	2034	North/South Street	Bitterroot Dr
Time Analyzed	2034 INT 2 BACKGROUND PM	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		LT	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)		121	537	4	0	2	252	6		2	2	2		5	2	62
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

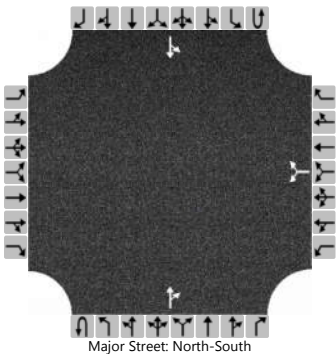
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		123				2					6					70
Capacity, c (veh/h)		1313				1028					314					766
v/c Ratio		0.09				0.00					0.02					0.09
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.1					0.3
95% Queue Length, Q ₉₅ (ft)		7.5				0.0					2.5					7.5
Control Delay (s/veh)		8.0	0.5			8.5					16.7					10.2
Level of Service (LOS)		A	A			A					C					B
Approach Delay (s/veh)	1.9				0.1				16.7				10.2			
Approach LOS	A				A				C				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Lorraine St
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	Lorraine St
Analysis Year	2054	North/South Street	HWY 87
Time Analyzed	2054 INT 1 BACKGROUND AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						30		2			122	33		3	224	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

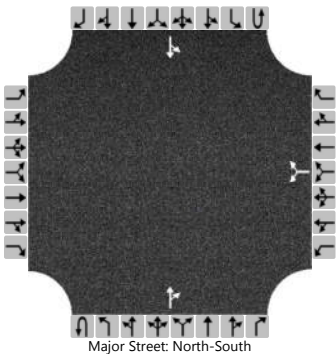
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						35								3		
Capacity, c (veh/h)						617								1419		
v/c Ratio						0.06								0.00		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
95% Queue Length, Q ₉₅ (ft)						5.0								0.0		
Control Delay (s/veh)						11.2								7.5	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.2								0.1			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Lorraine St
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	Lorraine St
Analysis Year	2054	North/South Street	HWY 87
Time Analyzed	2054 INT 1 BACKGROUND PM	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						32		2			262	65		3	181	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

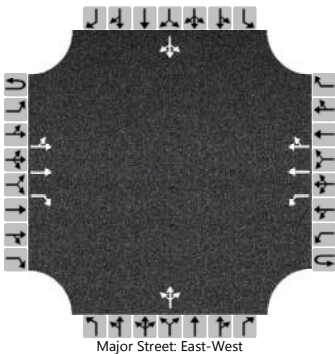
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						37								3		
Capacity, c (veh/h)						529								1218		
v/c Ratio						0.07								0.00		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
95% Queue Length, Q ₉₅ (ft)						5.0								0.0		
Control Delay (s/veh)						12.3								8.0	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.3								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 312 & Bitterroot Dr
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	HWY 312
Analysis Year	2054	North/South Street	Bitterroot Dr
Time Analyzed	2054 INT 2 BACKGROUND AM	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		LT	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)		27	187	2	0	2	525	2		3	2	2		2	2	102
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

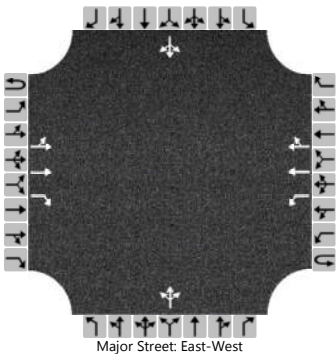
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30				2					8				118	
Capacity, c (veh/h)		999				1373					477				684	
v/c Ratio		0.03				0.00					0.02				0.17	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.0				0.6	
95% Queue Length, Q ₉₅ (ft)		2.5				0.0					0.0				15.0	
Control Delay (s/veh)		8.7	0.2			7.6					12.7				11.4	
Level of Service (LOS)		A	A			A					B				B	
Approach Delay (s/veh)	1.3				0.0				12.7				11.4			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 312 & Bitterroot Dr
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	5/12/2025	East/West Street	HWY 312
Analysis Year	2054	North/South Street	Bitterroot Dr
Time Analyzed	2054 INT 2 BACKGROUND PM	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	0		0	1	0
Configuration		LT	T	R		L	T	TR			LTR				LTR	
Volume (veh/h)		147	656	5	0	2	308	7		2	2	2		6	2	76
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		167				2					7				95	
Capacity, c (veh/h)		1212				867					192				660	
v/c Ratio		0.14				0.00					0.04				0.14	
95% Queue Length, Q ₉₅ (veh)		0.5				0.0					0.1				0.5	
95% Queue Length, Q ₉₅ (ft)		12.5				0.0					2.5				12.5	
Control Delay (s/veh)		8.4	0.8			9.2					24.5				11.4	
Level of Service (LOS)		A	A			A					C				B	
Approach Delay (s/veh)	2.2				0.1				24.5				11.4			
Approach LOS	A				A				C				B			



Pronghorn Subdivision Development Traffic Impact Study

APPENDIX D

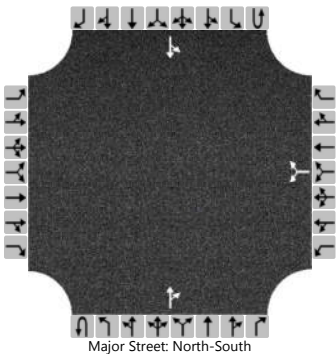
Intersection Capacity Analysis - Total Traffic

- 2034 Projected Background plus Development Traffic
- 2054 Projected Background plus Development Traffic

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Lorraine St
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	8/27/2025	East/West Street	Lorraine St
Analysis Year	2034	North/South Street	HWY 87
Time Analyzed	2034 INT 1 TOTAL AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						27		3			102	34		4	188	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						33								4		
Capacity, c (veh/h)						672								1444		
v/c Ratio						0.05								0.00		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
95% Queue Length, Q ₉₅ (ft)						5.0								0.0		
Control Delay (s/veh)						10.6								7.5	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					10.6								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

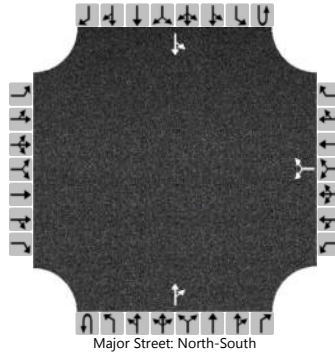
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/27/2025
Analysis Year	2034
Time Analyzed	2034 INT 1 TOTAL PM
Intersection Orientation	North-South
Project Description	Pronghorn Subdivision

Site Information

Intersection	HWY 87 & Lorraine St
Jurisdiction	COUNTY
East/West Street	Lorraine St
North/South Street	HWY 87
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						33		3			219	58		3	152	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						39								3		
Capacity, c (veh/h)						592								1275		
v/c Ratio						0.07								0.00		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
95% Queue Length, Q ₉₅ (ft)						5.0								0.0		
Control Delay (s/veh)						11.5								7.8	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.5								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

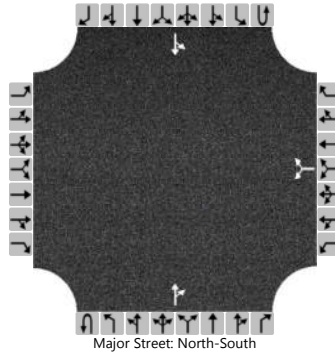
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/27/2025
Analysis Year	2034
Time Analyzed	2034 A TOTAL AM
Intersection Orientation	North-South
Project Description	Pronghorn Subdivision

Site Information

Intersection	HWY 87 & Access A
Jurisdiction	COUNTY
East/West Street	Access A
North/South Street	HWY 87
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						35		2			137	85		4	215	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

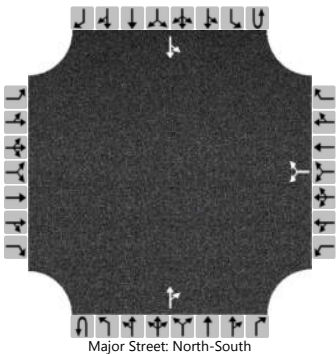
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						41								4		
Capacity, c (veh/h)						581								1331		
v/c Ratio						0.07								0.00		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
95% Queue Length, Q ₉₅ (ft)						5.0								0.0		
Control Delay (s/veh)						11.7								7.7	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.7								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JTP	Intersection	HWY 87 & Access A
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	8/27/2025	East/West Street	Access A
Analysis Year	2034	North/South Street	HWY 87
Time Analyzed	2034 A TOTAL PM	Peak Hour Factor	0.98
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						85		4			276	57		3	185	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						91								3		
Capacity, c (veh/h)						535								1231		
v/c Ratio						0.17								0.00		
95% Queue Length, Q ₉₅ (veh)						0.6								0.0		
95% Queue Length, Q ₉₅ (ft)						15.0								0.0		
Control Delay (s/veh)						13.1								7.9	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					13.1								0.1			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

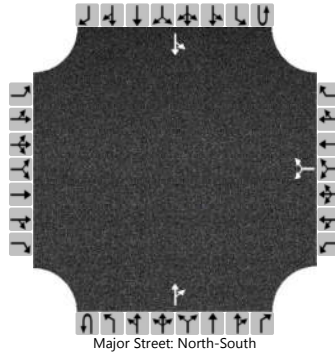
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/27/2025
Analysis Year	2054
Time Analyzed	2054 INT 1 TOTAL AM
Intersection Orientation	North-South
Project Description	Pronghorn Subdivision

Site Information

Intersection	HWY 87 & Lorraine St
Jurisdiction	COUNTY
East/West Street	Lorraine St
North/South Street	HWY 87
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						36		3			126	38		4	229	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						43								4		
Capacity, c (veh/h)						607								1407		
v/c Ratio						0.07								0.00		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
95% Queue Length, Q ₉₅ (ft)						5.0								0.0		
Control Delay (s/veh)						11.4								7.6	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.4								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

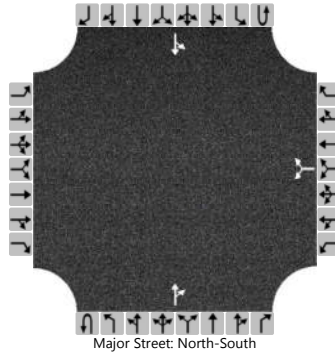
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/27/2025
Analysis Year	2054
Time Analyzed	2054 INT 1 TOTAL PM
Intersection Orientation	North-South
Project Description	Pronghorn Subdivision

Site Information

Intersection	HWY 87 & Lorraine St
Jurisdiction	COUNTY
East/West Street	Lorraine St
North/South Street	HWY 87
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						39		3			268	72		3	186	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						45								3		
Capacity, c (veh/h)						520								1204		
v/c Ratio						0.09								0.00		
95% Queue Length, Q ₉₅ (veh)						0.3								0.0		
95% Queue Length, Q ₉₅ (ft)						7.5								0.0		
Control Delay (s/veh)						12.6								8.0	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.6								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

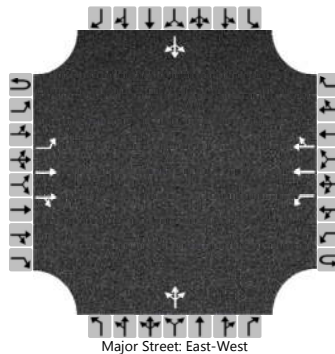
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/27/2025
Analysis Year	2054
Time Analyzed	2054 INT 2 TOTAL AM
Intersection Orientation	East-West
Project Description	Pronghorn Subdivision

Site Information

Intersection	HWY 312 & Bitterroot Dr
Jurisdiction	COUNTY
East/West Street	HWY 312
North/South Street	Bitterroot Dr
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	46	187	2	0	2	525	3		3	2	2		3	2	120
Percent Heavy Vehicles (%)	3	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		51				2					8					139	
Capacity, c (veh/h)		998				1373					446					682	
v/c Ratio		0.05				0.00					0.02					0.20	
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.1					0.8	
95% Queue Length, Q ₉₅ (ft)		5.0				0.0					2.5					20.0	
Control Delay (s/veh)		8.8				7.6					13.2					11.6	
Level of Service (LOS)		A				A					B					B	
Approach Delay (s/veh)	1.7				0.0				13.2				11.6				
Approach LOS	A				A				B				B				

HCS Two-Way Stop-Control Report

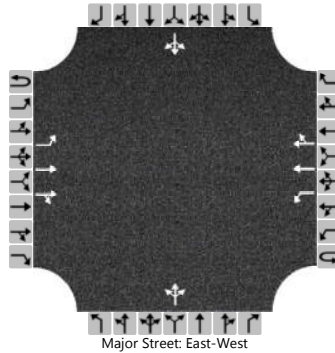
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/27/2025
Analysis Year	2054
Time Analyzed	2054 INT 2 Total PM
Intersection Orientation	East-West
Project Description	Pronghorn Subdivision

Site Information

Intersection	HWY 312 & Bitterroot Dr
Jurisdiction	COUNTY
East/West Street	HWY 312
North/South Street	Bitterroot Dr
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	169	656	5	0	2	308	11		2	2	2		7	2	98
Percent Heavy Vehicles (%)	3	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		192				2					7				122	
Capacity, c (veh/h)		1207				867					180				669	
v/c Ratio		0.16				0.00					0.04				0.18	
95% Queue Length, Q ₉₅ (veh)		0.6				0.0					0.1				0.7	
95% Queue Length, Q ₉₅ (ft)		15.0				0.0					2.5				17.5	
Control Delay (s/veh)		8.5				9.2					25.8				11.6	
Level of Service (LOS)		A				A					D				B	
Approach Delay (s/veh)	1.7				0.1				25.8				11.6			
Approach LOS	A				A				D				B			

HCS Two-Way Stop-Control Report

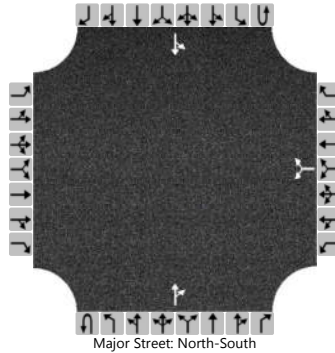
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/27/2025
Analysis Year	2054
Time Analyzed	2054 ACCESS A TOTAL AM
Intersection Orientation	North-South
Project Description	Pronghorn Subdivision

Site Information

Intersection	HWY 87 & Access A
Jurisdiction	COUNTY
East/West Street	Access A
North/South Street	HWY 87
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						102		4			163	97		5	265	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

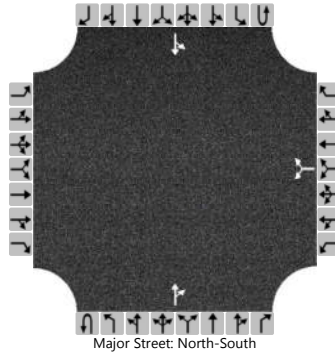
Flow Rate, v (veh/h)						118								6		
Capacity, c (veh/h)						511								1285		
v/c Ratio						0.23								0.00		
95% Queue Length, Q ₉₅ (veh)						0.9								0.0		
95% Queue Length, Q ₉₅ (ft)						22.5								0.0		
Control Delay (s/veh)						14.2								7.8	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					14.2								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information

Analyst	JTP	Intersection	HWY 87 & Access A
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	8/27/2025	East/West Street	Access A
Analysis Year	2054	North/South Street	HWY 87
Time Analyzed	2054 ACCESS A TOTAL PM	Peak Hour Factor	0.98
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Pronghorn Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						120		6			339	130		5	225	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						129								5		
Capacity, c (veh/h)						440								1094		
v/c Ratio						0.29								0.00		
95% Queue Length, Q ₉₅ (veh)						1.2								0.0		
95% Queue Length, Q ₉₅ (ft)						30.0								0.0		
Control Delay (s/veh)						16.5								8.3	0.0	
Level of Service (LOS)						C								A	A	
Approach Delay (s/veh)					16.5								0.2			
Approach LOS					C								A			



Pronghorn Subdivision Development Traffic Impact Study

APPENDIX E

ITE Trip Generation Worksheets, 11th Edition

Mini-Warehouse (151)

Vehicle Trip Ends vs: Storage Units (100s)

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

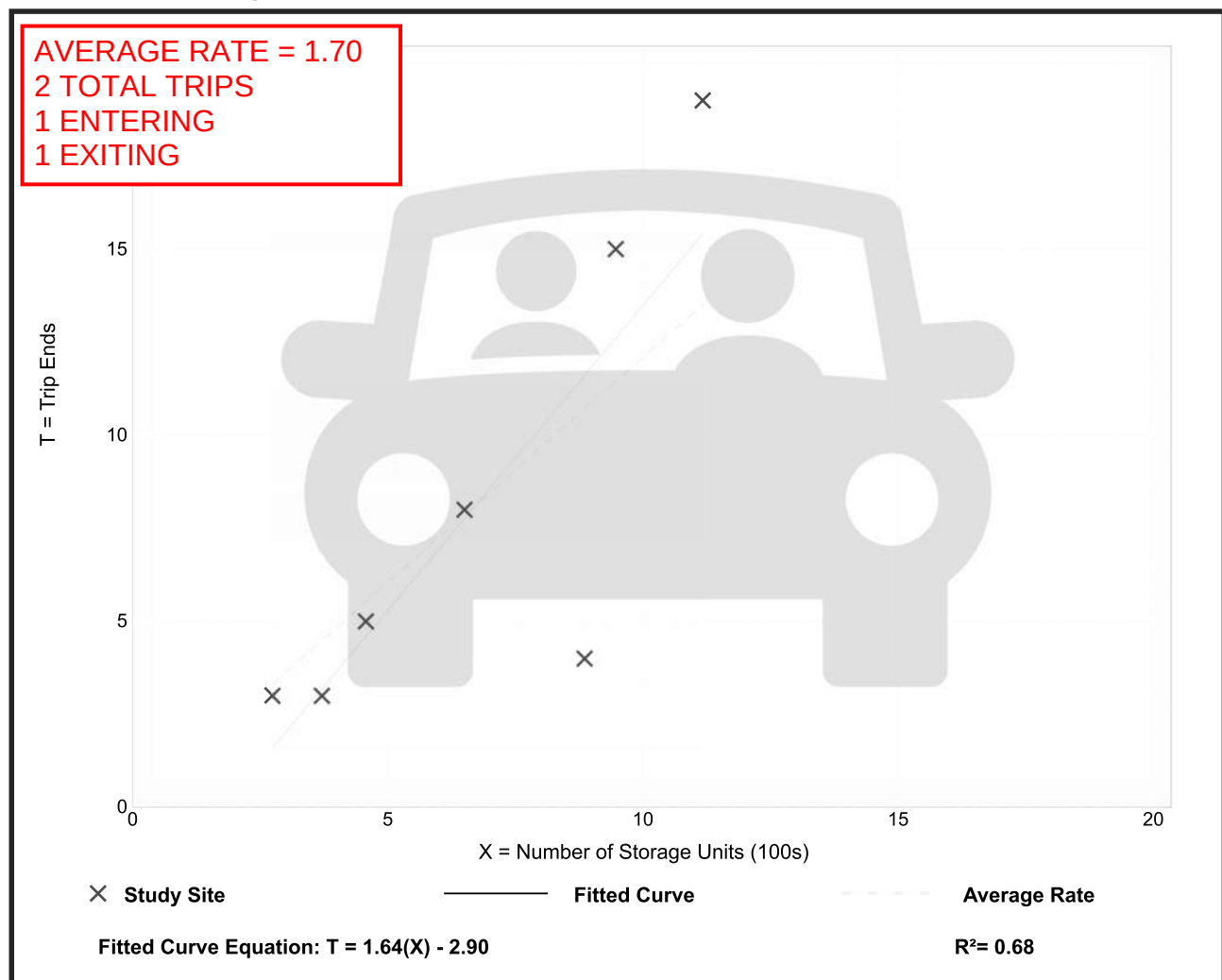
Avg. Num. of Storage Units (100s): 7

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
1.21	0.45 - 1.70	0.49

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: Storage Units (100s)

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

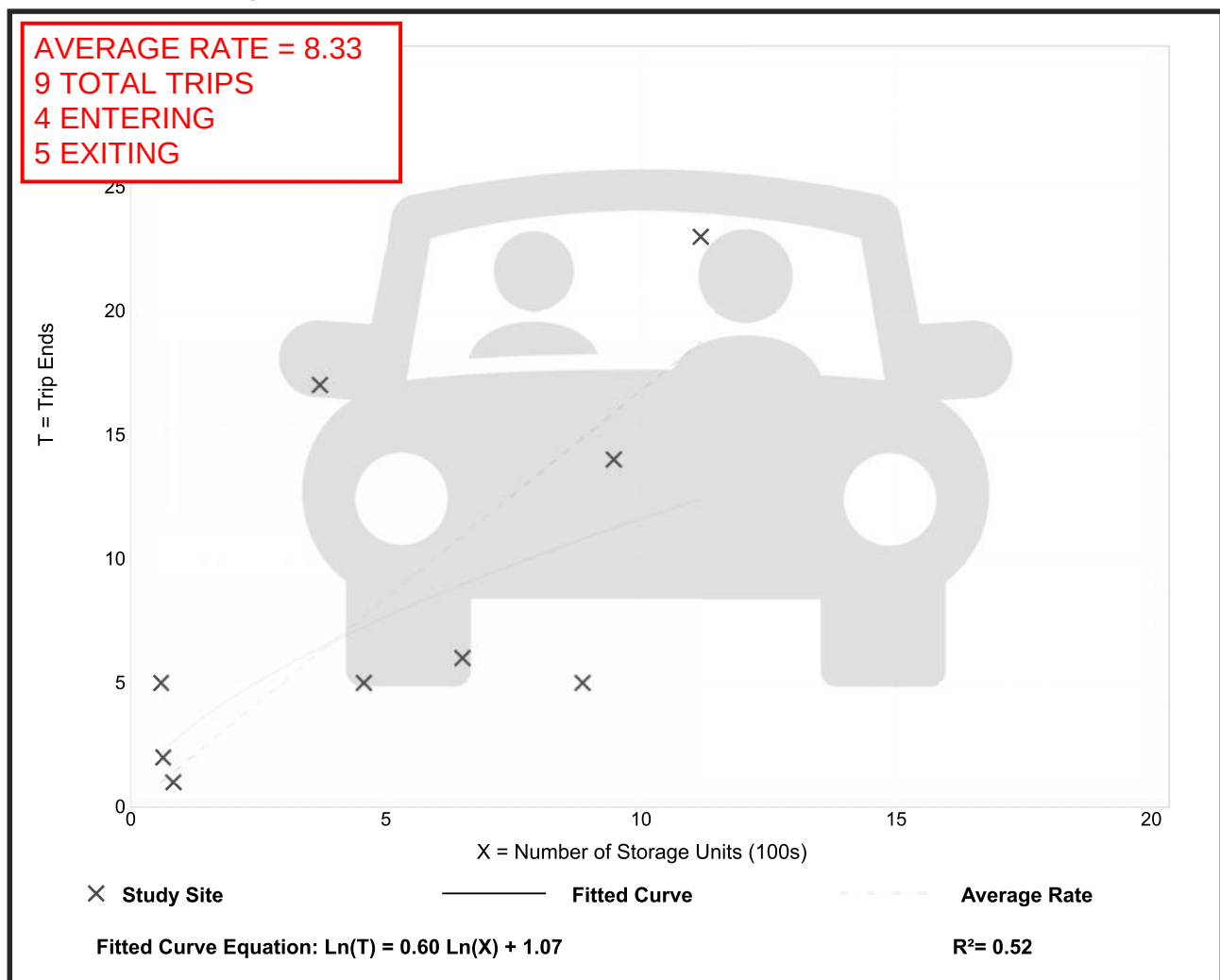
Avg. Num. of Storage Units (100s): 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
1.68	0.56 - 8.33	1.37

Data Plot and Equation



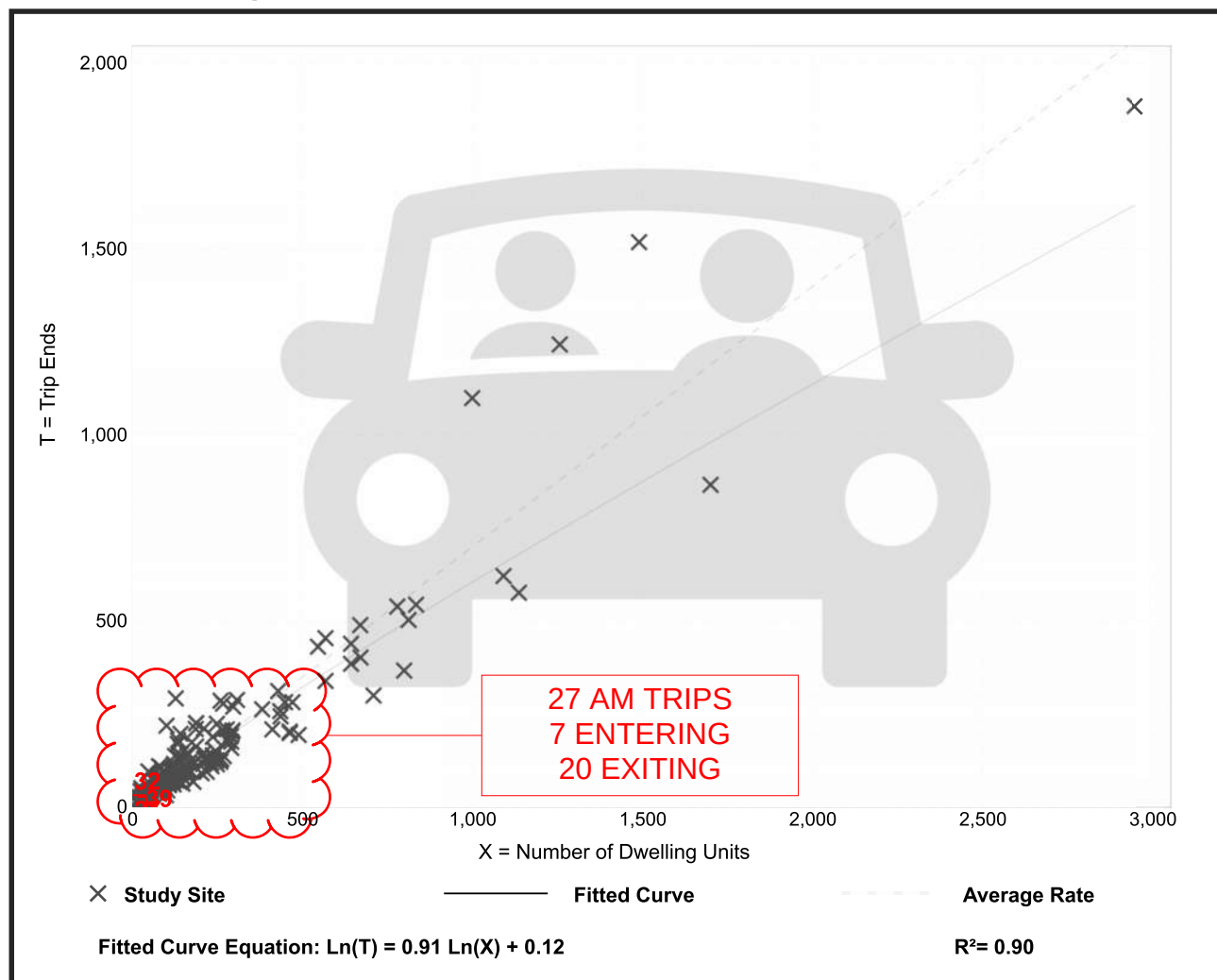
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 192
 Avg. Num. of Dwelling Units: 226
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



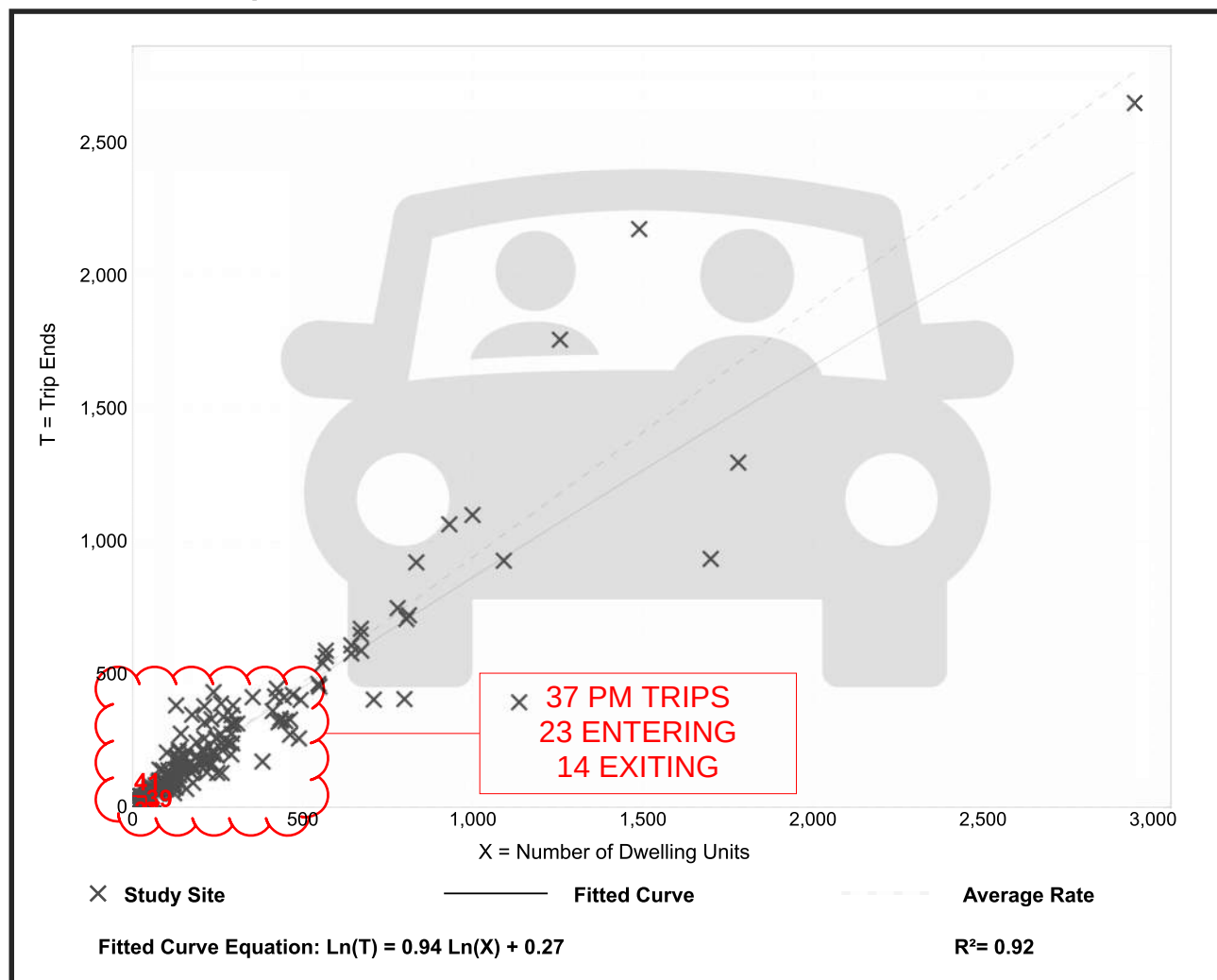
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 208
 Avg. Num. of Dwelling Units: 248
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Small Office Building (712)

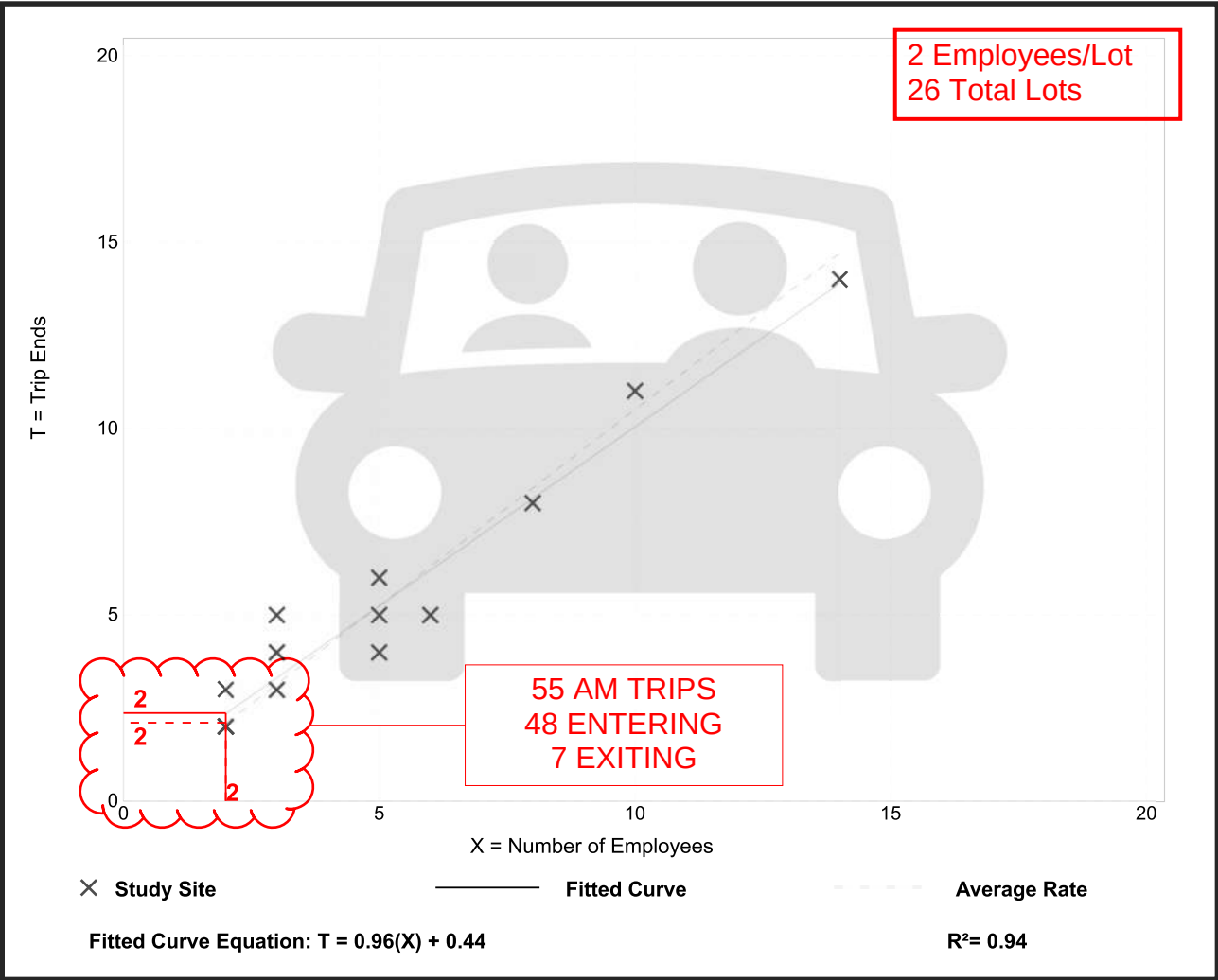
Vehicle Trip Ends vs:
On a:
Setting/Location:
Number of Studies:
Avg. Num. of Employees:
Directional Distribution:

Employees
Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
General Urban/Suburban
17
5
85% entering, 15% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.05	0.80 - 1.67	0.20

Data Plot and Equation



Small Office Building (712)

Vehicle Trip Ends vs:

On a:

Setting/Location:

Number of Studies:

Avg. Num. of Employees:

Directional Distribution:

Employees

Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

General Urban/Suburban

16

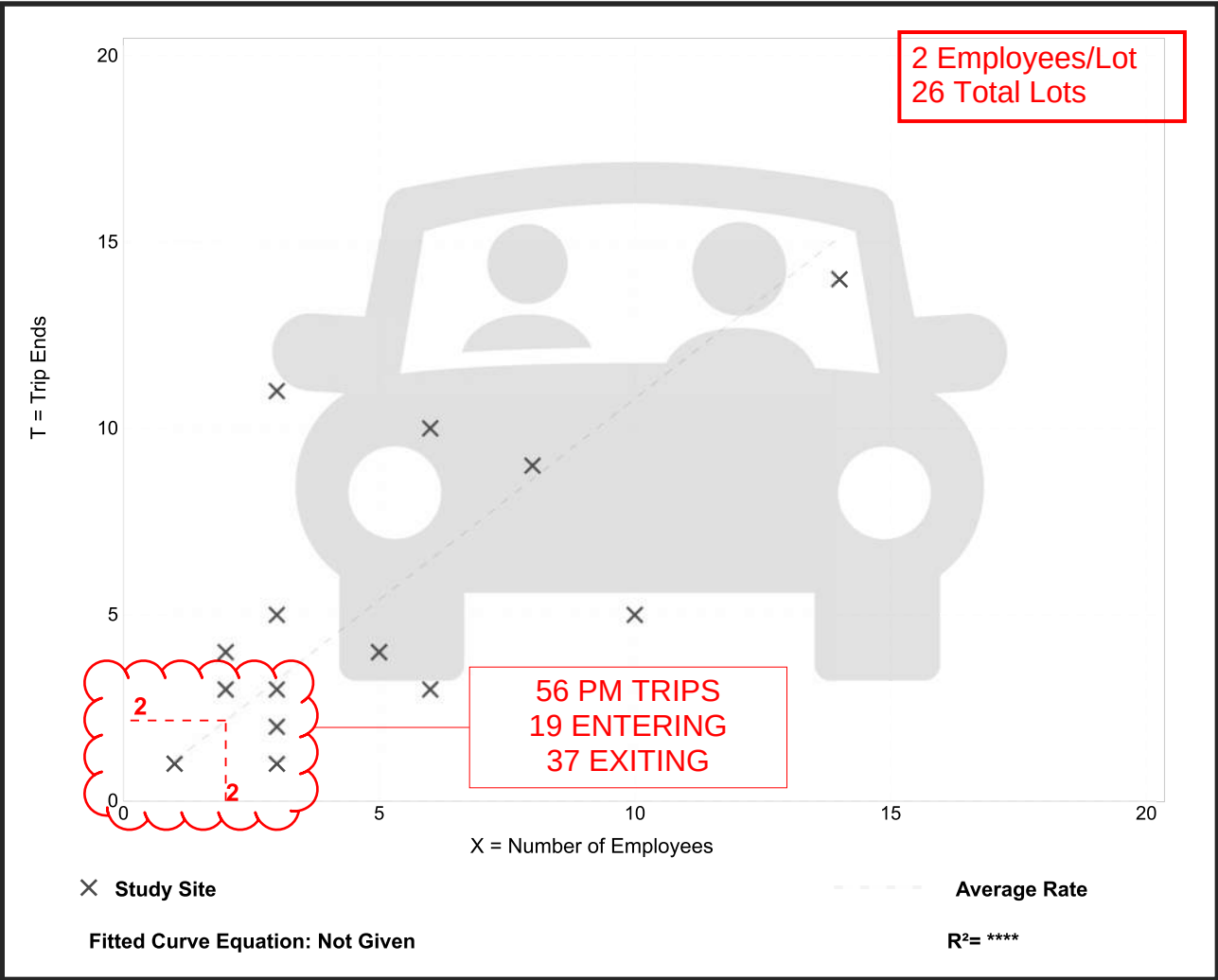
5

33% entering, 67% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.08	0.33 - 3.67	0.69

Data Plot and Equation



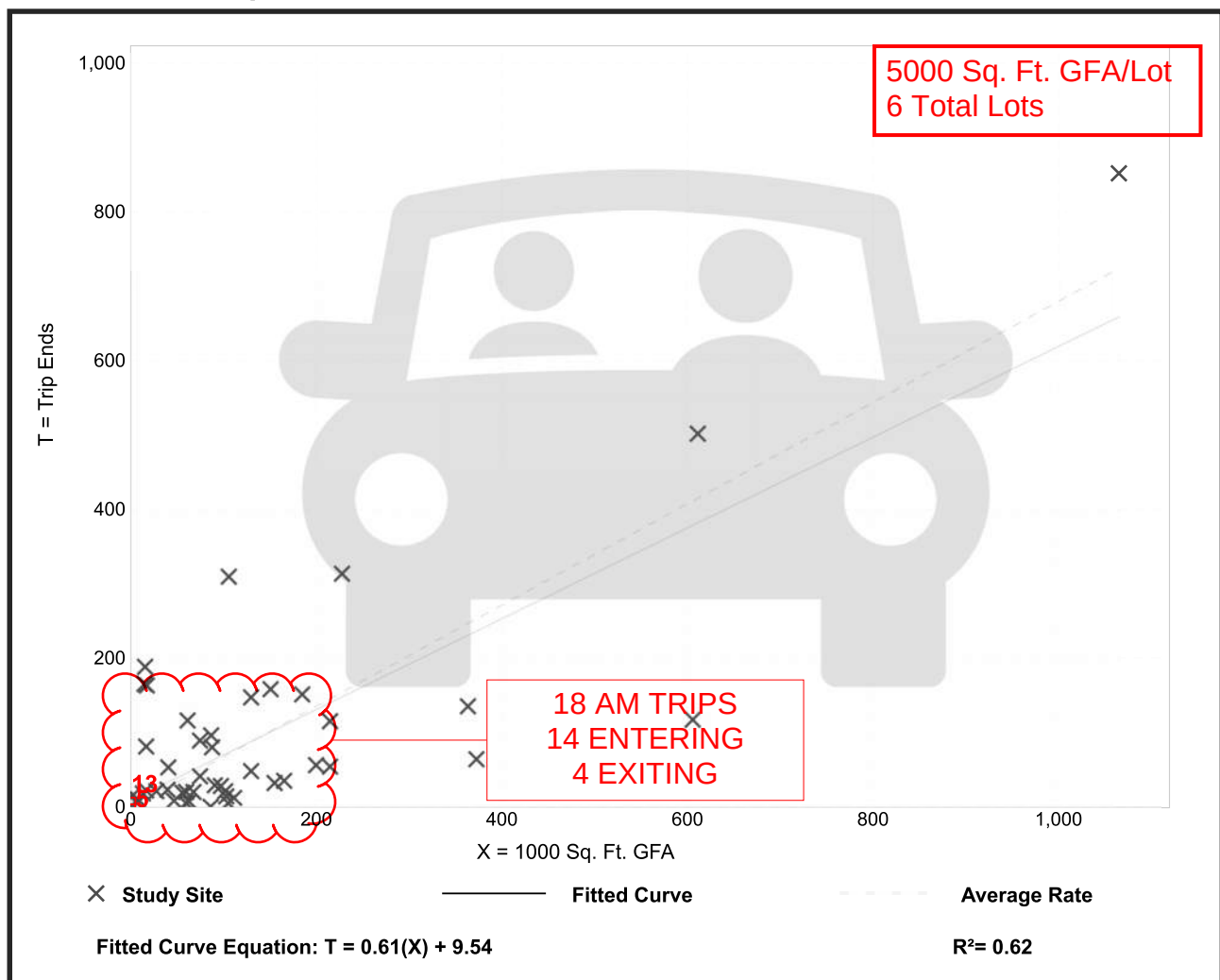
Manufacturing (140)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 48
 Avg. 1000 Sq. Ft. GFA: 138
 Directional Distribution: 76% entering, 24% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.68	0.01 - 11.93	1.03

Data Plot and Equation



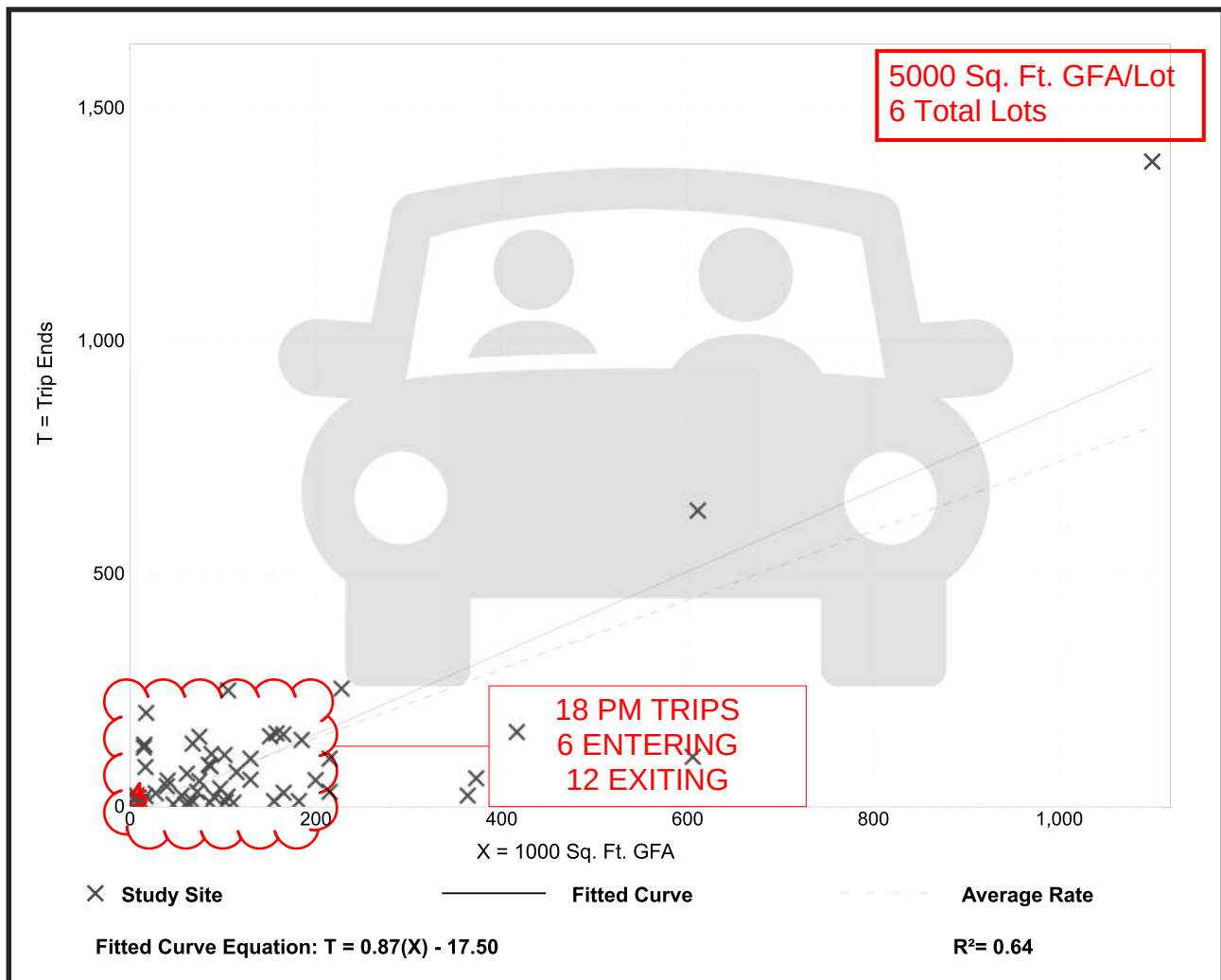
Manufacturing (140)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 55
 Avg. 1000 Sq. Ft. GFA: 142
 Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.07 - 11.37	0.93

Data Plot and Equation



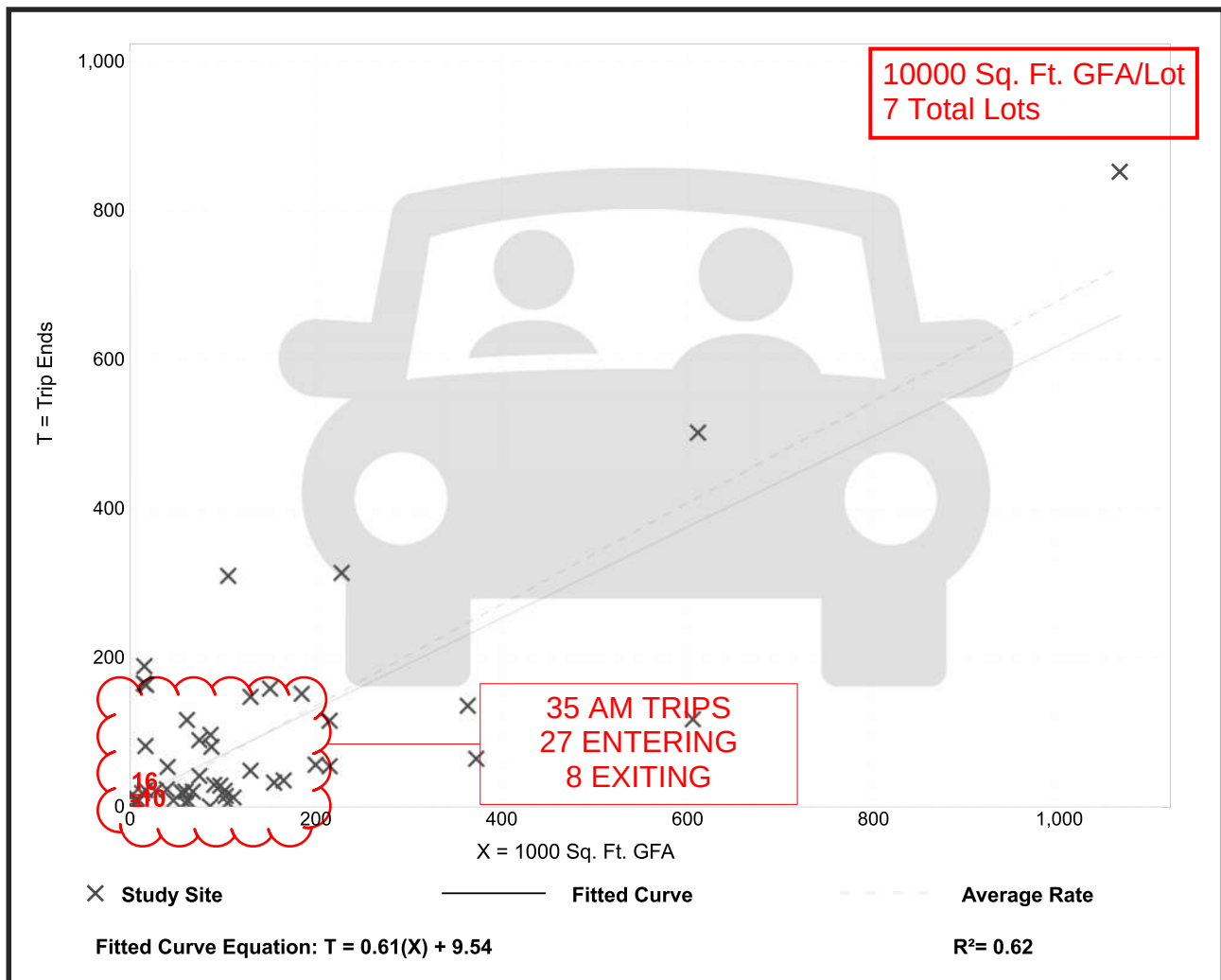
Manufacturing (140)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 48
 Avg. 1000 Sq. Ft. GFA: 138
 Directional Distribution: 76% entering, 24% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.68	0.01 - 11.93	1.03

Data Plot and Equation



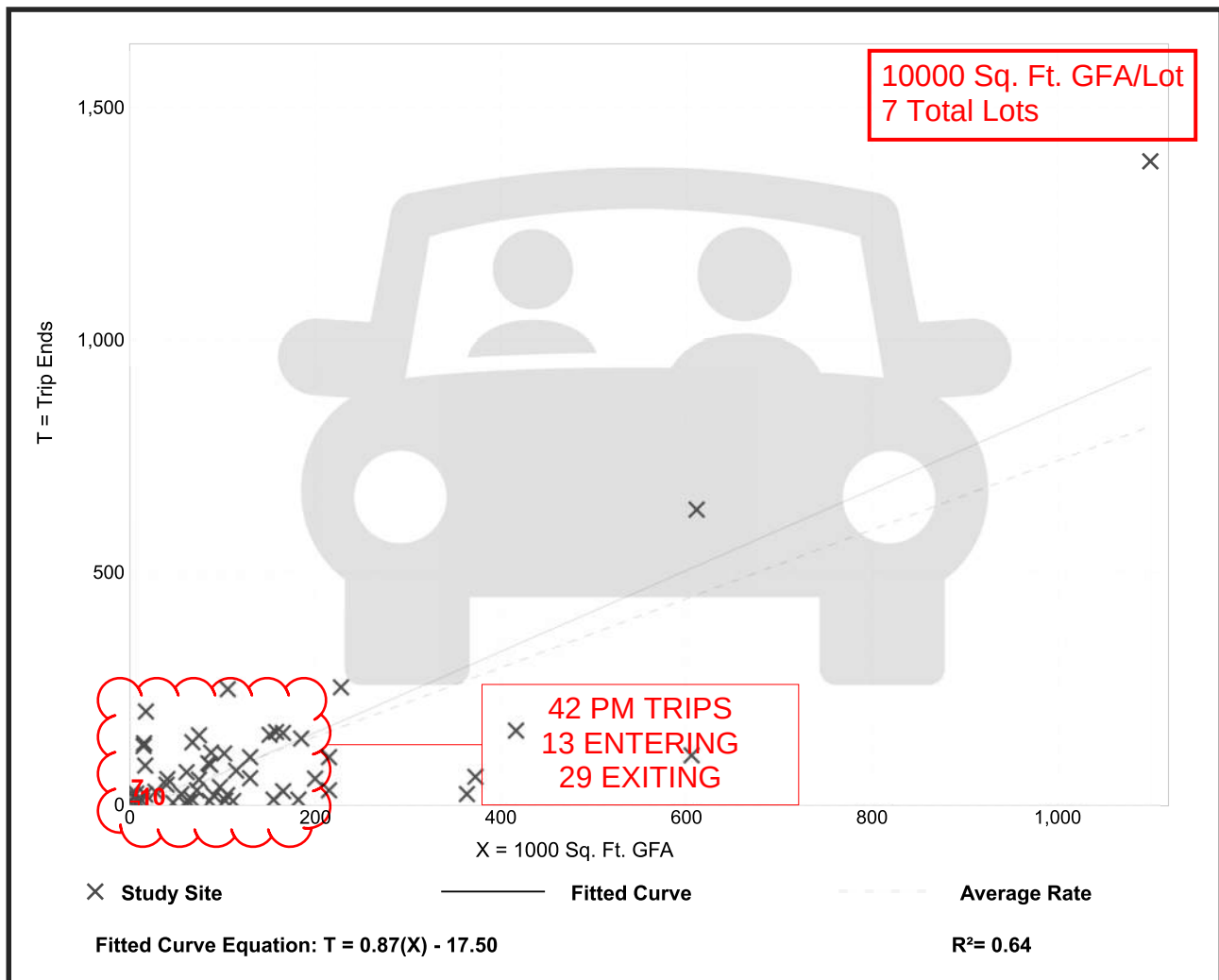
Manufacturing (140)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 55
 Avg. 1000 Sq. Ft. GFA: 142
 Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.07 - 11.37	0.93

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

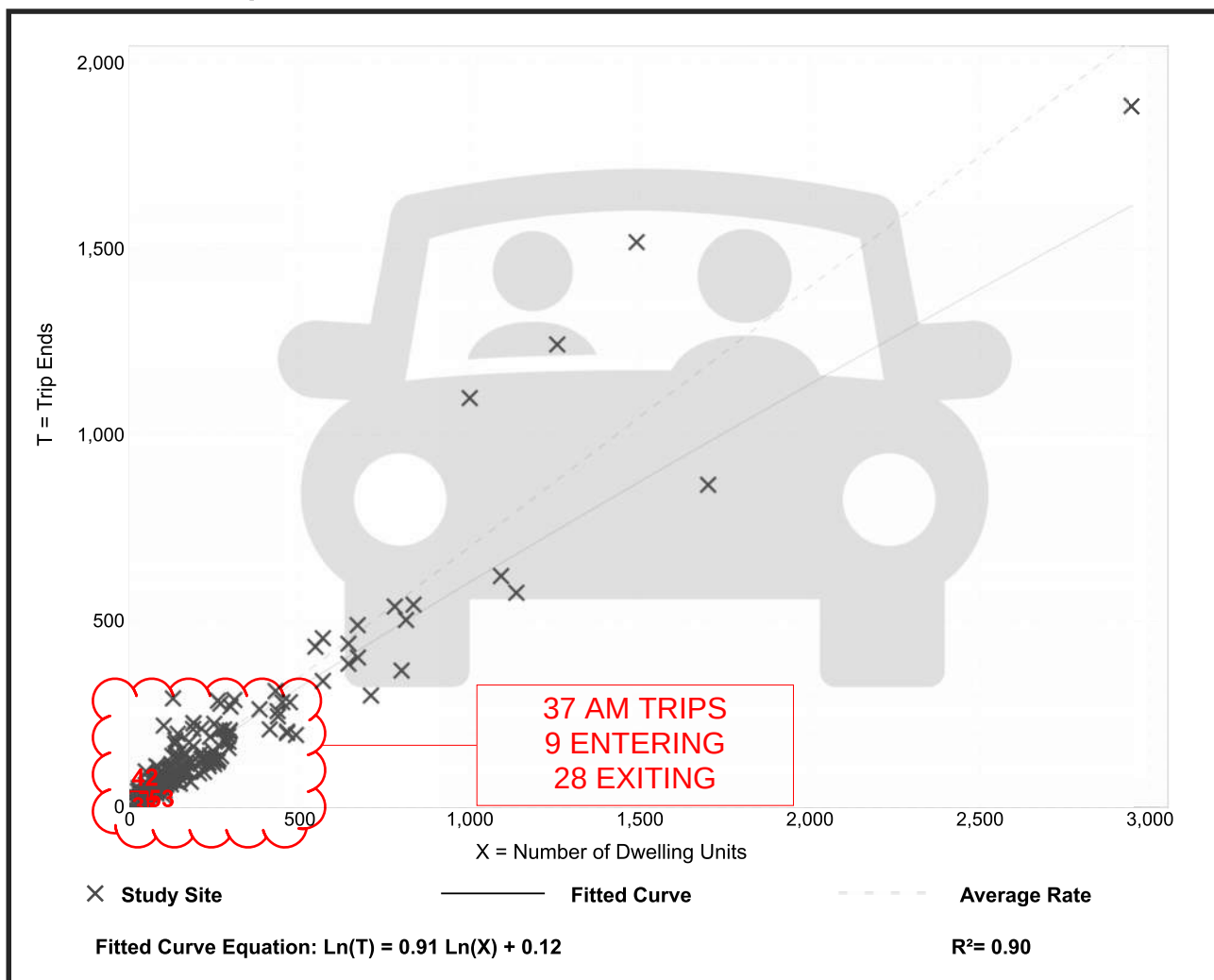
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

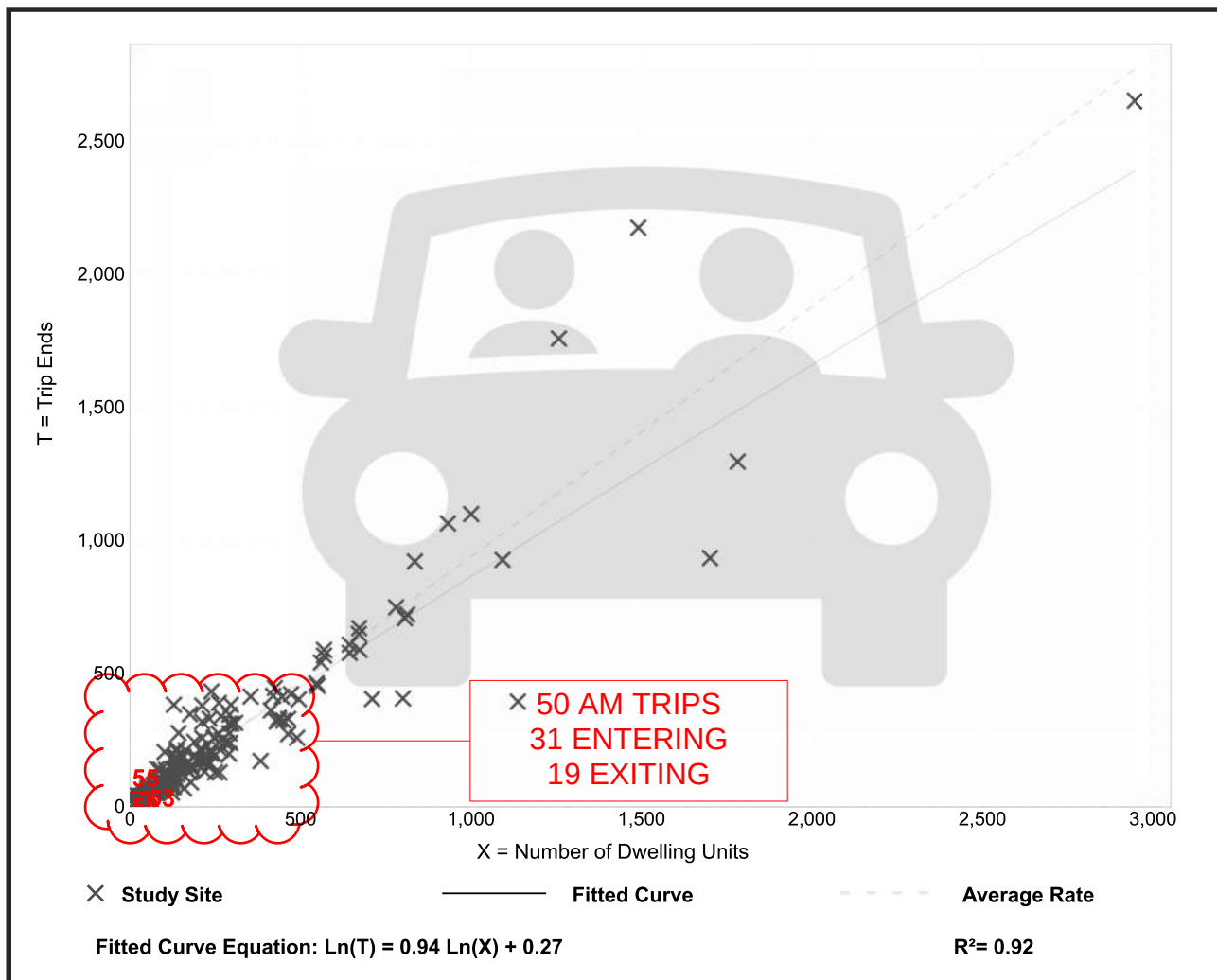
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

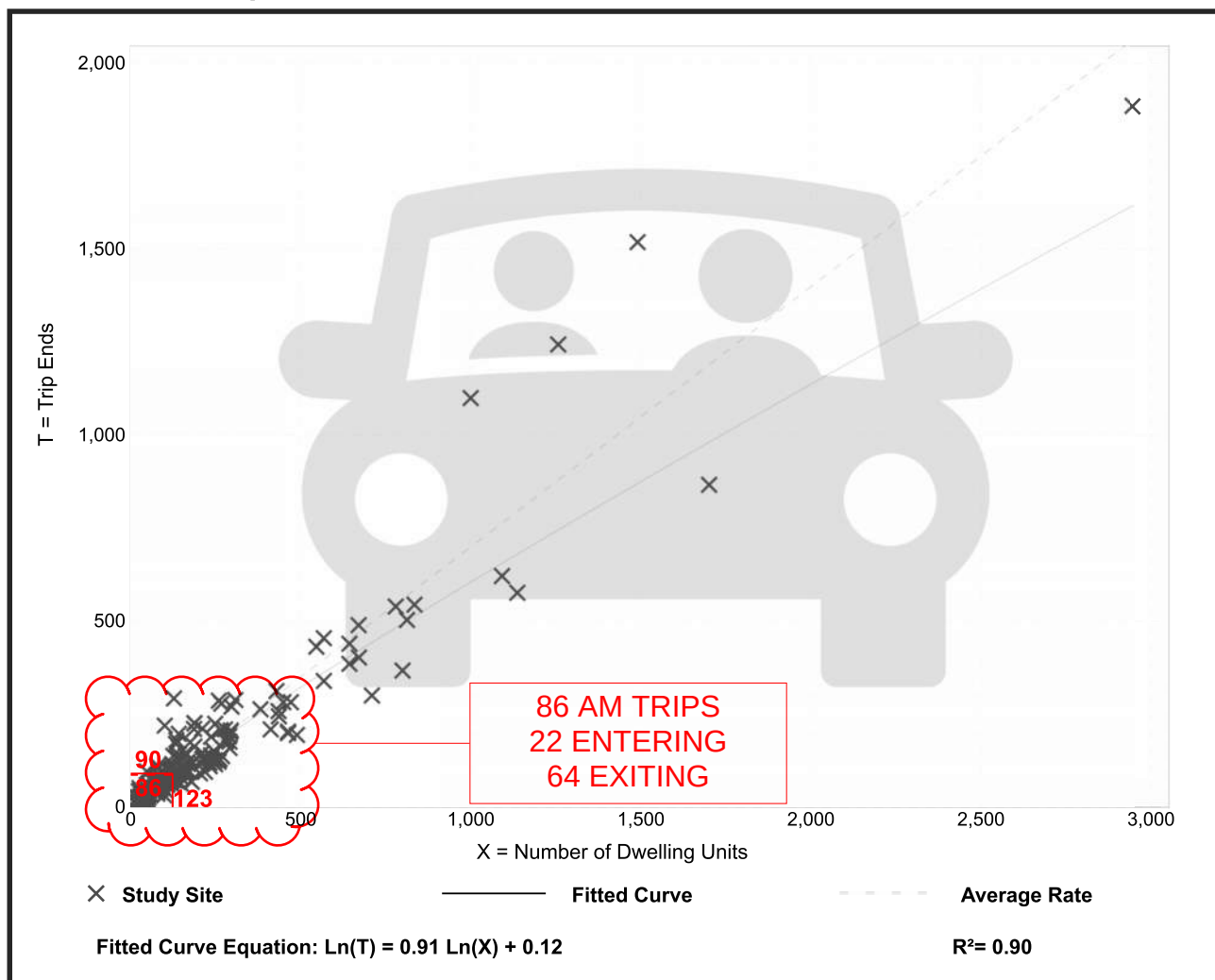
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



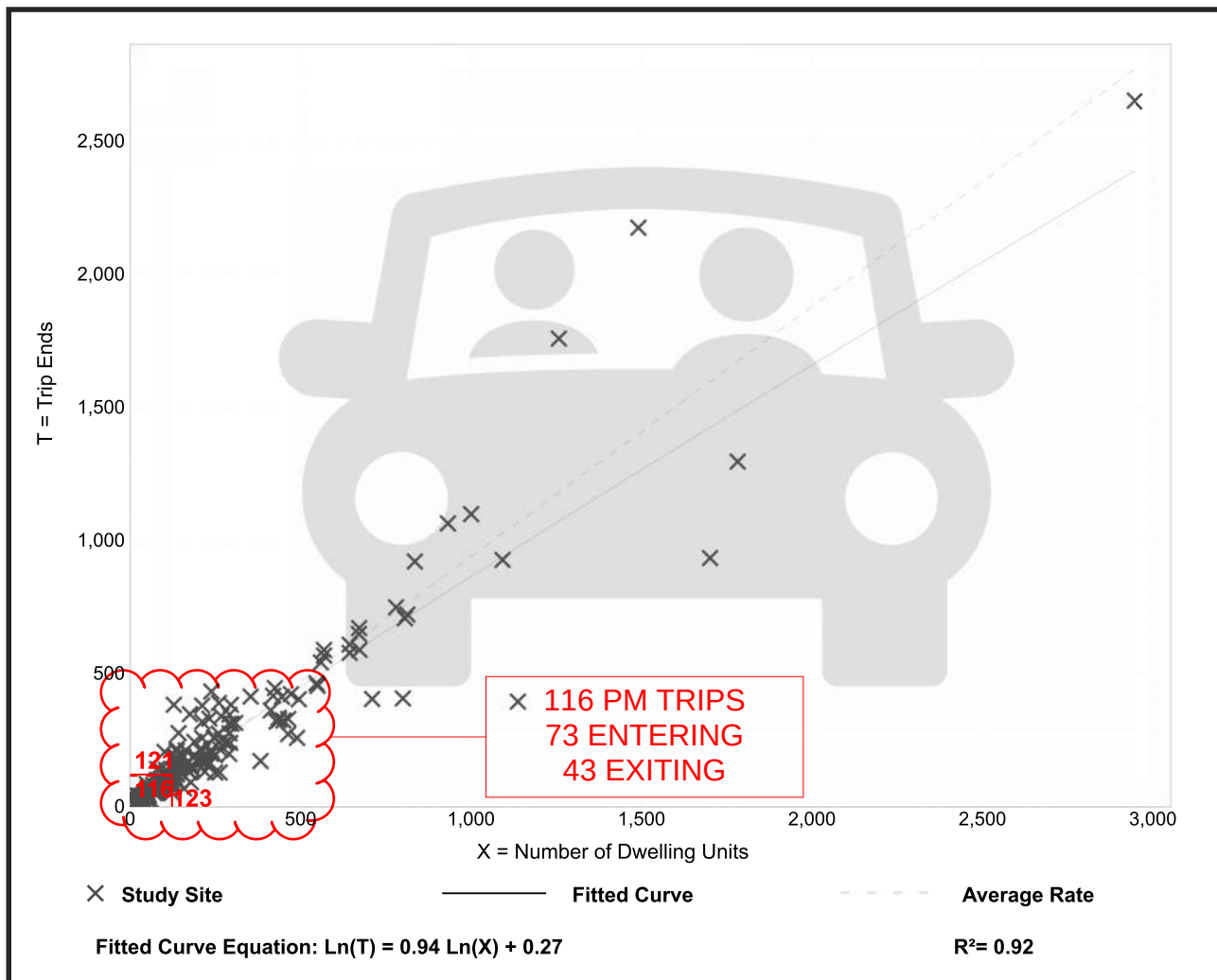
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 208
 Avg. Num. of Dwelling Units: 248
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation





Pronghorn Subdivision Development Traffic Impact Study

APPENDIX F

- Auxiliary Turn Lane
- Traffic Signal Warrant Analysis

HWY 87 & Lorraine St

2024 Background Background Traffic Volumes - Right Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary									
Intersection	Approach	AM				PM			
		Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)	Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)
HWY 87 & Lorraine St	NB	114	24	90	N	242	48	90	N
	SB	168	0	90	N	135	0	90	N
	EB	0	0	90	N	0	0	90	N
	WB	23	1	90	N	24	1	90	N

2034 Total Traffic Volumes - Right Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary									
Intersection	Approach	AM				PM			
		Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)	Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)
HWY 87 & Lorraine St	NB	136	34	90	N	277	58	90	N
	SB	192	0	90	N	155	0	90	N
	EB	0	0	90	N	0	0	90	N
	WB	30	3	90	N	36	3	90	N

2054 Total Traffic Volumes - Right Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary									
Intersection	Approach	AM				PM			
		Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)	Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)
HWY 87 & Lorraine St	NB	164	38	90	N	340	72	90	N
	SB	233	0	90	N	189	0	90	N
	EB	0	0	90	N	0	0	90	N
	WB	39	3	90	N	42	3	90	N

2024 Background ffc Volumes - Left Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary											
Intersection	Approach	AM					PM				
		Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)	Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)
HWY 87 & Lorraine St	NB	114	0	0.0%	168	N	242	0	0.0%	135	N
	SB	168	2	1.2%	114	N	135	1	0.7%	242	N
	EB	0	0	0.0%	23	N	0	0	0.0%	24	N
	WB	23	22	95.7%	0	Y	24	23	95.8%	0	Y

2034 Total Traffic Volumes - Left Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary											
Intersection	Approach	AM					PM				
		Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)	Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)
HWY 87 & Lorraine St	NB	136	0	0.0%	192	N	277	0	0.0%	155	N
	SB	192	4	2.1%	136	N	155	3	1.9%	277	N
	EB	0	0	0.0%	30	N	0	0	0.0%	36	N
	WB	30	27	90.0%	0	Y	36	33	91.7%	0	Y

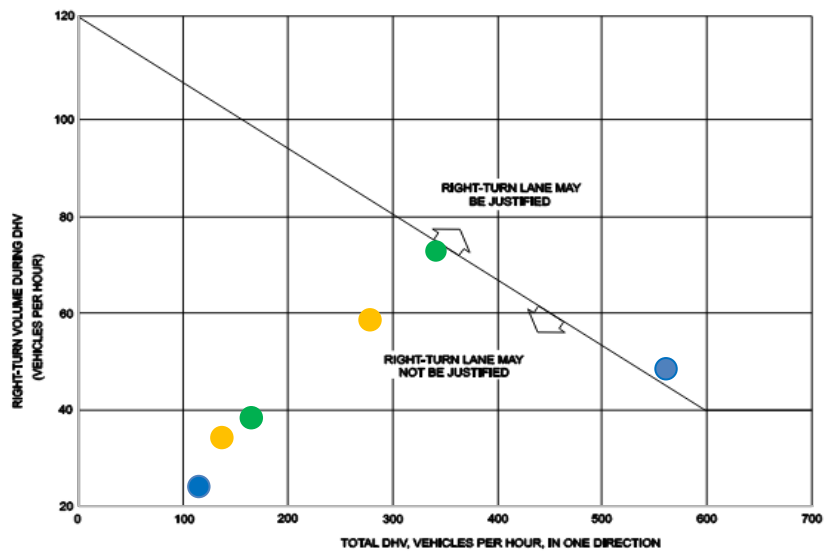
2054 Total Traffic Volumes - Left Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary											
Intersection	Approach	AM					PM				
		Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)	Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)
HWY 87 & Lorraine St	NB	164	0	0.0%	233	N	340	0	0.0%	189	N
	SB	233	4	1.7%	164	N	189	3	1.6%	340	N
	EB	0	0	0.0%	39	N	0	0	0.0%	42	N
	WB	39	36	92.3%	0	Y	42	39	92.9%	0	Y

HWY 87 & Lorraine St

November 2007

INTERSECTIONS AT-GRADE

28.4(3)



Note: For highways with a design speed below 50 mph (80 km/h) with a DHV < 300 and where right turns are > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

HWY 87 & Lorraine St

2024 Background Traffic

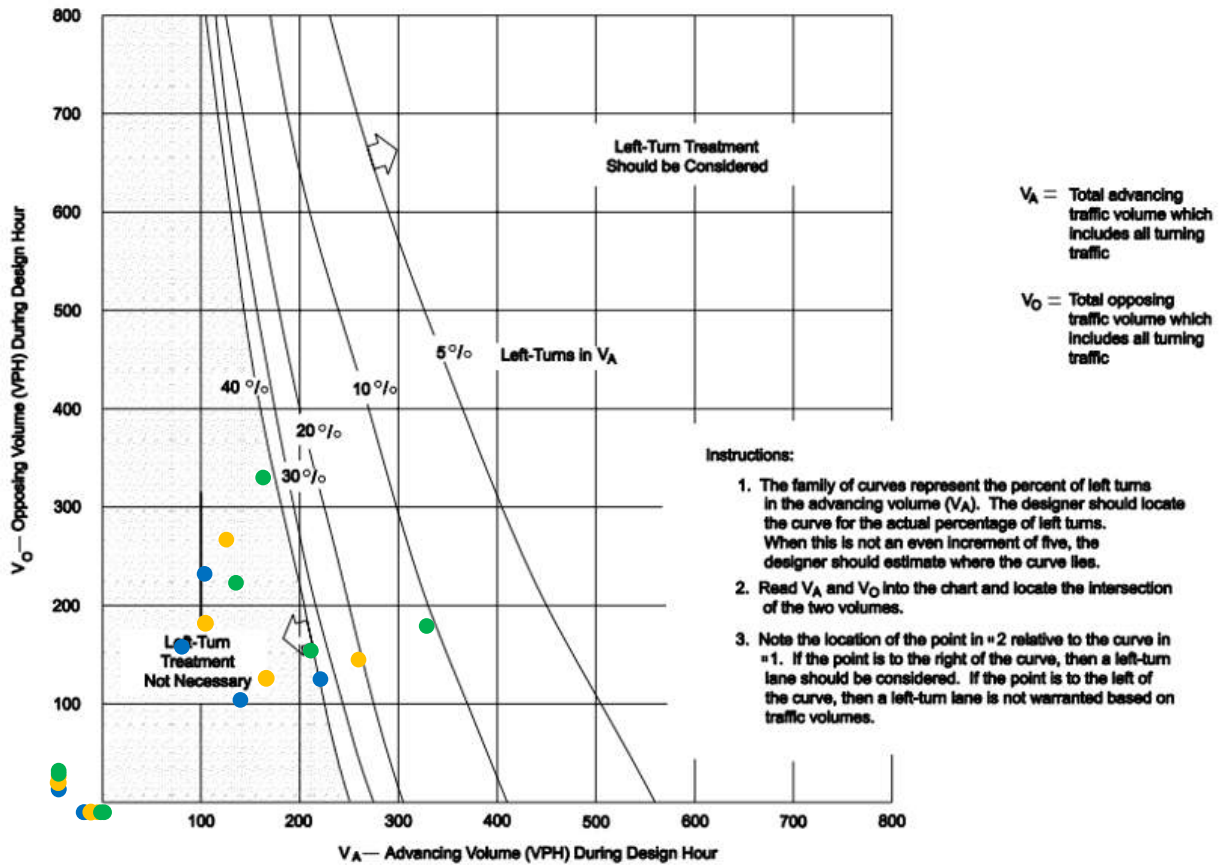
2034 Total Traffic

2054 Total Traffic



Note: Points outside the limits of the chart are not plotted and need to be verified if a right-turn may be needed

HWY 87 & Lorraine St



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON 2-LANE HIGHWAYS (60 MPH) (US Customary)

Figure 28.4C

HWY 87 & Lorraine St

Note: Points outside the limits of the chart are not plotted and are assumed to indicate a left-turn may be needed

HWY 87 & Access A

2024 Background Background Traffic Volumes - Right Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary									
Intersection	Approach	AM				PM			
		Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)	Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)
HWY 87 & Access A	NB	117	0	90	N	246	0	90	N
	SB	192	0	90	N	161	0	90	N
	EB	0	0	90	N	0	0	90	N
	WB	0	0	90	N	0	0	90	N

2024 Background ffc Volumes - Left Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary											
Intersection	Approach	AM					PM				
		Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)	Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)
HWY 87 & Access A	NB	117	0	0.0%	192	N	246	0	0.0%	161	N
	SB	192	0	0.0%	117	N	161	0	0.0%	246	N
	EB	0	0	0.0%	0	N	0	0	0.0%	0	N
	WB	0	0	0.0%	0	N	0	0	0.0%	0	N

2034 Total Traffic Volumes - Right Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary									
Intersection	Approach	AM				PM			
		Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)	Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)
HWY 87 & Access A	NB	222	85	90	N	333	57	90	N
	SB	219	0	90	N	188	0	90	N
	EB	0	0	90	N	0	0	90	N
	WB	37	2	90	N	89	4	90	N

2034 Total Traffic Volumes - Left Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary											
Intersection	Approach	AM					PM				
		Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)	Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)
HWY 87 & Access A	NB	222	0	0.0%	219	N	333	0	0.0%	188	N
	SB	219	4	1.8%	222	N	188	3	1.6%	333	N
	EB	0	0	0.0%	37	N	0	0	0.0%	89	N
	WB	37	35	94.6%	0	Y	89	85	95.5%	0	Y

2054 Total Traffic Volumes - Right Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary									
Intersection	Approach	AM				PM			
		Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)	Total DHV	RT Vol During DHV	Required RT Vol for Warranted Lane	Warranted RT Lane (Y/N)
HWY 87 & Access A	NB	260	97	90	Y	469	130	90	Y
	SB	270	0	90	N	230	0	90	N
	EB	0	0	90	N	0	0	90	N
	WB	106	4	90	N	126	6	90	N

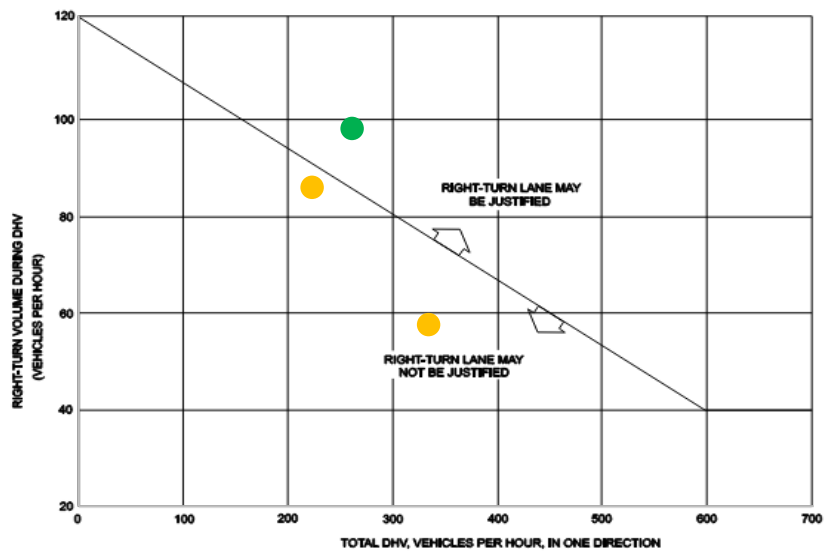
2054 Total Traffic Volumes - Left Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary											
Intersection	Approach	AM					PM				
		Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)	Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)
HWY 87 & Access A	NB	260	0	0.0%	270	N	469	0	0.0%	230	N
	SB	270	5	1.9%	260	N	230	5	2.2%	469	N
	EB	0	0	0.0%	106	N	0	0	0.0%	126	N
	WB	106	102	96.2%	0	Y	126	120	95.2%	0	Y

HWY 87 & Access A

November 2007

INTERSECTIONS AT-GRADE

28.4(3)



Note: For highways with a design speed below 50 mph (80 km/h) with a DHV < 300 and where right turns are > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

HWY 87 & Access A

2024 Background Traffic

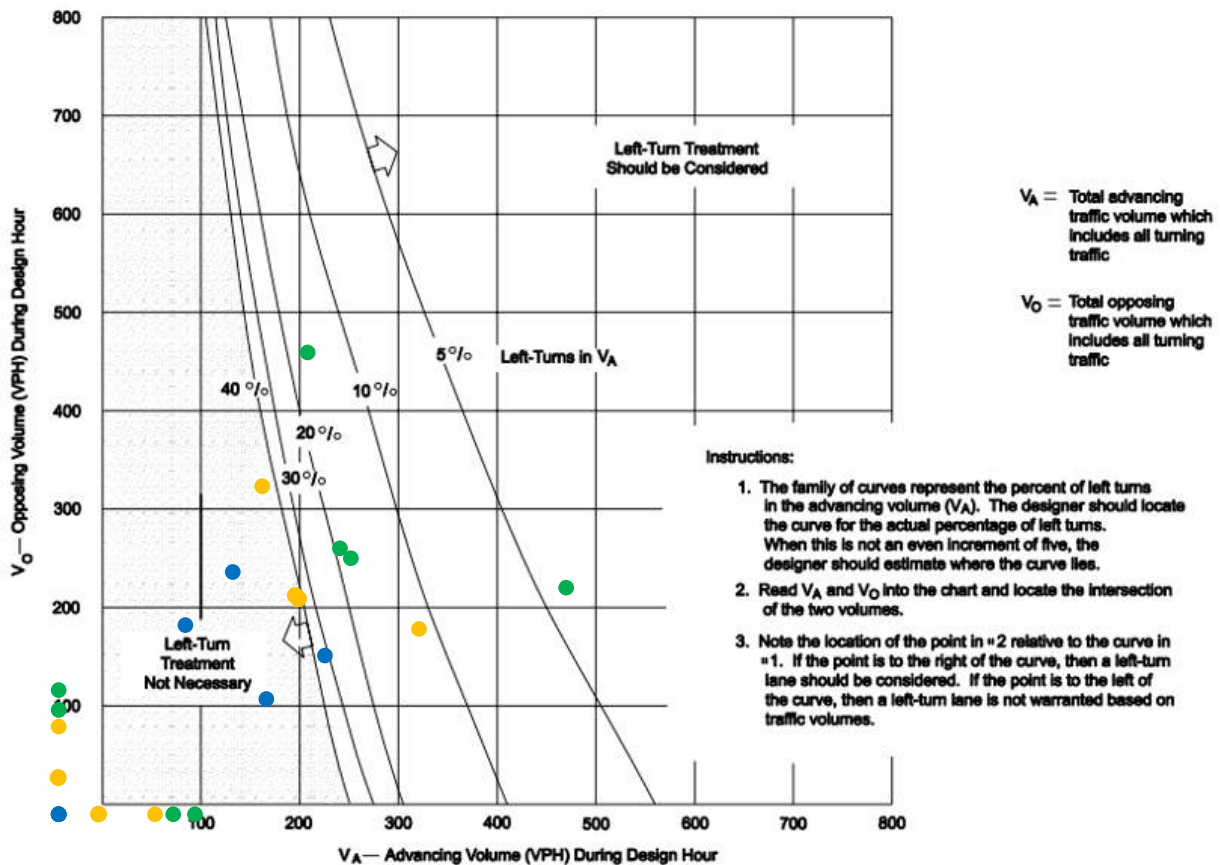
2034 Total Traffic

2054 Total Traffic



Note: Points outside the limits of the chart are not plotted and need to be verified if a right-turn may be needed

HWY 87 & Access A



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON 2-LANE HIGHWAYS (60 MPH) (US Customary)

Figure 28.4C

HWY 87 & Access A

2024 Background TRAFFIC Note: Points outside the limits of the chart are not plotted and
 2034 Total TRAFFIC are assumed to indicate a left-turn may be needed
 2054 Total TRAFFIC

HCS Warrants Report

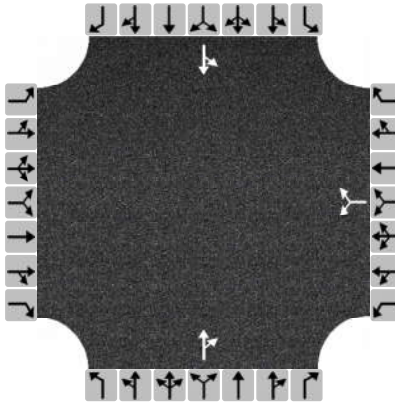
Project Information

Analyst	JTP	Date	5/15/2025
Agency	IMEG	Analysis Year	2024
Jurisdiction	COUNTY	Time Period Analyzed	12 Hr
Project Description	2024 INT 1 EXISTING		

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	70	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	0		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	0	0	0	0	0	0	0	1	0	0	1	0
Lane Usage					LR			TR			LT	
Vehicle Volumes Averages (veh/h)	0	0	0	1	0	24	0	111	23	1	110	0
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			9.1			0.0			0.1		
Delay Averages (veh-hrs)	0.0			0.1			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	0
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	0

Volume Summary														
Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	208	47	255	0	0	No	No	No	No	No	No	No	No	No
08 - 09	185	26	211	0	0	No	No	No	No	No	No	No	No	No
09 - 10	224	25	249	0	0	No	No	No	No	No	No	No	No	No
10 - 11	268	26	294	0	0	No	No	No	No	No	No	No	No	No
11 - 12	215	29	244	0	0	No	No	No	No	No	No	No	No	No
12 - 13	240	14	254	0	0	No	No	No	No	No	No	No	No	No
13 - 14	227	16	243	0	0	No	No	No	No	No	No	No	No	No
14 - 15	236	22	258	0	0	No	No	No	No	No	No	No	No	No
15 - 16	260	30	290	0	0	No	No	No	No	No	No	No	No	No
16 - 17	344	19	363	0	0	No	No	No	No	No	No	No	No	No
17 - 18	339	27	366	0	0	No	No	No	No	No	No	No	No	No
18 - 19	211	23	234	0	0	No	No	No	No	No	No	No	No	No
Total	2957	304	3261	0	0	0	0	0	0	0	0	0	0	0

Warrants														
Warrant 1: Eight-Hour Vehicular Volume														
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--														
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--														
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)														
Warrant 2: Four-Hour Vehicular Volume														
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)														
Warrant 3: Peak Hour														
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--														
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)														
Warrant 4: Pedestrian Volume														
A. Four Hour Volumes --or--														
B. One-Hour Volumes														
Warrant 5: School Crossing														
Gaps Same Period --and--														
Student Volumes														
Nearest Traffic Control Signal (optional)														
Warrant 6: Coordinated Signal System														
Degree of Platooning (Predominant direction or both directions)														
Warrant 7: Crash Experience														
A. Adequate trials of alternatives, observance and enforcement failed --and--														
B. Reported crashes susceptible to correction by signal (12-month period) --and--														
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied														
Warrant 8: Roadway Network														
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--														
B. Weekend Volume (Five hours total)														
Warrant 9: Grade Crossing														
A. Grade Crossing within 140 ft --and--														
B. Peak-Hour Vehicular Volumes														

HCS Warrants Report

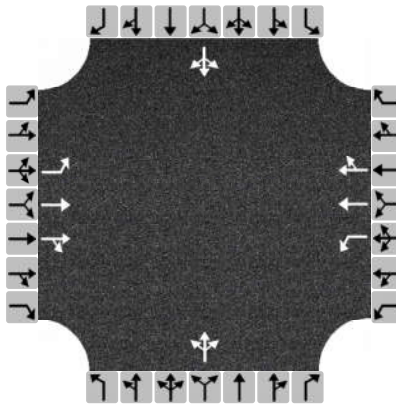
Project Information

Analyst	JTP	Date	5/15/2025
Agency	IMEG	Analysis Year	2024
Jurisdiction	COUNTY	Time Period Analyzed	12 Hr
Project Description	2024 INT 2 EXISTING		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	50	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	0		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	2	0	1	2	0	0	1	0	0	1	0
Lane Usage	L	TR		L	TR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	48	260	1	0	246	2	1	0	0	1	0	49
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	1.2			0.1			9.7			9.4		
Delay Averages (veh-hrs)	0.1			0.0			0.0			0.1		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	1

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	0
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	0

Volume Summary														
Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	548	76	627	0	0	No	No	No	Yes	No	No	No	No	No
08 - 09	465	54	520	0	0	No	No	No	No	No	No	No	No	No
09 - 10	445	65	512	0	0	No	No	No	No	No	No	No	No	No
10 - 11	501	46	551	0	0	No	No	No	No	No	No	No	No	No
11 - 12	542	44	588	0	0	No	No	No	Yes	No	No	No	No	No
12 - 13	603	47	651	0	0	No	No	No	Yes	No	No	No	No	No
13 - 14	542	53	596	0	0	No	No	No	Yes	No	No	No	No	No
14 - 15	505	47	552	0	0	No	No	No	Yes	No	No	No	No	No
15 - 16	612	33	645	0	0	No	No	No	No	No	No	No	No	No
16 - 17	662	45	707	0	0	No	No	No	Yes	No	No	No	No	No
17 - 18	796	64	861	0	0	No	No	Yes	Yes	No	No	No	No	No
18 - 19	501	49	552	0	0	No	No	No	No	No	No	No	No	No
Total	6722	623	7362	0	0	0	0	1	7	0	0	0	0	0

Warrants														
Warrant 1: Eight-Hour Vehicular Volume														
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--														
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--														
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)														
Warrant 2: Four-Hour Vehicular Volume														
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)														
Warrant 3: Peak Hour														
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--														
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)														
Warrant 4: Pedestrian Volume														
A. Four Hour Volumes --or--														
B. One-Hour Volumes														
Warrant 5: School Crossing														
Gaps Same Period --and--														
Student Volumes														
Nearest Traffic Control Signal (optional)														
Warrant 6: Coordinated Signal System														
Degree of Platooning (Predominant direction or both directions)														
Warrant 7: Crash Experience														
A. Adequate trials of alternatives, observance and enforcement failed --and--														
B. Reported crashes susceptible to correction by signal (12-month period) --and--														
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied														
Warrant 8: Roadway Network														
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--														
B. Weekend Volume (Five hours total)														
Warrant 9: Grade Crossing														
A. Grade Crossing within 140 ft --and--														
B. Peak-Hour Vehicular Volumes														

HCS Warrants Report

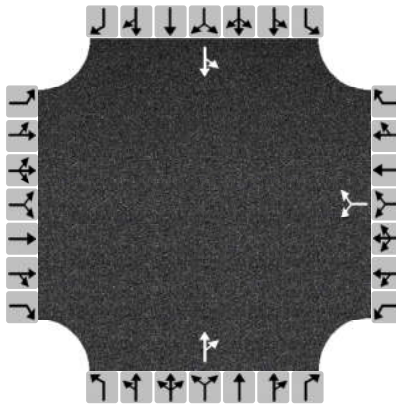
Project Information

Analyst	JTP	Date	5/15/2025
Agency	IMEG	Analysis Year	2054
Jurisdiction	COUNTY	Time Period Analyzed	12 Hr
Project Description	2054 INT 1 Full Build		

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	70	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	0		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	0	0	0	0	0	0	0	1	0	0	1	0
Lane Usage					LR			TR			LT	
Vehicle Volumes Averages (veh/h)	0	0	0	1	0	32	0	149	32	1	144	0
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			9.4			0.0			0.1		
Delay Averages (veh-hrs)	0.0			0.1			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	1

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	0
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	0

Volume Summary														
Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	280	64	344	0	0	No	No	No	No	No	No	No	No	No
08 - 09	250	35	285	0	0	No	No	No	No	No	No	No	No	No
09 - 10	302	33	335	0	0	No	No	No	No	No	No	No	No	No
10 - 11	362	35	397	0	0	No	No	No	No	No	No	No	No	No
11 - 12	290	39	329	0	0	No	No	No	No	No	No	No	No	No
12 - 13	324	19	343	0	0	No	No	No	No	No	No	No	No	No
13 - 14	306	21	327	0	0	No	No	No	No	No	No	No	No	No
14 - 15	319	30	349	0	0	No	No	No	No	No	No	No	No	No
15 - 16	350	40	390	0	0	No	No	No	No	No	No	No	No	No
16 - 17	404	26	430	0	0	No	No	No	No	No	No	No	No	No
17 - 18	456	36	492	0	0	No	No	No	No	No	No	No	No	No
18 - 19	284	31	315	0	0	No	No	No	No	No	No	No	No	No
Total	3927	409	4336	0	0	0	0	0	0	0	0	0	0	0

Warrants														
Warrant 1: Eight-Hour Vehicular Volume														
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--														
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--														
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)														
Warrant 2: Four-Hour Vehicular Volume														
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)														
Warrant 3: Peak Hour														
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--														
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)														
Warrant 4: Pedestrian Volume														
A. Four Hour Volumes --or--														
B. One-Hour Volumes														
Warrant 5: School Crossing														
Gaps Same Period --and--														
Student Volumes														
Nearest Traffic Control Signal (optional)														
Warrant 6: Coordinated Signal System														
Degree of Platooning (Predominant direction or both directions)														
Warrant 7: Crash Experience														
A. Adequate trials of alternatives, observance and enforcement failed --and--														
B. Reported crashes susceptible to correction by signal (12-month period) --and--														
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied														
Warrant 8: Roadway Network														
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--														
B. Weekend Volume (Five hours total)														
Warrant 9: Grade Crossing														
A. Grade Crossing within 140 ft --and--														
B. Peak-Hour Vehicular Volumes														

HCS Warrants Report

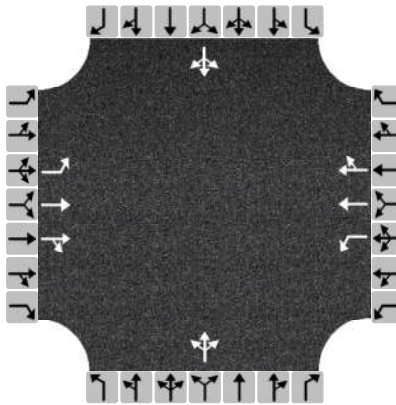
Project Information

Analyst	JTP	Date	5/15/2025
Agency	IMEG	Analysis Year	2054
Jurisdiction	COUNTY	Time Period Analyzed	12 Hr
Project Description	2054 INT 2 Full Build		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	50	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	0		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	2	0	1	2	0	0	1	0	0	1	0
Lane Usage	L	TR		L	TR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	65	351	2	0	332	3	1	0	0	2	0	67
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	1.2			0.0			11.3			10.0		
Delay Averages (veh-hrs)	0.2			0.0			0.0			0.2		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	1

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	0
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	0

Volume Summary														
Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	738	102	844	0	0	No	Yes	Yes	Yes	Yes	No	No	No	No
08 - 09	627	73	701	0	0	No	No	No	Yes	No	No	No	No	No
09 - 10	600	88	690	3	0	No	Yes	No	Yes	No	No	No	No	No
10 - 11	675	62	742	1	0	No	No	Yes	Yes	No	No	No	No	No
11 - 12	730	59	792	0	0	No	No	Yes	Yes	No	No	No	No	No
12 - 13	812	64	877	0	0	No	No	Yes	Yes	No	No	No	No	No
13 - 14	731	71	803	0	0	No	No	Yes	Yes	No	No	No	No	No
14 - 15	681	63	744	0	0	No	No	Yes	Yes	No	No	No	No	No
15 - 16	824	44	868	0	0	No	No	No	Yes	No	No	No	No	No
16 - 17	892	61	954	0	0	No	No	Yes	Yes	No	No	No	No	No
17 - 18	1073	87	1161	0	0	No	Yes	Yes	Yes	Yes	No	No	No	No
18 - 19	677	66	746	0	0	No	No	Yes	Yes	No	No	No	No	No
Total	9060	840	9922	4	0	0	3	9	12	2	0	0	0	0
Warrants														
Warrant 1: Eight-Hour Vehicular Volume													✓	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--														
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--													✓	
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)														
Warrant 2: Four-Hour Vehicular Volume														
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)														
Warrant 3: Peak Hour														
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--														
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)														
Warrant 4: Pedestrian Volume														
A. Four Hour Volumes --or--														
B. One-Hour Volumes														
Warrant 5: School Crossing														
Gaps Same Period --and--														
Student Volumes														
Nearest Traffic Control Signal (optional)														
Warrant 6: Coordinated Signal System														
Degree of Platooning (Predominant direction or both directions)														
Warrant 7: Crash Experience														
A. Adequate trials of alternatives, observance and enforcement failed --and--														
B. Reported crashes susceptible to correction by signal (12-month period) --and--														
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied													✓	
Warrant 8: Roadway Network														
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--														
B. Weekend Volume (Five hours total)														
Warrant 9: Grade Crossing														
A. Grade Crossing within 140 ft --and--														
B. Peak-Hour Vehicular Volumes														



Pronghorn Subdivision Development Traffic Impact Study

APPENDIX G

- 2024 Seasonal Adjustment Factors
- Appendix E of the Road Design Manual Produced by MDT

2024 Seasonal Factors ¹								
Group	Month	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
UMA_LUC	January	1.648	1.110	1.003	0.990	0.978	1.013	1.378
	February	1.523	1.058	1.057	1.058	1.026	0.981	1.286
	March	1.571	1.039	1.007	0.983	0.966	0.971	1.313
	April	1.311	0.932	0.904	0.907	0.917	0.883	1.134
	May	1.220	0.856	0.826	0.821	0.826	0.828	1.099
	June	1.227	0.880	0.822	0.808	0.820	0.854	1.123
	July	1.235	0.882	0.824	0.838	0.838	0.838	1.124
	August	1.244	0.884	0.844	0.838	0.842	0.854	1.100
	September	1.325	0.885	0.854	0.858	0.865	0.853	1.141
	October	1.414	0.942	0.901	0.953	0.957	0.917	1.193
	November	1.503	0.976	0.943	0.941	0.950	1.013	1.309
	December	1.499	1.002	0.998	0.978	0.965	0.954	1.301
Note 1: Data obtained from the Montana Department of Transportation, for the dates of 1/1/2023 - 12/31/2023								

2024 Seasonal Factors ¹								
Group	Month	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
UPA	January	1.709	1.140	1.022	0.990	0.980	0.979	1.340
	February	1.563	1.048	1.030	1.036	0.997	0.945	1.204
	March	1.547	1.030	0.977	0.970	0.962	0.944	1.197
	April	1.391	0.964	0.925	0.918	0.901	0.867	1.106
	May	1.298	0.912	0.878	0.870	0.863	0.835	1.083
	June	1.247	0.903	0.863	0.853	0.842	0.828	1.066
	July	1.233	0.871	0.842	0.837	0.832	0.822	1.056
	August	1.269	0.906	0.873	0.862	0.852	0.845	1.071
	September	1.334	0.916	0.880	0.875	0.870	0.835	1.092
	October	1.413	0.952	0.912	0.939	0.931	0.889	1.137
	November	1.498	0.966	0.933	0.934	0.925	0.957	1.225
	December	1.548	0.996	1.000	0.958	0.952	0.922	1.219
Note 1: Data obtained from the Montana Department of Transportation, for the dates of 1/1/2023 - 12/31/2023								

TYPE OF FACILITY	LEVEL-OF-SERVICE CRITERIA	
Freeways (NHS — Interstate)	Rural: B	Urban: B
Principal Arterials (NHS — Non-Interstate)	Level/Rolling: B	Mountainous: C
Minor Arterials (Non-NHS — Primary)	Level/Rolling: B	Mountainous: C
Rural Collector Roads (Non-NHS — Secondary)	Desirable: B	Minimum: C
Urban Principle Arterials (NHS — Non-Interstate) 2-Lane and Multi-Lane	Desirable: B	Minimum: C
Urban Minor Arterials (Non-NHS) 2-Lane and Multi-Lane	Desirable: B	Minimum: C
Urban Collector Streets (Non-NHS)	Desirable: C	Minimum: D

LEVEL-OF-SERVICE CRITERIA

Figure 30.2B



Pronghorn Subdivision Development Traffic Impact Study

APPENDIX H Miovision Data

HWY 87 and Loraine St - TMC

Tue Jul 23, 2024

AM Peak (Jul 23 2024 9:45AM - 10:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1212282, Location: 45.892711, -108.467172



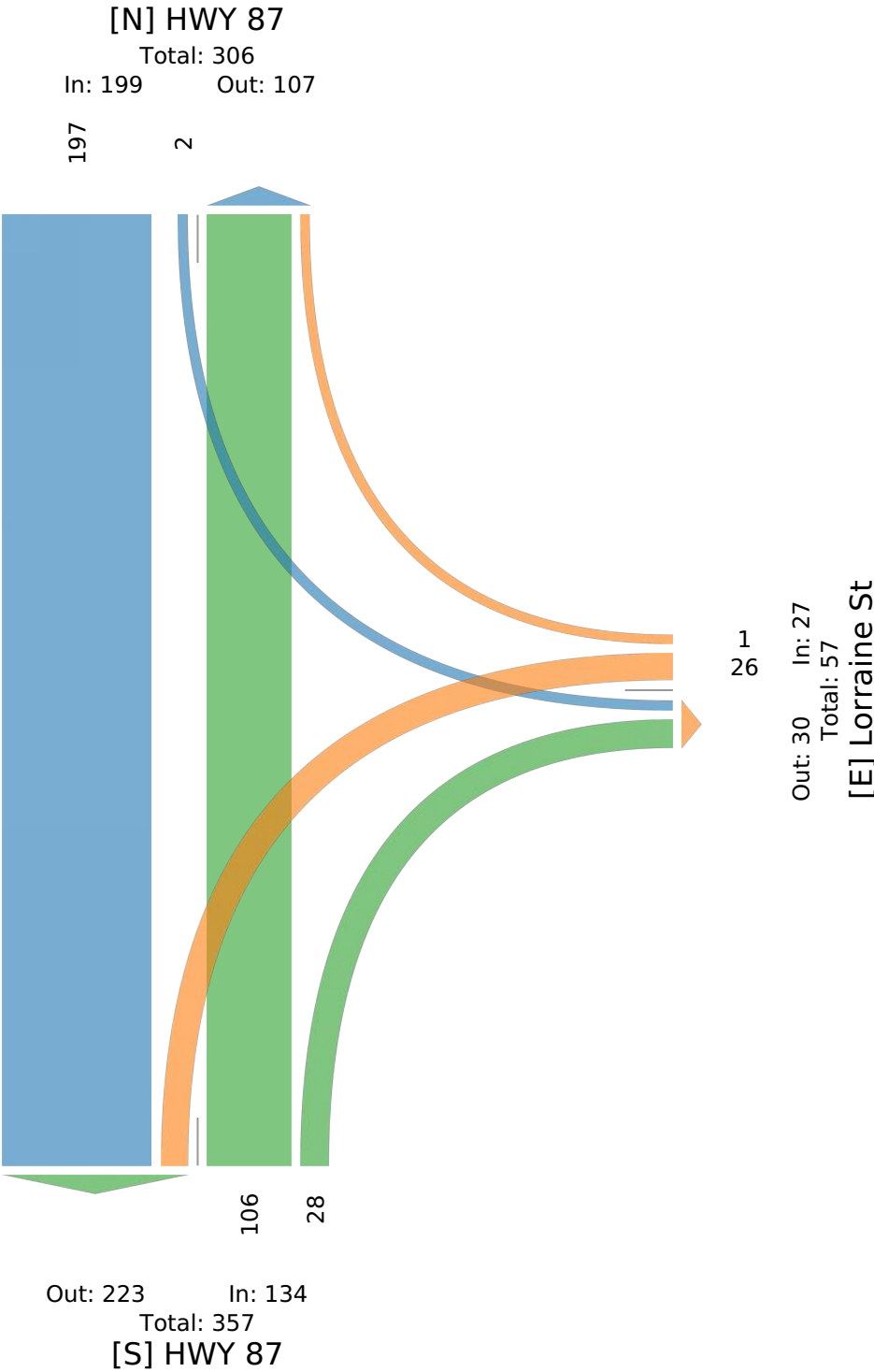
Provided by: IMEG Corp.
401 E. State Street, 4th Floor,
Rockford, IL, 61104, US

Leg Direction	HWY 87 Southbound					Lorraine St Westbound					HWY 87 Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2024-07-23 9:45AM	61	0	0	61	0	0	10	0	10	0	8	20	0	28	0	99
10:00AM	42	1	0	43	0	1	3	0	4	0	9	27	0	36	0	83
10:15AM	50	0	0	50	0	0	7	0	7	0	8	29	0	37	0	94
10:30AM	44	1	0	45	0	0	6	0	6	0	3	30	0	33	0	84
Total	197	2	0	199	0	1	26	0	27	0	28	106	0	134	0	360
% Approach	99.0%	1.0%	0%	-	-	3.7%	96.3%	0%	-	-	20.9%	79.1%	0%	-	-	-
% Total	54.7%	0.6%	0%	55.3%	-	0.3%	7.2%	0%	7.5%	-	7.8%	29.4%	0%	37.2%	-	-
PHF	0.807	0.500	-	0.816	-	0.250	0.650	-	0.675	-	0.778	0.883	-	0.905	-	0.909
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	3	0	3	-	3
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	2.8%	0%	2.2%	-	0.8%
Lights	186	1	0	187	-	1	26	0	27	-	27	94	0	121	-	335
% Lights	94.4%	50.0%	0%	94.0%	-	100%	100%	0%	100%	-	96.4%	88.7%	0%	90.3%	-	93.1%
Single-Unit Trucks	4	1	0	5	-	0	0	0	0	-	1	2	0	3	-	8
% Single-Unit Trucks	2.0%	50.0%	0%	2.5%	-	0%	0%	0%	0%	-	3.6%	1.9%	0%	2.2%	-	2.2%
Articulated Trucks	7	0	0	7	-	0	0	0	0	-	0	7	0	7	-	14
% Articulated Trucks	3.6%	0%	0%	3.5%	-	0%	0%	0%	0%	-	0%	6.6%	0%	5.2%	-	3.9%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

HWY 87 and Lorraine St - TMC

Tue Jul 23, 2024
AM Peak (Jul 23 2024 9:45AM - 10:45 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1212282, Location: 45.892711, -108.467172



HWY 87 and Loraine St - TMC

Tue Jul 23, 2024

PM Peak (Jul 23 2024 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1212282, Location: 45.892711, -108.467172



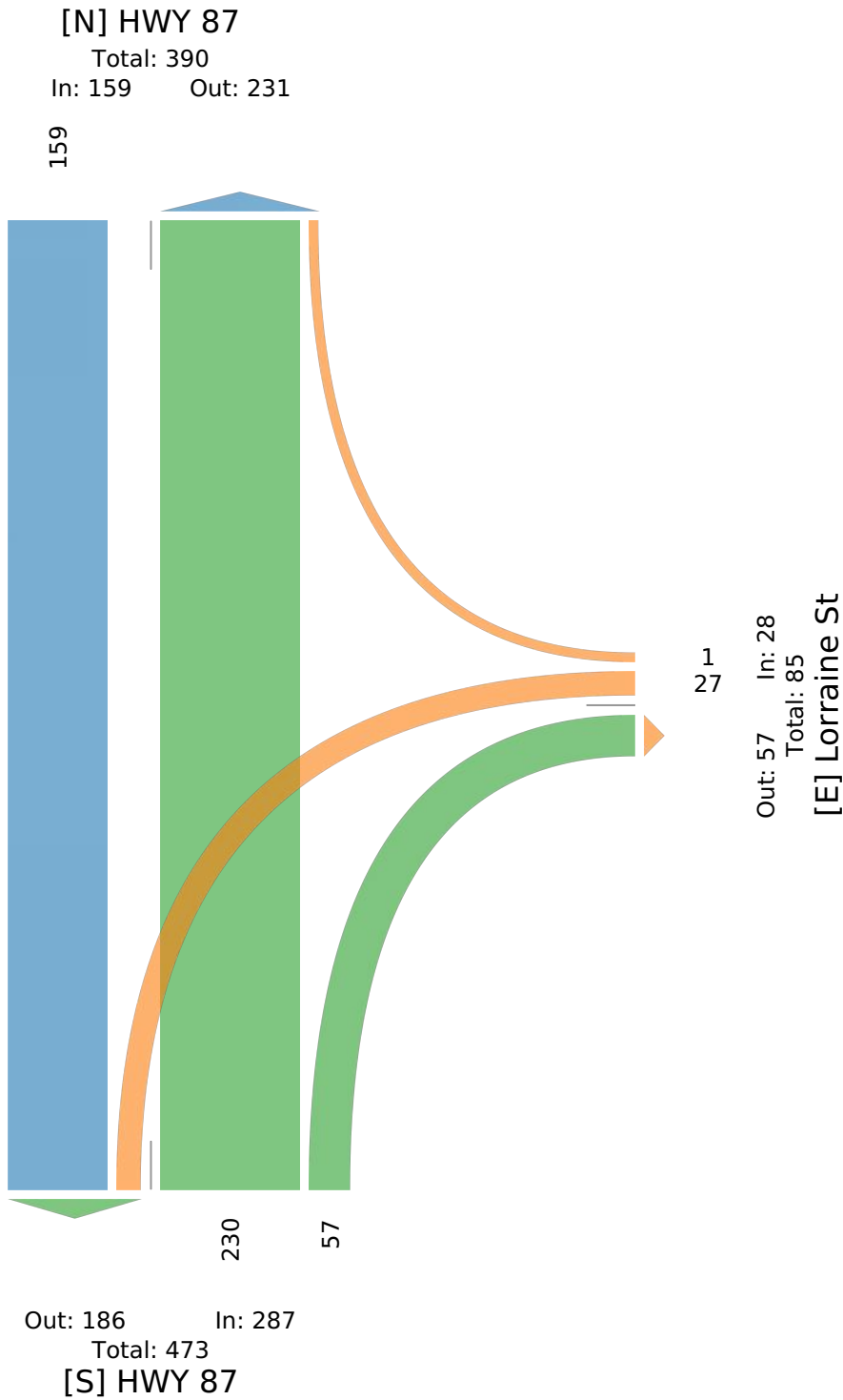
Provided by: IMEG Corp.
401 E. State Street, 4th Floor,
Rockford, IL, 61104, US

Leg Direction	HWY 87 Southbound					Lorraine St Westbound					HWY 87 Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2024-07-23 4:30PM	43	0	0	43	0	0	6	0	6	0	11	49	0	60	0	109
4:45PM	49	0	0	49	0	1	3	0	4	0	13	61	0	74	0	127
5:00PM	28	0	0	28	0	0	10	0	10	0	15	61	0	76	0	114
5:15PM	39	0	0	39	0	0	8	0	8	0	18	59	0	77	0	124
Total	159	0	0	159	0	1	27	0	28	0	57	230	0	287	0	474
% Approach	100%	0%	0%	-	-	3.6%	96.4%	0%	-	-	19.9%	80.1%	0%	-	-	-
% Total	33.5%	0%	0%	33.5%	-	0.2%	5.7%	0%	5.9%	-	12.0%	48.5%	0%	60.5%	-	-
PHF	0.811	-	-	0.811	-	0.250	0.675	-	0.700	-	0.792	0.943	-	0.932	-	0.933
Motorcycles	5	0	0	5	-	0	0	0	0	-	1	0	0	1	-	6
% Motorcycles	3.1%	0%	0%	3.1%	-	0%	0%	0%	0%	-	1.8%	0%	0%	0.3%	-	1.3%
Lights	143	0	0	143	-	1	27	0	28	-	52	229	0	281	-	452
% Lights	89.9%	0%	0%	89.9%	-	100%	100%	0%	100%	-	91.2%	99.6%	0%	97.9%	-	95.4%
Single-Unit Trucks	4	0	0	4	-	0	0	0	0	-	3	1	0	4	-	8
% Single-Unit Trucks	2.5%	0%	0%	2.5%	-	0%	0%	0%	0%	-	5.3%	0.4%	0%	1.4%	-	1.7%
Articulated Trucks	7	0	0	7	-	0	0	0	0	-	1	0	0	1	-	8
% Articulated Trucks	4.4%	0%	0%	4.4%	-	0%	0%	0%	0%	-	1.8%	0%	0%	0.3%	-	1.7%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

HWY 87 and Lorraine St - TMC

Tue Jul 23, 2024
PM Peak (Jul 23 2024 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1212282, Location: 45.892711, -108.467172



HWY 312 and Bitterroot - TMC

Tue Jul 23, 2024

AM Peak (Jul 23 2024 7AM - 8 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1212278, Location: 45.857115, -108.445417



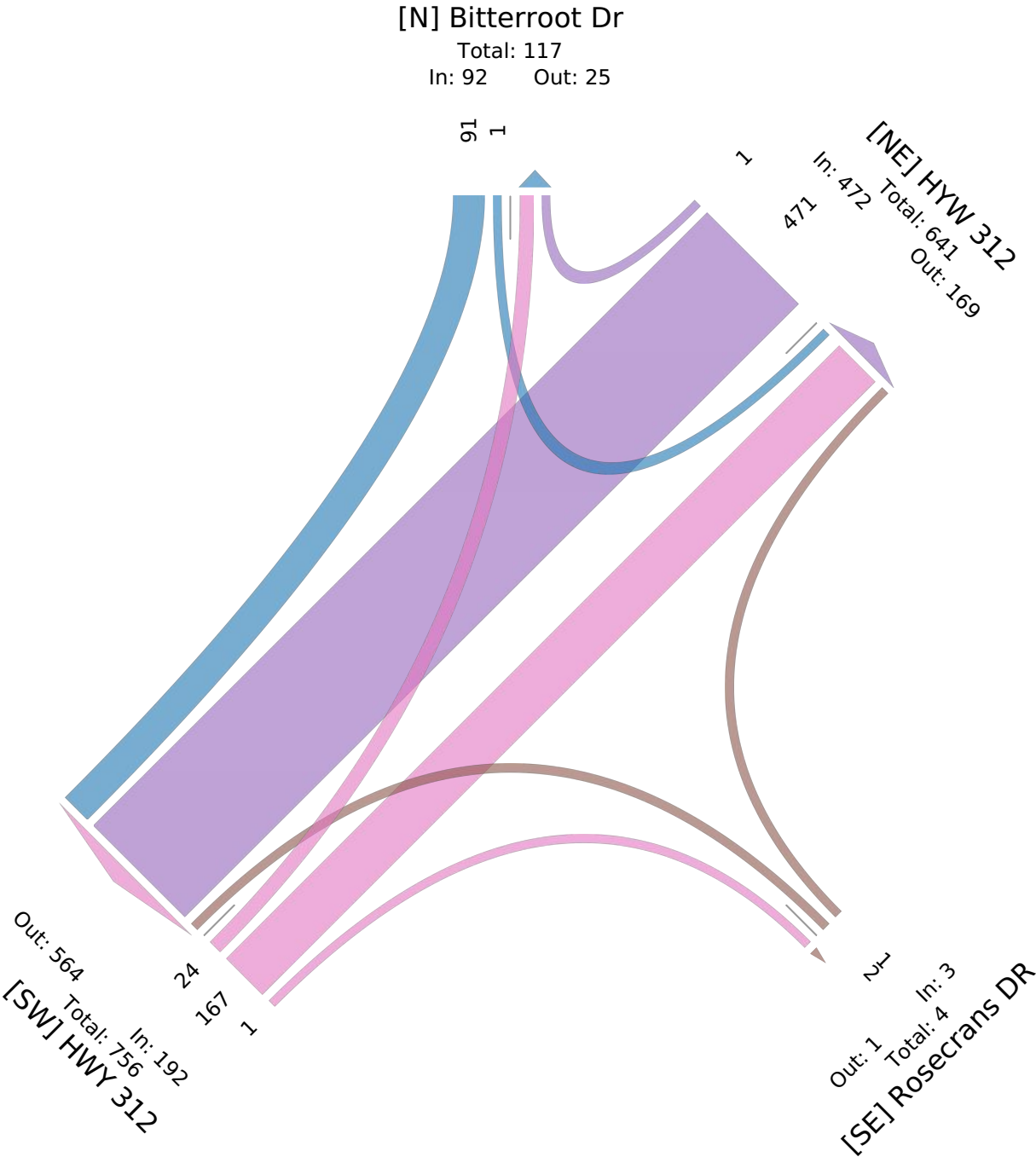
Provided by: IMEG Corp.
401 E. State Street, 4th Floor,
Rockford, IL, 61104, US

Leg Direction	Bitterroot Dr Southbound					HYW 312 Southwestbound					Rosecrans DR Northwestbound					HWY 312 Northeastbound					
Time	BR	BL	HL	U	App Ped*	HR	T	L	U	App Ped*	R BR	L	U	App Ped*	R	T	BL	U	App Ped*	Int	
2024-07-23 7:00AM	24	0	0	0	24	0	106	0	0	106	0	0	0	0	0	39	4	0	43	0	173
7:15AM	15	0	0	0	15	0	124	0	0	124	0	0	0	0	0	38	8	0	46	0	185
7:30AM	23	0	1	0	24	1	139	0	0	140	0	0	2	0	2	37	7	0	45	0	211
7:45AM	29	0	0	0	29	0	102	0	0	102	1	0	0	0	1	53	5	0	58	0	190
Total	91	0	1	0	92	1	471	0	0	472	1	0	2	0	3	167	24	0	192	0	759
% Approach	98.9%	0%	1.1%	0%	-	0.2%	99.8%	0%	0%	-	33.3%	0%	66.7%	0%	-	0.5%	87.0%	12.5%	0%	-	-
% Total	12.0%	0%	0.1%	0%	12.1%	0.1%	62.1%	0%	0%	62.2%	0.1%	0%	0.3%	0%	0.4%	0.1%	22.0%	3.2%	0%	25.3%	-
PHF	0.784	-	0.250	-	0.793	0.250	0.847	-	-	0.843	0.250	-	0.250	-	0.375	0.250	0.788	0.750	-	0.828	0.899
Motorcycles	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Motorcycles	2.2%	0%	0%	0%	2.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.3%
Lights	87	0	1	0	88	1	456	0	0	457	0	0	2	0	2	162	24	0	186	-	733
% Lights	95.6%	0%	100%	0%	95.7%	100%	96.8%	0%	0%	96.8%	0%	0%	100%	0%	66.7%	0%	97.0%	100%	0%	96.9%	96.6%
Single-Unit Trucks	2	0	0	0	2	0	10	0	0	10	1	0	0	0	1	3	0	0	4	-	17
% Single-Unit Trucks	2.2%	0%	0%	0%	2.2%	0%	2.1%	0%	0%	2.1%	100%	0%	0%	0%	33.3%	100%	1.8%	0%	0%	2.1%	2.2%
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	2	0	0	2	-	7
% Articulated Trucks	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	1.1%	0%	0%	0%	0%	0%	0%	1.2%	0%	0%	1.0%	0.9%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

HWY 312 and Bitterroot - TMC

Tue Jul 23, 2024
AM Peak (Jul 23 2024 7AM - 8 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1212278, Location: 45.857115, -108.445417



HWY 312 and Bitterroot - TMC

Tue Jul 23, 2024

PM Peak (Jul 23 2024 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1212278, Location: 45.857115, -108.445417



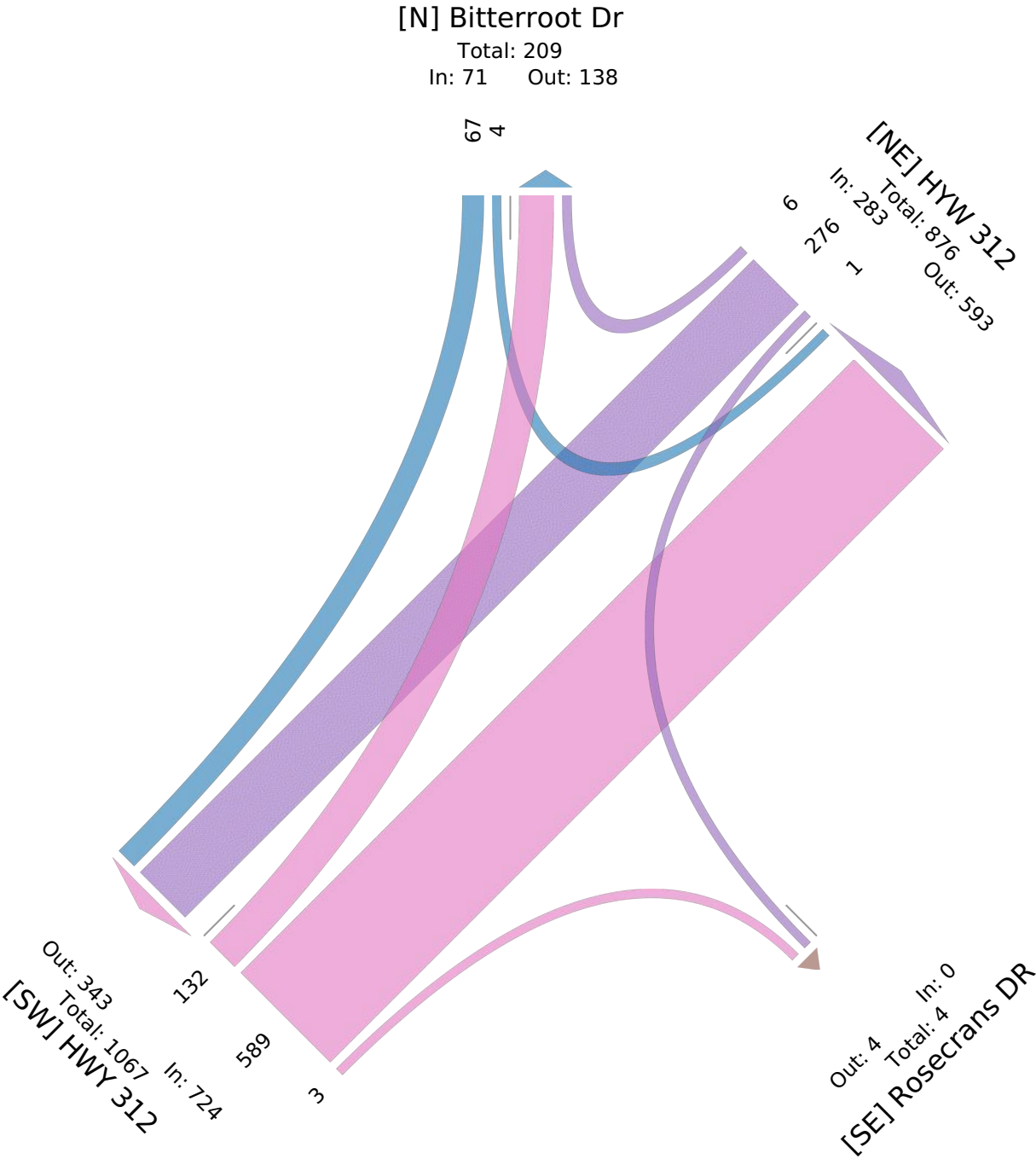
Provided by: IMEG Corp.
401 E. State Street, 4th Floor,
Rockford, IL, 61104, US

Leg Direction	Bitterroot Dr Southbound						HYW 312 Southwestbound						Rosecrans DR Northwestbound						HWY 312 Northeastbound						
Time	BR	BL	HL	U	App	Ped*	HR	T	L	U	App	Ped*	R	BR	L	U	App	Ped*	R	T	BL	U	App	Ped*	Int
2024-07-23 4:45PM	9	0	1	0	10	0	4	68	1	0	73	0	0	0	0	0	0	0	1	119	31	0	151	0	234
5:00PM	19	0	0	0	19	0	1	67	0	0	68	0	0	0	0	0	0	0	0	141	36	0	177	0	264
5:15PM	15	0	1	0	16	0	0	65	0	0	65	0	0	0	0	0	0	0	1	160	33	0	194	0	275
5:30PM	24	0	2	0	26	0	1	76	0	0	77	0	0	0	0	0	0	0	1	169	32	0	202	0	305
Total	67	0	4	0	71	0	6	276	1	0	283	0	0	0	0	0	0	0	3	589	132	0	724	0	1078
% Approach	94.4%	0%	5.6%	0%	-	-	2.1%	97.5%	0.4%	0%	-	-	0%	0%	0%	0%	-	-	0.4%	81.4%	18.2%	0%	-	-	-
% Total	6.2%	0%	0.4%	0%	6.6%	-	0.6%	25.6%	0.1%	0%	26.3%	-	0%	0%	0%	0%	0%	-	0.3%	54.6%	12.2%	0%	67.2%	-	-
PHF	0.698	-	0.500	-	0.683	-	0.375	0.908	0.250	-	0.919	-	-	-	-	-	-	-	0.750	0.871	0.917	-	0.896	-	0.884
Motorcycles	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	3
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	0.1%	-	0.3%
Lights	67	0	4	0	71	-	6	266	1	0	273	-	0	0	0	0	0	-	3	583	131	0	717	-	1061
% Lights	100%	0%	100%	0%	100%	-	100%	96.4%	100%	0%	96.5%	-	0%	0%	0%	0%	-	-	100%	99.0%	99.2%	0%	99.0%	-	98.4%
Single-Unit Trucks	0	0	0	0	0	-	0	7	0	0	7	-	0	0	0	0	0	-	0	3	1	0	4	-	11
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	2.5%	0%	0%	2.5%	-	0%	0%	0%	0%	-	-	0%	0.5%	0.8%	0%	0.6%	-	1.0%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	-	0%	0.3%	0%	0%	0.3%	-	0.3%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

HWY 312 and Bitterroot - TMC

Tue Jul 23, 2024
PM Peak (Jul 23 2024 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1212278, Location: 45.857115, -108.445417





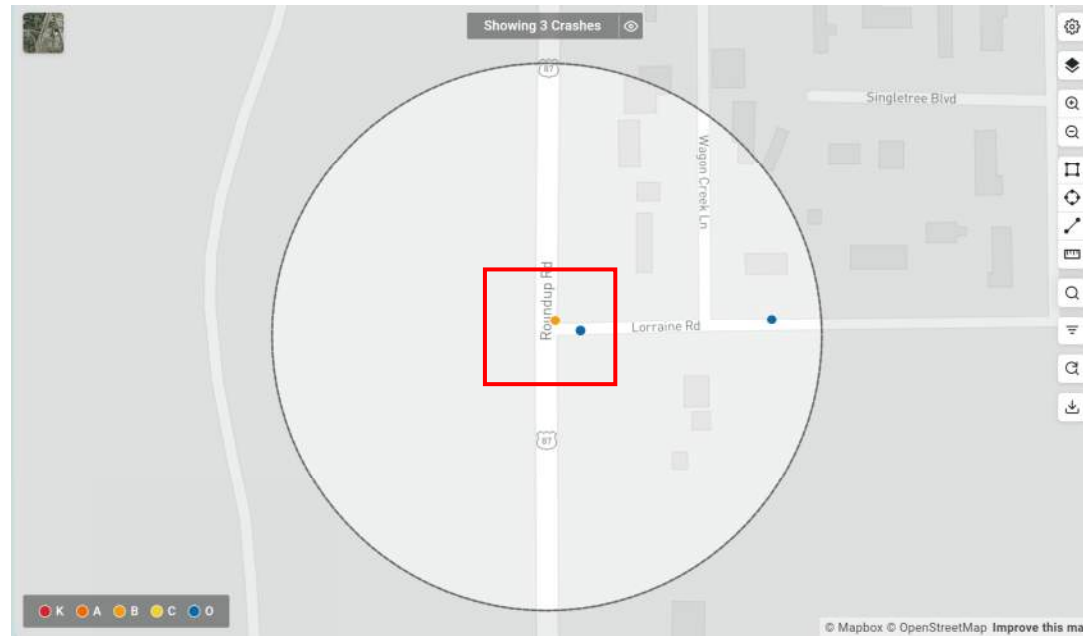
Pronghorn Subdivision Development Traffic Impact Study

APPENDIX I

MDT 2019-2023 Historical Crash Data

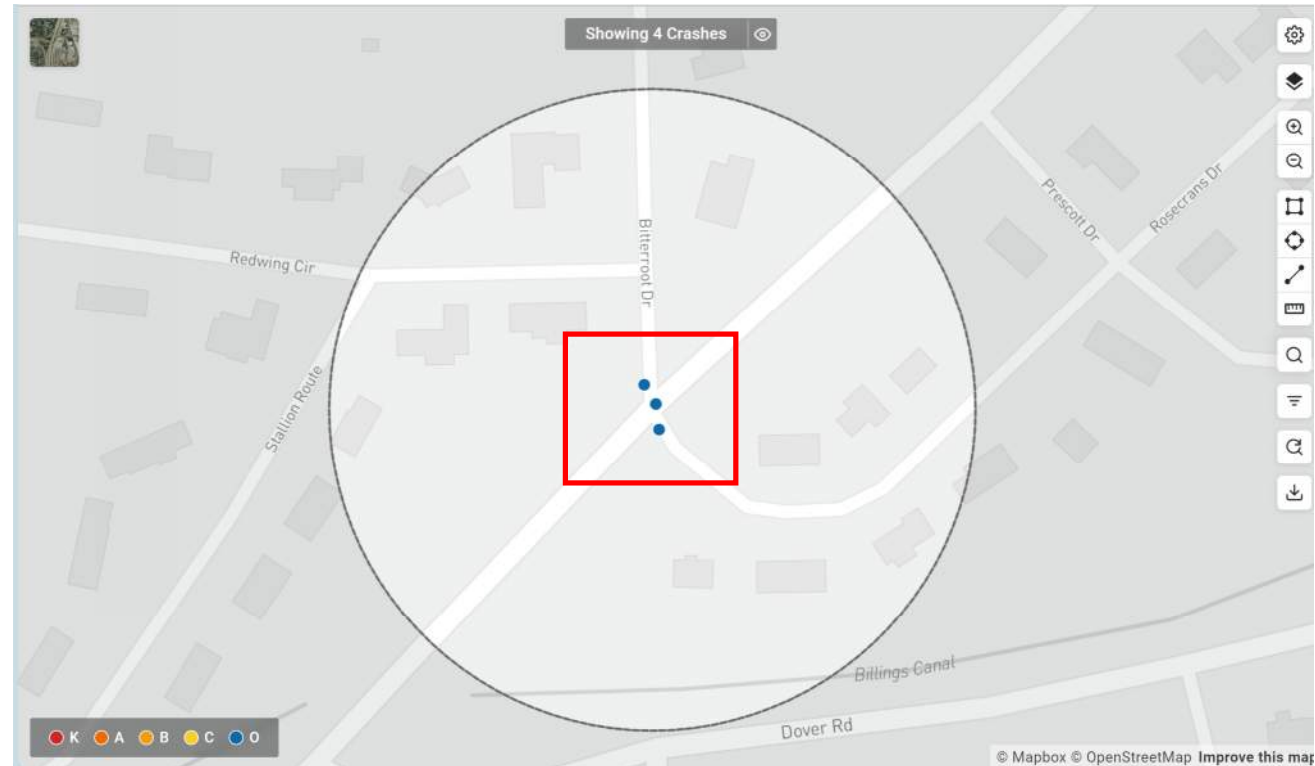
HWY 87 & Lorraine St

Crash Record Number	Crash Date	Collision Type	Road Surface Condition	Crash Injury Severity	Type A Inj Crash?	Type B Inj Crash?	Type C Inj Crash?	Fatal Crash?
50161433	1/27/2021	Left Turn, Opposite Direction	Wet	Suspected Minor Injury	No	No	Yes	No
50159955	5/31/2021	Rear-End	Dry	No apparent Injury (property damage only crash)	No	No	No	No



HWY 312 & Bitterroot Dr & Rosecrans Dr

Crash Record Number	Crash Date	Collision Type	Road Surface Condition	Crash Injury Severity	Type A Inj Crash?	Type B Inj Crash?	Type C Inj Crash?	Fatal Crash?
50195283	11/21/2023	Right Angle	Dry	No apparent Injury (property damage only crash)	No	No	No	No
50173259	2/16/2022	Sideswipe, Same Direction	Ice/Frost	No apparent Injury (property damage only crash)	No	No	No	No
50131267	8/19/2019	Rear-End	Dry	No apparent Injury (property damage only crash)	No	No	No	No
50130499	2/17/2020	Rear-End	Ice/Frost	No apparent Injury (property damage only crash)	No	No	No	No





Pronghorn Subdivision Development Traffic Impact Study

APPENDIX J

100% Worst Case Scenario Distributions – HCS Worksheets

HCS Two-Way Stop-Control Report

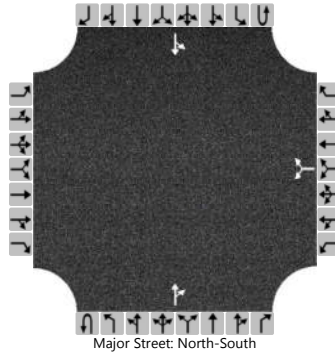
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/20/2025
Analysis Year	2054
Time Analyzed	2054 Access A AM 100 Dist
Intersection Orientation	North-South
Project Description	Gilman Major Subdivision

Site Information

Intersection	HWY 87 & Access A
Jurisdiction	COUNTY
East/West Street	Access A
North/South Street	HWY 87
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						127		5			158	123		5	259	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

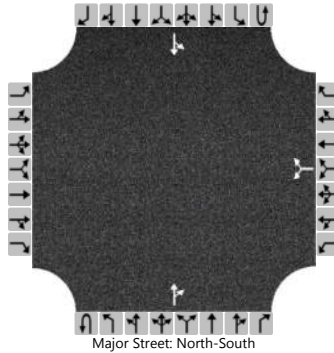
Flow Rate, v (veh/h)						147								6		
Capacity, c (veh/h)						509								1260		
v/c Ratio						0.29								0.00		
95% Queue Length, Q ₉₅ (veh)						1.2								0.0		
95% Queue Length, Q ₉₅ (ft)						30.0								0.0		
Control Delay (s/veh)						14.9								7.9	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					14.9								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information

Analyst	JTP	Intersection	HWY 87 & Access A
Agency/Co.	IMEG	Jurisdiction	COUNTY
Date Performed	8/20/2025	East/West Street	Access A
Analysis Year	2054	North/South Street	HWY 87
Time Analyzed	2054 Access A PM 100 Dist	Peak Hour Factor	0.98
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Gilman Major Subdivision		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						151		6			332	162		7	218	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						160								7		
Capacity, c (veh/h)						434								1071		
v/c Ratio						0.37								0.01		
95% Queue Length, Q ₉₅ (veh)						1.7								0.0		
95% Queue Length, Q ₉₅ (ft)						42.5								0.0		
Control Delay (s/veh)						18.1								8.4	0.1	
Level of Service (LOS)						C								A	A	
Approach Delay (s/veh)					18.1								0.3			
Approach LOS					C								A			



Pronghorn Subdivision Development Traffic Impact Study

APPENDIX K

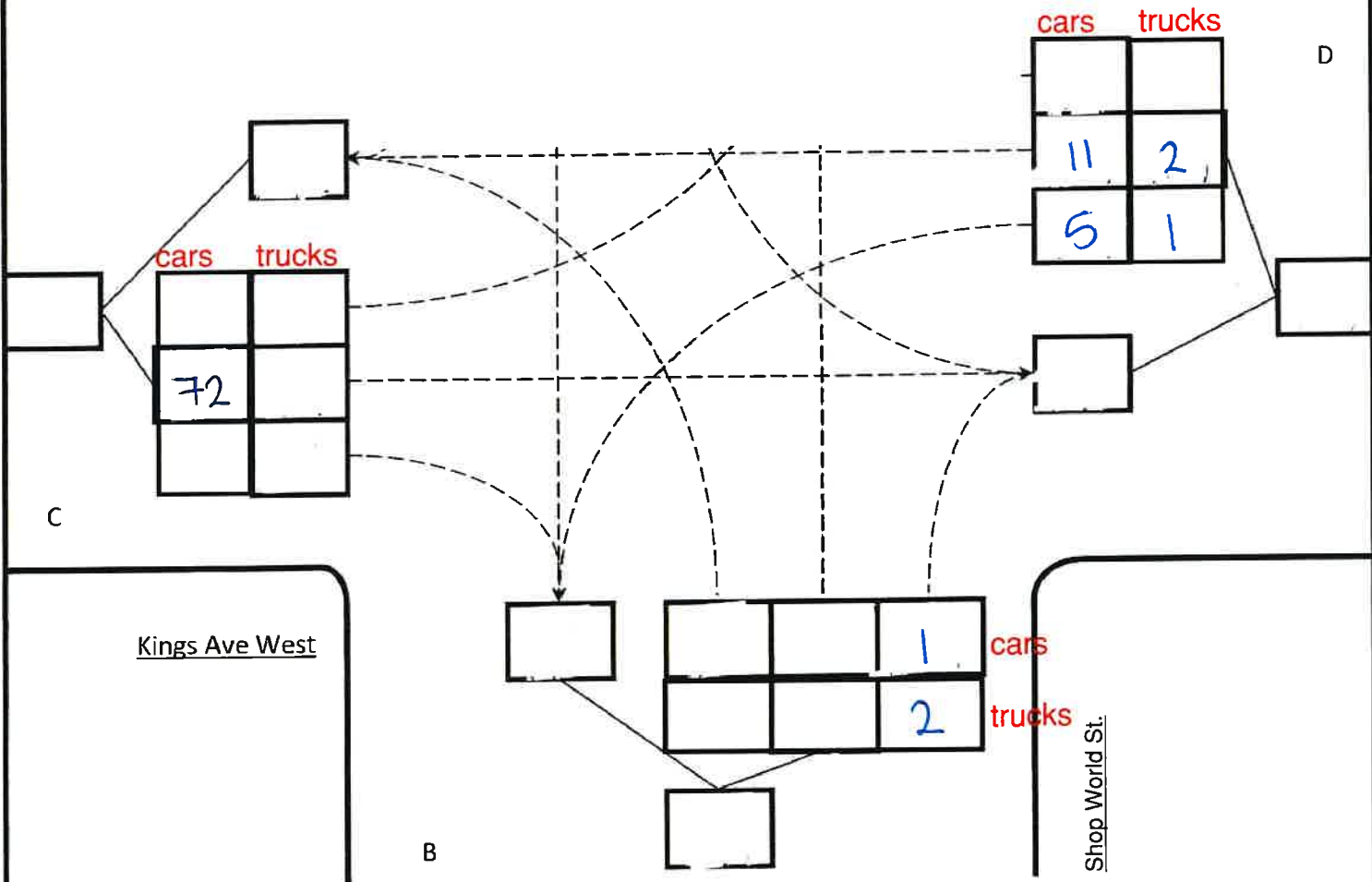
Shop World 1 Trip Generation Rates

7:00am - 8:00am

INTERSECTION OF
Shop World St. AND Kings Ave West
COUNTY: Yellowstone STATE: Montana



Kings Ave West



XXX = A.M.
(XXX) = P.M.

NOTE: VOLUMES INCLUDE S.U. AND M.U. VEHICLES

2022 Existing Peak Hour Traffic Volume Summary
Background Traffic
Shop World 2 Subdivision



21007868.00

10/04/22

5:00pm - 6:00pm

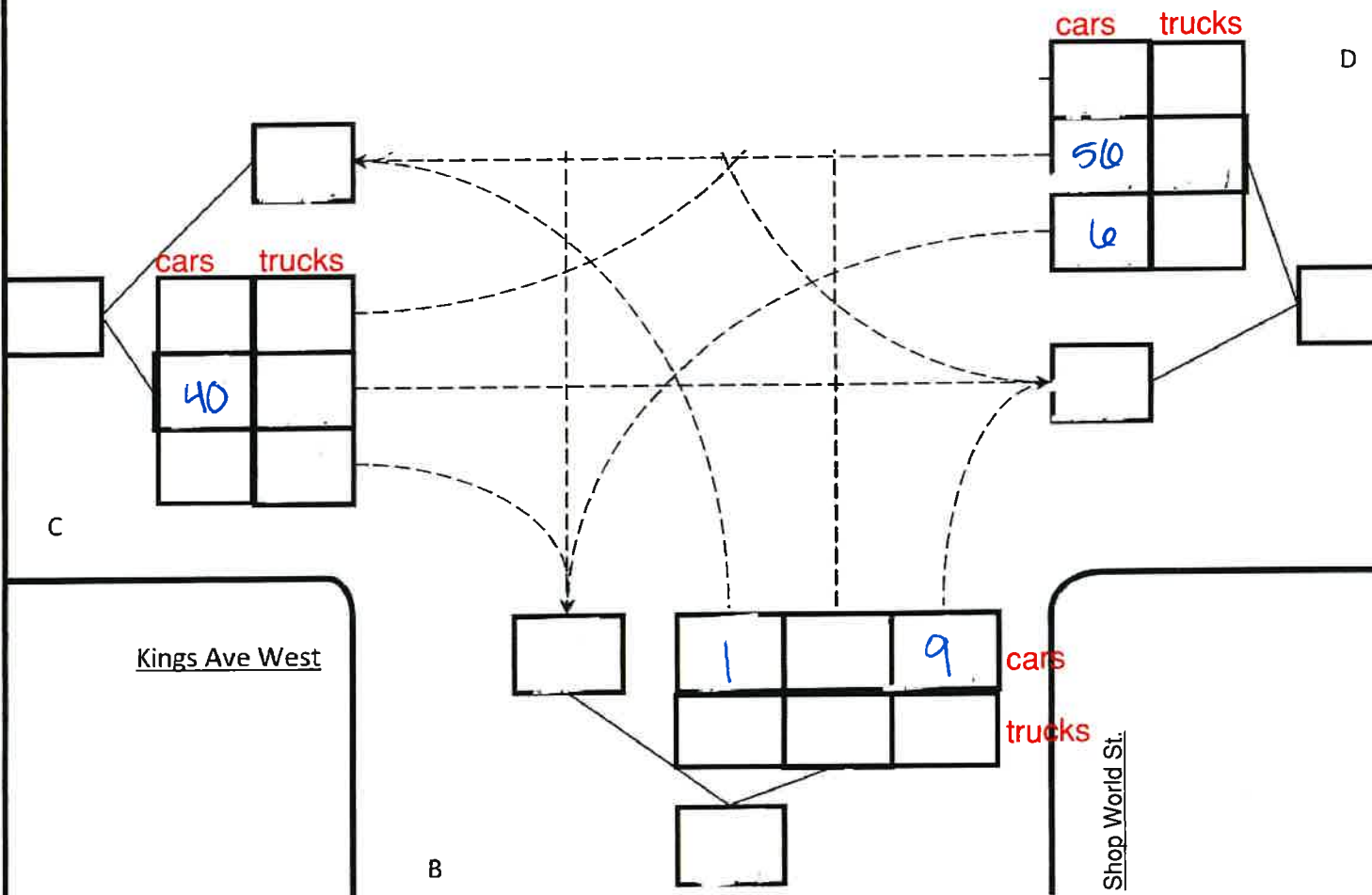
INTERSECTION OF

Shop World St. **Kings Ave West**

COUNTY: Yellowstone **STATE:** Montana



Kings Ave West



XXX = A.M.
(XXX) = P.M.

NOTE: VOLUMES INCLUDE S.U. AND M.U. VEHICLES

2022 Existing Peak Hour Traffic Volume Summary
Background Traffic
Shop World 2 Subdivision

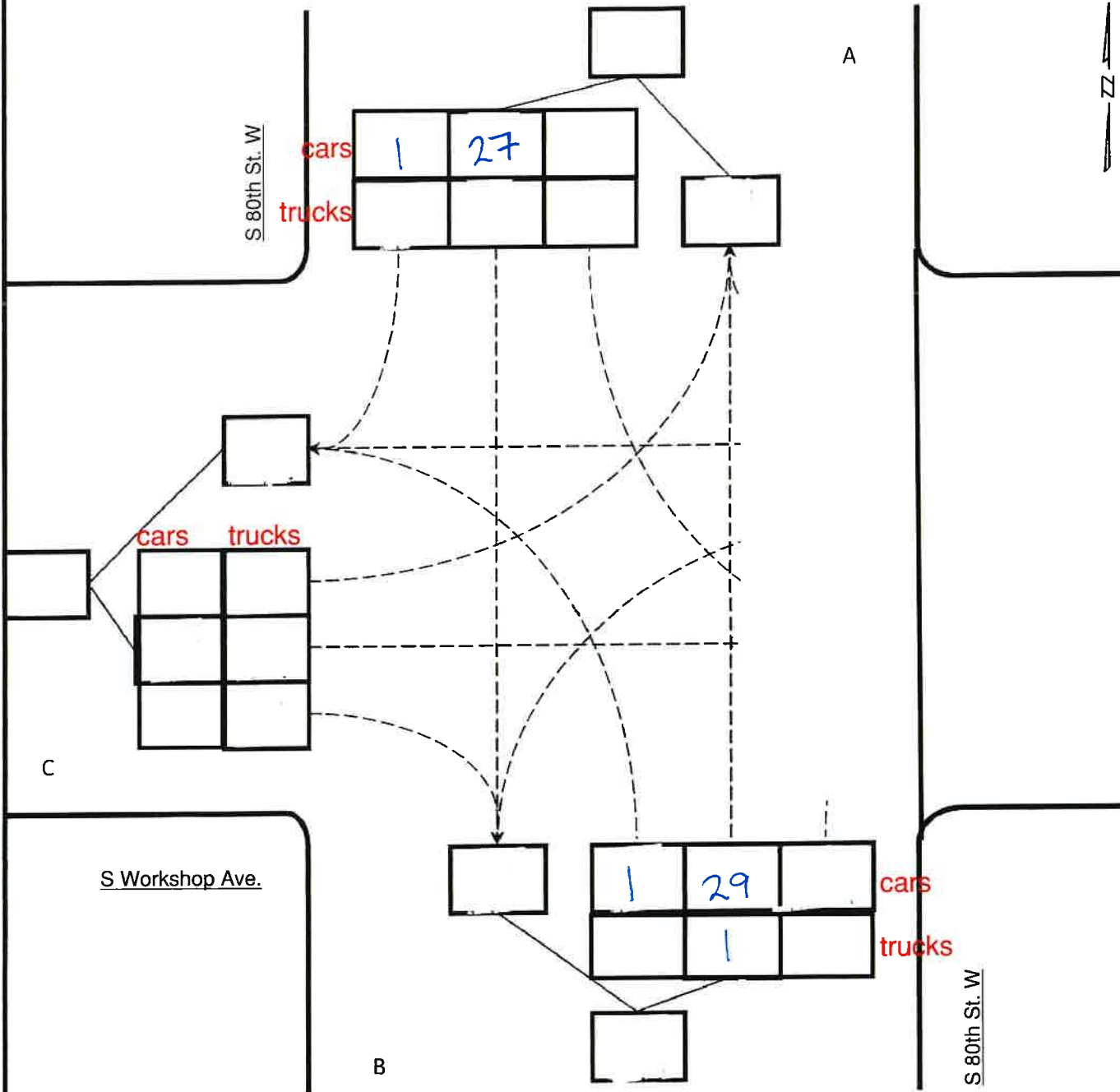


21007868.00

10/04/22

7:00am - 8:00am

INTERSECTION OF
S 80th St. West **AND** **S Workshop Ave.**
 COUNTY: Yellowstone STATE: Montana



XXX = A.M.
 (XXX) = P.M.

NOTE: VOLUMES INCLUDE S.U. AND M.U. VEHICLES

2022 Existing Peak Hour Traffic Volume Summary
Background Traffic
Shop World 2 Subdivision

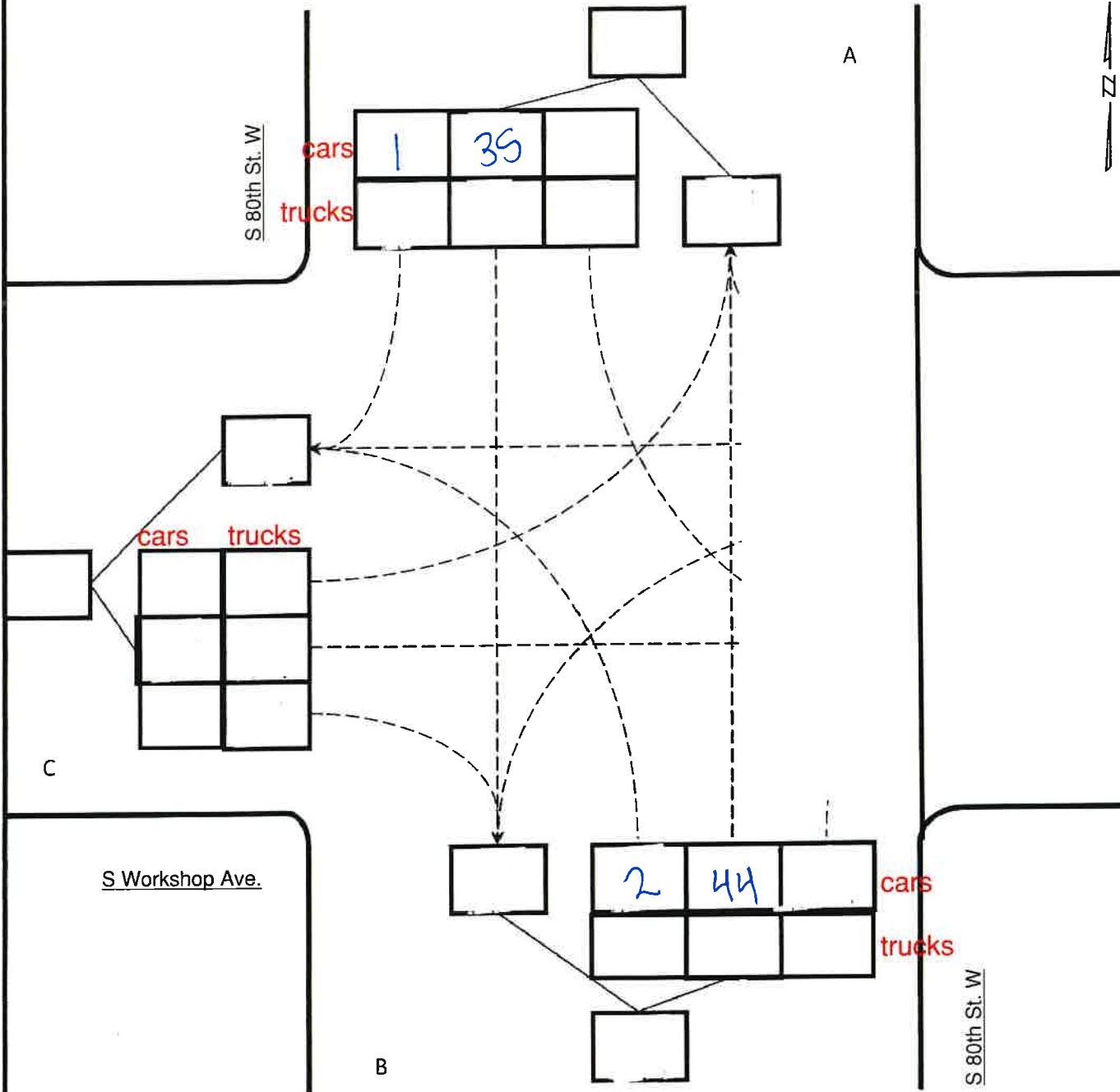


21007868.00

10/05/22

5:00pm - 6:00pm

INTERSECTION OF
 S 80th St. West AND S Workshop Ave.
 COUNTY: Yellowstone STATE: Montana



XXX = A.M.
 (XXX) = P.M.

NOTE: VOLUMES INCLUDE S.U.
 AND M.U. VEHICLES

2022 Existing Peak Hour Traffic Volume Summary
Background Traffic
Shop World 2 Subdivision



21007868.00

10/05/22

Dear Mr. Green:

Our names are Keryl and Perry Hallford. We live at 4837 Leawood Dr., two lots north of the planned Pronghorn Subdivision. While we support the development of the subdivision, we have questions and concerns regarding what we understand to be one of the proposed entrances to that subdivision, Leawood Dr.

If our understanding is correct, Leawood is proposed to be one of the main entrances to this development to be used initially to support construction traffic, vehicles, and heavy equipment.

Leawood was constructed in the 1970s for residential traffic. Maintenance of the streets in Hidden Lake Subdivision is up to homeowners. The county does not maintain, repair, or plow our streets. Who will be responsible for the repairs that are certain to be an issue because of construction traffic and extension of Leawood to the Pronghorn Subdivision?

Thank you for addressing our concerns.

Sincerely,

Perry and Keryl Hallford
4837 Leawood Dr.
Billings, MT 59105
702-203-7295

Mr. Dave Green:

We have our concerns regarding usage of Lorraine Street and Leawood to use as an entrance and exit to the new proposed subdivision.

We have no SID's in the Hidden Lakes Subdivision for street repairs, and the Subdivision does NOT want a new tax levy! The streets are deteriorating and in some areas there are large holes in the asphalt. A good chunk of asphalt has broken off Lorraine Street as you enter the Subdivision from Highway 87 creating a drop off.

The exit to Highway 87 is a dangerous one. I believe it is only a matter of time before a bad accident or fatality will occur there. You cannot see oncoming traffic "adequately" from the North on 87 that are southbound! Smaller vehicles are hidden behind the hill as they travel 70 mph toward Billings.

As you enter the Subdivision onto Lorraine from Highway 87 drivers tailgate you, honk at you, make obscene gestures, and are filled with rage! Leawood is not on the School Bus route so it is not a plowed Street in the winter.

With 2 routes in and out of our Subdivision, it would make it more accessible to crime. As of now, we only have one entrance and one exit available.

Before anything is done, MDOT better be advised to make 87 North a 3-lane Highway, lower speed limits, or develop turnout lanes all the way from our Subdivision to Main Street in the Heights.

Thank you for your efforts.

Eugene Hansen

Carol Hansen

Hidden Lakes Subdivision Residents

Sent from my Verizon, Samsung Galaxy smartphone

Get [Outlook for Android](#)

I am writing this e-mail about the Pronghorn Subdivision next to Hidden Lake Subdivision. We live at 5032 Country View Dr. We don't believe that they need to use our streets into their subdivision, since there is a road right off of highway 87, that goes into their proposed subdivision, and the Leawood street ends before it gets to their land and does not lead into the far east plot of their development. We believe that during construction of their subdivision, that there will be heavy truck traffic in and out of the area, { heavy transport trucks hauling equipment in and out of area, delivery trucks, delivering materials, and heavy concrete trucks delivering concrete, all of these vehicles will be heavy, and our streets were not built to sustain that kind of traffic, and we have to maintain and repair our streets. Our streets are not City streets, not state routes, not county streets/roads, when we bought out here in 1987, they were gravel, and part of our purchase price was to get roads up to a specification, and to pave it, and originally the developer was to plow it, but that happened only a couple of times.

Neitzel

View Dr.

Mike and Janie

5032 Country

Attention: Planning Board

My name is Jeff Benton and I live at 1110 Little Butte Place, Hidden Lake Subdivision.

I have major concerns with the Pronghorn Subdivision Project:

1. Our road will become even more damaged and that is added work and cost from us residents at Hidden Lake. We will have added traffic and noise that ruins our daily life and commutes.
2. We already have problems from time to time with our water system and we do not have the capacity to share our water supply nor do we need to have the added expense.

Please be sure that the Pronghorn Subdivision is completely independent from Hidden Lake roads and infrastructure.

Thank you,

Jeff Benton

PETITION TO THE YELLOWSTONE COUNTY BOARD OF COMMISSIONERS - OPPOSITION TO VEHICULAR CONNECTIVITY VIA LEAWOOD DRIVE FOR THE PROPOSED PRONGHORN SUBDIVISION

TO THE CITY-COUNTY PLANNING DIVISION:

We, the undersigned residents, property owners, and stakeholders of the Hidden Lake Subdivision and surrounding areas in Yellowstone County, Montana, do hereby formally petition the County to DENY any preliminary or final plat layout for the proposed Pronghorn Subdivision (124 lots) that utilizes Lorraine Road, Leawood Drive, and the unbuilt 1.5-acre "paper street" extension of Leawood Drive for general public vehicular access.

Our opposition is based on the following specific threats to public safety, infrastructure, and the environment under Section 76-3-608, MCA:

1. **Extreme Pedestrian Safety Hazard:** Lorraine Road and Leawood Drive currently lack any sidewalks, designated pedestrian paths, or streetlights. Forcing an estimated 1,200+ daily vehicle trips from 124 new homes and commercial properties onto this infrastructure creates an immediate, severe safety hazard for residents, children, and pedestrians.
2. **Inadequate Structural Capacity:** The existing pavement and sub-base of Lorraine Road and Leawood Drive were never engineered to sustain the high-volume traffic or heavy construction loads generated by a 124-lot development.
3. **Severe Stormwater and Flooding Risks:** The 1.5-acre unbuilt section consists of a deep, active natural drainage ravine. Grading, filling, and paving this channel will eliminate natural ground absorption, alter local hydrology, and cause immediate stormwater flooding and soil erosion on adjoining properties along Lost View Drive and Leawood Drive, as well as homeowners to the west.

WE RESPECTFULLY DEMAND THAT THE COUNTY:

- **Option A: (Preferred):** Deny full vehicle connectivity through Hidden Lake. Require the developer to utilize alternative routes for primary and secondary access.
- **Option B:** Limit the connection strictly to a restricted, unpaved emergency-only access point secured by a locked gate utilizing a fire-district-approved Knox Box system.
- **Option C:** If connectivity is mandated, condition project approval on a **Subdivision Improvements Agreement (SIA)** that forces the developer to fund and construct complete streetlights, standard sidewalks, and asphalt reinforcement along the entire existing length of Leawood Drive and Lorraine Road before breaking ground.

By signing below, I certify that I am a resident or property owner in Yellowstone County, Montana, and I fully support the demands of this petition.

Date	Printed Name	Signature	Physical Address	Phone/Email
05-24-26	KERRY HALIFORD	Kerry Haliford	4837 Leawood	762-596-3838 halifordk@comcast.net
05-24-26	PERLA C. HALIFORD	Perla C. Haliford	4837 LEAWOOD	762-263-9295
5-24-26	JERRY GUSTIN	Jerry Gustin	4919 LEAWOOD	406-672-8393 J.J. MTC
5-24-26	Julie Gustin	Julie Gustin	4919 Leawood DR	406-672-8393 V. Hoo. C. m
5-24-26	Jessy Tuller	Jessy Tuller	4960 Leawood Dr	435-232-2499
5-24-26	Alexis Tuller	Alexis Tuller	4960 Leawood Dr	753-232-5340
5-24-26	Scarlett Tuller	Scarlett Tuller	4901 Leawood Dr	406-850-1318
5-24-26	Jessica L. Malley	Jessica L. Malley	5001 LEAWOOD DR	406-256-0368

PETITION TO THE YELLOWSTONE COUNTY BOARD OF COMMISSIONERS - OPPOSITION TO VEHICULAR CONNECTIVITY VIA LEAWOOD DRIVE FOR THE PROPOSED PRONGHORN SUBDIVISION

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By signing below, I certify that I am a resident or property owner in Yellowstone County, Montana, and I fully support the demands of this petition.

Date	Printed Name	Signature	Physical Address	Phone/Email
5/24/26	Dennis D. Malley		5001 Leawood Dr	406-256-0368
5/24/26	Terry Johnston		5007 Leawood Dr	425-765-484
5/24/26	Patty Johnston		5007 Leawood Dr	425-765-4048
5/24/26	Tara Ranner		5015 Leawood Dr	406-647-5524
5/24/26	Carl Ranner		5015 Leawood Dr	406-927-2757
5/25/26	Tim Robbins		5023 Leawood Dr	406-321-2881
5/24/26	Andrew Roberts		5023 Leawood Dr	406-320-0826
5/24/26	Bonita Raitt Burton		503 Leawood Dr	406-696-5979

**PETITION TO THE YELLOWSTONE COUNTY BOARD OF COMMISSIONERS - OPPOSITION TO VEHICULAR
CONNECTIVITY VIA LEAWOOD DRIVE FOR THE PROPOSED PRONGHORN SUBDIVISION**

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By signing below, I certify that I am a resident or property owner in Yellowstone County, Montana, and I fully support the demands of this petition.

Date	Printed Name	Signature	Physical Address	Phone/Email
5/25/26	Denyce Houser	Denyce Houser	5115 Leawood	
5/27/26	Erik Moen	Erik Moen	406 6988747	1016 Lost View Dr
5/27/26	Laura Moen	Laura Moen	1016 Lost View Dr	406 6988748

May 22, 2026

To: Yellowstone County Board of Planning

To the Board Members,

We are Erik and Laura Moen, homeowners living at 1016 Lost View Drive within the Hidden Lake Subdivision. We are writing to formally log our opposition to any preliminary plat layout for the proposed Pronghorn Subdivision that utilizes Leawood Drive as a primary or secondary through-street. Hidden Lake is a private subdivision and is not owned or maintained by the city or county. We will not allow the road proposed by the developers to go through our property.

Under Section 76-3-608, MCA of the Montana Subdivision and Platting Act, the planning board must weigh the impacts of a subdivision on local services, public health, and safety. Connecting 124 new residential and commercial lots directly into Leawood Drive violates those safety mandates for the following reasons:

1. **Severe Pedestrian Safety Hazard (Public Health & Safety):** Leawood Drive currently lacks any shoulder, sidewalks, or street lighting. There are blind hills on this road. It operates safely now only because it is a quiet, low-density road where neighbors walk safely in the street. Adding a 124-lot development will introduce an estimated 1,200+ daily vehicle trips. Dumping this volume of traffic onto an unlit street without sidewalks and streetlights creates an extreme public safety hazard.
2. **The 1.5-Acre "Paper Street" Construction:** Leawood Drive currently terminates physically as a dead-end roughly 1.5 acres short of the proposed Pronghorn development boundary. To build this connection, the developer must construct a completely new roadway.
3. **Disproportionate Infrastructure Burden:** The existing portion of Leawood Drive cannot handle the heavy vehicle loads or traffic volume of a major new through-way without a complete structural overhaul.
4. **Severe Environmental & Stormwater Hazards to Adjoining Property:** The 1.5-acre unbuilt paper street consists of a deep, natural drainage ravine that directly borders my property on Lost View Drive. Grading and filling this topography to build a through-street will fundamentally disrupt established drainage channels, eradicate natural slope absorption, and cause severe stormwater flooding and soil erosion on my deeded land. I demand that Yellowstone County Public Works and the Montana DEQ require a full, independent hydrological study. The developer must guarantee absolute

protection against runoff encroachments on adjoining properties before any preliminary plat approval.

Requested Actions & Mitigations:

- We request that the Planning Board **deny full vehicular access to Leawood Drive and require the developer to use** alternative arterial routes.
- If a connection is mandated for emergency access, we demand it be strictly limited to an **unpaved, emergency-only gate** (using a locked fire apparatus Knox Box system).
- If full connection is approved, we demand that the developer be required to fully fund and install streetlights, standard sidewalks, and asphalt reinforcement along the entire existing length of Leawood Drive and the entrance to Lorraine Road to mitigate the safety hazards they are creating.
- If full connection is approved, we also demand as an adjacent landowner that the developer install a **10-foot to 15-foot structural buffer zone** (including a privacy fence) between the edge of the new pavement and your property line, funded entirely by Pronghorn developers.

Thank you for your time and consideration of the existing neighborhood's safety.

Sincerely,

Erik and Laura Moen

(406) 698-8747

I had intended to be present in person at this meeting today, but I am now unable to do so. I am unsure if I'll be able to follow along via the FaceBook link. I wanted to send in my question and hope it can be addressed by the Planning Division. I live in the Hidden Lake neighborhood, on Middle Valley Road, our subdivision exists next to this new proposed subdivision.

My primary concern is related to a nearby firehall. We are in an area that is already far enough from the nearest forestation that many (if not most) homeowners insurance companies are unwilling to cover our homes. With the increase in residential homes, will there be a new plan implemented for a firehall nearby? If this area is where the growth is going to happen, that's fine. But we will need to ensure that there are emergency services designated to cover this increased residential population so people can afford to live in these homes when it comes to home owners insurance rates and risks.

I understand that some of my neighbors are concerned about the access to this new neighborhood using our only access road to the highway, and I share this concern. Already there are a lot of homes that rely on a single in/out access from Lorraine to Hwy 87. Our streets are not publicly maintained and are already in rough shape, adding more traffic will not only cause more congestion in and out of the neighborhood but added wear and tear to these streets. Is there a plan to bring this new subdivision, along with ours, under the publicly maintained roads category? Snow removal for school busses to access our neighborhood is already a difficulty, as well as the condition of our streets.

Another neighborhood concern is about water - I do understand that our potable water system is not open for use for this new neighborhood. Does this mean that city water will be brought up to our area? If so, will our neighborhood be given the option to tie into the city water system? Regarding irrigation water, is the canal system expected to be able to support this new subdivision as well as all of the existing homes?

Thank you,
Lisa Wertman
5026 Middle Valley Road
Billings, MT 59105

My name is Melody Benton and I live at 1110 Little Butte Place, Hidden Lake Subdivision.

I have real concerns with the Pronghorn Subdivision proposal:

1. Our roads are constantly damaged and we rely solely on our residents for repair and upkeep which is time-consuming and a financial drain. The added traffic that will come with the new subdivision will further damage roads and add to our burden of road upkeep. Furthermore, the added traffic will disrupt our peaceful subdivision for an indefinite period of time.
2. Our water system has already been strained and under repair several times and I'm concerned that the new subdivision will impact our water system in a negative way and therefore cause greater inconveniences such as more shutdowns for repair and a drain on the water supply while adding a financial burden on our residents.

Please make sure that the Pronghorn Subdivision be completely independent from Hidden Lake roads and infrastructure.

Thank you,

Melody Benton

B.O.C.C Thursday Discussion

2.

Meeting Date: 08/06/2026

Title: MetraPark - Dutcher Way Project

Submitted For: Matt Kessler, Purchasing Agent

Submitted By: Matt Kessler, Purchasing Agent

TOPIC:

MetraPark - Dutcher Way Project

BACKGROUND:

Discuss the budgeted improvements to Dutcher Way at MetraPark and the RFP to be released for the work.

RECOMMENDED ACTION:

Discuss.

B.O.C.C Thursday Discussion

3.

Meeting Date: 08/06/2026

Title: July 2026 Monthly Update

Submitted By: Dayna Causby, Election Administrator

TOPIC:

Elections - Monthly Update July 2026

BACKGROUND:

Elections Monthly Update July 2026

RECOMMENDED ACTION:

Discussion

B.O.C.C Thursday Discussion

4.

Meeting Date: 08/06/2026

Title: Citizen Request for Annexation to the Blue Creek Fire Service Area

Submitted By: Derek Yeager

TOPIC:

DES - Citizen Request for Annexation of 2 Properties into the Blue Creek Fire Service Area

BACKGROUND:

We have received a request from the Trustees of the Blue Creek Fire Service Area to approve the annexation of two properties owned by the same individual, to be included into the Blue Creek Fire Service Area. The properties are contiguous to the existing boundary of the FSA, and do not include any other properties that pose conflict. The annexation request was properly submitted and subsequently approved by the Blue Creek Fire Service Area. The next steps is for the county to 1) formally accept the annexation request and 2) establish a date for a public hearing. No opposition is expected as the annexation request was submitted by the properties owners and do not include any properties otherwise.

RECOMMENDED ACTION:

Discussion and forward to consent agenda. There would be a resolution needed to 1) accept the request and setting the statutorily required public hearing.

Attachments

Annexation Packet

July 21, 2026

Yellowstone County Commissioners
PO Box 35000
Billings MT 59107-5000

RE: Aqui Esta/Moonshine Annexation Request

Dear Sirs:

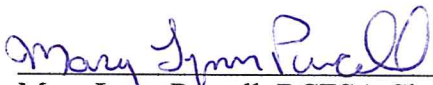
This letter is in response to the petition for annexation of the above-mentioned residents that are currently outside of the BCFSa boundary.

On Tuesday, July 21st the BCFSa board of Trustee's met to review the petition for annexation that is located contiguous to the existing fire service area.

The Blue Creek FSA Trustees are in support of annexing these properties into the Blue Creek Fire Service Area and hereby forward the letter of petition to the Yellowstone County Commissioners for their approval, with onward transmission to the Yellowstone Clerk and Recorder.

Thank you for your time regarding this matter.

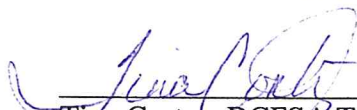
Sincerely,



Mary Lynn Purcell, BCFSa Chairman



Kevin Ramsey, BCFSa Vice Chairman



Tina Cortez, BCFSa Trustee



Yellowstone County

Department of Emergency Services

316 N 26th Street • Billings, MT • 59101

(406) 256-2775 • www.co.yellowstone.mt.gov/

PETITION TO ALTER THE BOUNDARIES OF AN *EXISTING* FIRE SERVICE AREA

We, the undersigned, being owners of 51% or more of the real property in the proposed expansion area(s), and whose names appear upon the last completed assessment roll as owners of said parcels, do hereby petition the Yellowstone County Board of County Commissioners to annex said parcels and properties into the Blue Creek Fire Service Area. It is our expressed intent that the following parcel(s) and/or any real property(s) within and upon those parcel(s) be provided with fire suppression and other emergency services as implemented and provided by the Fire Service Area and/or its contractor. Further, we understand that fees associated with receiving such services will be attributed to the parcels and properties as our responsibility and according to the Fire Service Area's rates and fee's schedule:

D020680	N2SE, FRAC S2NE (LESS C/S 2260)	S34, T01 S, R26 E	N/A	N/A
SUID #	Quarter	Section, Township & Range	Lot #	Plat ID
<i>(SUID # = Tax ID #)</i>				
<i>(Legal Description can be found on a property tax statement)</i>				
N/A		N/A		N/A
Subdivision Name		Block		Lot
3745 Moonshine Trail, Billings MT 59101				
Property Address <i>(street, city, state, zip code)</i>				
Jeff Weldon, 406-670-1439, jweldon@feltmartinlaw.com				
Contact for Questions Regarding this Petition <i>(name, phone number and e-mail)</i>				

Property Owner Signature(s)

Printed Name

Mailing Address

Jeffrey A. Weldon

Monica M. Weldon
By Jeffrey A. Weldon, POA

3745 Moonshine Tr, Billings 59101

FOR OFFICIAL USE ONLY:

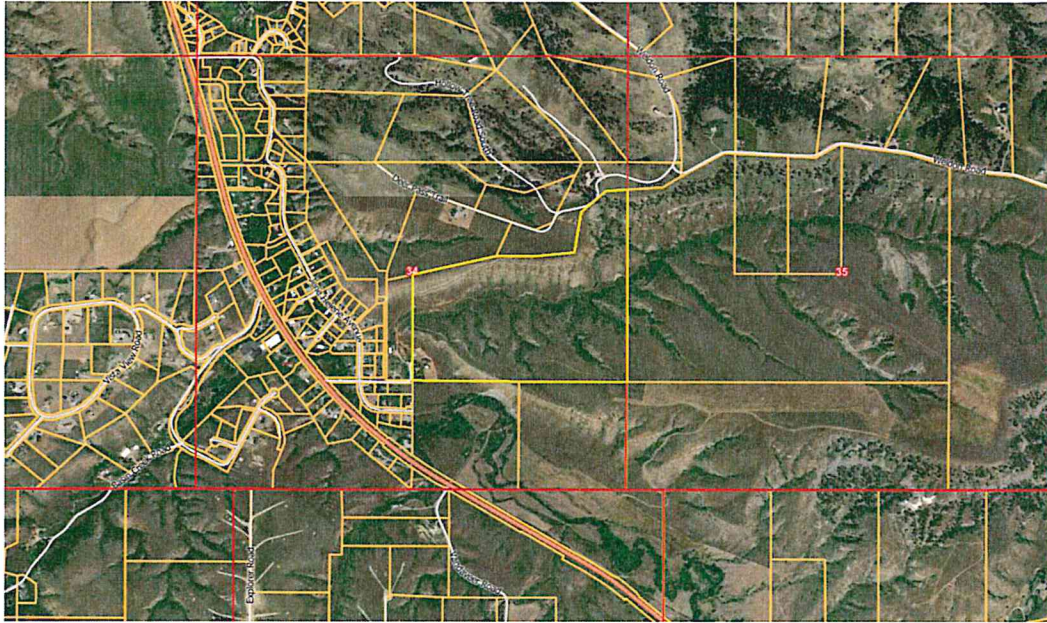
Annexation accepted and approved this _____ day of _____, 20____ by the Board of Trustees of the _____ Fire Service Area.

Signature: _____ (Board Chairperson)

Fire Chief: _____

Mailed to Yellowstone Co. BOCC (date) _____

Scale: 1:18055.95 Basemap: Imagery Hybrid



1

Geocode: [03-0927-34-4-11-01-0000](#)

Property Address: 3745 MOONSHINE TRL BILLINGS, MT 59101

Property Type: N/A

Disclaimer

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Jeff Weldon
550 N 31st St.
Billings, MT
Suite 500
59101

POA

05/08/2025 12:15 PM Pages: 1 of 8 Fees:
Jeff Martin Clerk & Recorder, Yellowstone MT
4133172

GENERAL DURABLE POWER OF ATTORNEY

PREPARED FOR:
MONICA WELDON

DATED:
MAY 27, 2025



FELT MARTIN
PC

JOSEPH A. SOUEIDI, ESQ.
550 N 31st Street, Suite 500
Billings, Montana 59101
Tel. (406) 248-7646
Fax. (406) 534-2002
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GENERAL DURABLE POWER OF ATTORNEY
MONICA WELDON



WARNING

This is an important legal document. It creates a **GENERAL DURABLE POWER OF ATTORNEY** that becomes **EFFECTIVE IMMEDIATELY** upon your execution of it. Before executing this document, you should know these important facts:

1. This document provides the person you designate as your attorney-in-fact with broad powers to dispose, sell, convey and encumber your real and personal property;
2. These powers will exist for an indefinite period of time;
3. These powers will continue to exist notwithstanding your subsequent disability or incapacity; and
4. You have the right to revoke or terminate this general durable power of attorney at any time.

Declarant's Initials: mw
Date: 5/27/25



GENERAL DURABLE POWER OF ATTORNEY

1. **APPOINTMENT OF AGENTS.** I, MONICA WELDON, a resident of Yellowstone County, Montana, hereby create a General Durable Power of Attorney (herein referred to as "this Power"). I appoint the first person named below as my Attorney-in-Fact (my "Agent"). I appoint the subsequent person named below as successor to such Agent. Each of such Agents shall act alone and successively in the priority listed upon the previously named Agent's death, incapacity, resignation, or unavailability, or failure or refusal to accept the office of Agent, or to serve as such, at any time for any reason:

JEFFREY ALAN WELDON
(as Sole Agent)

CHARLES LOUIS WELDON
(as Sole Agent)

MONITA LOUISE WELDON NEMITZ
(as Sole Agent)

2. **EFFECTIVE IMMEDIATELY.** This General Durable Property Power of Attorney shall become effective upon my execution of it. It shall not be necessary to establish my disability or incapacity in order that this Power of Attorney be effective.

3. **DURABILITY.** This Power of Attorney shall not be affected by my disability or incapacity or by lapse of time.

4. **FIDUCIARY CAPACITY.** I appoint my Agent to act in my name, place, and stead in any way which I myself could do, if I were personally present (to the extent I am permitted to act through an agent) with respect to the powers as indicated in this Power, with the understanding that such powers will be used for my benefit and on my behalf and will be exercised only in a fiduciary capacity.

5. **POWERS.**

(a) **General Powers.** To exercise or perform any act, power, duty, right, or obligation whatsoever that I now have or may hereafter acquire relating to any power, duty, right, obligation, person, matter, transaction, or property, real or personal, tangible or intangible, now owned or hereafter acquired by me, whether any such property, matter, or transaction is located in this state or elsewhere, including, without limitation, the following specifically enumerated powers. This Power of Attorney shall not affect property held in a trust in which I am trustor, trustee, or beneficiary, except as provided in paragraphs (p) through (r) below. I grant to my agent full power and authority to do everything necessary in exercising any of the powers herein granted as fully as I might or could do if personally present, with full power of substitution or revocation, hereby ratifying and confirming all that my agent shall lawfully do or cause to be done by virtue of this power of attorney and the powers herein granted.



(b) Powers of Collection and Payment. To request, forgive, demand, sue for, recover, collect, receive, and hold all sums of money, debts, dues, commercial paper, checks, drafts, accounts, deposits, bequests, devises, notes, interests, stocks, bonds, mutual funds, dividends, certificates of deposit, annuities, all contractual benefits and proceeds, all documents of title, all property and property rights, real or personal, intangible and tangible, and all demands whatsoever, liquidated or unliquidated, now or hereafter owned by, or due, owing, payable, or belonging to, me or in which I have or may hereafter acquire an interest; to have, use, and take all lawful means and equitable and legal remedies and proceedings in my name for the collection and recovery thereof; to adjust, compromise, and agree for the same, and to execute and deliver all endorsements, releases, receipts, or other sufficient discharges for the same; and to pay or discharge all lawful debts and obligations, and to secure receipts, releases, or other sufficient discharge therefor.

(c) Power to Acquire, Sell, Borrow and Hypothecate. To acquire, purchase, exchange, grant options to sell, and sell and convey real or personal property, tangible or intangible, or interests therein, including stocks, bonds, mutual funds, and all other types of securities and financial instruments; to hold any securities and other property in negotiable form or in the name of a nominee, including a "street name" of a broker or by deposit to a clearing corporation, with or without disclosure of the agency relationship, to vote any such security in person or by general or limited proxy, and to participate in or consent to any action affecting any such securities; and to borrow money on my behalf and grant mortgages, deeds of trust, and other security interests on my behalf.

(d) Management Power. To maintain, repair, improve, invest, manage, insure, rent, lease, encumber, and in any manner deal with any real or personal property, tangible or intangible, or any interest therein.

(e) Banking Powers. To establish accounts, borrow, make, receive, and endorse checks and drafts, deposit and withdraw funds, and acquire and redeem certificates of deposit and other financial instruments in and from banks, savings and loan associations, and other financial institutions; and execute or release mortgages, deeds of trust, and other security agreements.

(f) Motor Vehicles. To apply for a Certificate of Title upon, and endorse and transfer title to, any motor vehicle, and to represent in such transfer document that the title to said motor vehicle is free and clear of all liens and encumbrances except those specifically set forth in such transfer document.

(g) Business Interests. To conduct or participate in any lawful business of whatever nature; execute partnership agreements and amendments thereto; contract debt and liabilities; incorporate, reorganize, merge, consolidate, recapitalize, sell, liquidate, or dissolve any business; elect or employ officers, directors, and agents; carry out the provisions of any agreement for the sale of any business interest or the stock therein; and exercise voting rights with respect to stock, either in person or by proxy, and exercise stock options.

(h) Tax Powers. To prepare, sign, and file joint or separate federal and state income tax returns or declarations of estimated tax for any year or years; to prepare, sign, and file gift tax returns

These provisions concerning revocation and amendment do not apply to any Health Care Power of Attorney or Natural Death Declaration Living Will that I have executed or may hereafter execute. Execution, revocation, or amendment of each such document is to be done separately from this General Power of Attorney.

11. SEVERABILITY. If any of the provisions of this General Durable Property Power of Attorney are found to be invalid for any reason, such invalidity shall not affect any of the other provisions of this Power of Attorney, and all invalid provisions shall be wholly disregarded.

12. INTERPRETATION AND GOVERNING LAW. This instrument is to be construed and interpreted as a General Durable Power of Attorney. The enumeration of specific powers herein is not intended to, nor does it, limit or restrict the general powers herein granted to my agent. This instrument is executed and delivered in the State of Montana, and the laws of the State of Montana shall govern all questions as to the validity of this power and the construction of its provisions.

13. DUPLICATE ORIGINALS; COPIES. If I have executed this instrument in several counterparts, each is a duplicate original. A photographic copy of this instrument shall have the same force and effect as a duplicate original.

SIGNATURE AND ACKNOWLEDGMENT

This General Durable Property Power of Attorney is executed by me in the County of Yellowstone, State of Montana.

DATED: 5/27/25

Monica Weldon
MONICA WELDON

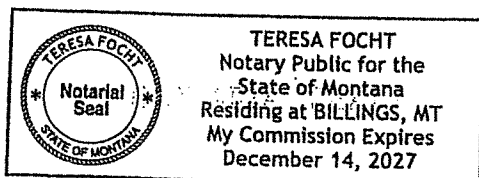
STATE OF MONTANA)

SS:

COUNTY OF YELLOWSTONE)

This instrument was acknowledged before me on the date last above written by MONICA WELDON.

DATED: May 27, 2025



Teresa Foht
Notary Public for the State of Montana



Yellowstone County

Department of Emergency Services

316 N 26th Street • Billings, MT • 59101

(406) 256-2775 • www.co.yellowstone.mt.gov/

PETITION TO ALTER THE BOUNDARIES OF AN EXISTING FIRE SERVICE AREA

We, the undersigned, being owners of 51% or more of the real property in the proposed expansion area(s), and whose names appear upon the last completed assessment roll as owners of said parcels, do hereby petition the Yellowstone County Board of County Commissioners to annex said parcels and properties into the Blue Creek Fire Service Area. It is our expressed intent that the following parcel(s) and/or any real property(s) within and upon those parcel(s) be provided with fire suppression and other emergency services as implemented and provided by the Fire Service Area and/or its contractor. Further, we understand that fees associated with receiving such services will be attributed to the parcels and properties as our responsibility and according to the Fire Service Area's rates and fee's schedule:

<u>D020750</u>	<u>E2E2NESW4 (LESS FRAC COS 2260)</u>	<u>S34, T01 S, R26 E</u>	<u>N/A</u>	<u>N/A</u>
SUID #	Quarter	Section, Township & Range	Lot #	Plat ID
(SUID # = Tax ID #) (Legal Description can be found on a property tax statement)				
<u>N/A</u>		<u>N/A</u>		<u>N/A</u>
Subdivision Name		Block		Lot
<u>3310 Aqui Esta Drive, Billings MT 59101</u>				
Property Address (street, city, state, zip code)				
<u>Jeff Weldon, 406-670-1439, jweldon@feltmartinlaw.com</u>				
Contact for Questions Regarding this Petition (name, phone number and e-mail)				

Property Owner Signature(s)

Printed Name

Mailing Address

Jeffrey A. Weldon

Jeffrey A. Weldon

3310 Aqui Esta Dr, Billings 59101

Leslie H. Weldon

Leslie H. Weldon

3310 Aqui Esta Dr, Billings 59101

FOR OFFICIAL USE ONLY:

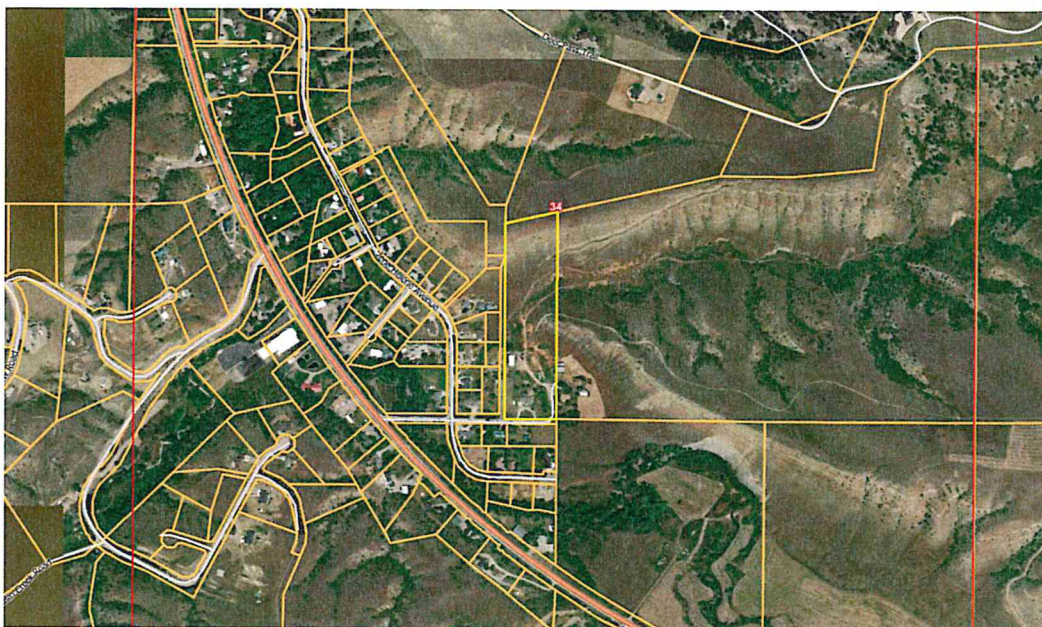
Annexation accepted and approved this _____ day of _____, 20_____ by the Board of Trustees of the _____ Fire Service Area.

Signature: _____ (Board Chairperson)

Fire Chief: _____

Mailed to Yellowstone Co. BOCC (date) _____

Scale: 1:9235.61 Basemap: Imagery Hybrid



1

Geocode: [03-0927-34-3-12-01-0000](#)

Property Address: 3310 AQUÍ ESTA DR BILLINGS, MT 59101

Property Type: N/A

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B.O.C.C Thursday Discussion

Meeting Date: 08/06/2026

Title: CLOSED: Claims: Altwine

Submitted For: Melissa Williams, Deputy County Attorney

Submitted By: Melissa Williams, Deputy County Attorney

TOPIC:

CLOSED: Claims- Altwine

BACKGROUND:

CLOSED

RECOMMENDED ACTION:

Agenda Item
