

**OFFICIAL AGENDA
TUESDAY August 18, 2026
Meeting Start Time: 9:00 a.m.
Board of County Commissioners
Yellowstone County, Montana
Ostlund Building
2825 3rd Ave N, Room 309
Billings, MT**

Pledge to the Flag: Moment of Silence: Minutes

REGULAR AGENDA

9:00 a.m. PRESENTATION

Swearing in of New Deputies - Deputy Rich, Deputy Overstreet, Deputy Schlichting and Deputy Wylie

PUBLIC COMMENTS ON REGULAR, CONSENT AND FILED AGENDA ITEMS

1. FINANCE

Final FY26 Budget Adjustments

2. PLANNING DEPARTMENT

Pronghorn Subdivision — Preliminary Major Plat

CLAIMS

CONSENT AGENDA

1. CLERK AND RECORDER

- a. Plat of Maplewood Estates Subdivision, SIA, and Acceptance of Dry Hydrant Easement
- b. Declaration of Restriction on Transfers and Conveyances - Maplewood Estates Subdivision.
- c. Plat of Horse Camp Subdivision and SIA

2. COUNTY ATTORNEY

Resolution 26-101 Requesting Prosecutorial Assistance in State v S.E.

3. FINANCE

- a. Weed Department Contract - Wright Company MT, Inc. - Salt Cedar Management Project
- b. Contract with River Ridge Landscaping
- c. MOU and Agreement to Sub-Contract between Yellowstone County Sheriff's Office and Alternatives, Inc.

4. **PUBLIC WORKS**

Contract Change Order with Hardrives Construction

5. **HUMAN RESOURCES**

- a. Policy 26-100 Yellowstone County Detention Facility Non-Union Detention Sergeant Compensatory Time Adjustment
- b. **PERSONNEL ACTION REPORTS - County Attorney** - 2 Appointments; **Treasurer**- 1 Appointment, 1 Termination; **Youth Services Center** - 1 Appointment; **Finance** - 1 Termination; **Human Resources** - 1 Termination; **Detention Facility** - 2 Terminations

FILE ITEMS

1. **AUDITOR**

Payroll Audit - July 16 - 31, 2026

2. **CLERK OF DISTRICT COURT**

Checks and Disbursements - July 2026

3. **HUMAN RESOURCES**

July 16 - July 31 Payroll Audit

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.

B.O.C.C. Regular

Meeting Date: 08/18/2026

Title: Swearing in of New Deputies

Submitted By: Teri Reitz, Board Clerk

TOPIC:

Swearing in of New Deputies - Deputy Rich, Deputy Overstreet, Deputy Schlicting and Deputy Wylie

BACKGROUND:

N/A

RECOMMENDED ACTION:

Swearing In.

B.O.C.C. Regular

Meeting Date: 08/18/2026

Title: Final FY26 Budget Adjustments

Submitted For: Jennifer Jones, Finance Director

Submitted By: Jennifer Jones, Finance Director

TOPIC:

Final FY26 Budget Adjustments

BACKGROUND:

Budget adjustments resulting from increases in revenues, expenditures and collections for pass-through entities.

RECOMMENDED ACTION:

Approve

Attachments

Final FY26

Final FY26

Yellowstone County



FINANCE
(406) 256-2754
(406) 254-7929 (FAX)

P.O. Box 35003
Billings, MT 59107-5003

July 30, 2026

Board of Yellowstone County Commissioners:

Please accept this letter as a written request for you to formally approve some end-of-year budget adjustments to keep us in compliance with budget statutes. This request will be presented to you at a public discussion meeting on August 13, 2026, then as a regular item requiring your formal approval at your public agenda meeting on August 18, 2026. This action on your part is authorized under MCA 7-6-4006 (4).

1. Requesting to increase spending authority to allow for full payment of collections to each of the pass-through funds below with unanticipated revenue as the offset:
 - a. Predatory Animal (MT Woolgrowers)- \$336
 - b. Library (City of Billings)- \$8,835
 - c. Planning (City of Billings)- \$9,347
 - d. City/County Health (Riverstone)- \$37,325
 - e. Senior (Allies in Aging)- \$9,144
 - f. Health Ins Levy (HI fund)- \$30,900
 - g. Soil (YCCD)- \$90
2. Requesting reallocation of spending authority within the following funds:
 - a. Road- \$1,000,000 due to savings in other contracted services for ability to transfer to Road CIP fund.
 - b. Bridge- \$400,000 due to savings in other contingency for ability to transfer to Bridge CIP fund.
 - c. Health Insurance- \$1,050,000 from contingency and Renologic claims to medical claims to cover accrued liability estimate and unexpectedly high claims in FY26.
 - d. Sheriff Admin- \$2,000 reallocated from contingency to cover travel expenses.
3. Requesting increase in spending authority for the following funds:
 - a. Weed- \$40,000 increase to chemical budget from reserves for year-end inventory adjustment.
 - b. Blight- \$100 increase in termination pay from reserves.
 - c. GIS- \$29,000 increase in transfer to GF for fund closeout.
 - d. Health Insurance- \$250,000 increase in claims for yearend estimate.

Thank you,


Jennifer Jones
Finance & Budget Director

ATTACHMENT A - RESOLUTION #26-47

FY26 FINAL BUDGET TRANSFERS & AMENDMENTS

INTRAFUND TRANSFERS						
DEPT	Description	TRANSFER TO	AMOUNT	TRANSFER FROM	Description	Explanation
General- JP	Travel	100.121.410340.370	3,500	1000.121.410340.210	Office Supplies	COLJ (approved May 2026)
Pred Animal	Fixed Contract	2150.404.440690.397	336	2150.000.311020.000	Personal Property Tax Revenue	Recv'd more revenue than anticipated
Road	Road Xfr to CIP	2110.401.521000.829	1,000,000	2110.401.430200.399	Road Other Contract Services	Transfer budget savings to CIP
Bridge	Bridge Xfr to CIP	2130.402.521000.829	400,000	2130.402.430244.850	Bridge Contingency	Transfer budget savings to CIP
Library	Contracted Svcs	2220.406.460100.397	8,835	2220.000.000.311040	Proceed Revenue	Increase in revenue from mining operations.
Planning	Contracted Svcs	2250.407.411000.398	9,347	2250.000.000.311040	Proceed Revenue	Increase in revenue from mining operations.
City/County Health	Public Health Admin	2270.351.440110.530	37,325	2270.000.000.311040	Proceed Revenue	Increase in revenue from mining operations.
Seniors	Contract Svs	2280.409.450320.397	9,144	2280.000.000.311040	Proceed Revenue	Increase in revenue from mining operations.
Health Ins Levy	Transfer to other fund	2371.601.521000.820	30,900	2371.000.000.311040	Proceed Revenue	Increase in revenue from mining operations
Sheriff - Admin	Admin - Travel	2300.130.420110.370	2,000	2300.135.420180.850	Misc- Contingency	Misc training and MLEA for new deputies
Soil Conservation	Contracted Svs	2384.411.480100.398	90	2384.000.312000.000	Delinquent Revenue	Recv'd revenue from delinquent taxes
Health Insurance	Claims	6050.601.500700.351	1,050,000	6050.601.500700.850	Health Ins. Contingency (\$800,000)	Increase in claims
				6050.601.500700.353	Renalogic Claims (\$250,000)	Increase in claims
Totals			2,551,477			

EXPENDITURE BUDGET INCREASES (DECREASES)				
DEPT	Description	Account	AMOUNT	Explanation
Weed	Chemical Supplies	2140.403.431100.222	40,000	Year-end inventory adjustment. Purchases in prior years and used in current fiscal year (reserves).
Blight	Salaries	2256.407.420501.111	100	Termination pay
GIS	Transfer to GF	6040.400.521000.827	29,000	Fund close out.
Health Insurance	Claims	6050.601.500700.351	250,000	Estimated claims subsequent to fiscal yearend
Totals			319,100	

B.O.C.C. Regular**Meeting Date:** 08/18/2026**SUBJECT:** Pronghorn Subdivision - Preliminary Major Plat**THROUGH:** Anna Vickers**FROM:** Dave Green

TOPIC

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.

Attachments

Proposed Plat

Draft SIA

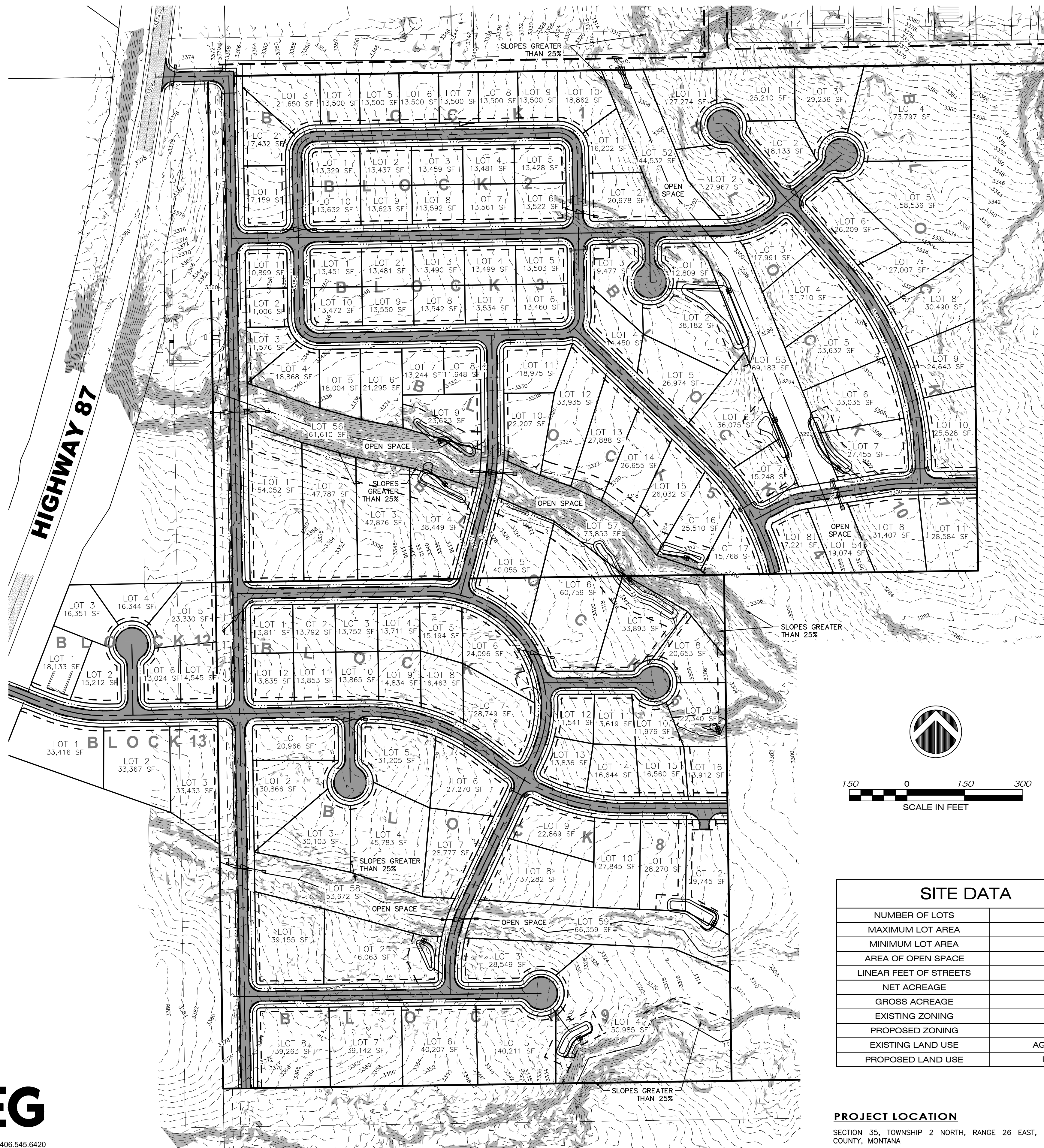
Findings of Fact

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.

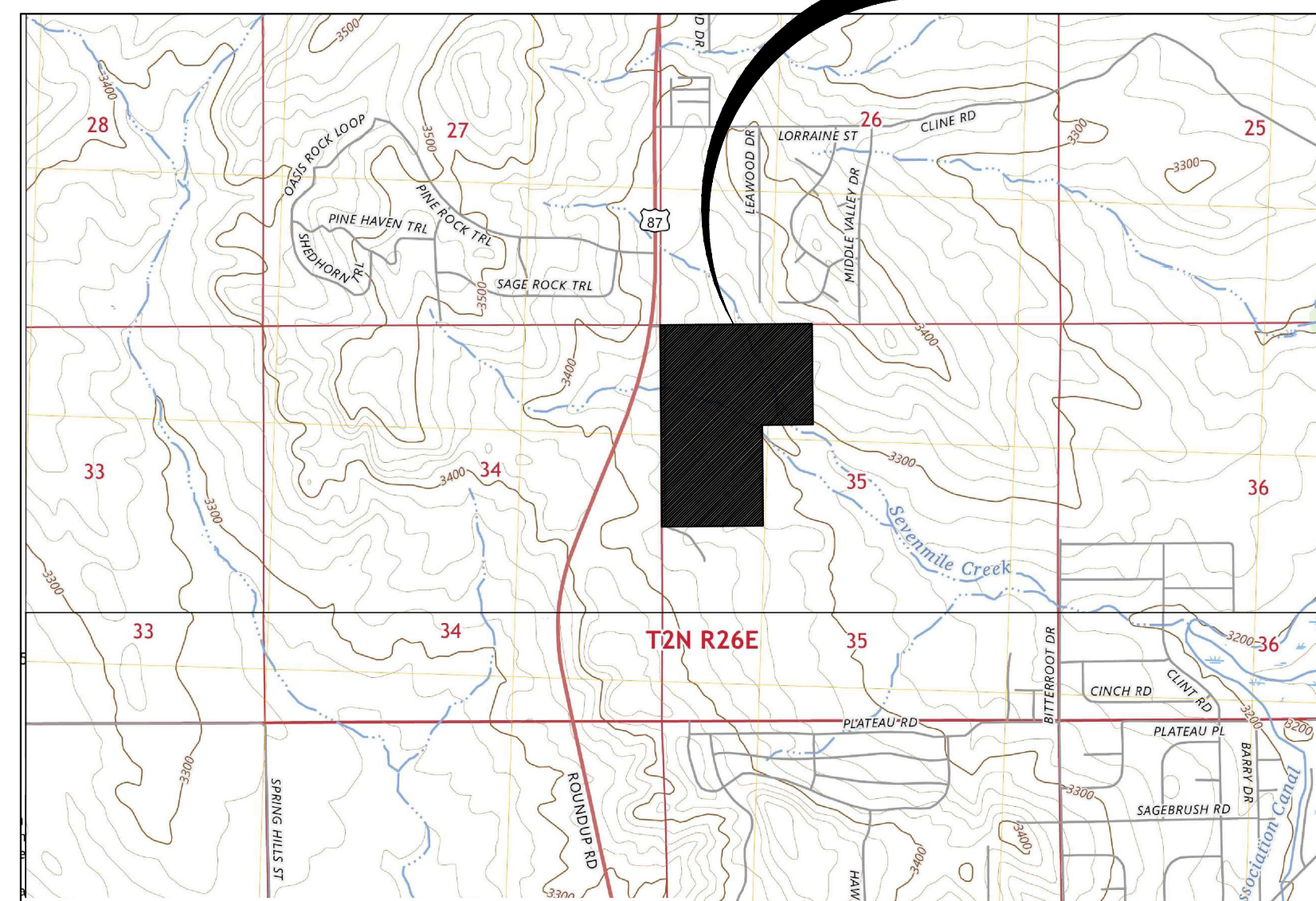
SUBDIVIDER:
AG N KT'S PROPERTIES, L.L.C.

DATE:
APRIL, 2026

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

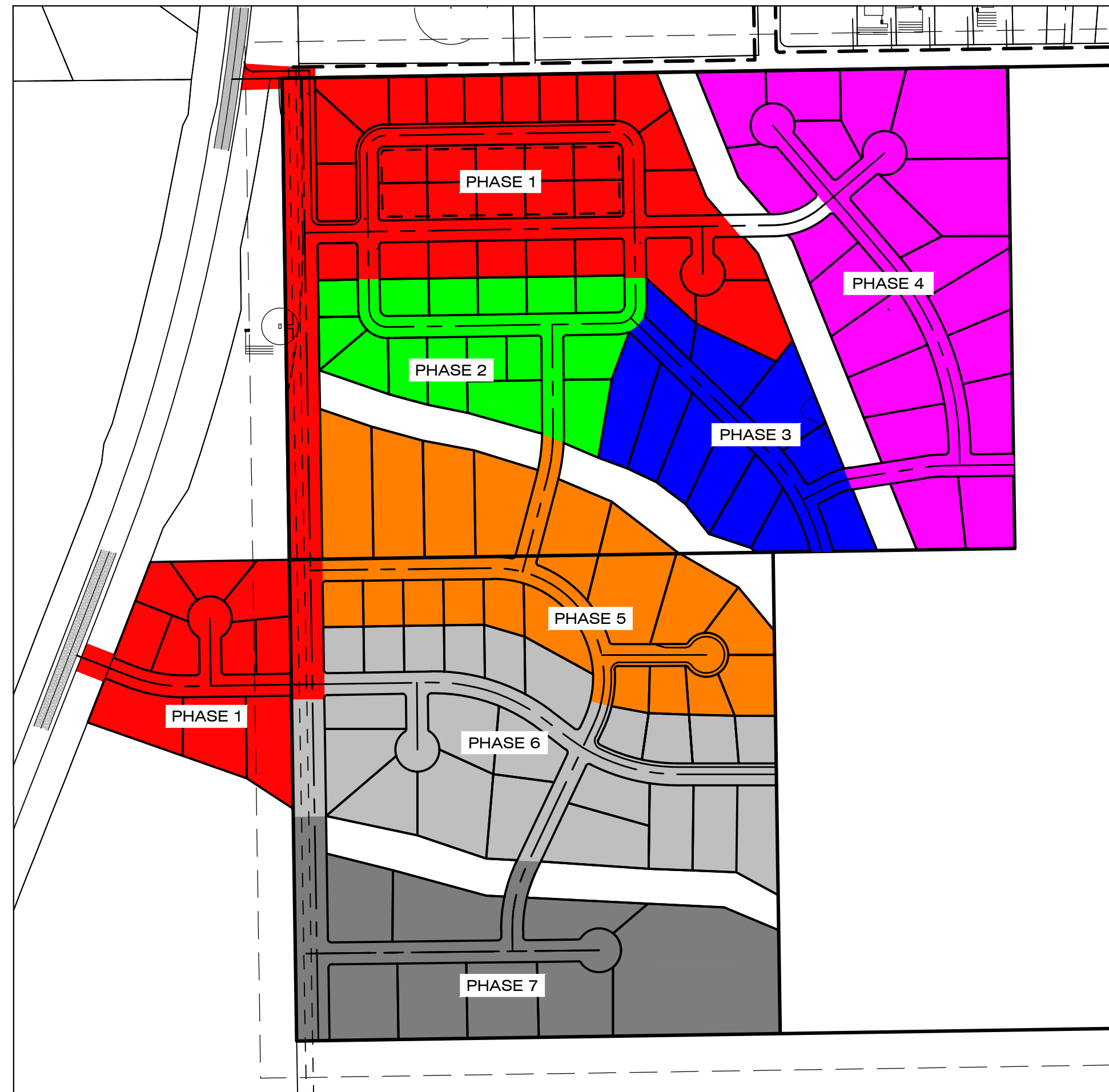
LEGEND
(E) = EXISTING
(P) = PROPOSED
R/W OR R.O.W. = RIGHT-OF-WAY
U.E. = UTILITY EASEMENT
N.A.S. = NO ACCESS STRIP
□ = CISTERN
▧ = DRAINFIELD

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

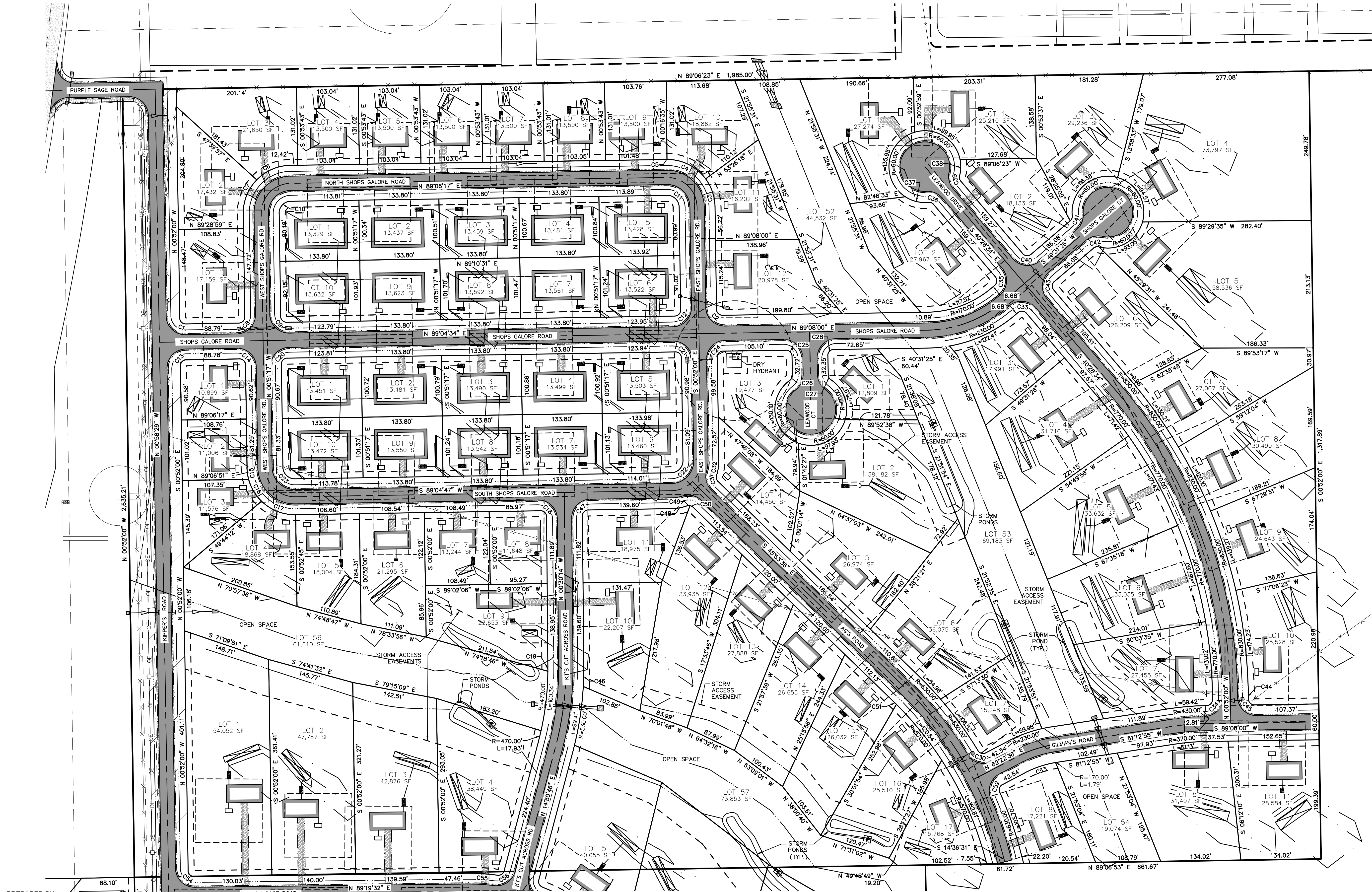
SHEET 1 OF 3
PRONGHORN SUBDIVISION
(A SUBDIVISION OF YELLOWSTONE COUNTY)



PREPARED BY:
175 N. 27TH ST., STE 1312
BILLINGS, MT 59101
PH: 406.545.6420
FAX: 406.256.1191
www.imegcorp.com
IMEG PROJECT NO. 24001688

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'



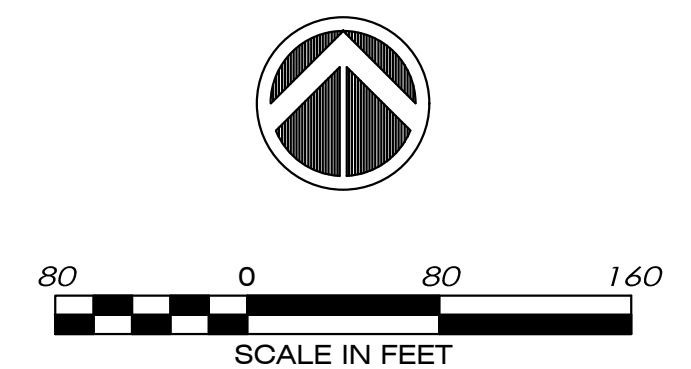
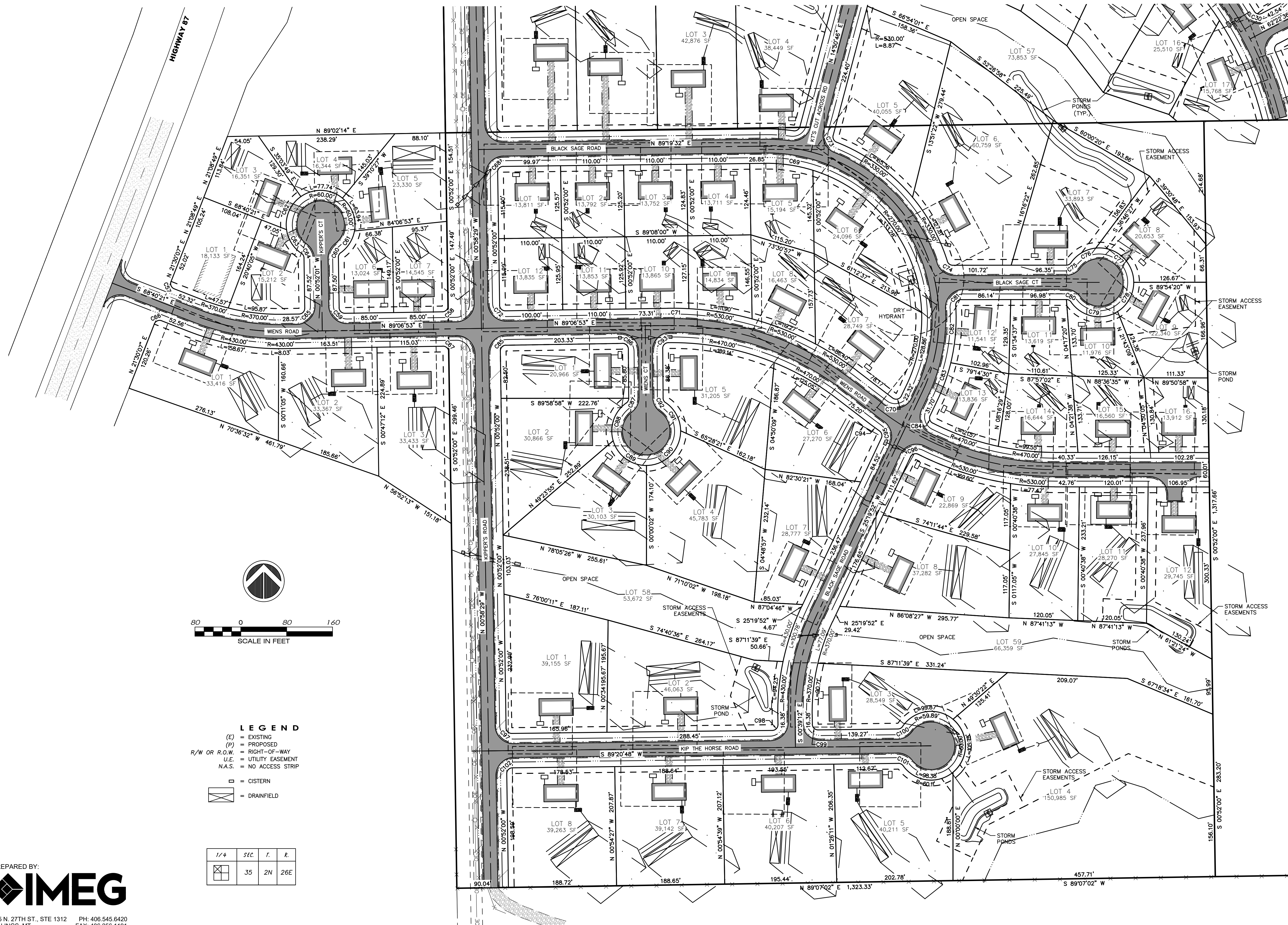
SCALE IN FEET

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

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



- 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

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

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 which will include the required MDT Right Turn Lane.
- Wiens Road — A primary access road entering the south-central part of the subdivision from Highway 87 and includes a required MDT Right Turn Lane. 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 along with the required MDT Right Turn Lanes 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.

11

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 _____



IMEG #24001698
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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 Wiens Road, this is a new road proposed with the subdivision. In the SIA under the heading III Transportation A., located at the access points proposed for this subdivision, Purple Sage Road and Wiens Road, the developer will be installing Right turn lanes into the subdivision off Highway 87 N. 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. This 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

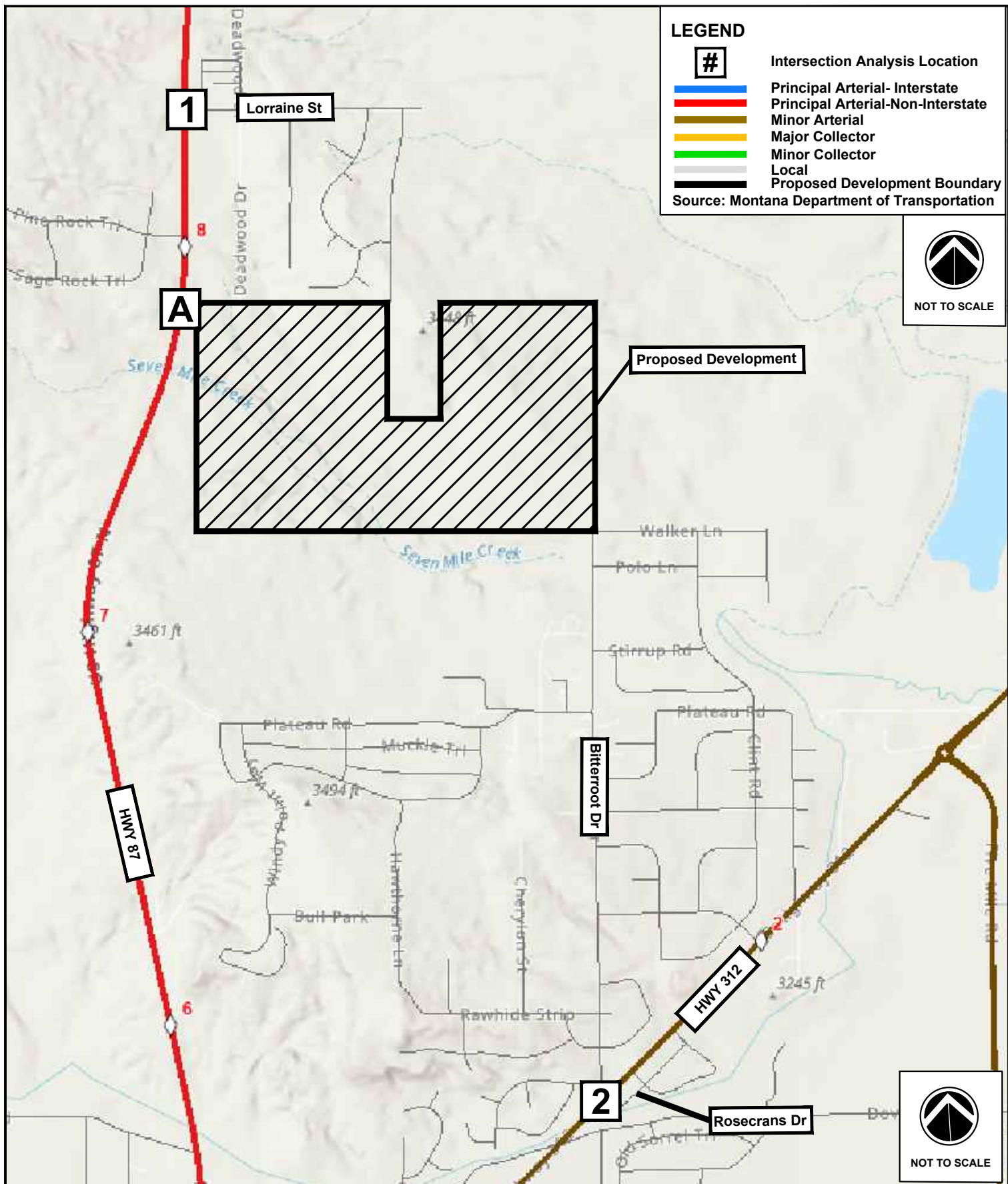
Drawn By: JTP

Checked By: ST

Date: 05/12/2025

FIG - 1

STUDY LOCATION





175 N 27th Street, Suite 1312
Billings, MT 59101

PH: 406.248.9000
www.imegcorp.com

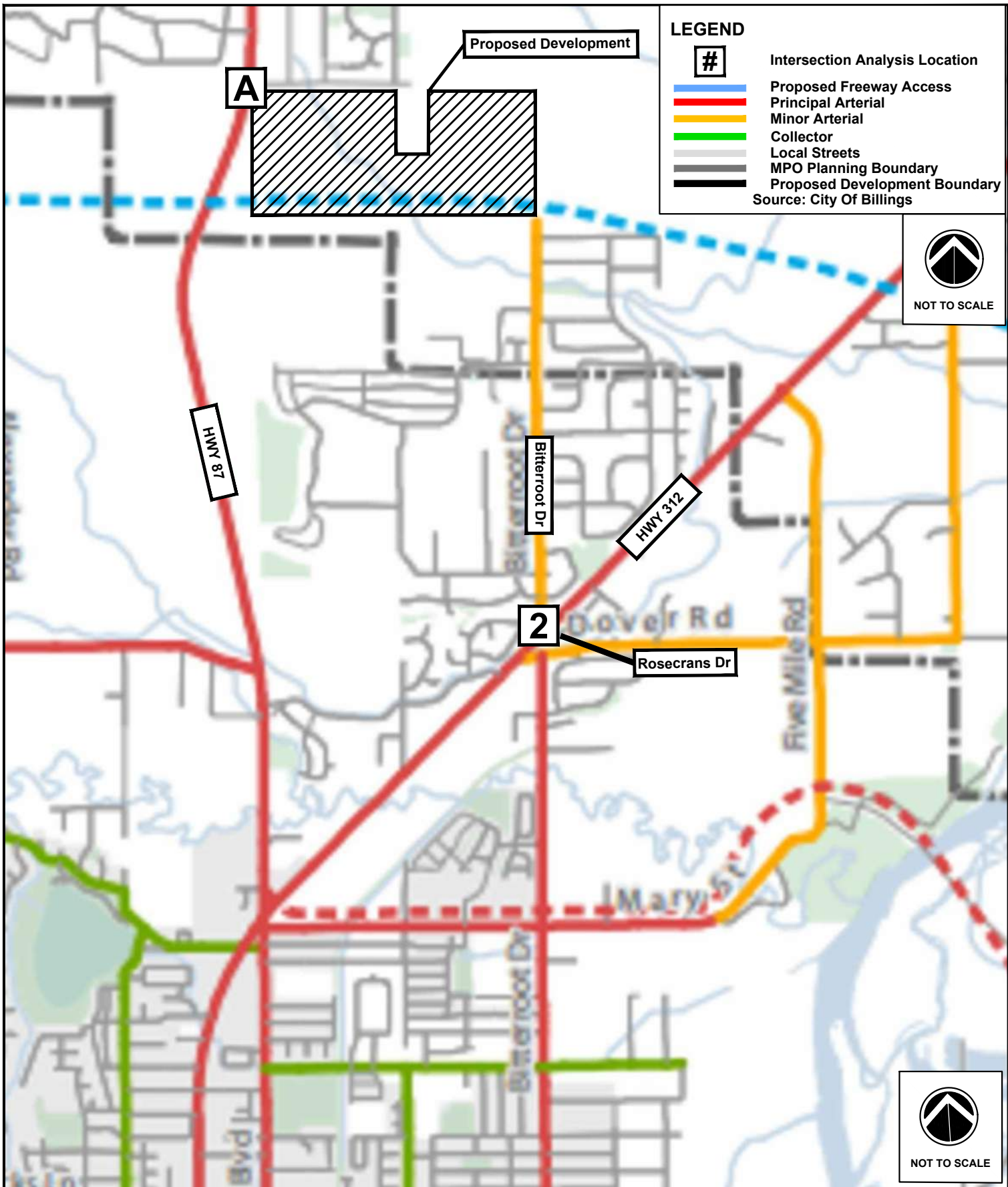
Illinois Design Firm Registration #184.007637-0014
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PRONGHORN SUBDIVISION TRAFFIC IMPACT STUDY

BILLINGS, MONTANA

ROADWAY FUNCTIONAL CLASSIFICATION -
MONTANA DEPARTMENT OF TRANSPORTATION

IMEG Project No: 24001698.00
Drawn By: JTP
Checked By: ST
Date: 05/12/2025
FIG - 2



IMEG

175 N 27th Street, Suite 1312
Billings, MT 59101

PH: 406.248.9000
www.imegcorp.com

Illinois Design Firm Registration #184.007637-0014
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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:

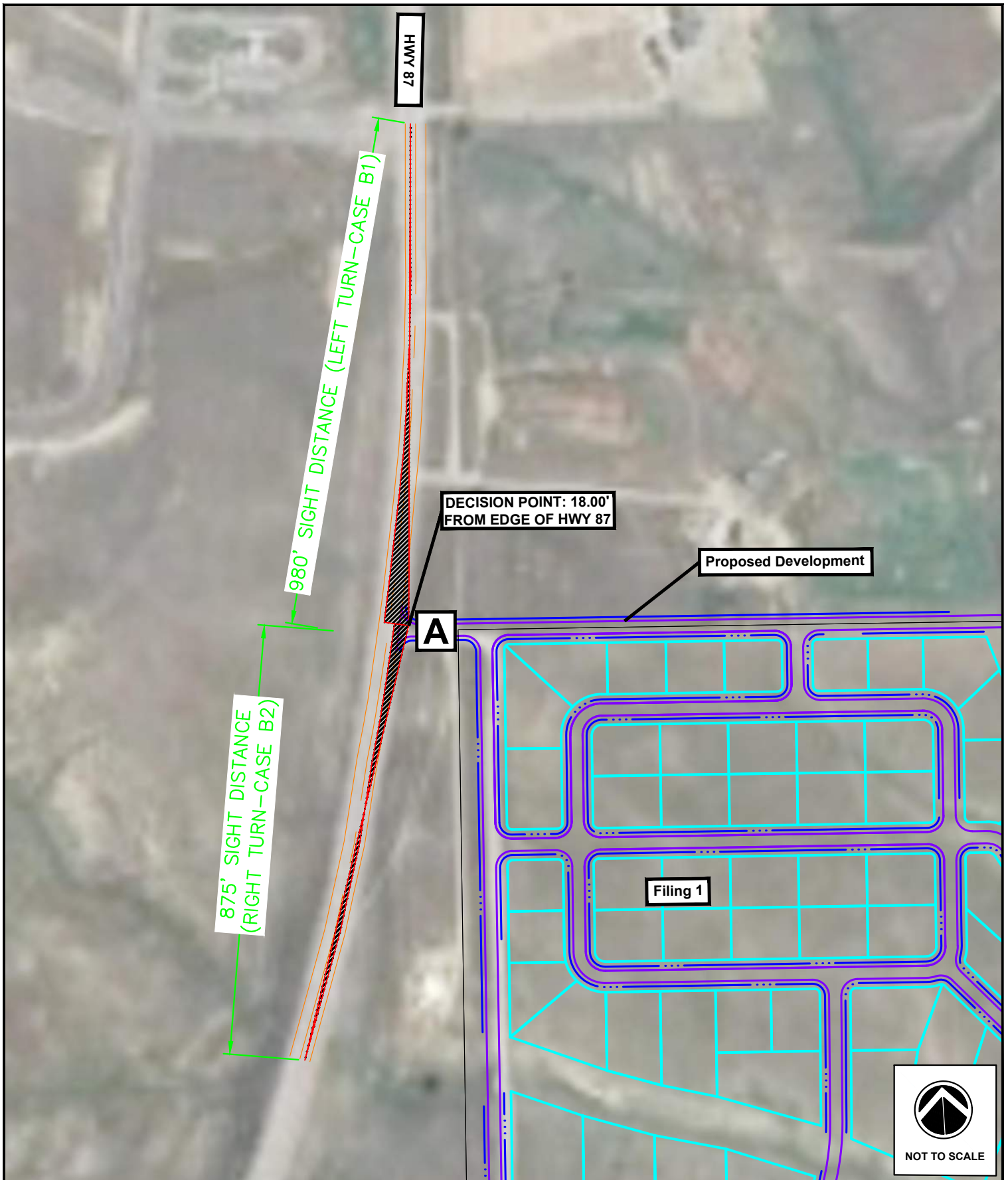
b = length of leg of sight triangle along the major road (ft)

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



NOT TO SCALE

IMEG Project No:
24001698.00

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.

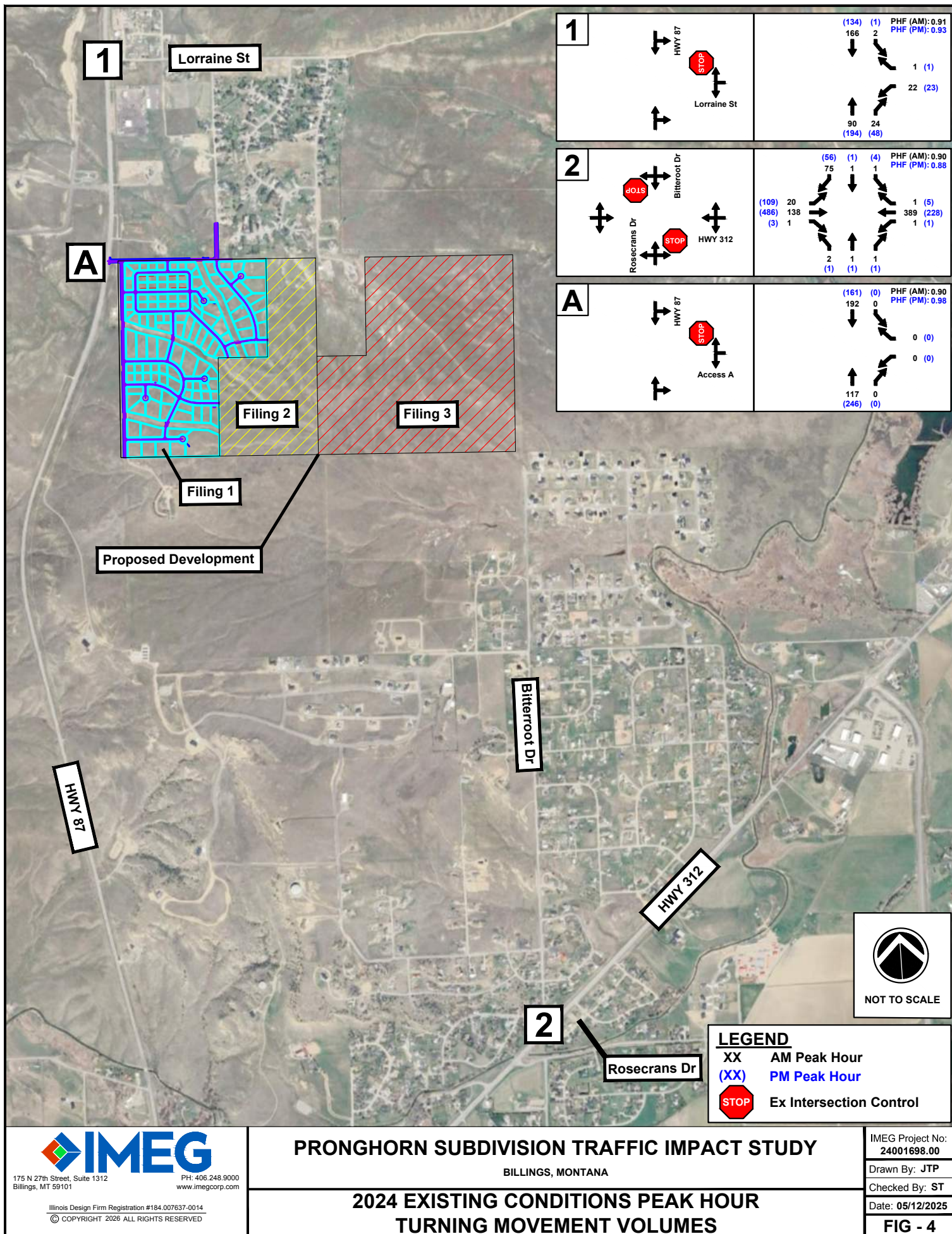
Table 7: Level of Service Definitions

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.

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



1

Lorraine St

A

Filing 2

Filing 3

Filing 1

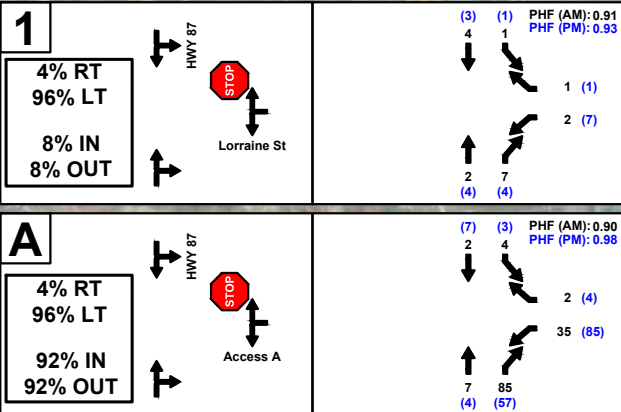
Proposed Development

HWY 87

Bitterroot Dr

HWY 312

Rosecrans Dr



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



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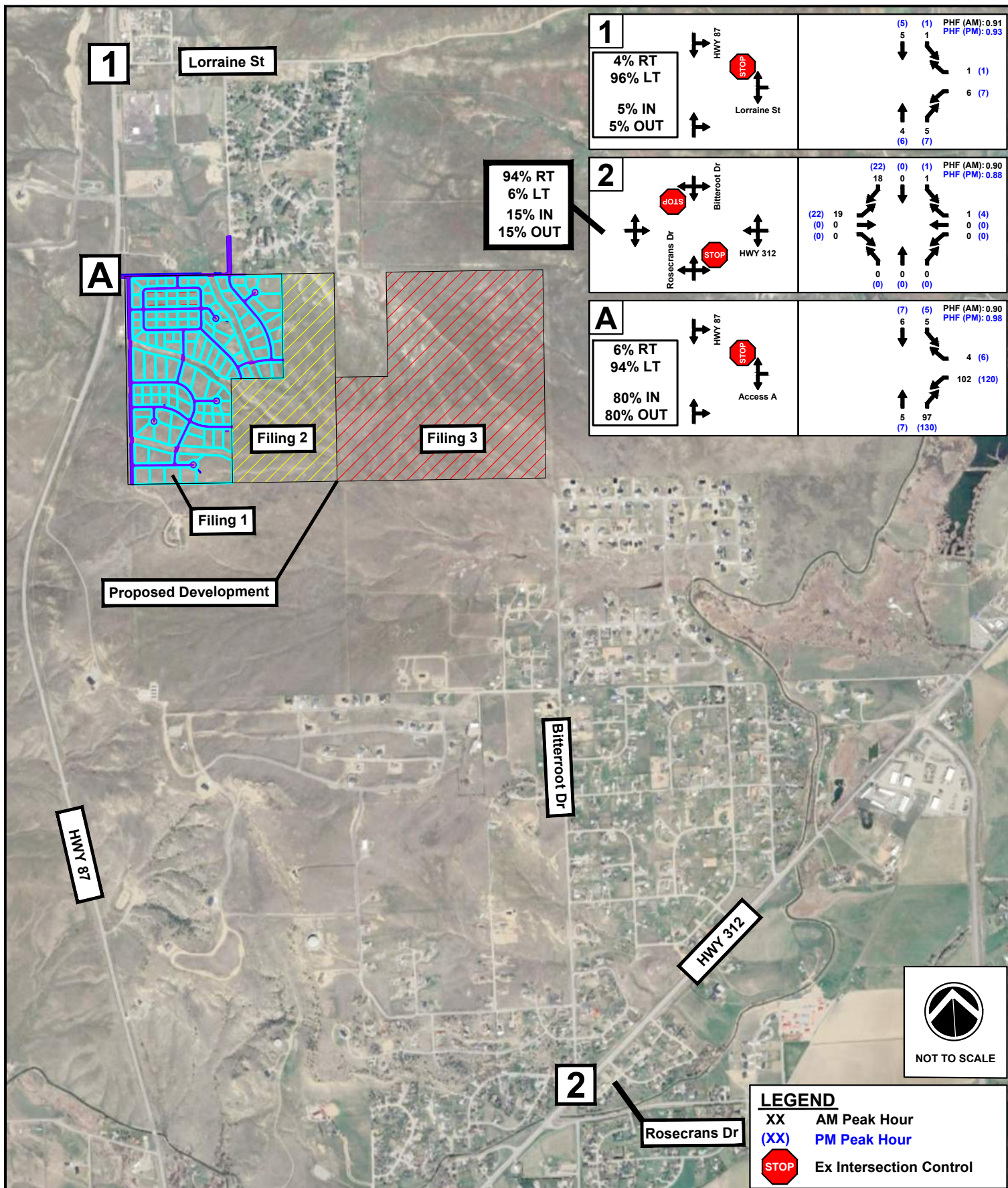
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PRONGHORN SUBDIVISION TRAFFIC IMPACT STUDY

BILLINGS, MONTANA

2034 TRIP DISTRIBUTION & TRAFFIC ASSIGNMENT SUMMARY

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



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



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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**.

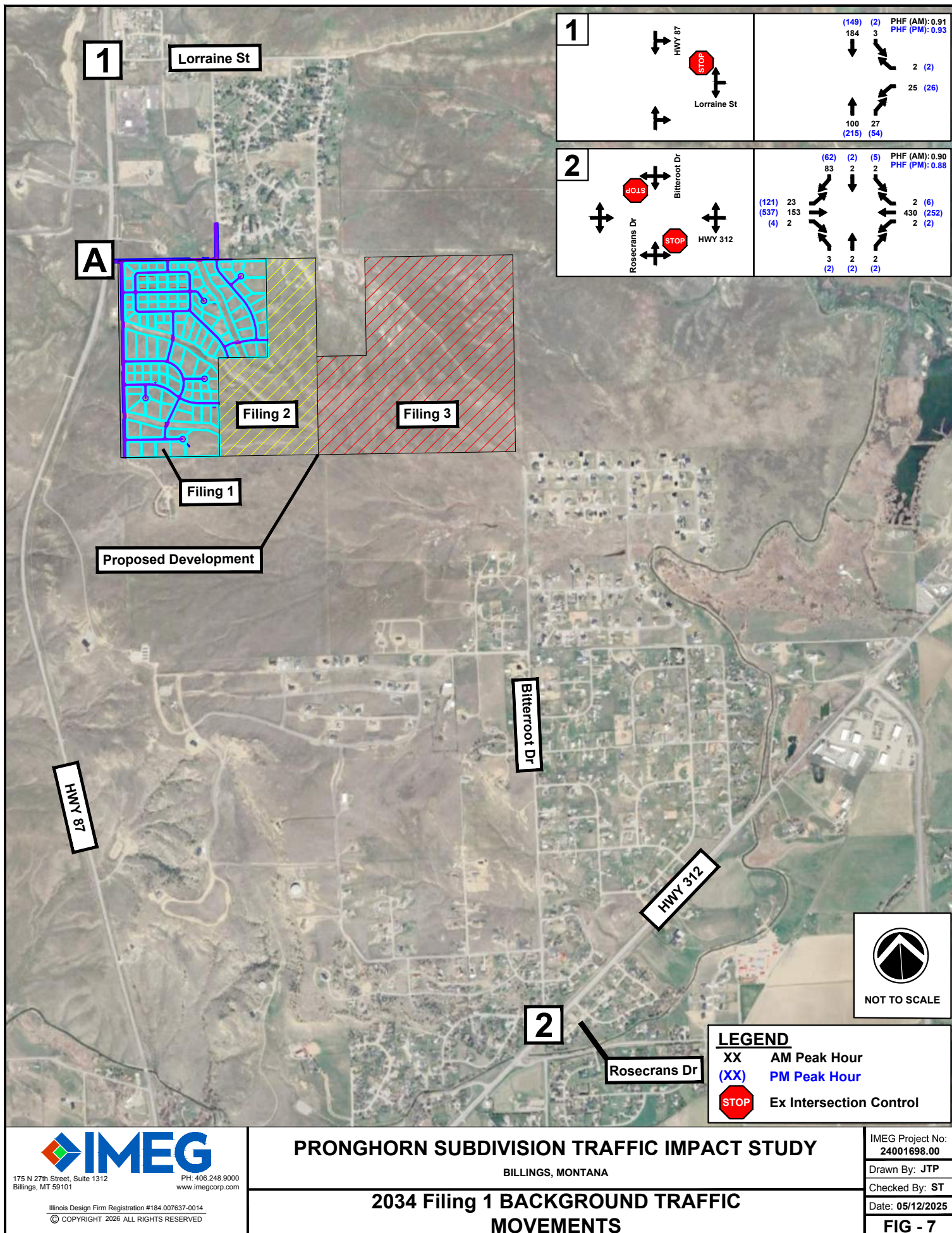
Table 8: 2034 Background Traffic Peak Hour Capacity Analysis Summary

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

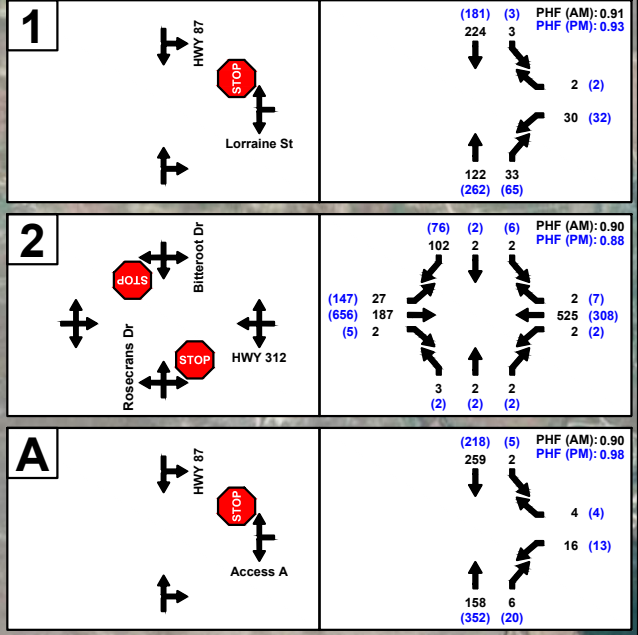
HWY 87

Bitterroot Dr

HWY 312

2

Rosecrans Dr



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



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2054 BACKGROUND TRAFFIC MOVEMENTS

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Date: 05/12/2025
FIG - 8

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

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

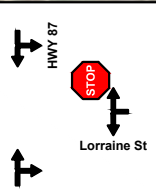
Filing 2

Filing 3

Filing 1

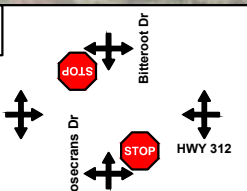
Proposed Development

1



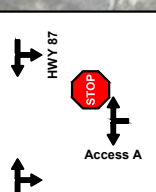
(152) 188	(3) 4	PHF (AM): 0.91 PHF (PM): 0.93
102 (219)	34 (58)	3 (3) 27 (33)

2



(147) (656) (5)	27 187 2	(76) 102 (2)	(6) 2 (2)	PHF (AM): 0.90 PHF (PM): 0.88
3 (2)	2 (2)	2 (2)	2 (2)	2 (7) 525 (308) 2 (2)

A



(185) 215	(3) 4	PHF (AM): 0.90 PHF (PM): 0.98
137 (276)	85 (57)	2 (4) 35 (85)



NOT TO SCALE

2

Rosecrans Dr

LEGEND

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



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2034 FILING 1 FULL OCCUPANCY PEAK HOUR
TURNING MOVEMENT PROJECTIONS

IMEG Project No:
24001698.00

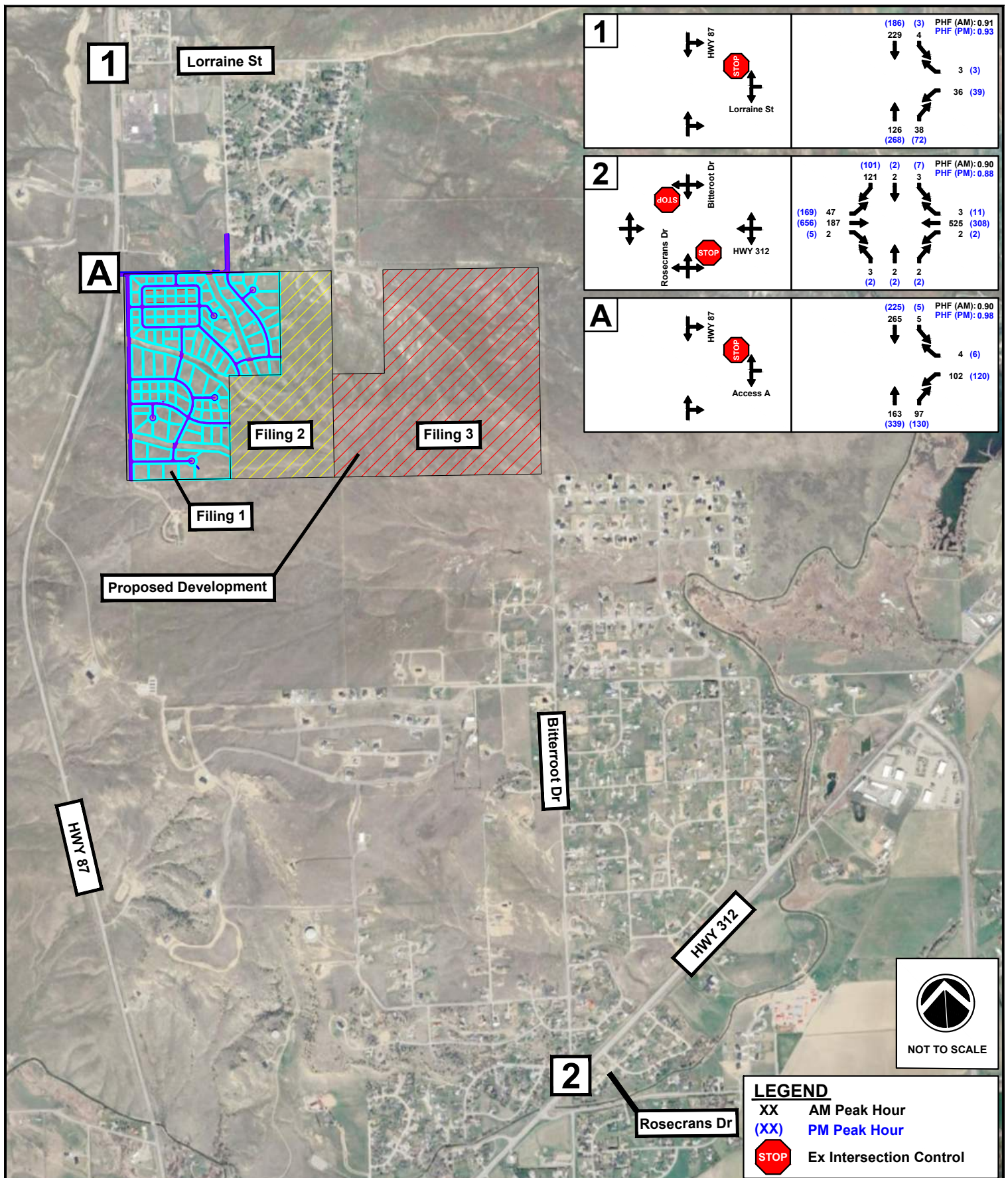
Drawn By: JTP

Checked By: ST

Date: 05/12/2025

FIG - 9

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



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Billings, MT 59101
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PRONGHORN SUBDIVISION TRAFFIC IMPACT STUDY

BILLINGS, MONTANA

2054 FULL OCCUPANCY PEAK HOUR TURNING MOVEMENT PROJECTIONS

IMEG Project No:	24001698.00
Drawn By:	JTP
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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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

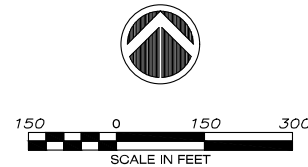
PRELIMINARY PLAT OF
PRONGHORN SUBDIVISION

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



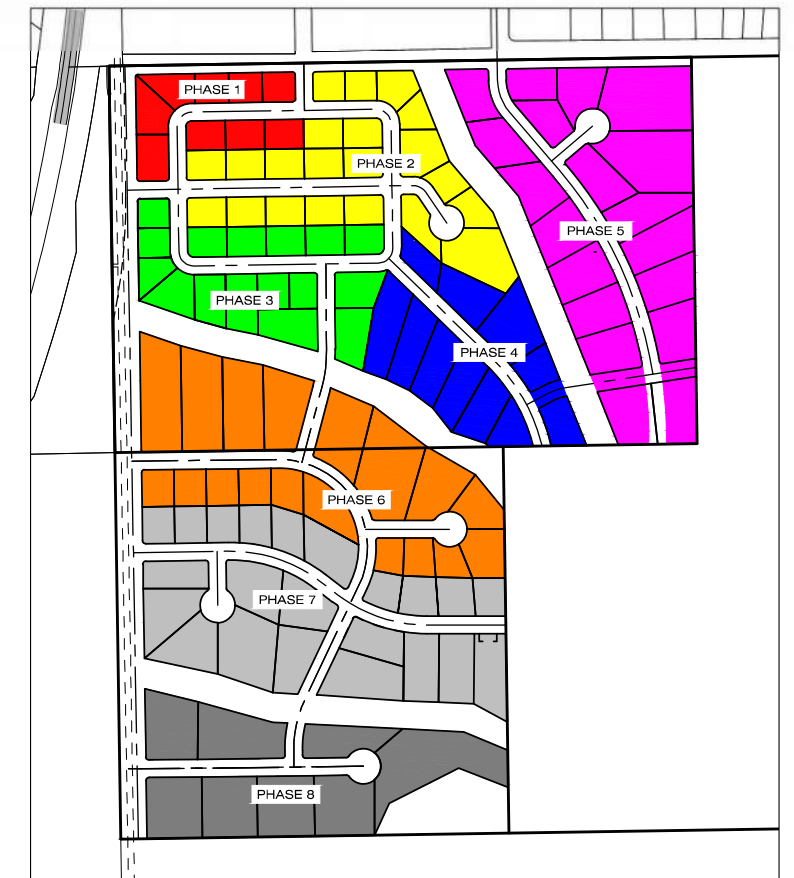
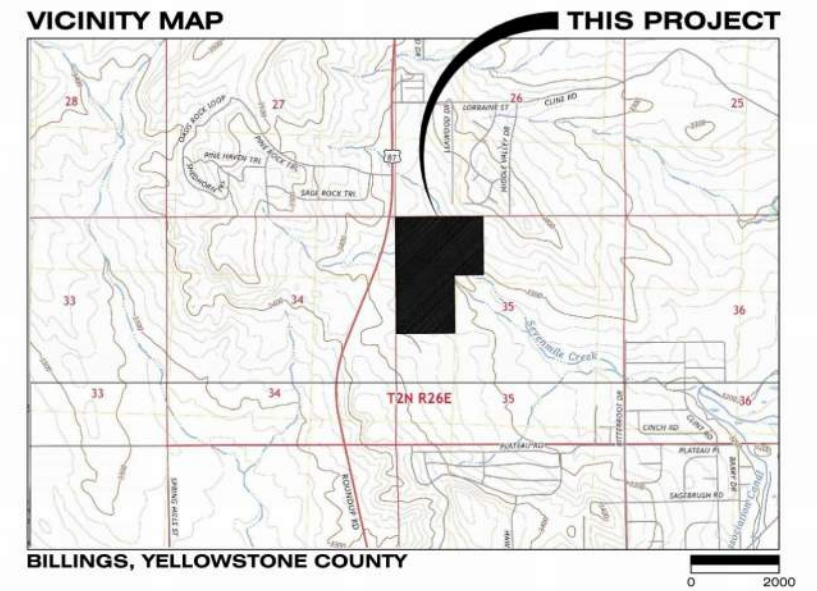
BASIS OF BEARING:
STATE PLANE MONTANA - ZONE 2500
GROUND (TRUE) DISTANCES
RECORD OWNER:
AG N KT'S PROPERTIES, L.L.C.
SUBDIVIDER:
AG N KT'S PROPERTIES, L.L.C.
DATE:
JUNE, 2025
TOTAL SUBDIVISION AREA:
100.08 ACRES (GROSS)
67.06 ACRES (NET)

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.



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

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

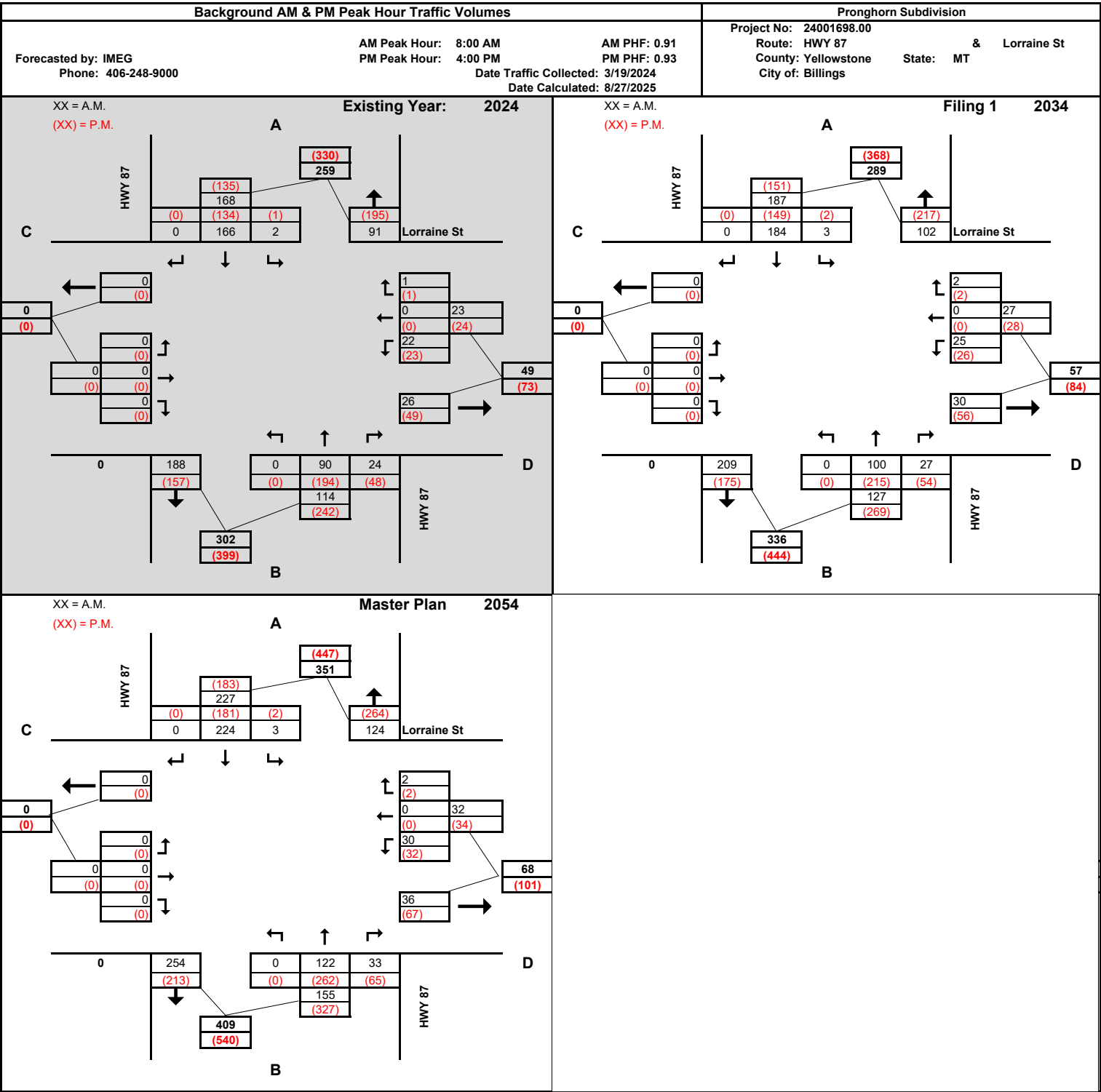


Pronghorn Subdivision Development Traffic Impact Study

APPENDIX B

Traffic Volume Data and Lane Assignment Volumes

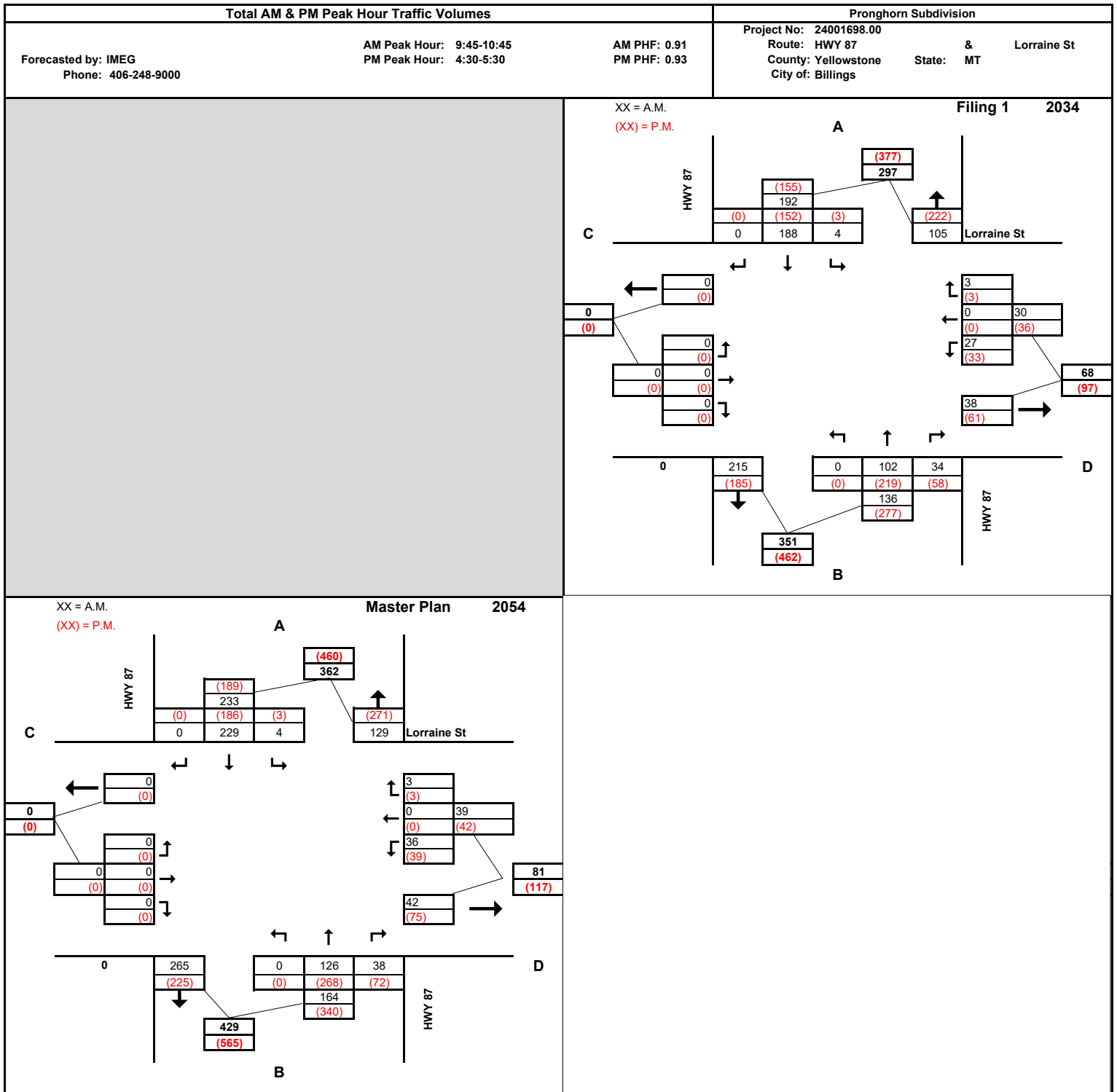
Project:	Pronghorn Subdivision												
County:	Yellowstone			City:	Billings			State:	MT		Date:	2/10/26	
Location:	HWY 87 & Lorraine Street										By:	IMEG	
North St.	HWY 87												
South St.	HWY 87												
East St.	Lorraine St												
West St.													
Project No:	24001698.00		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

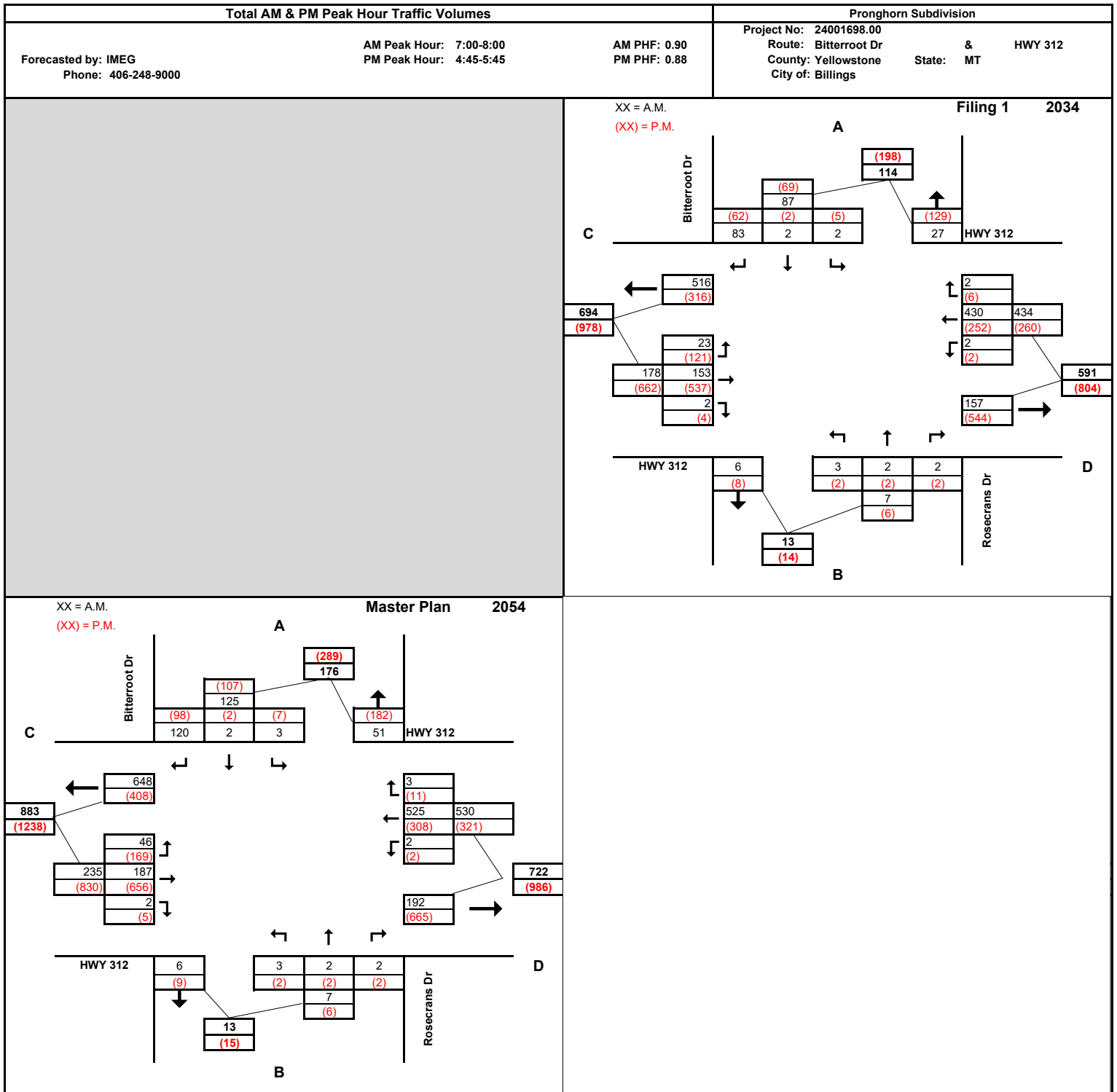


Project:	Pronghorn Subdivision																		
County:	Yellowstone			City:	Billings			State:	MT		Date:	2/10/26							
Location:	HWY 312 & Bitterroot Dr										By:	IMEG							
North St.	Bitterroot Dr																		
South St.	Rosecrans Dr										Existing Year:	2024		Percent growth:	1.00%				
East St.	HWY 312										Filing 1	2034		10 YEARS	1.104622				
West St.	HWY 312										Master Plan	2054		30 YEARS	1.347849				
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:

Yellowstone

City:

Billings

State:

MT

Date:

2/10/26

Location:

HWY 87 & Access A

By:

IMEG

North St.

HWY 87

South St.

HWY 87

East St.

Access A

West St.

Existing Year:

2024

Filing 1

2034

Master Plan

2054

Percent growth:

1.00%

10

YEARS

1.104622

30

YEARS

1.347849

Project No:

24001698.00

Traffic Collected on:

7/23/2024

Seasonal Adjustment Factor (Day & Month)

0.842

AM Peak

9:45-10:45

PHF:

0.90

PM Peak:

4:30-5:30

PHF:

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.

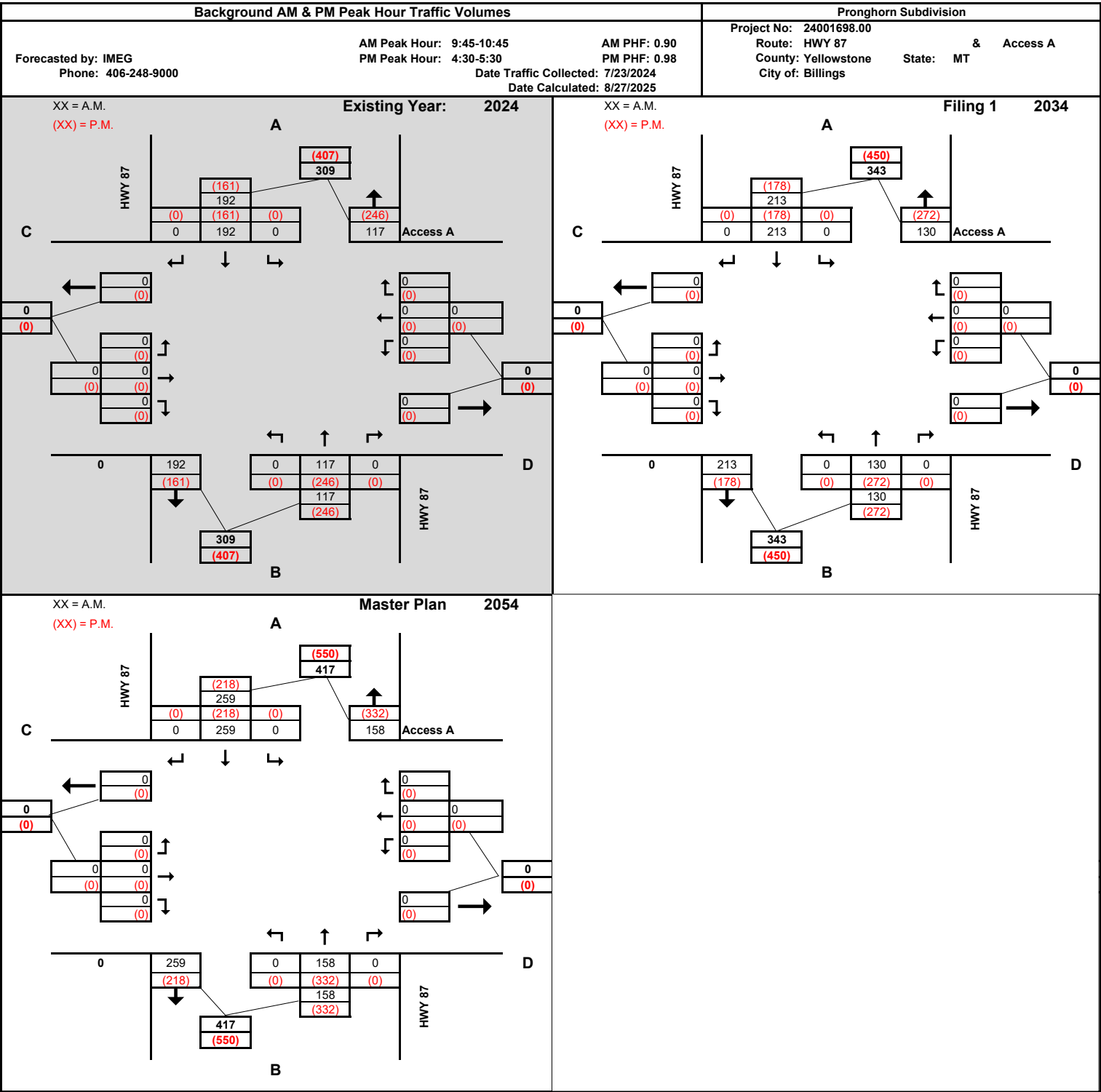
The adjustment factor = 0.842

T = THROUGH, L = LEFT, R = RIGHT

IMEG

24001698.00

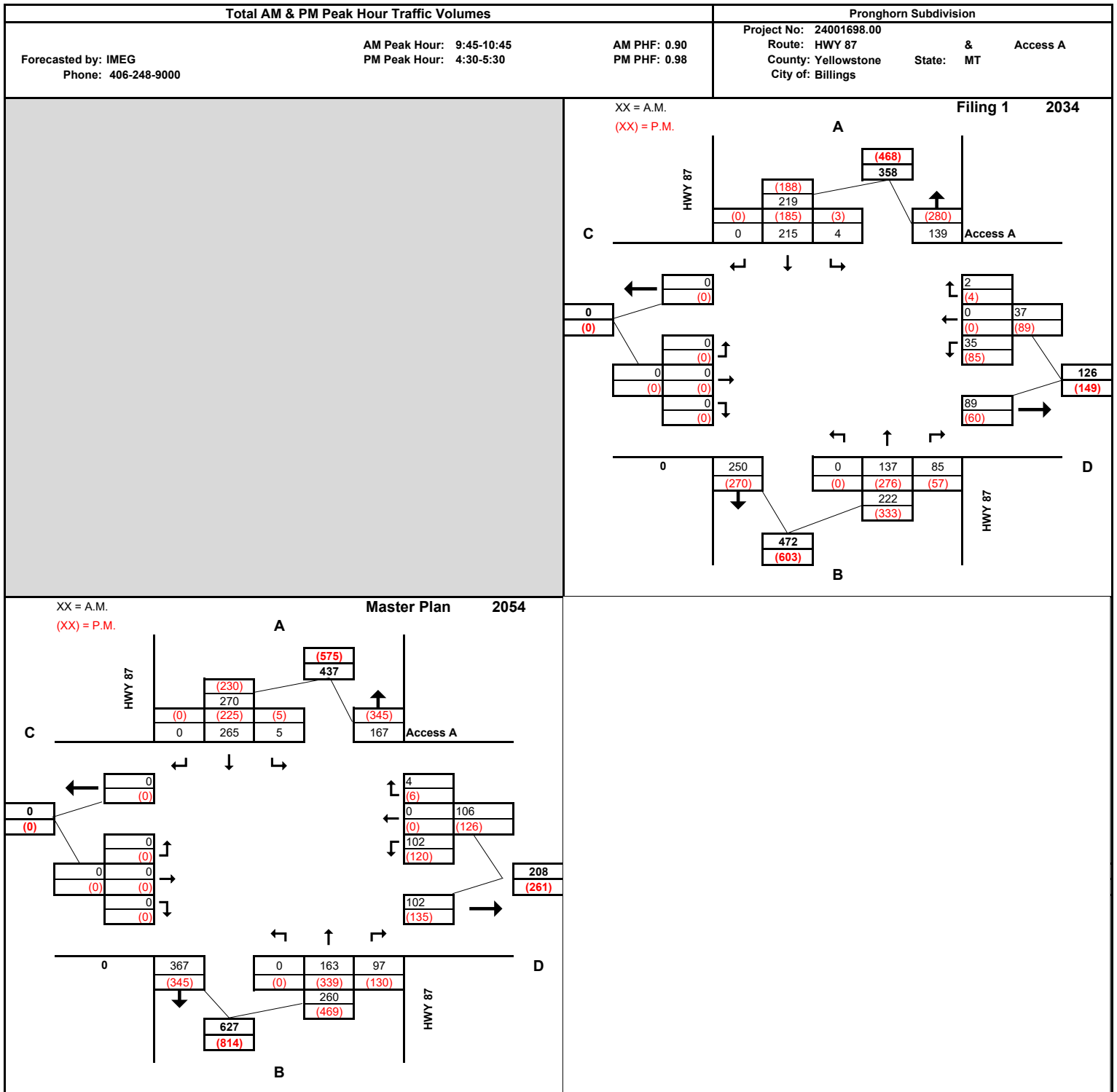
2/10/2026



Project:	Pronghorn Subdivision		
County:	Yellowstone	City:	Billings
		State:	MT
Location:	HWY 87 & Access A		Date: 2/10/26
			By: IMEG
North St.	HWY 87		
South St.	HWY 87		
East St.	Access A		
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)				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

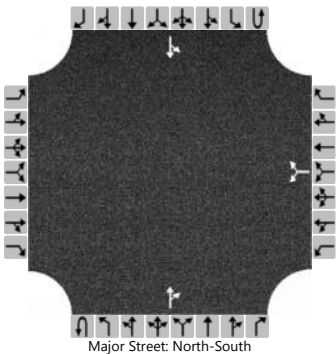
Intersection Capacity Analysis - Background Traffic

- 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		

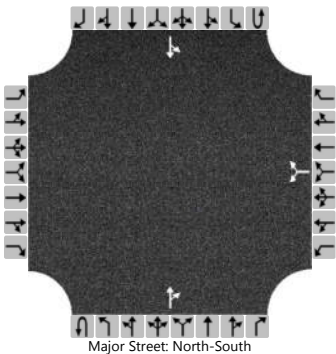
Delay, Queue Length, and Level of Service

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		

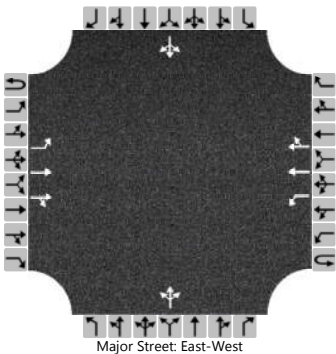
Delay, Queue Length, and Level of Service

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

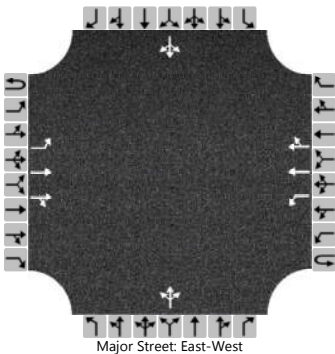
Delay, Queue Length, and Level of Service

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

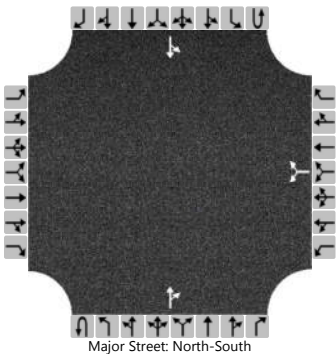
Delay, Queue Length, and Level of Service

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		

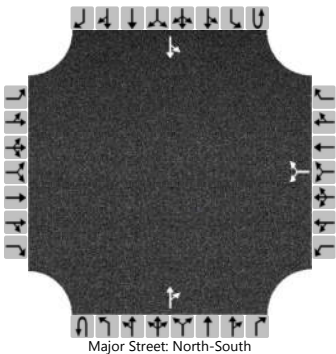
Delay, Queue Length, and Level of Service

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		

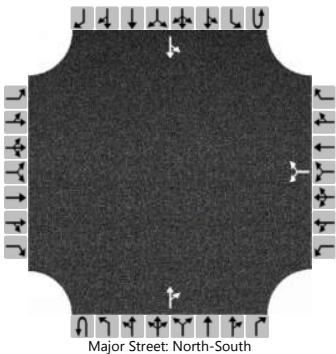
Delay, Queue Length, and Level of Service

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		

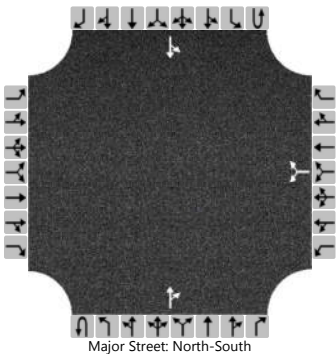
Delay, Queue Length, and Level of Service

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		

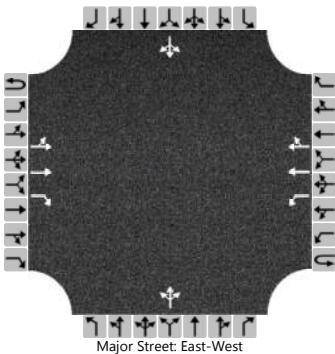
Delay, Queue Length, and Level of Service

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

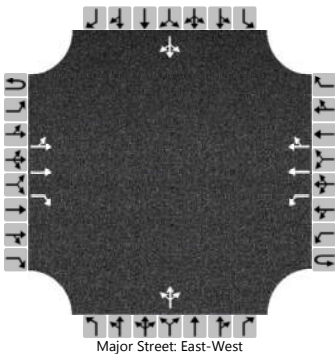
Delay, Queue Length, and Level of Service

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

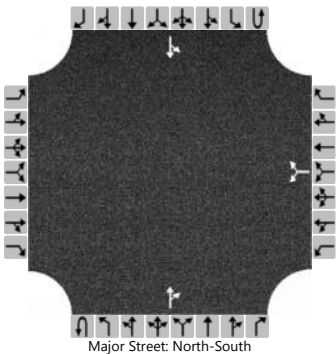
Delay, Queue Length, and Level of Service

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		

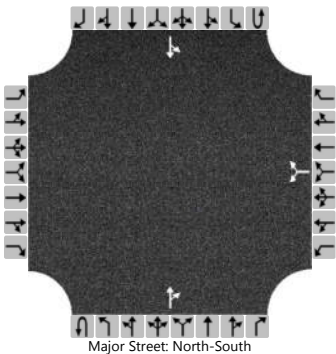
Delay, Queue Length, and Level of Service

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		

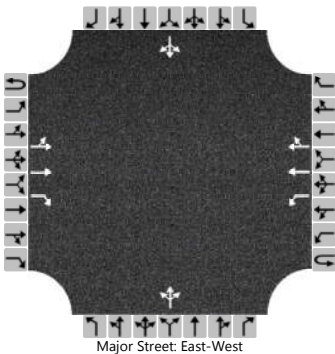
Delay, Queue Length, and Level of Service

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

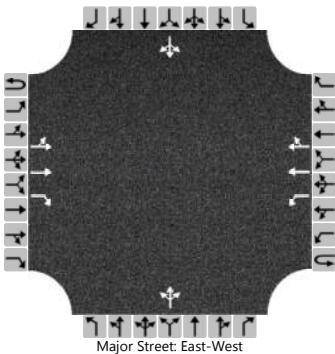
Delay, Queue Length, and Level of Service

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

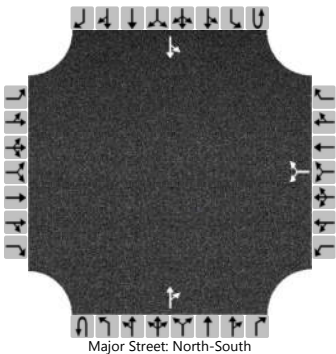
Intersection Capacity Analysis - Total Traffic

- 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		

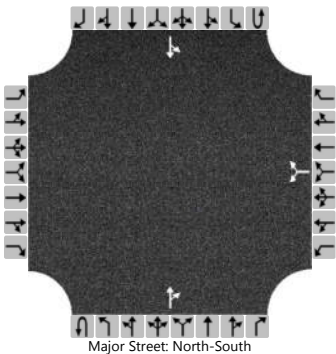
Delay, Queue Length, and Level of Service

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		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 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)						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

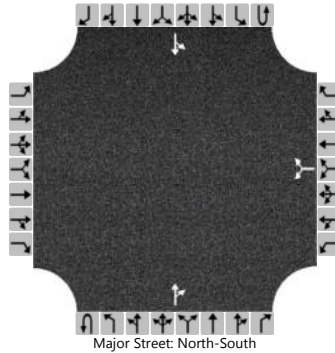
General Information

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		

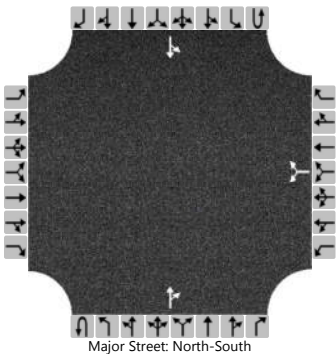
Delay, Queue Length, and Level of Service

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

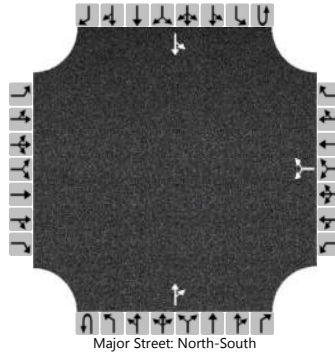
General Information

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

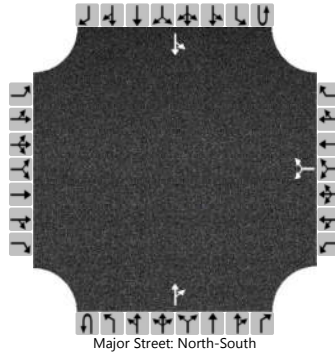
General Information

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

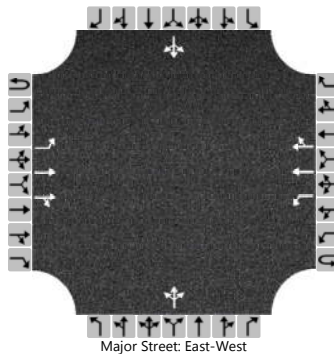
General Information

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

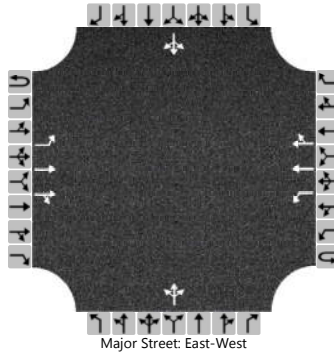
General Information

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

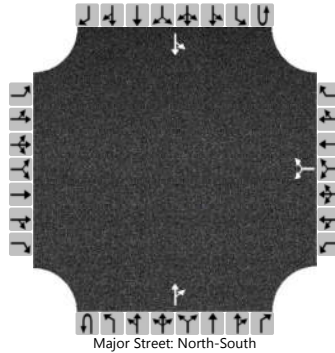
General Information

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

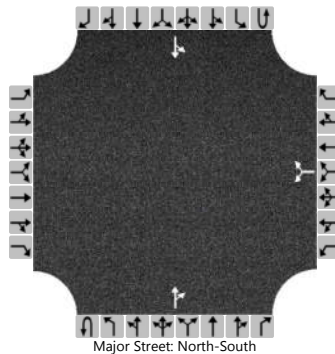
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/27/2025
Analysis Year	2054
Time Analyzed	2054 ACCESS A TOTAL PM
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	0.98
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)						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

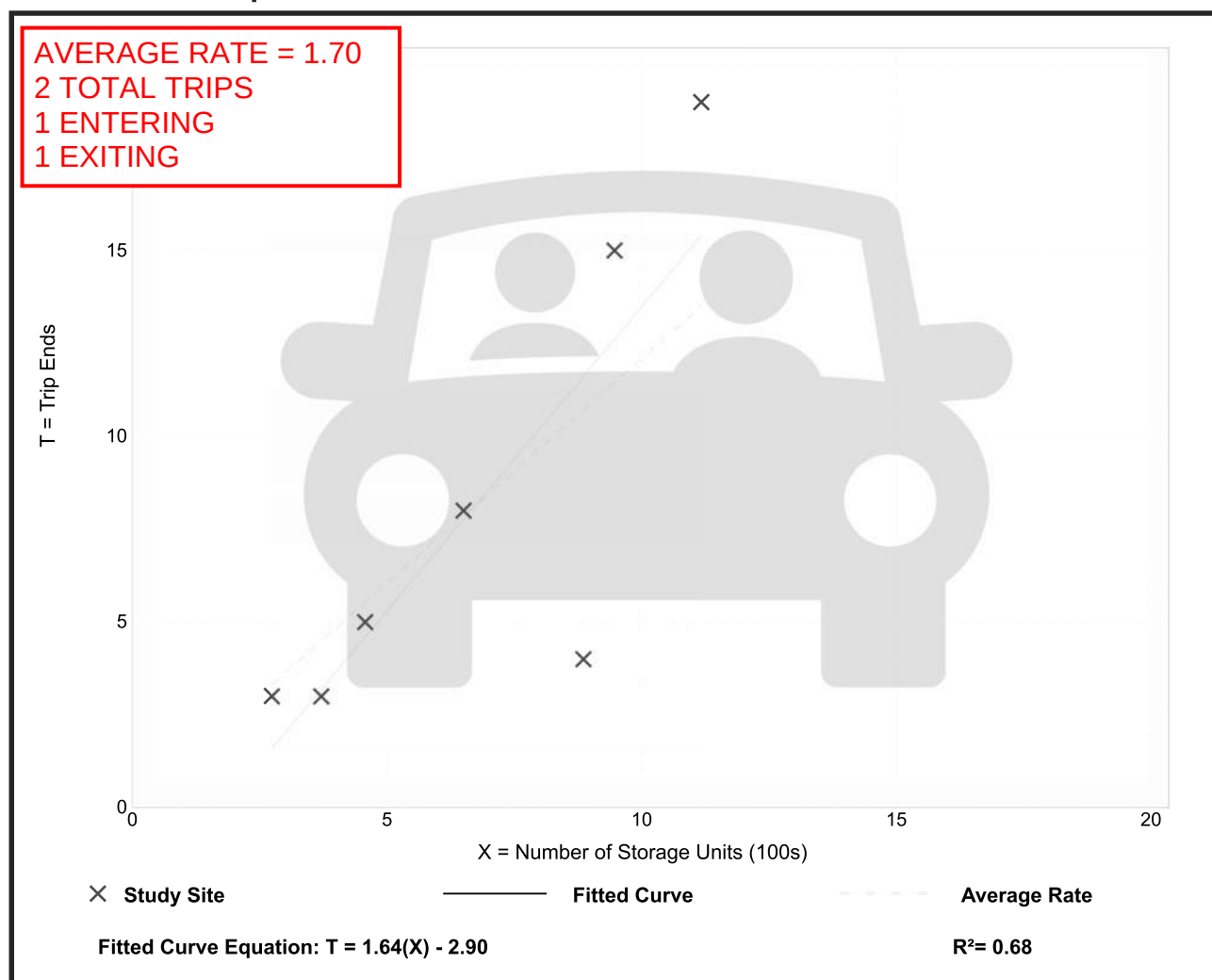
Avg. Num. of Storage Units (100s): 7

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

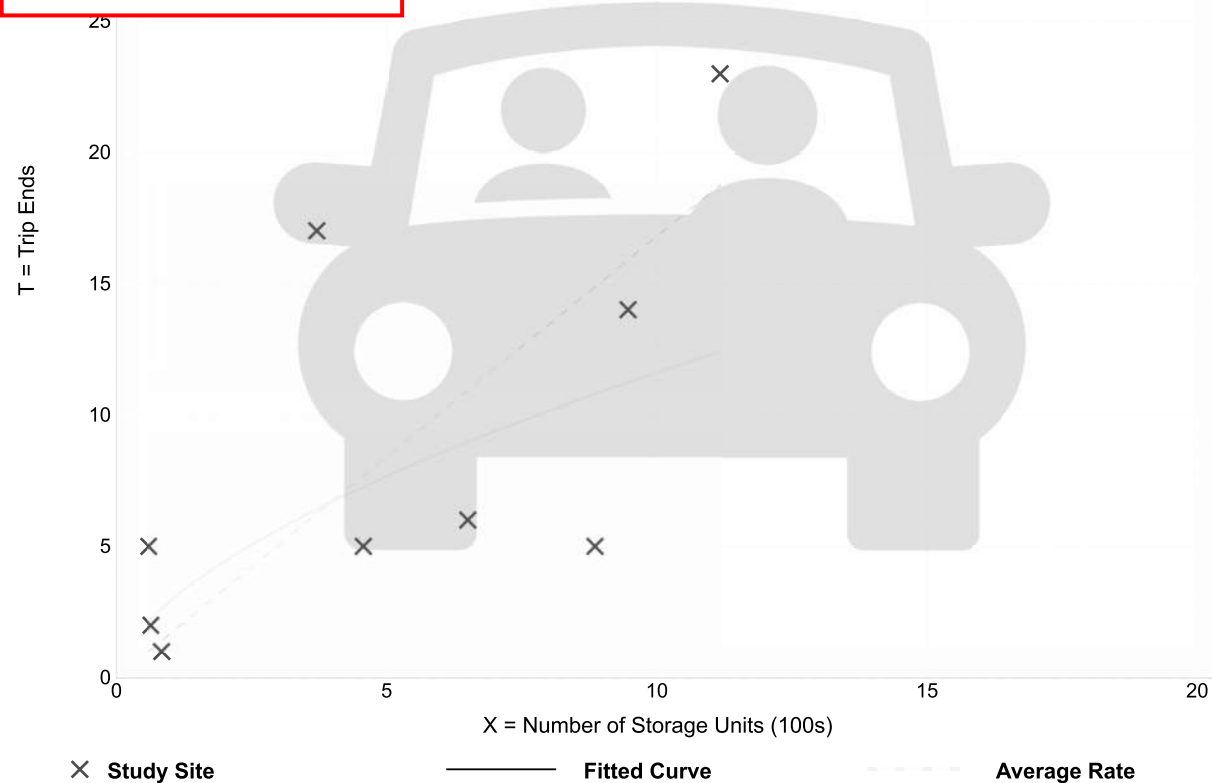
Directional Distribution: 50% entering, 50% exiting

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

AVERAGE RATE = 8.33
9 TOTAL TRIPS
4 ENTERING
5 EXITING



Fitted Curve Equation: $\ln(T) = 0.60 \ln(X) + 1.07$

$R^2 = 0.52$

Single-Family Detached Housing

(210)

Vehicle Trip Ends vs:
On a:

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

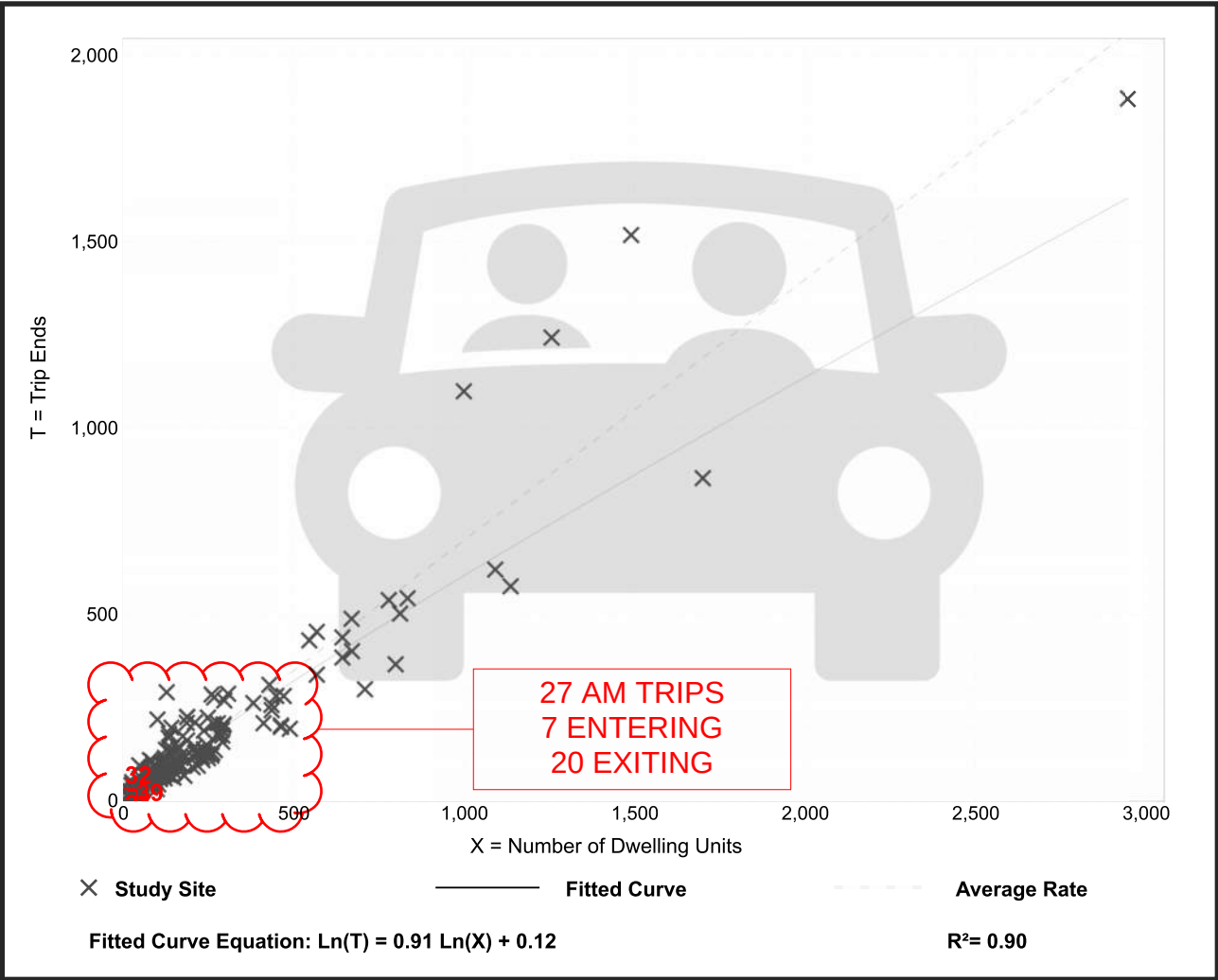
Setting/Location:
Number of Studies:
Avg. Num. of Dwelling Units:
Directional Distribution:

General Urban/Suburban
192
226
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



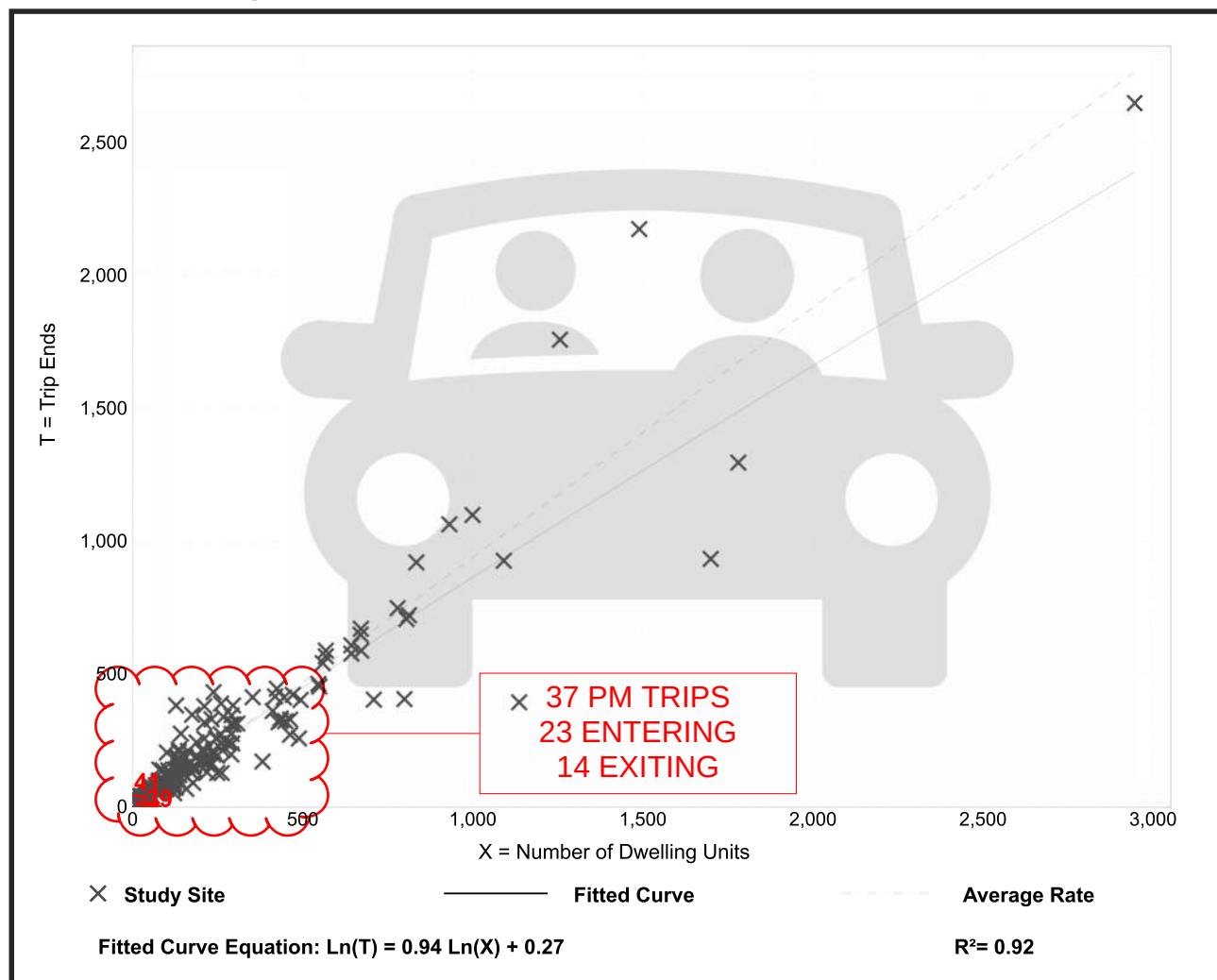
Single-Family Detached Housing (210)

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



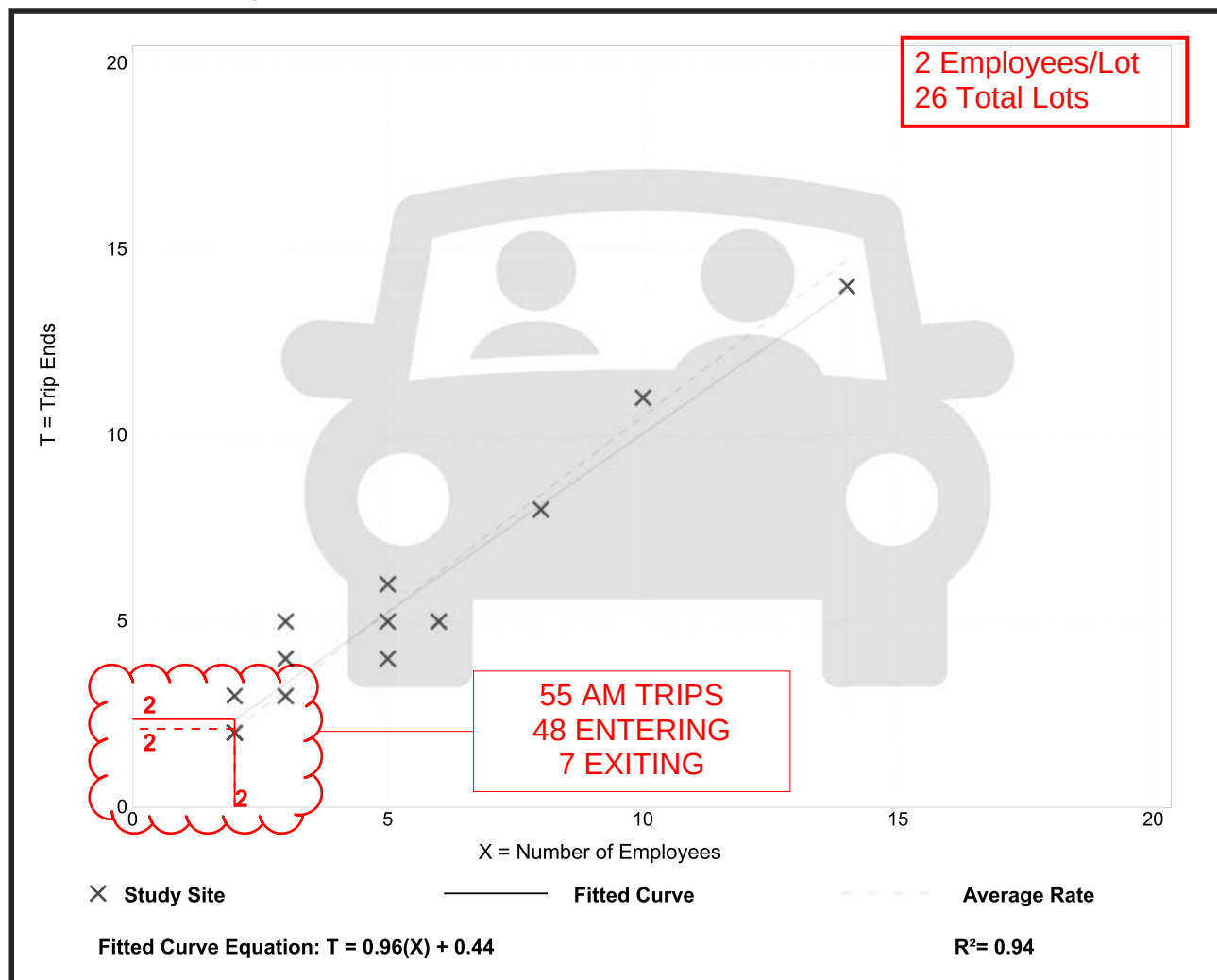
Small Office Building (712)

Vehicle Trip Ends vs: Employees
 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: 17
 Avg. Num. of Employees: 5
 Directional Distribution: 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

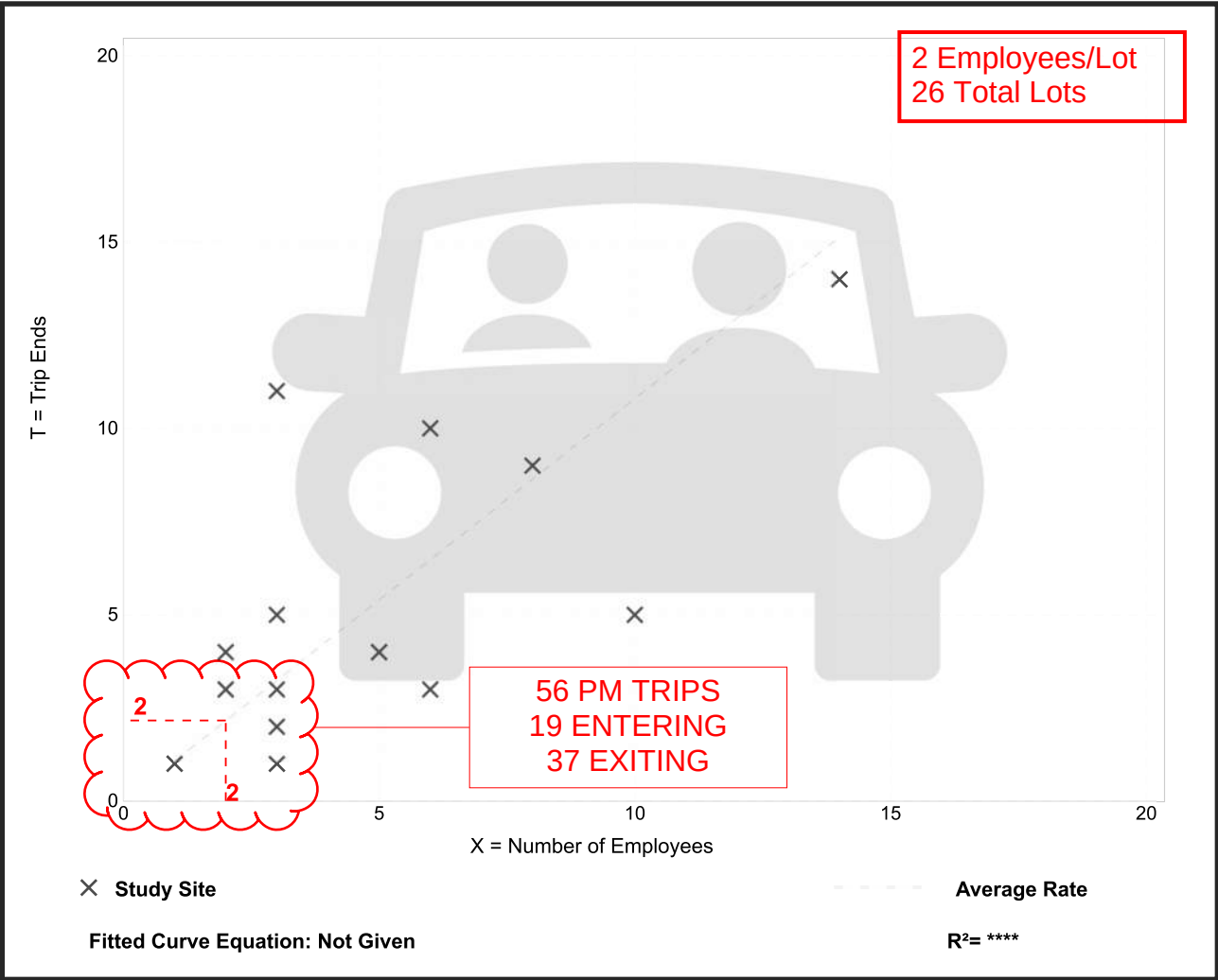
5

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



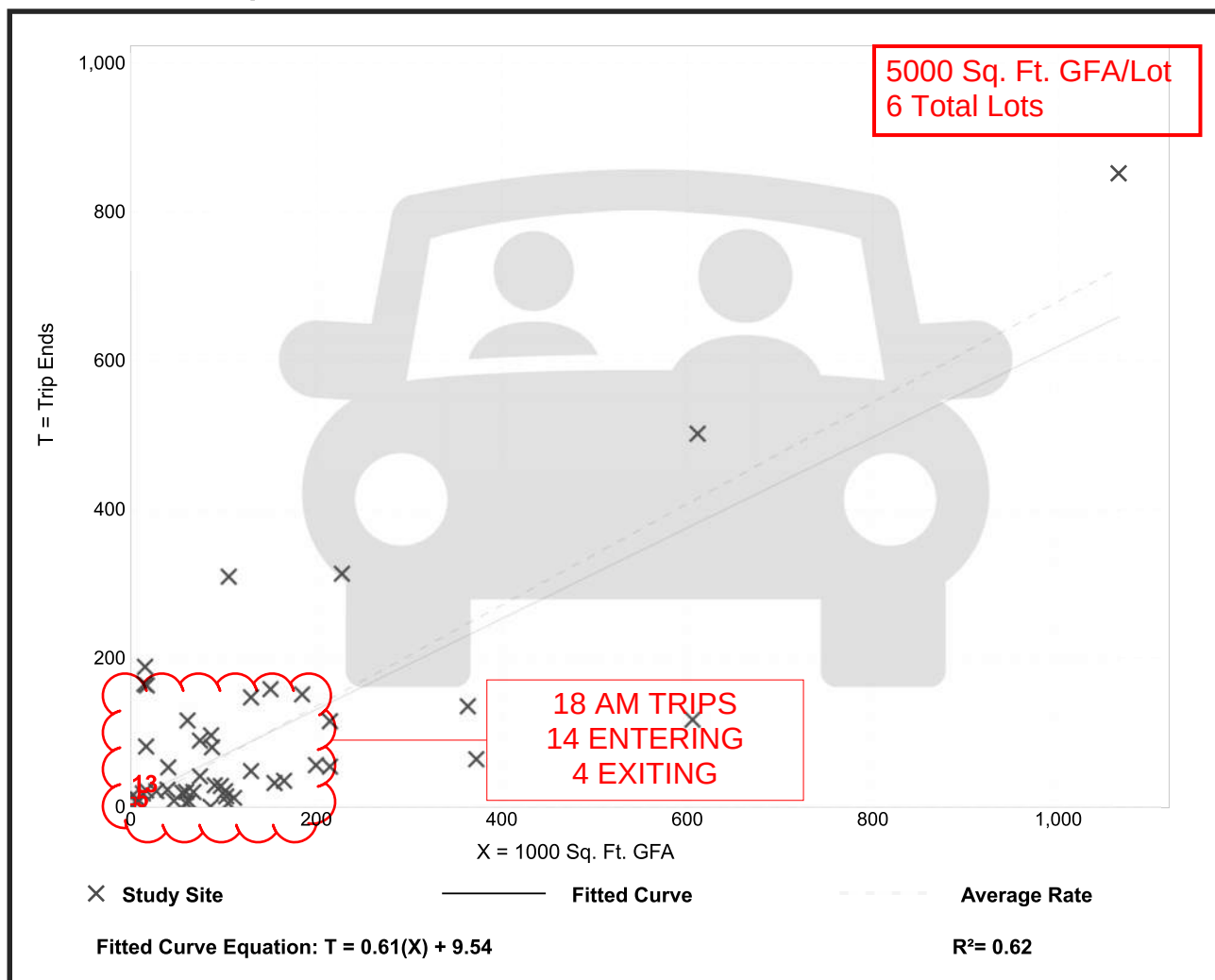
Manufacturing (140)

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



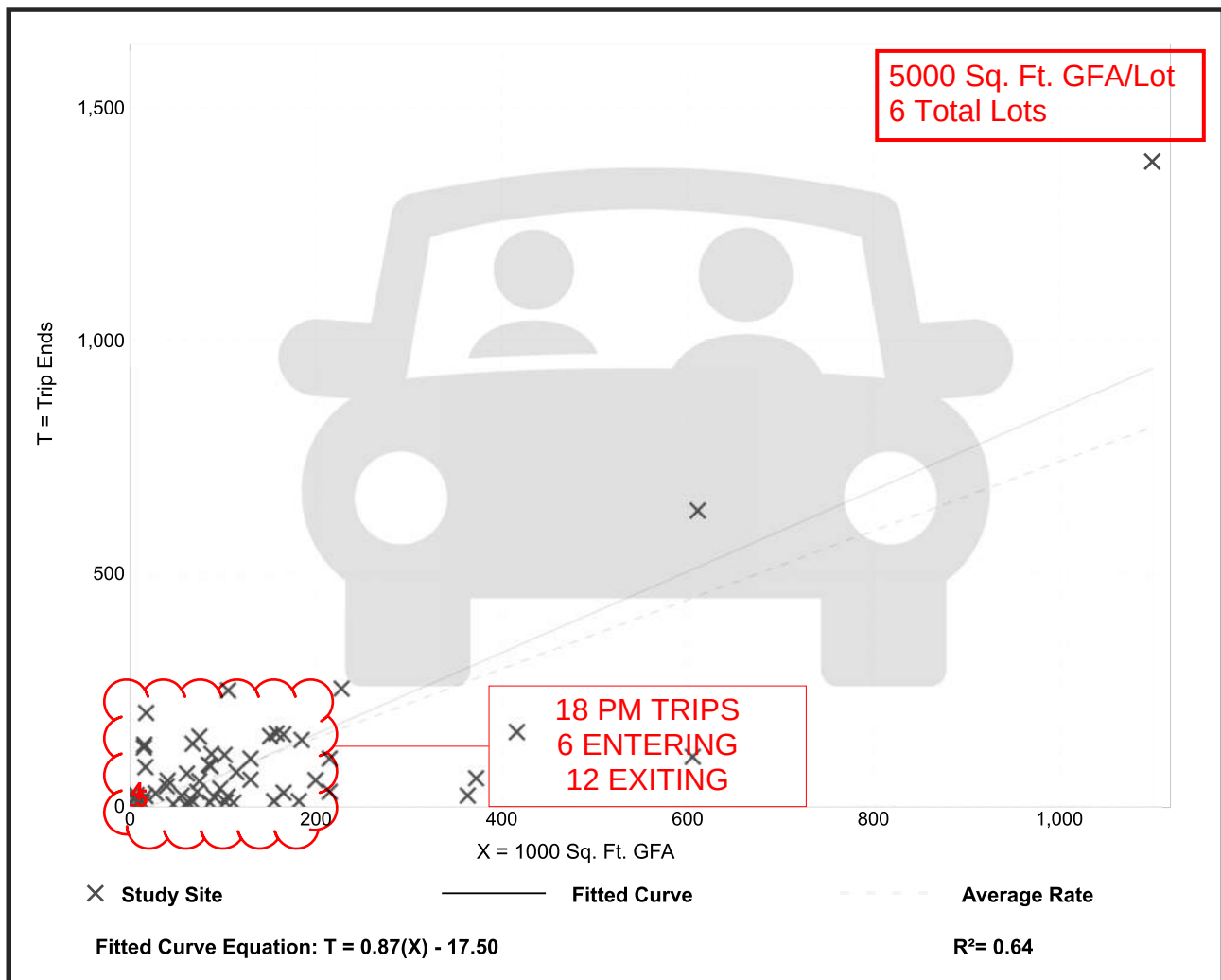
Manufacturing (140)

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



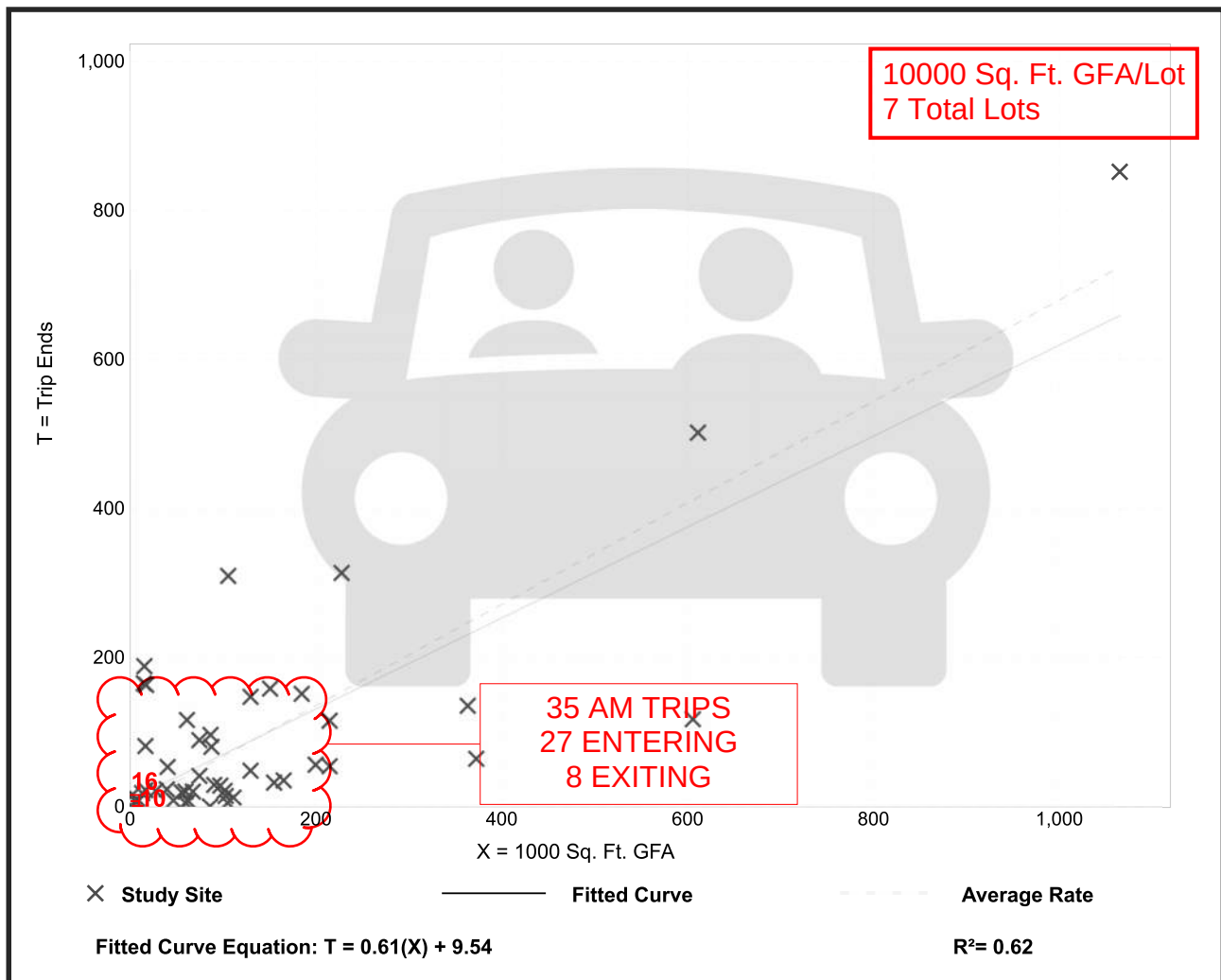
Manufacturing (140)

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



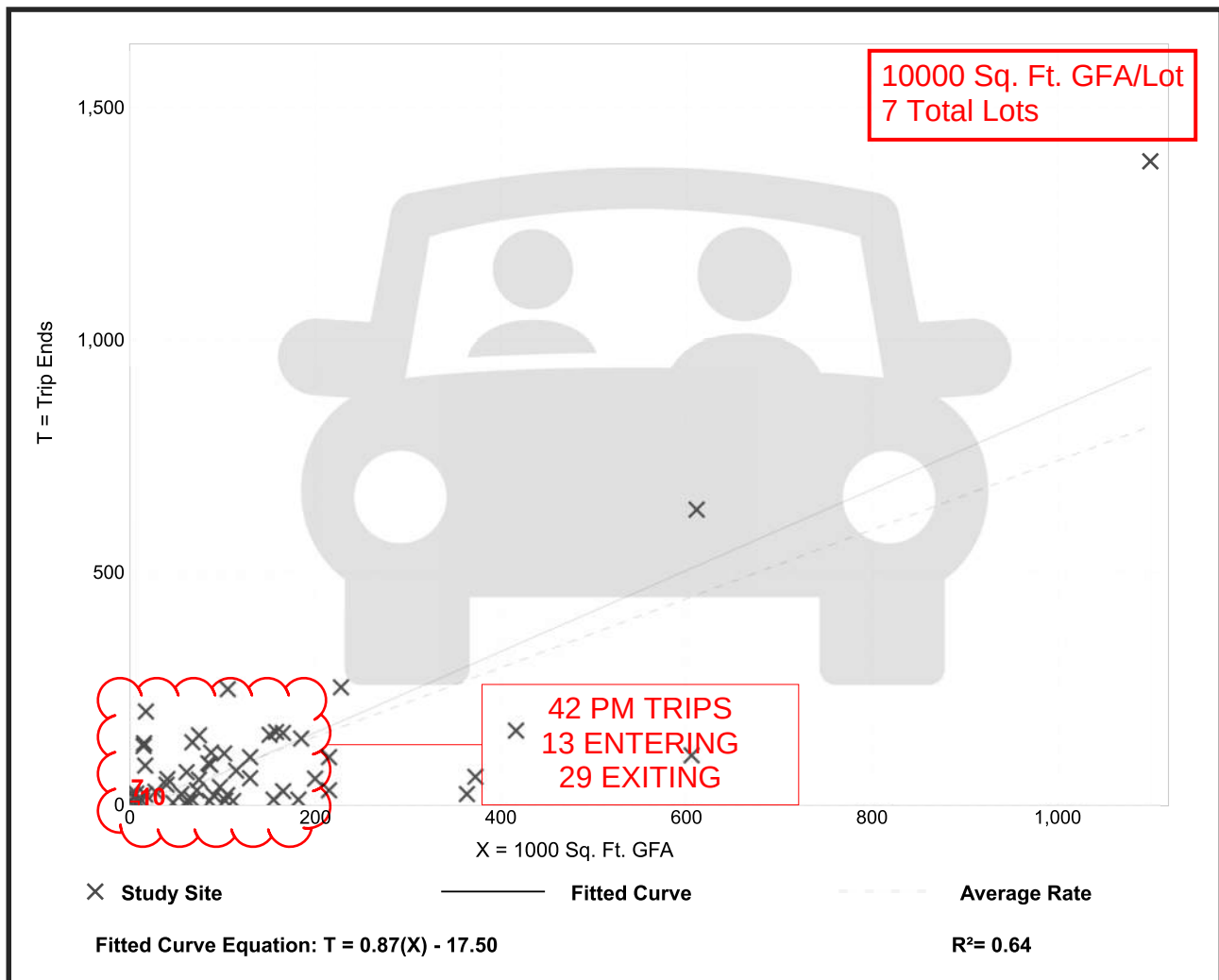
Manufacturing (140)

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

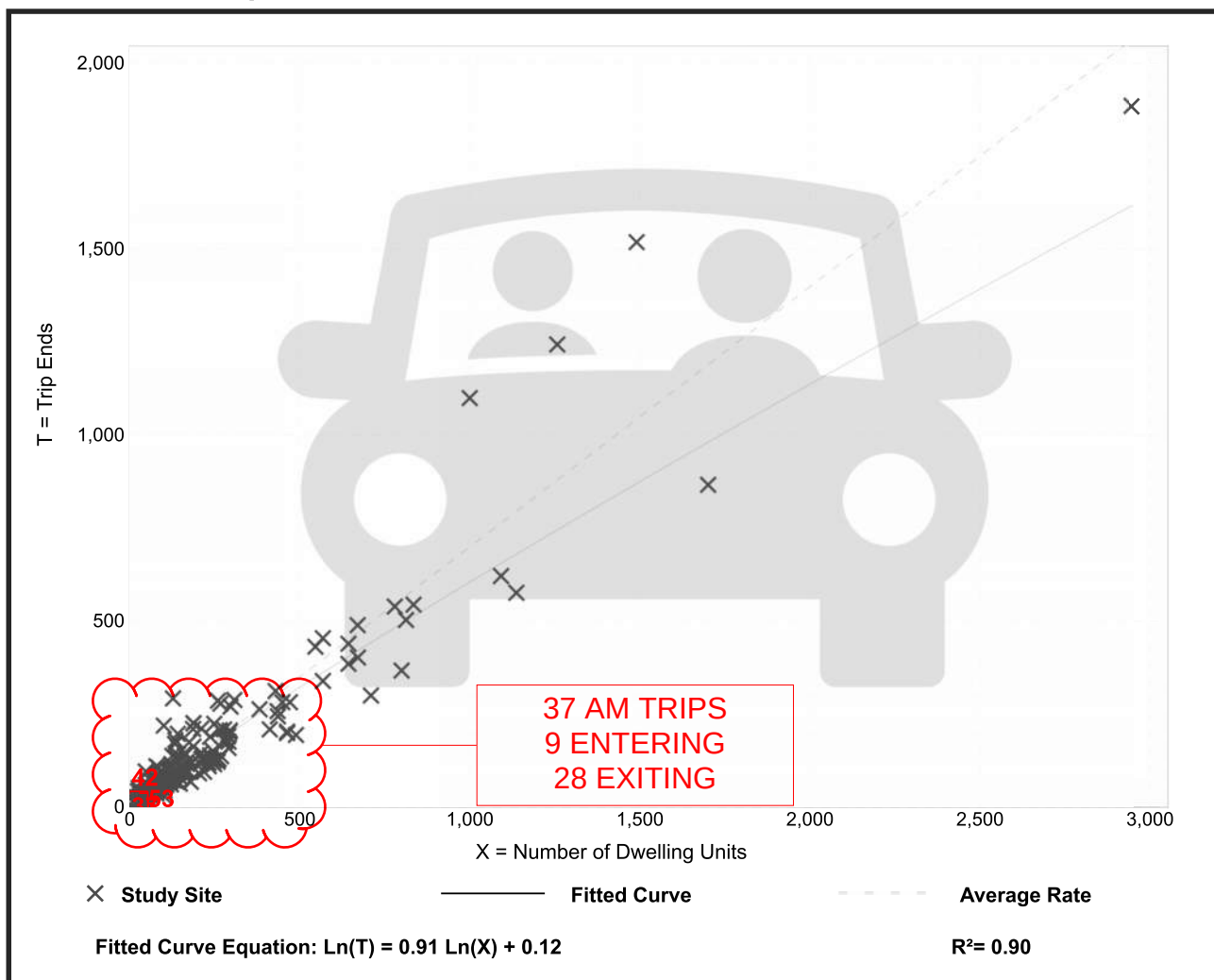
Avg. Num. of Dwelling Units: 226

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

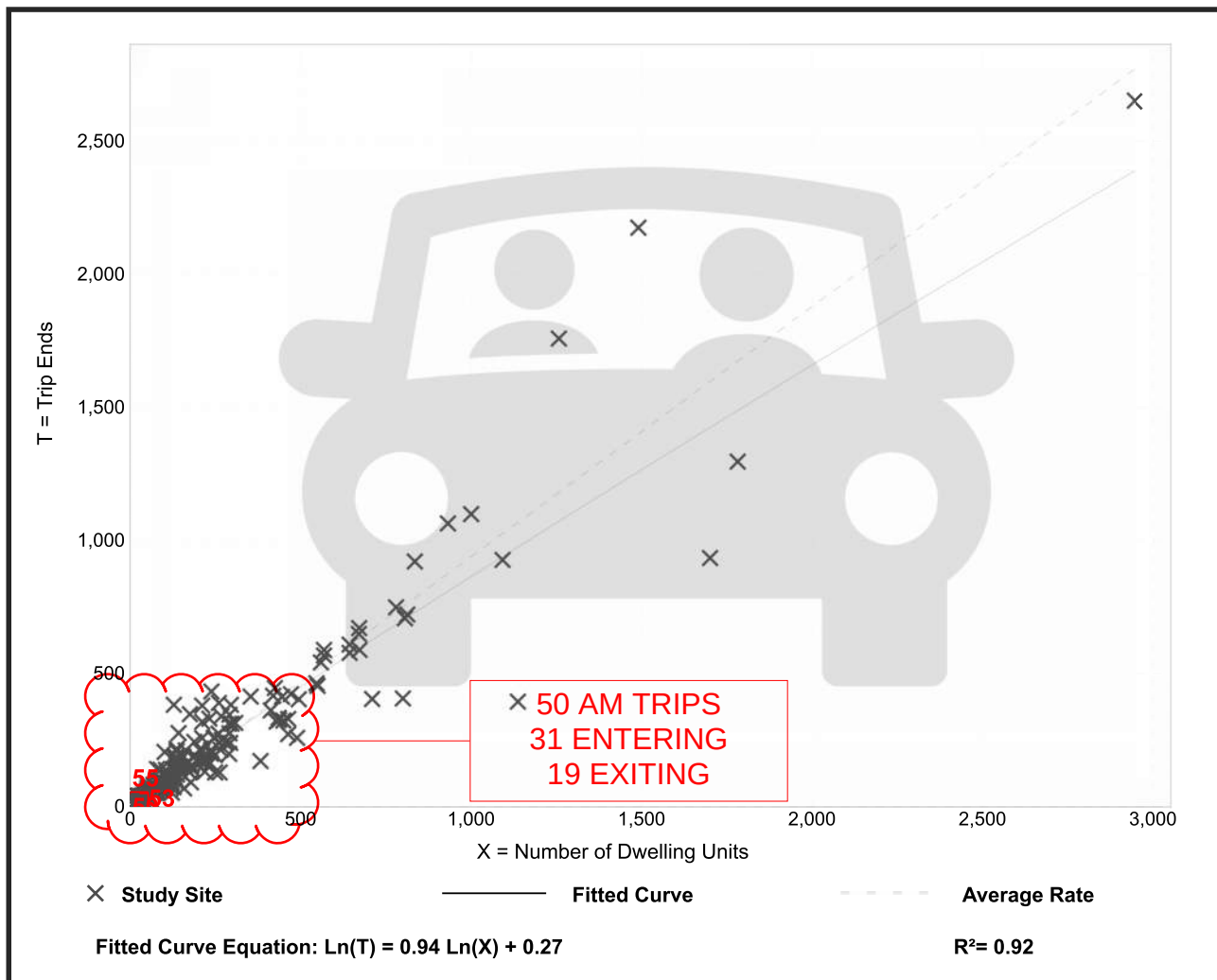
Avg. Num. of Dwelling Units: 248

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

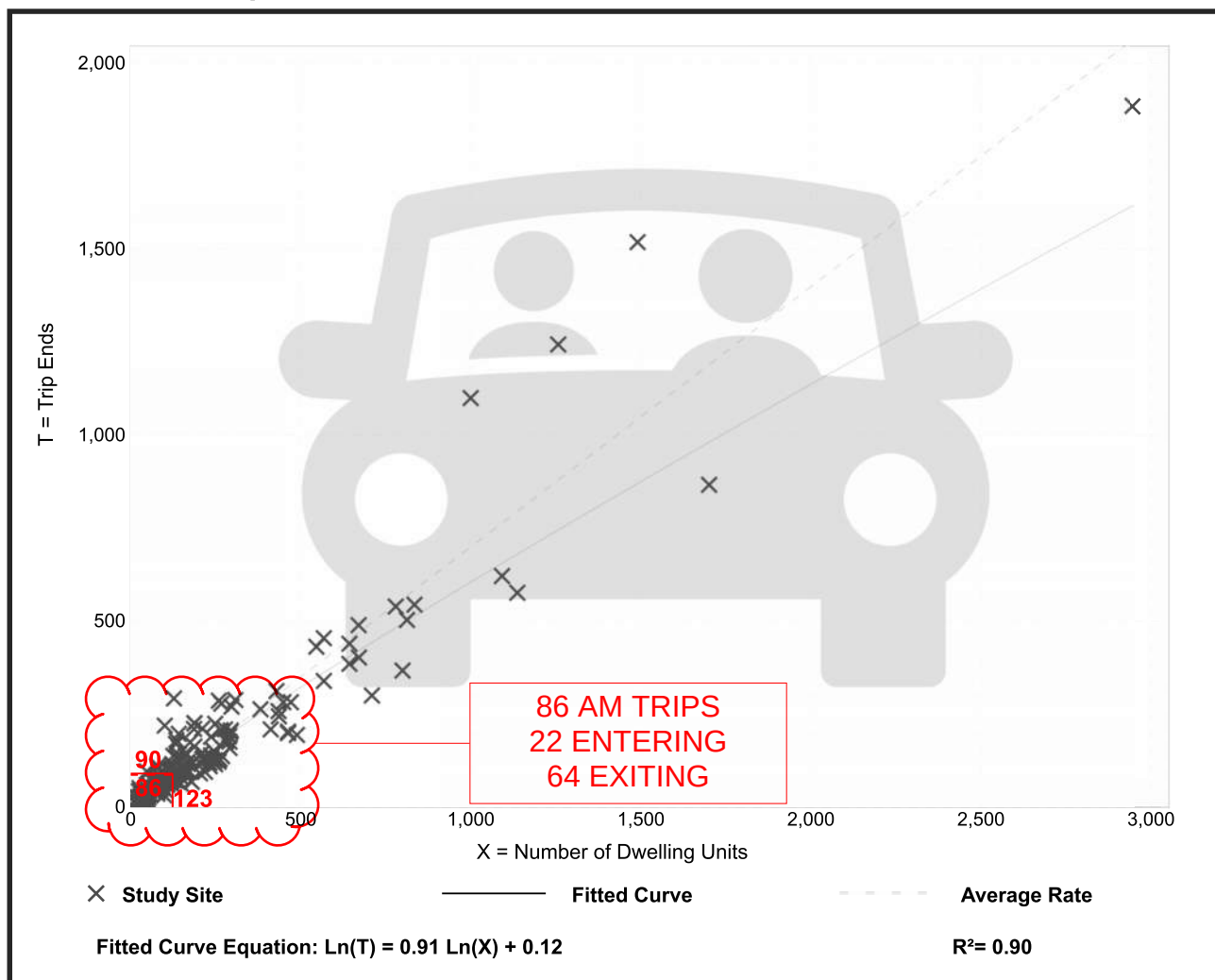
Avg. Num. of Dwelling Units: 226

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



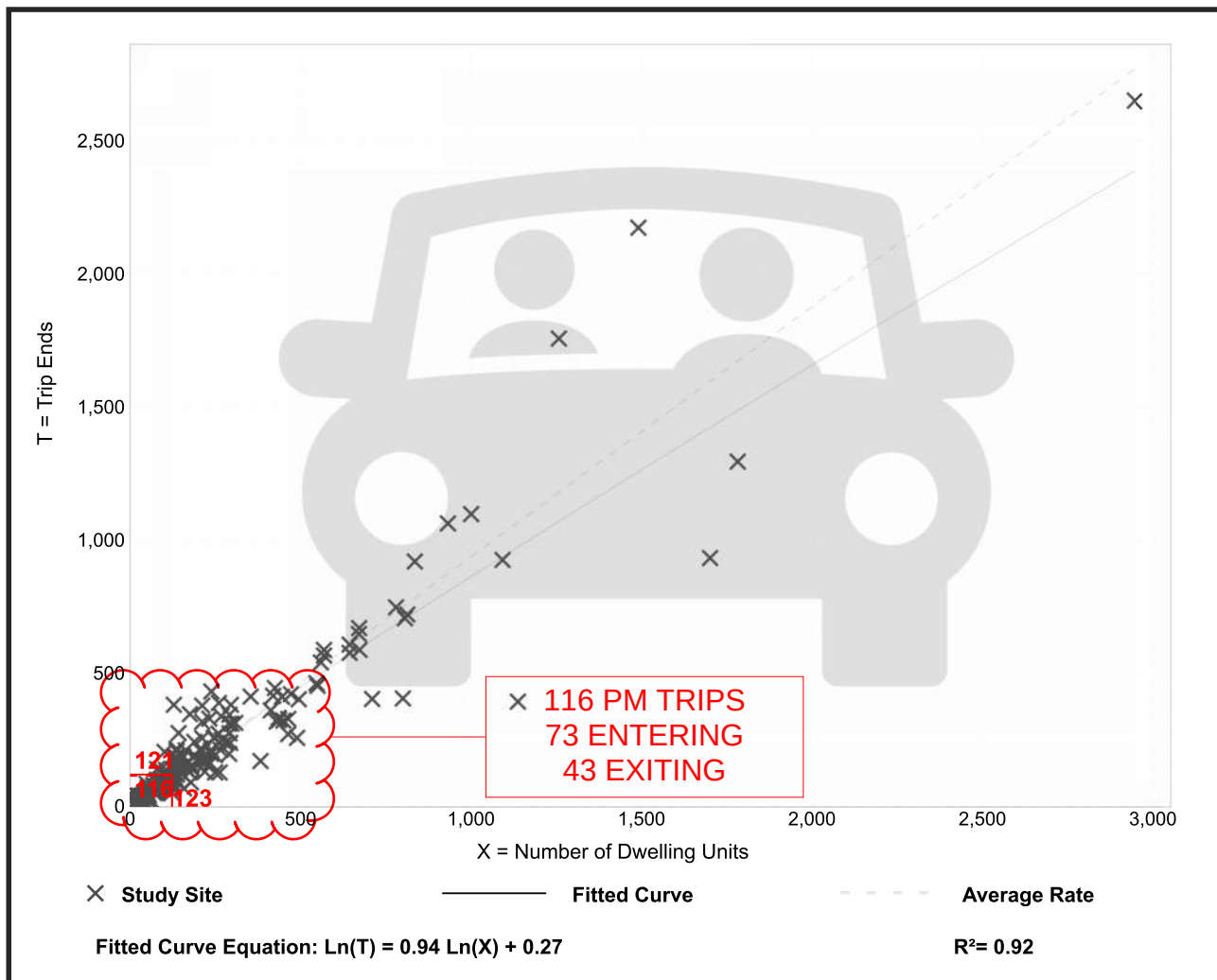
Single-Family Detached Housing (210)

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

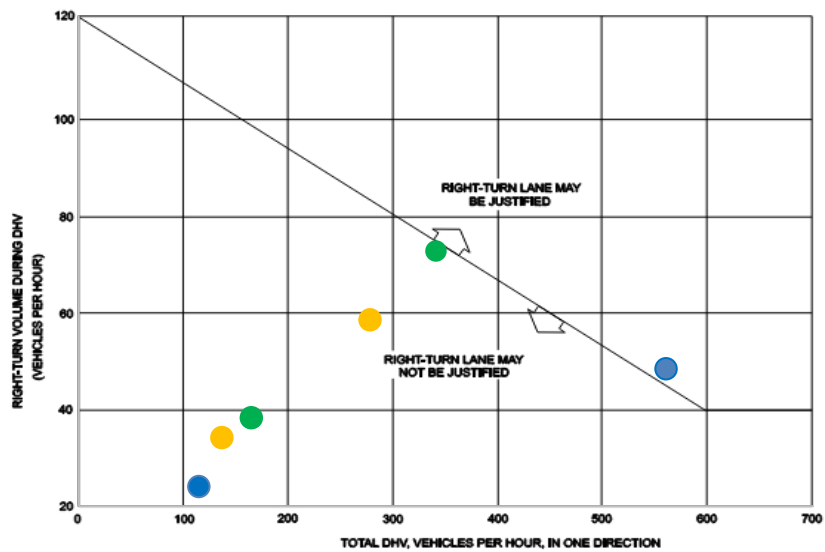
2054 Total Traffic Volumes - Left Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary											
Intersection	Approach	AM					PM				
		Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)	Va = Tot Advancing 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

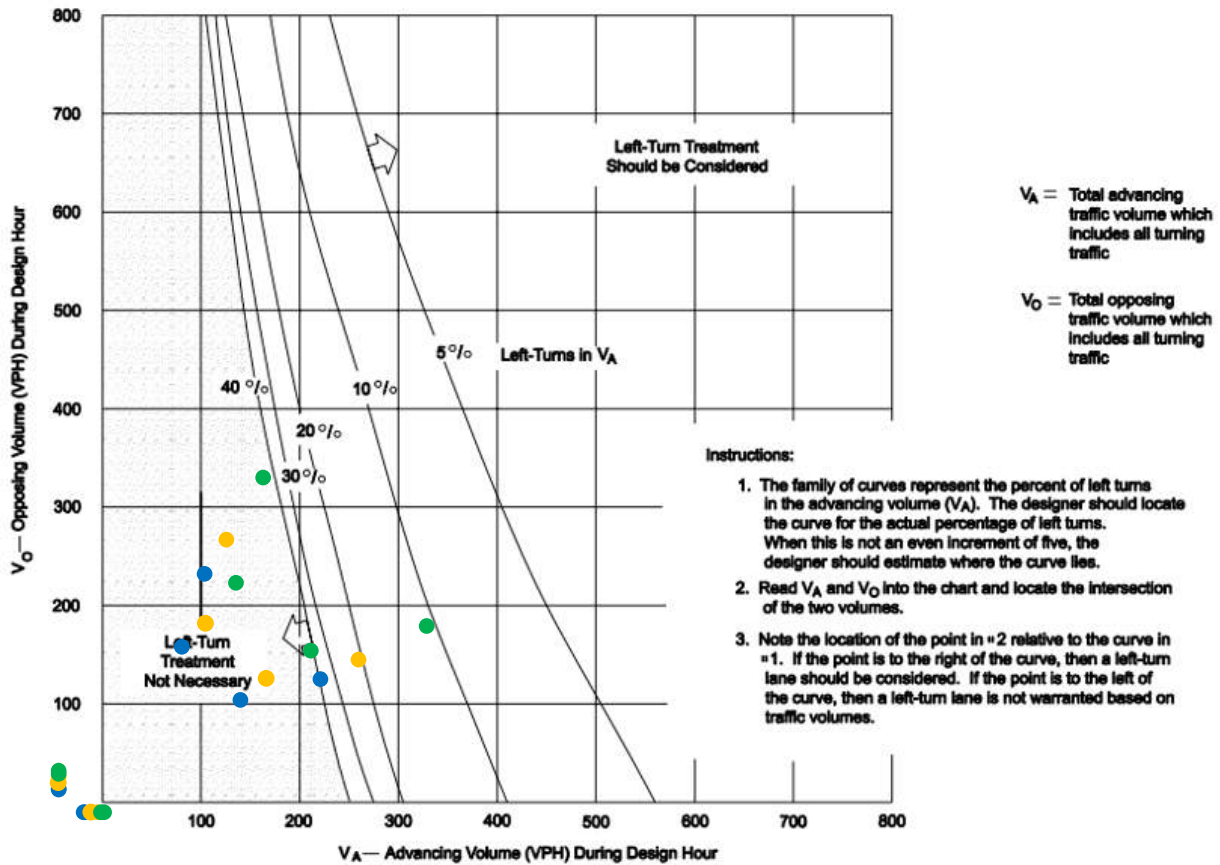
2034 Total Traffic

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

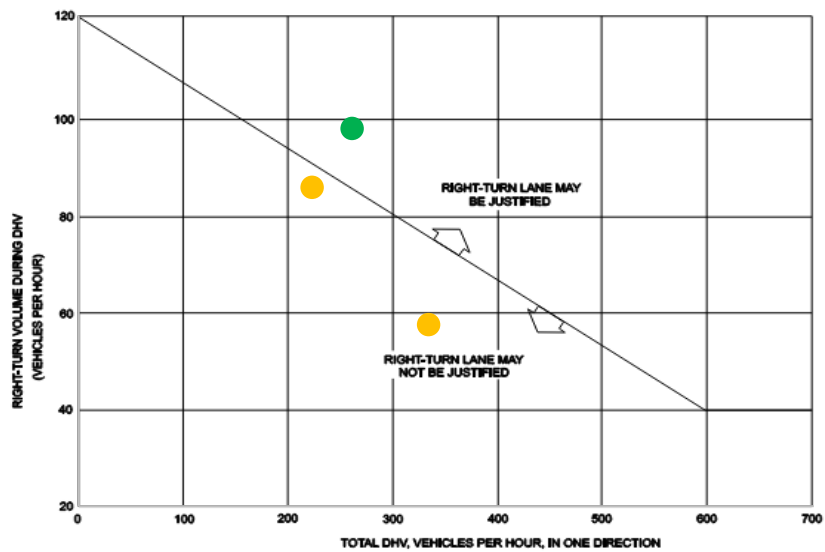
2054 Total Traffic Volumes - Left Turn Lanes at Unsignalized Intersections on 2-Lane Highways Summary											
Intersection	Approach	AM					PM				
		Va = Tot Advancing Traffic Vol	Va(L) = Tot LT vol in advancing traffic	% LT in Va	Vo = Tot opposing traffic Vol	Warranted LT Lane (Y/N)	Va = Tot Advancing 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

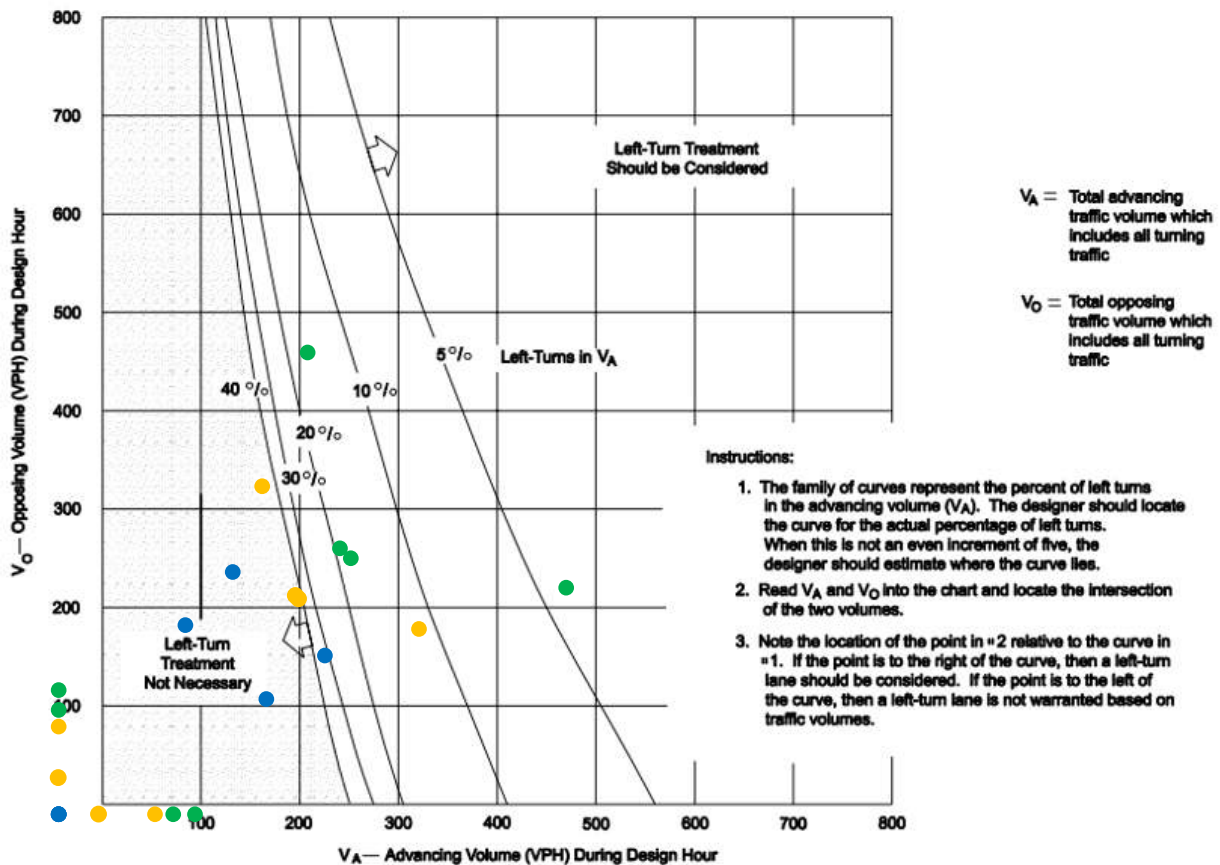
2034 Total Traffic

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

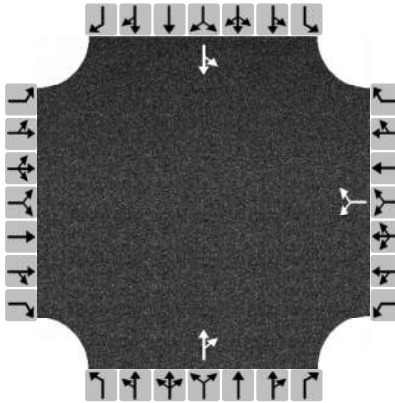
Project Information

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

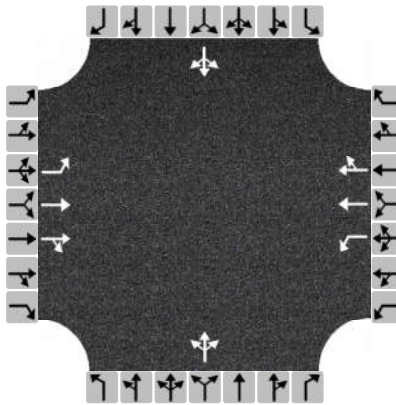
Project Information

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

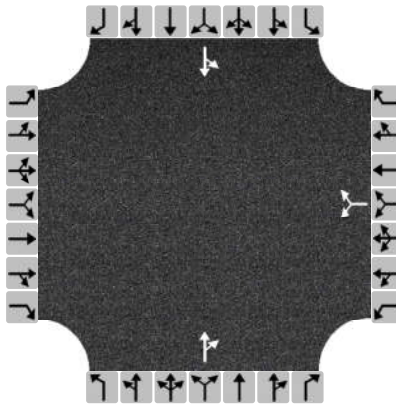
Project Information

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

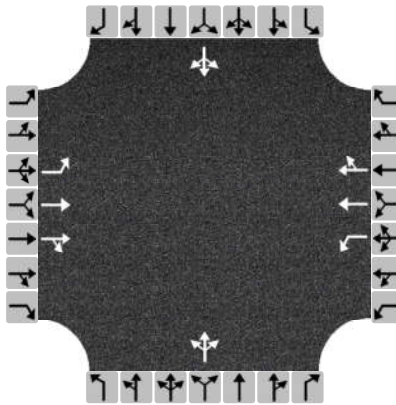
Project Information

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



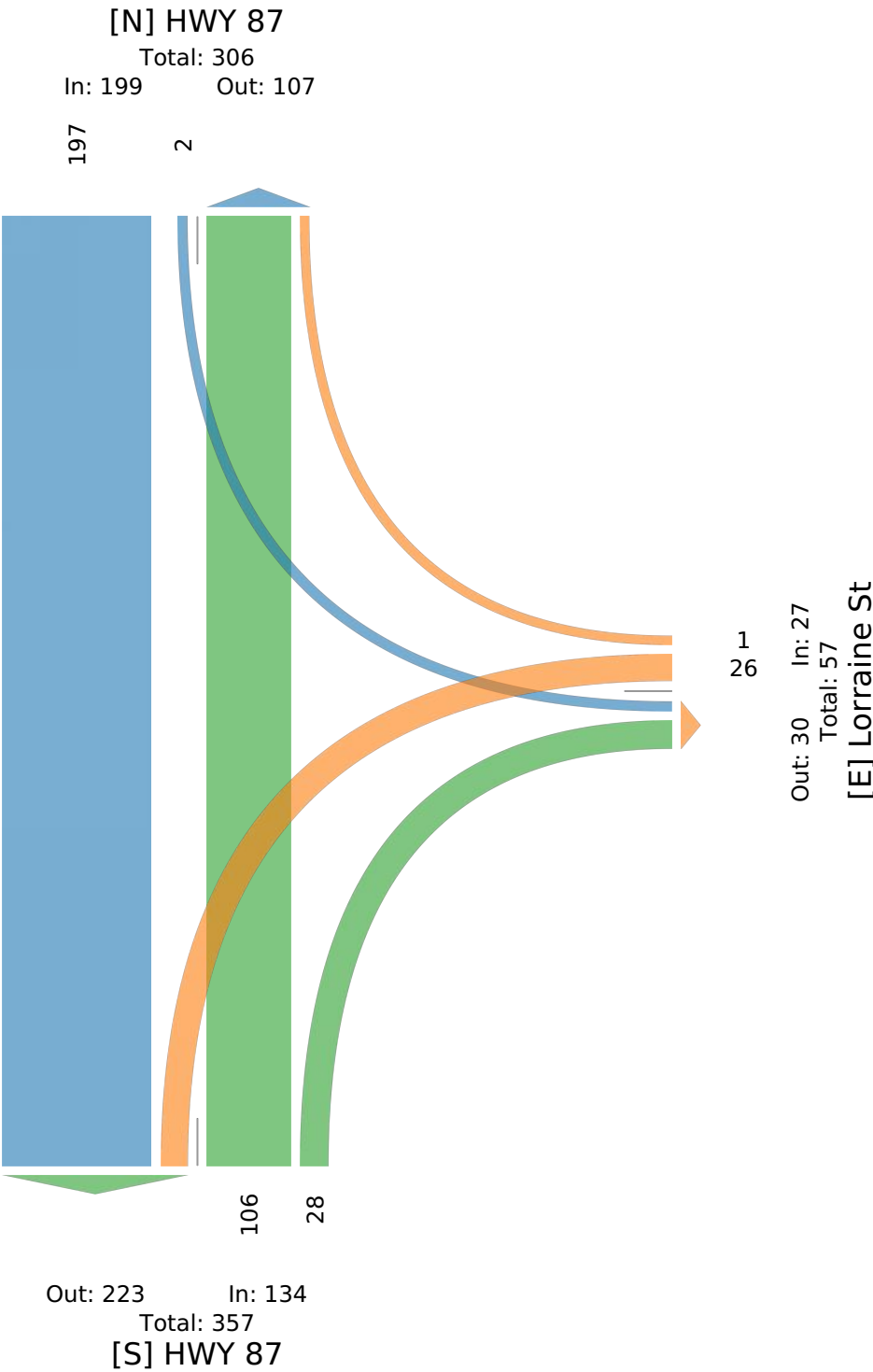
Provided by: IMEG Corp.
401 E. State Street, 4th Floor,
Rockford, IL, 61104, US

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



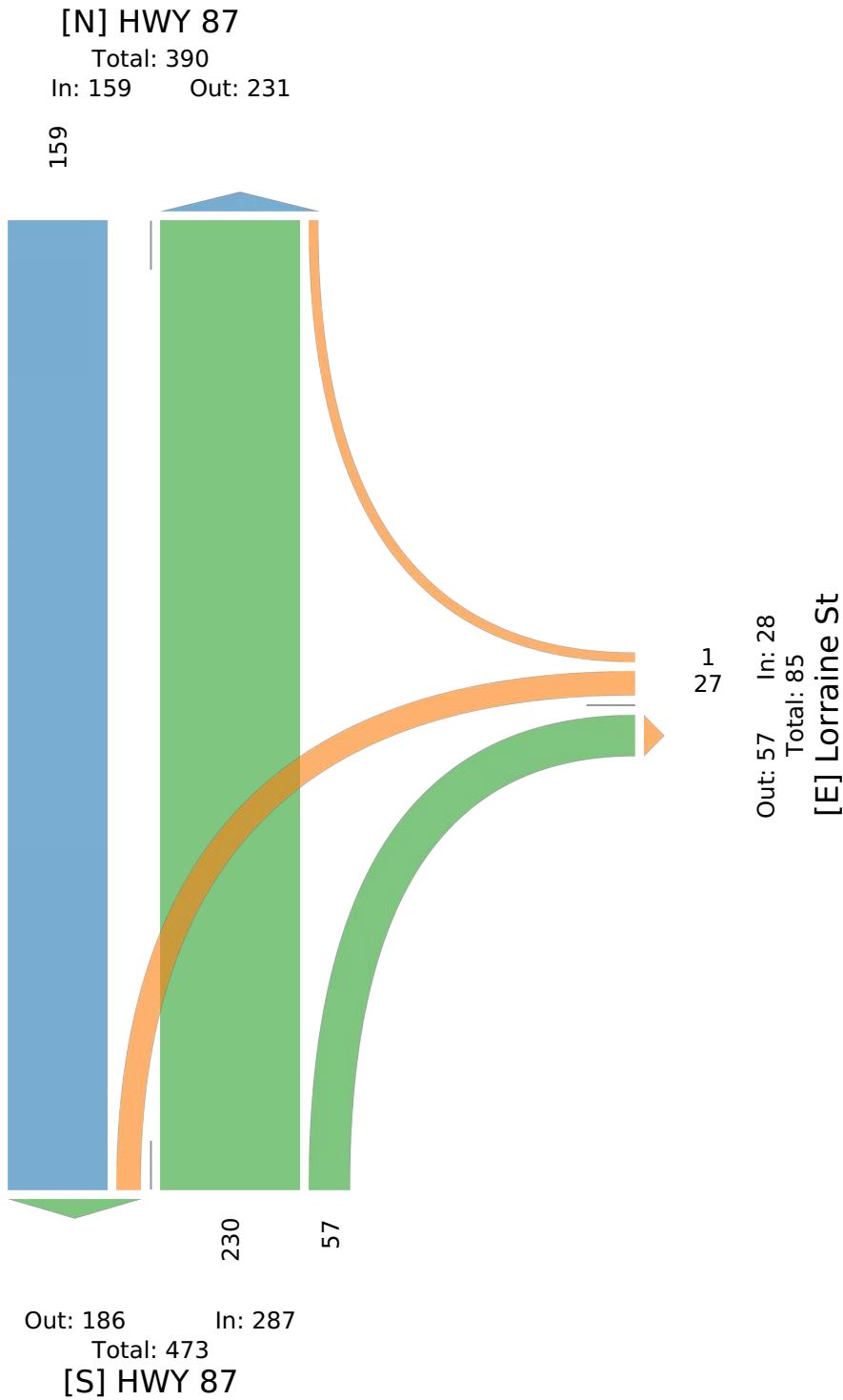
Provided by: IMEG Corp.
401 E. State Street, 4th Floor,
Rockford, IL, 61104, US

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	0	106	0	0	106	0	0	0	0	0	0	0	0	0	39	4	0	43	0	173
7:15AM	15	0	0	0	15	0	0	124	0	0	124	0	0	0	0	0	0	0	0	0	38	8	0	46	0	185
7:30AM	23	0	1	0	24	0	1	139	0	0	140	0	0	0	2	0	2	0	1	37	7	0	45	0	211	
7:45AM	29	0	0	0	29	0	0	102	0	0	102	0	1	0	0	0	1	0	0	53	5	0	58	0	190	
Total	91	0	1	0	92	0	1	471	0	0	472	0	1	0	2	0	3	0	1	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	-	0	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	-	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	-	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	-	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

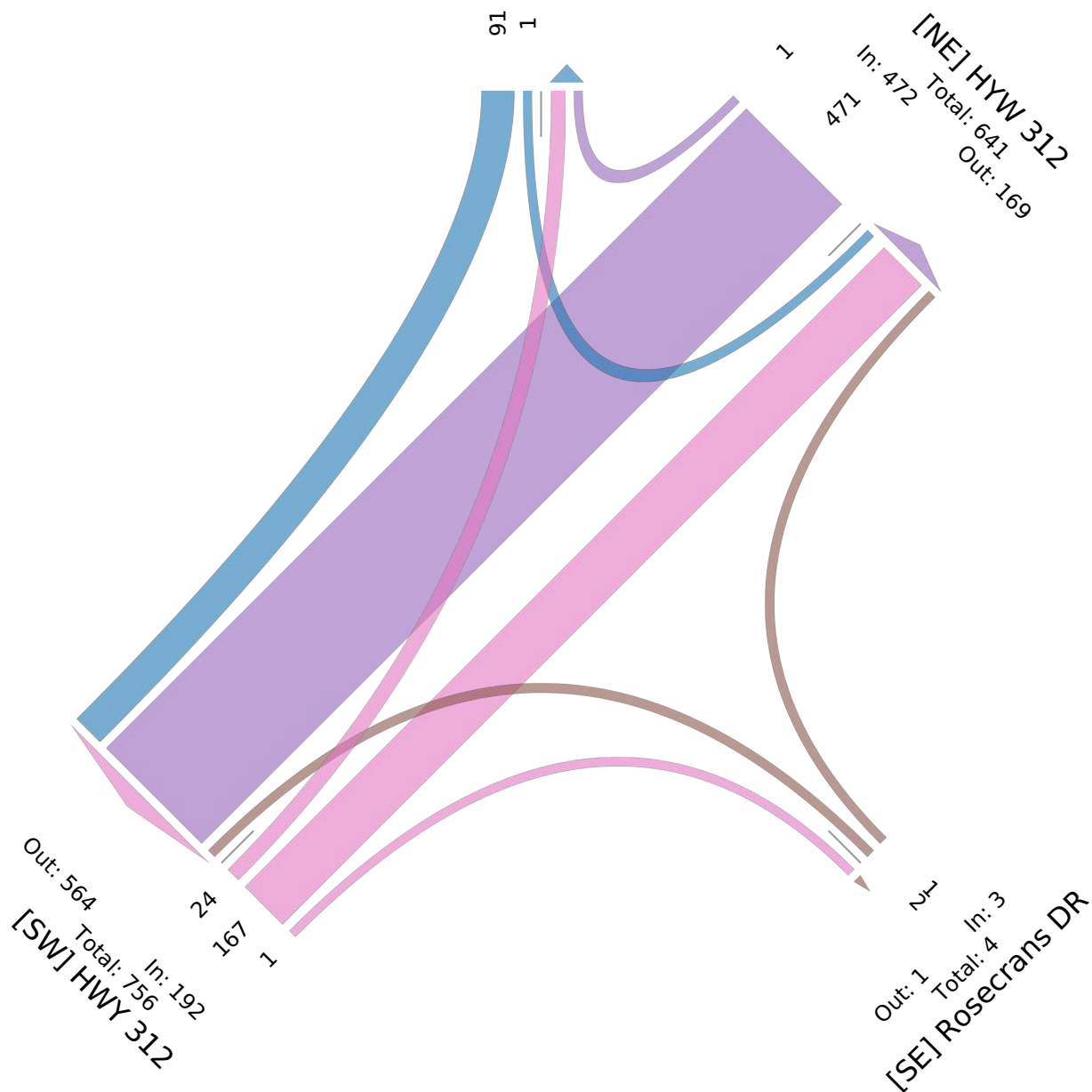


Provided by: IMEG Corp.
401 E. State Street, 4th Floor,
Rockford, IL, 61104, US

[N] Bitterroot Dr

Total: 117

In: 92 Out: 25



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



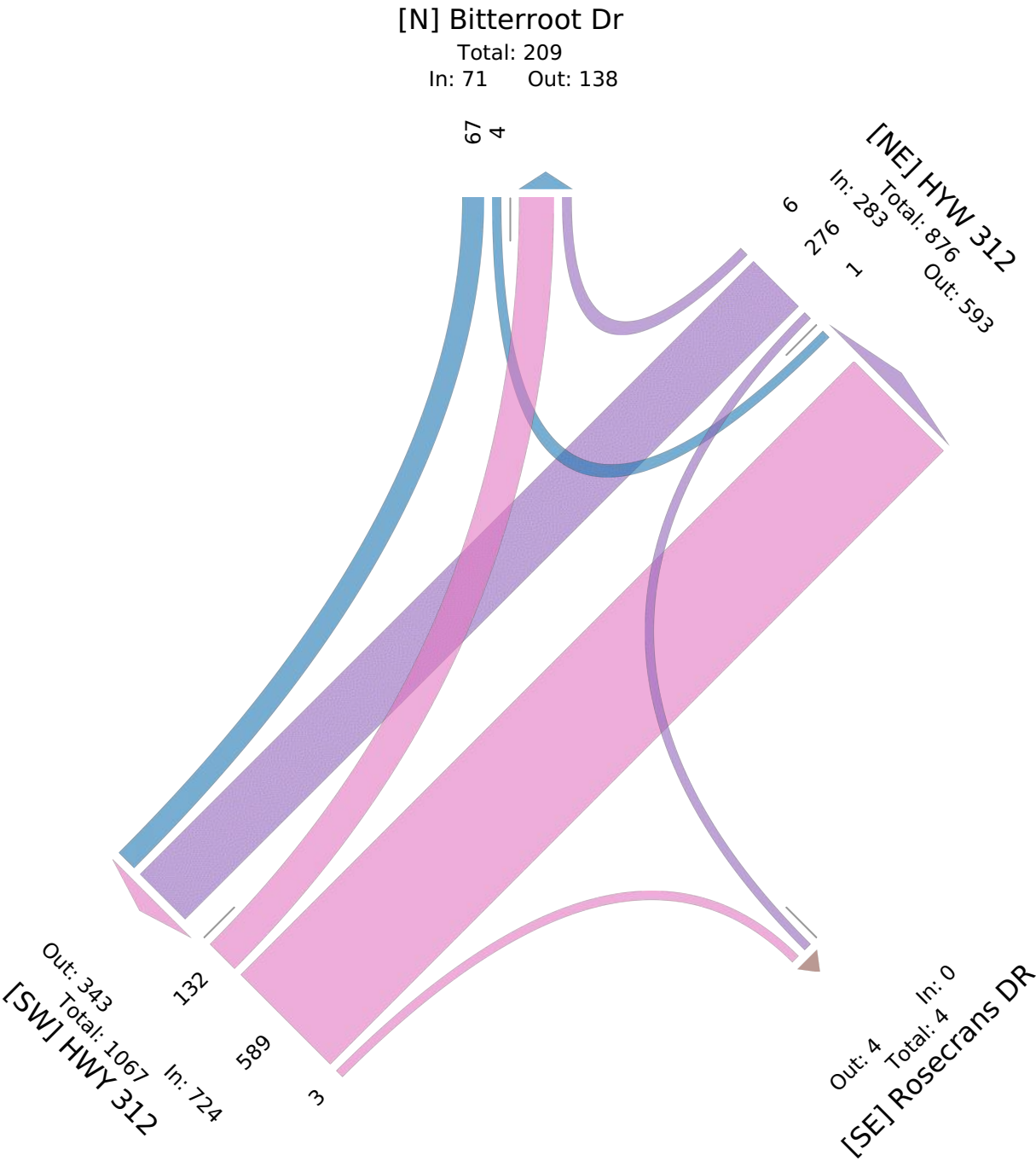
Provided by: IMEG Corp.
401 E. State Street, 4th Floor,
Rockford, IL, 61104, US

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	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	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	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	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	-	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,
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All Movements
ID: 1212278, Location: 45.857115, -108.445417





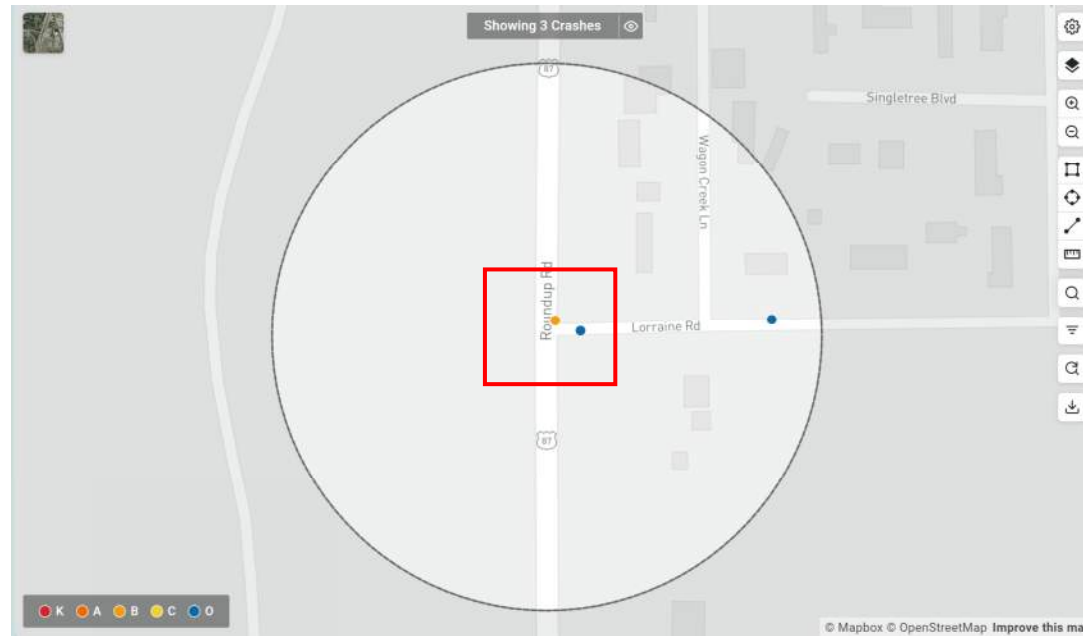
Pronghorn Subdivision Development Traffic Impact Study

APPENDIX I

MDT 2019-2023 Historical Crash Data

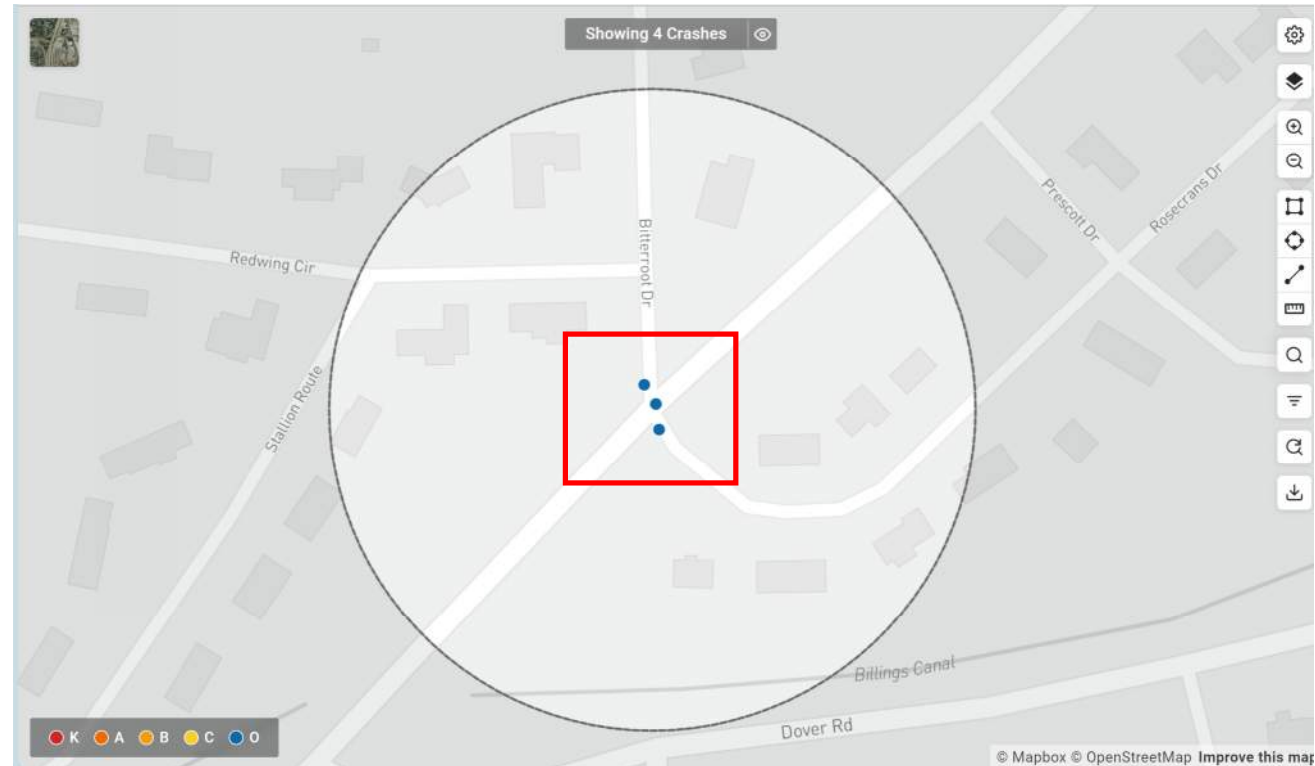
HWY 87 & Lorraine St

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

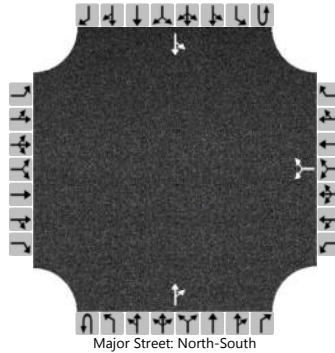
General Information

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

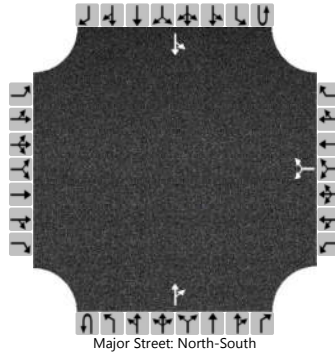
General Information

Analyst	JTP
Agency/Co.	IMEG
Date Performed	8/20/2025
Analysis Year	2054
Time Analyzed	2054 Access A PM 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	0.98
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)						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

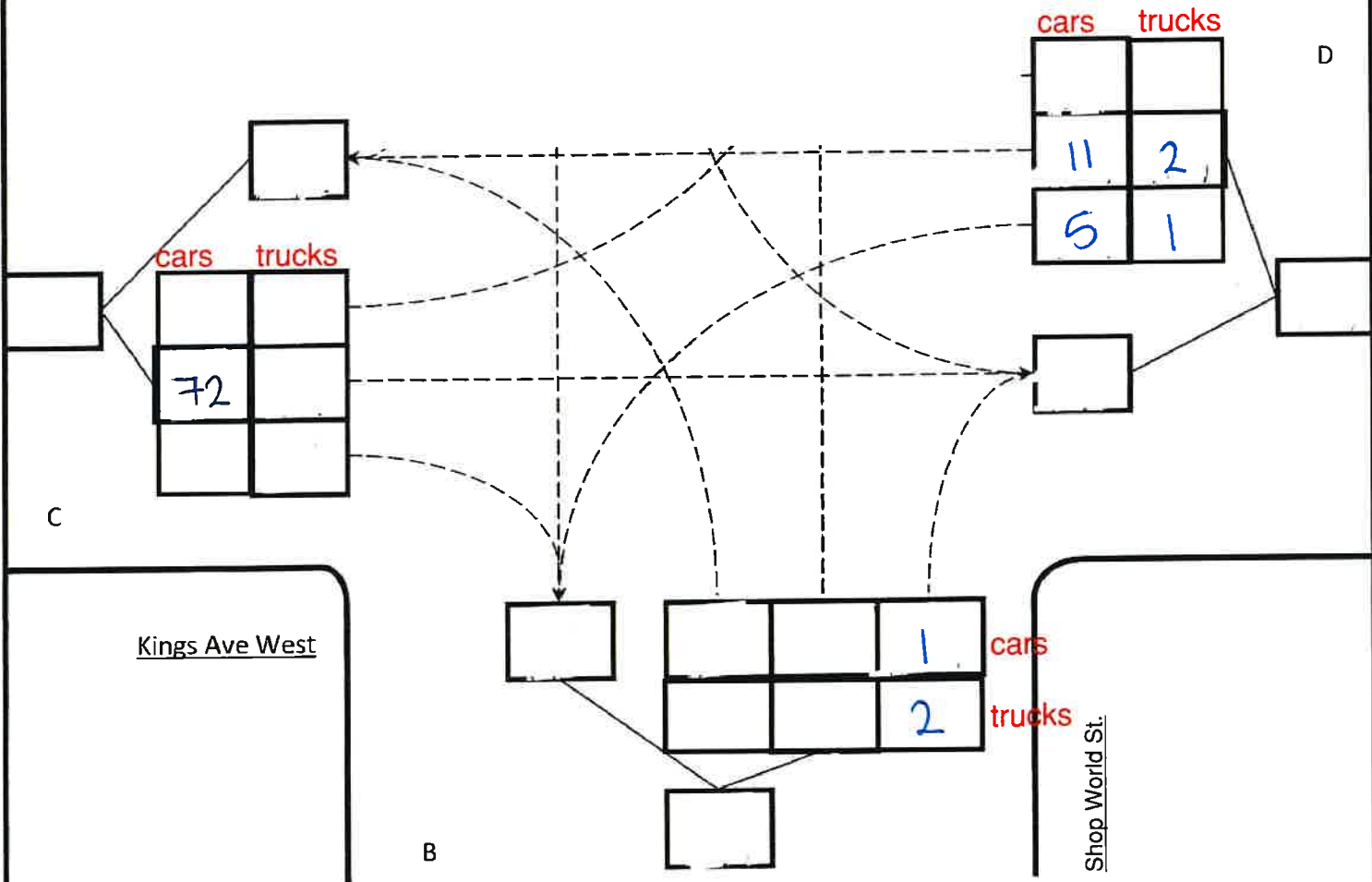
APPENDIX K Shop World 1 Trip Generation Rates

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

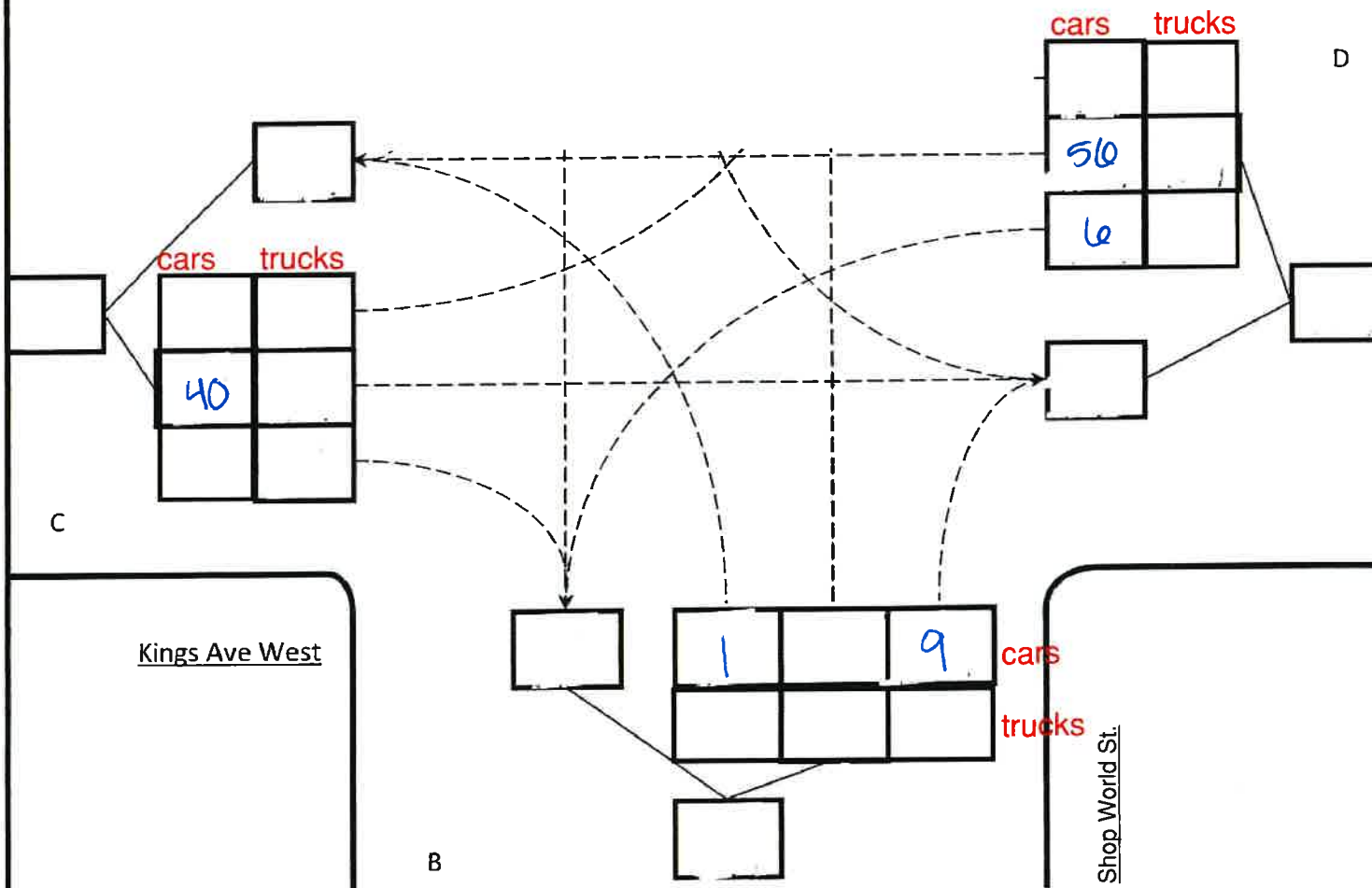
INTERSECTION OF

Shop World St. **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

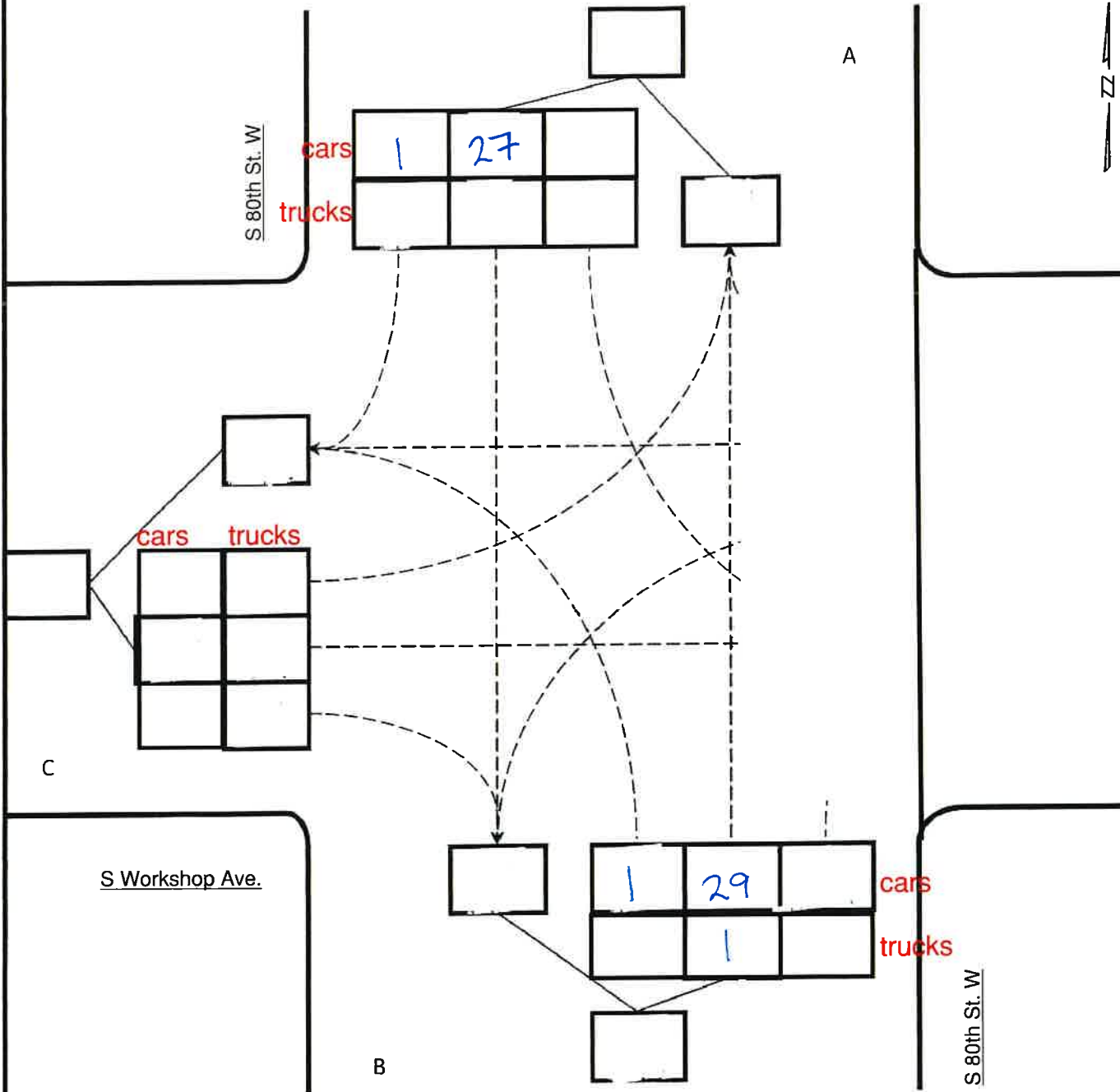


21007868.00

10/04/22

7:00am - 8:00am

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



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

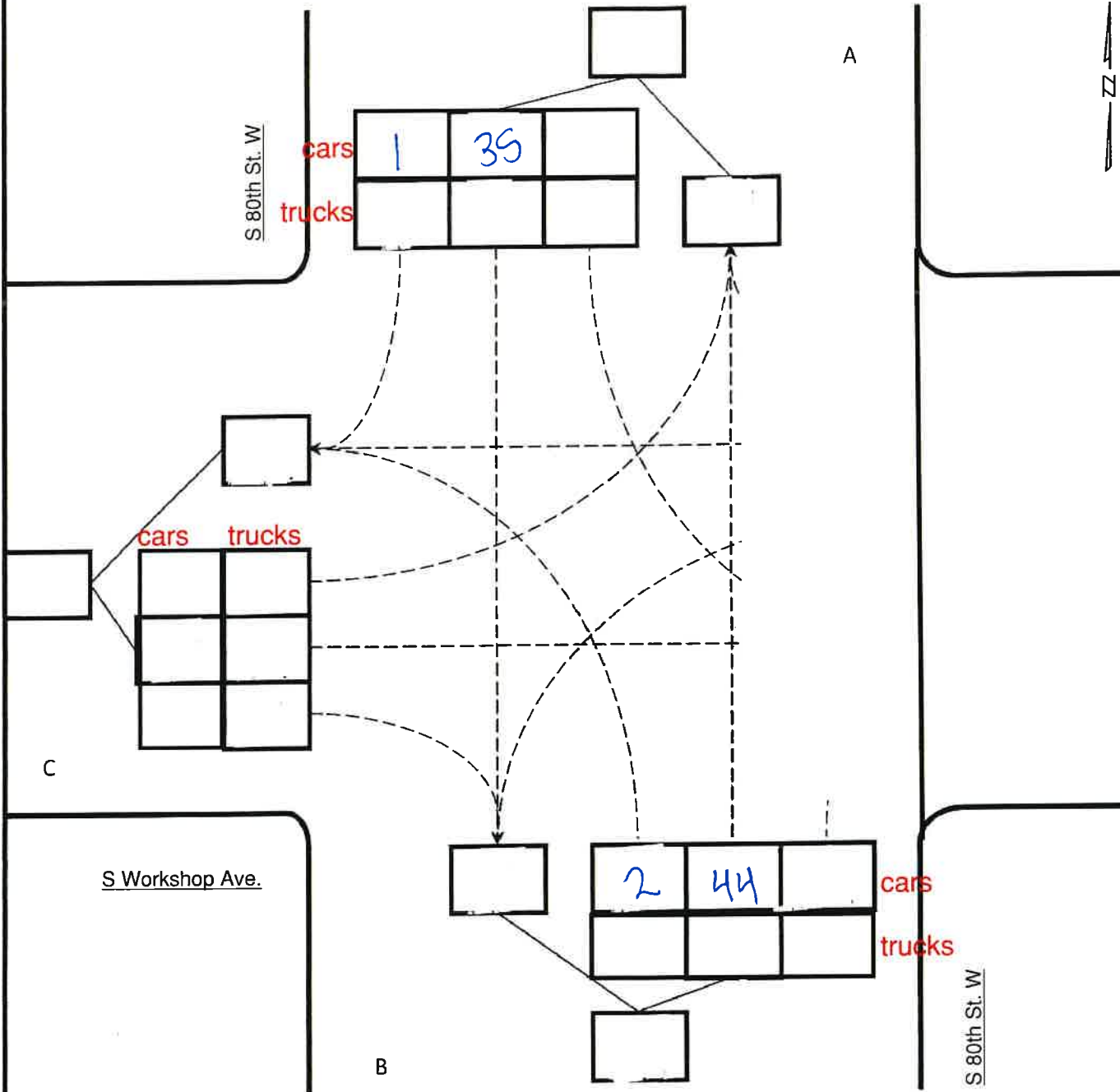


21007868.00

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. J. MTC
5-24-26	Jessy Tuller	Jessy Tuller	4960 Leawood Dr	435-232-2499 C. M.
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

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:

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WE RESPECTFULLY DEMAND THAT THE COUNTY:

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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
5/15/26	Ty Robb		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**

TO THE CITY-COUNTY PLANNING DIVISION:

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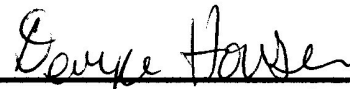
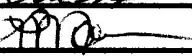
1. **Extreme Pedestrian Safety Hazard:** Lorraine Road and Leawood Drive currently lack any sidewalks, designated pedestrian paths, or streetlights. Forcing an estimated 1,200+ daily vehicle trips from 124 new homes and commercial properties onto this infrastructure creates an immediate, severe safety 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
------	--------------	-----------	------------------	-------------

5/25/26	Denyce Houser		5115 Leawood	
5/27/26	Erik Moen		406 W 988 747 1016 Lost View Dr	
5/27/26	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. Regular

1. a.

Meeting Date: 08/18/2026

Title: Maplewood Estates

Submitted For: Jeff Martin, Clerk And Recorder

Submitted By: Jeff Martin, Clerk And Recorder

TOPIC:

Plat of Maplewood Estates Subdivision, SIA, and Acceptance of Dry Hydrant Easement

BACKGROUND:

Reviewed.

RECOMMENDED ACTION:

Approve.

Attachments

SIA Maplewood

Maplewood ease

SUBDIVISION IMPROVEMENTS AGREEMENT
Maplewood Estates
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(Yellowstone County)

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SUBDIVISION IMPROVEMENTS AGREEMENT

Maplewood Estates

This agreement is made and entered into this 20 day of July, 2024 by and between *Regal Land Development, Inc.*, whose address for the purpose of this agreement is P.O. Box 80445, Billings, Mt 59108, hereinafter referred to as “Subdivider,” and YELLOWSTONE COUNTY, Montana, hereinafter referred to as “County.”

WITNESSETH:

WHEREAS, the plat of *Maplewood Estates*, located in Yellowstone County, Montana, was submitted to the Yellowstone County Board of Planning; and

WHEREAS, at a regular meeting conducted on the 24th day of June, 2025, the Board of Planning recommended conditional approval of a preliminary plat of *Maplewood Estates*; and

WHEREAS, at a regular meeting conducted on the 22nd day of July, 2025, the Yellowstone County Board of County Commissioners conditionally approved a preliminary plat of *Maplewood Estates*; 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 *Maplewood Estates* 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. Subdivider has requested, and the County hereby grants, the following variance by the Board of County Commissioners from the strict interpretation of the County’s Subdivision Regulations (Chapter 11, Yellowstone County Subdivision Regulations):

1. A variance from Section 4.6.B.1 to allow 2 accesses to the undeveloped Lot 6, Block 5 instead of the 3 that would be required. See Variance Request.

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; Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. 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 at no cost to the County 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 RSID(s) created as part of the SIA for this subdivision.
- H. Lot 6, Block 5 (61.794 acres) shall have sanitary restrictions that shall be lifted by application to the MDEQ with future development review (subdivision, site plan, or condominium).
- I. Lot owners or their agents 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 access and show that it

meets the requirements outlined by the DEQ storm water requirements for the subdivision and other requirements of the County. 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 owner's 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

- Streets shall be public and have Right-of-way widths of 60 feet.
- Streets shall be paved with 24 feet of asphalt with a 2-foot gravel shoulder along each edge of asphalt
- A Rural Special Improvements District (RSID) for maintenance of the public streets will be established with the Final Plat.

B. Traffic Control Devices

- Stop signs shall be installed at the 3 places of egress from the subdivision onto South 72nd Street West, onto O'Donnell Lane, and onto South 68th Street West.

C. Access

- A minimum of 2 accesses shall be provided for this subdivision.
- One access shall be by way of a connection to South 72nd Street West, a public street.
- One access shall be by way of a connection to O'Donnell Lane.
- One access shall be by way of a connection to South 68th Street West, a public street.

D. Billings Area Bikeway and Trail Master Plan

- The Billings Area Bikeway and Trail Masterplan show no elements within the property being subdivided.
- No improvements are required or proposed at this time.

E. Sidewalks

- Sidewalks are not required since this property is located outside of the Yellowstone County zoning boundaries; however,
- Sidewalks 5' in width shall be installed by homeowners at the time of lot development and shall be maintained by homeowners.
- Sidewalks shall be installed within a 14' wide sidewalk and utility easement along all interior street frontages, aligned specifically so that the front of the 5-foot wide sidewalk is setback 1 foot behind the front property line/street right-of-way-line.

IV. EMERGENCY SERVICE

- Fire protection facilities shall be provided via a dry hydrant system installed in the first phase of development with a capable 30,000-gallon underground water storage tank. The system shall be capable of providing a minimum of 1,000 gallons per minute at draft.
- The Subdivider shall submit plans and specifications of the dry hydrant system to the Billings Fire Department for review and approval prior to installation of the system. The tank shall be installed within a dry hydrant easement with access from the adjacent public street. The dry hydrant system shall be inspected, acceptance tested and approved by the Billings Fire Department prior to construction of any buildings in the subdivision. An RSID will be created for maintenance of the dry hydrant with the final plat.
- Internal streets will be paved to county standards and provide emergency access.
- This subdivision is not located within an Urban Wildland Interface Area.

V. STORM DRAINAGE

All drainage improvements shall comply with the provisions of Section 4.7, Yellowstone County Subdivision Regulations, and a stormwater management plan shall be submitted to and approved by the Montana Department of Environmental Quality (MDEQ), or its designee.

- Storm water runoff shall be conveyed by roadside drainage swales to a retention pond according to MDEQ approved stormwater plan & specifications.

VI. UTILITIES

A. Water

In accordance with Section 4.9 Yellowstone County Subdivision Regulations, all proposed water systems must obtain approval by the MDEQ, or its designee.

- Water will be supplied by individual or shared wells, owned and maintained by Aquanet, a public utility company.
- MDEQ approval of the wells shall be submitted with the final plat.

B. Septic System

In accordance with Section 4.8 Yellowstone County Subdivision Regulations, all proposed sanitary sewer systems must obtain approval by the MDEQ, or its designee.

- Wastewater will be handled with individual septic systems.
- MDEQ approval letter shall be submitted with the final plat.

C. Power, Telephone, Gas, and Cable Television

- Power, telephone, gas, and cable television utility service will be provided to all lots within an 8' wide utility easement along all street frontages and behind the sidewalks of all internal public roads. This is a part of the 14' wide sidewalk and utility easement shown on the final plat along interior street frontages, where the 6 feet of the easement's width closer to the street right-of-way is for sidewalks and the remaining 8 feet of the easement's width behind the sidewalks is dedicated for utilities.

VII. PARKS/OPEN SPACE

- The parkland requirement for this subdivision is 3.931 Acres.
- The parkland requirement is met by a dedication of 3.301 Acres of public parkland with the remainder to be met by cash-in-lieu of parkland.
- A Park Maintenance District will be established with the final plat to maintain the public parkland: Public Park, Block 1 (Park 1) and Public Park, Block 4 (Park 2).
- Lot 1, Block 5 (Park 3) shall be owned and maintained by the HOA for the purpose of storm water retention. For this reason, Park 3 does not count toward fulfillment of the parkland requirement for this subdivision.

VIII. IRRIGATION

- The Big Ditch Irrigation District provides water to the ditch along the westerly and northerly boundaries of this subdivision. No water rights or ditch shares will be used by this residential development.

IX. WEED MANAGEMENT

All noxious weeds on the latest Yellowstone County Noxious Weed List shall be controlled on all properties in the subdivision.

- A Weed Management Plan must be filed and updated as needed for approval by the Yellowstone County Weed Department. Said weed management plan shall contain the noxious weeds being addressed and the plan for the control of those weeds. All associated cost for noxious weed control is the responsibility of the owner of record.
- A revegetation plan shall be submitted as part of the management plan. A seeding recommendation can be obtained from the Yellowstone County Weed Department pursuant to Section 7-22-2152, MCA. The Yellowstone County Weed Department reserves the right to revise these recommendations based on the required site inspection.

X. SOILS/GEOTECHNICAL STUDY

- No geotechnical study is required by Yellowstone County.
- Lot owners shall obtain their own geotechnical study for recommendations pertinent to their lot.

XI. PHASING OF IMPROVEMENTS

- Subdivision will be completed in 2 phases.
- Phase 1 consists of Lots 1-19, Block 1; Lots 1-5, Block 2; Lot 1 and Lots 6-13, Block 3; and Lots 1-11, Block 4.
- Phase 2 consists of Lots 2-5 and Lots 14-21, Block 3; Lots 12-28, Block 4; and Lots 1-5, Block 5.
- Public improvements will be constructed by way of a private contract with each phase.
- Phase 2 is projected to be opened in 2028.

XII. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements by private contracts secured by bonds, irrevocable letters of credit, sequential development, or any other method that may be acceptable to the Planning Board and Board of County Commissioners. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said private contract, and the improvements shall be designed by and constructed under the supervision of a professional engineer competent in civil engineering, licensed in the state of Montana. Upon completion of the improvements, the consulting Engineer shall file with the Public Works Department, a statement certifying that the improvements have been completed in accordance with approved, seal stamped, record drawings, along with all required post-construction certification per Section 4.6.C. of the Yellowstone County Subdivision Regulations.

XIII. 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”

Dan Wells as President of Regal Land Development, Inc.

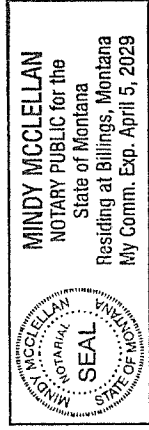


STATE OF MONTANA)

: ss

County of Yellowstone)

On this 20 day of July, 2026 before me, a Notary Public in and for the State of Montana, personally appeared Dan Wells as President of Regal Land Development Inc, who executed the foregoing instrument and acknowledged to me that he/she executed the same.



Mindy McClellan

Notary Public in and for the State of Montana

Printed Name: _____

Residing at: _____

My commission expires: _____

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: _____
Chairman

Commissioner

Commissioner

Attest: _____
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 _____, 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.

Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

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), which Yellowstone County may require for a period of twenty years from the date of this document's recording.

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:

Maplewood Estates

Signed and dated this 20 day of July, 2024.

Subdivider/Owner: *Dan Wells as President of Regal Land Development, Inc.*



STATE OF MONTANA)

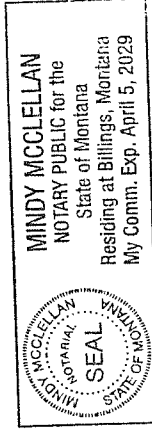
: ss

County of Yellowstone)

* *Dan Wells as President of
Regal Land Development, Inc.*

On this 20 day of July, 2024, before me, a Notary Public in and for the State of Montana, personally appeared *_____, the person who executed the forgoing instrument and acknowledged to me that he/she executed the same.

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



Mindy McClellan
Notary Public in and for the State of Montana

Printed name: _____

Residing in Billings, Montana

My commission expires: _____

Return to:
Yellowstone County
Public Works
PO Box 35024
Billings MT 59107

DRY HYDRANT EASEMENT

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, STALEY FAMILY TRUST (the “Owner”), does hereby grant unto YELLOWSTONE COUNTY, a political subdivision of the state of Montana (the “Grantee”) an easement across, over and upon certain real property located in the SW1/4 of Section 18, T. 1 S., R. 25 E., P.M.M., Yellowstone County, Montana, being a portion of the Public Park in Block 4 of Maplewood Estates Subdivision, according to the official plat on file in the office of the Clerk and Recorder of Yellowstone County, Montana, under Document No. _____; said easement being as shown on said plat and more particularly described on attached ‘EXHIBIT A’.

The Owner does hereby give, grant and convey unto the Grantee, its successors and assigns, the right, privilege and authority to construct, reconstruct, maintain, operate, repair, improve, replace and use a dry hydrant facility and any necessary fixtures and appurtenances over, across and upon said real property.

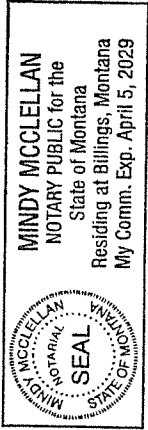
This easement shall run with the real property, and be binding on all parties having any right, title or interest in the described property or any part thereof, their heirs, executors, successors, administrators and assignees, and shall bind each owner thereof.

STALEY FAMILY TRUST

By: Larry Staley
Title: Trustee

STATE OF MONTANA)
County of Yellowstone):ss

On this 20 day of July, 2026, before me, the undersigned Notary Public for the State of Montana, personally appeared Larry Staley, known to me to be the person who signed the forgoing instrument as Trustee of STALEY FAMILY TRUST, and acknowledged to me that said trust executed the same. Witness my hand and seal the day and year herein above written.



Mindy McClellan
Notary Public in and for the State of Montana

EXHIBIT A

DRY HYDRANT EASEMENT IN BLOCK 4 OF
MAPLEWOOD ESTATES SUBDIVISION

PREPARED FOR : STALEY FAMILY TRUST

APRIL, 2026

PREPARED BY : **sanbell**

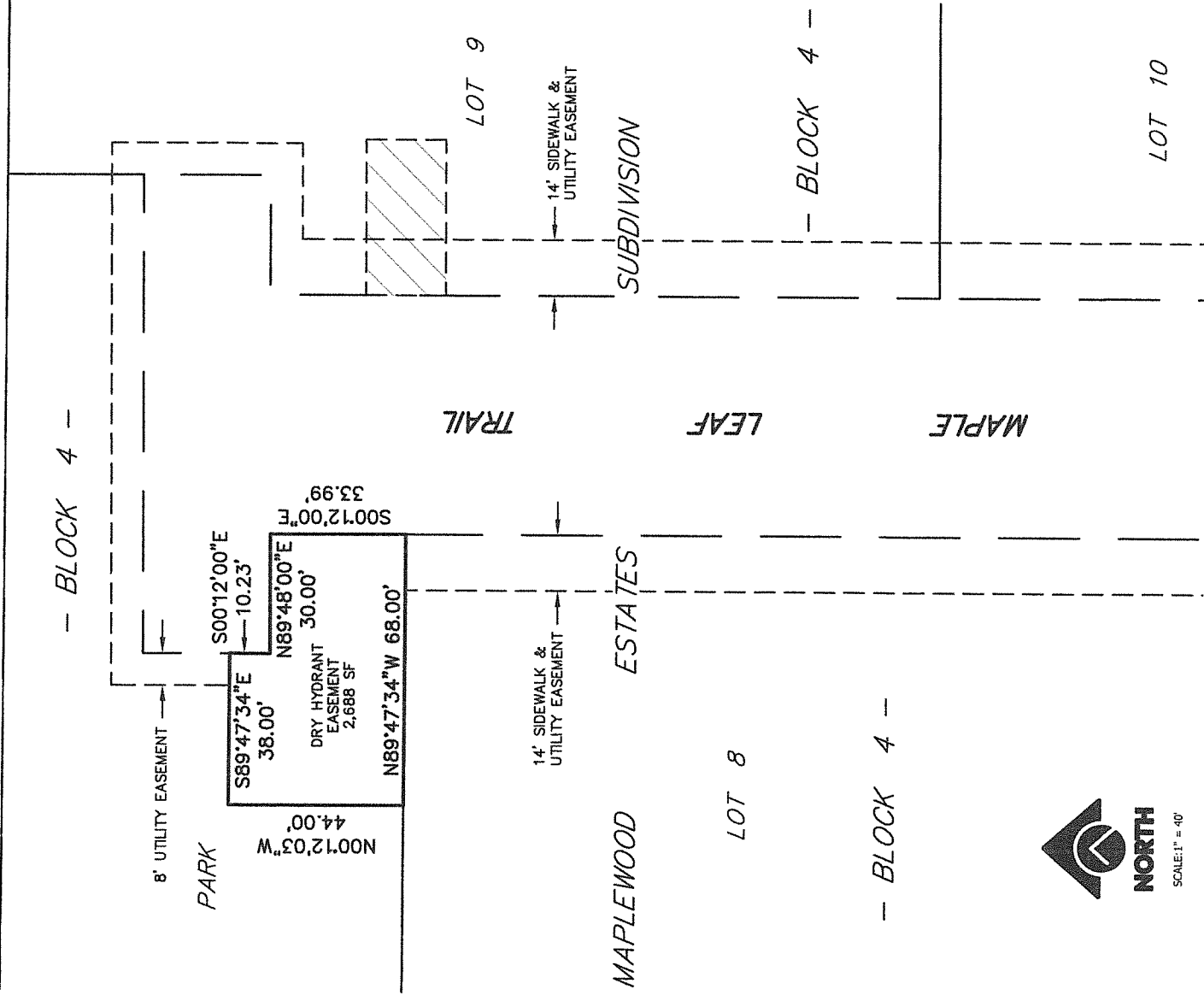
BILLINGS, MONTANA

TRACT 1A

CERTIFICATE OF SURVEY

No. 1233 AM.

O'DONNELL LANE



ACCEPTANCE OF DRY HYDRANT EASEMENT
(Maplewood Estates Subdivision)

Mark Morse, Chair

Michael J. Waters, Member

ATTEST

Jeff Martin, Clerk and Recorder

Chris White, Member

STATE OF MONTANA)
 ;
County of Yellowstone)

On the ____ day of _____, 20____, before me, a Notary Public in and for the State of Montana, personally appeared Mark Morse, Michael J. Waters, Chris White, and Jeff Martin know to me to be the Board of County Commissioners and the Clerk and Recorder of Yellowstone County, Montana, and who signed the foregoing instrument and who acknowledged to me that they executed the same.

WITNESS my hand and seal the day and year hereinabove written.

B.O.C.C. Regular

1. b.

Meeting Date: 08/18/2026

Title: Maplewood Restrictions

Submitted For: Jeff Martin, Clerk And Recorder

Submitted By: Jeff Martin, Clerk And Recorder

TOPIC:

Declaration of Restriction on Transfers and Conveyances - Maplewood Estates Subdivision.

BACKGROUND:

Reviewed.

RECOMMENDED ACTION:

Approve.

Attachments

Maplewood Restrictions

Return to:
In Site Engineering, P.C.
4231 Creekwood Dr
Billings, MT 59106

DECLARATION OF RESTRICTION ON TRANSFERS AND CONVEYANCES

MAPLEWOOD ESTATES SUBDIVISION

THIS DECLARATION, made this 13 day of August, 2026, by **REGAL LAND DEVELOPMENT, INC.**, hereinafter referred to as “Declarant.”

WITNESSETH:

WHEREAS, the Declarant is the subdivider of all of the lots in Maplewood Estates Subdivision, being situated in the Southwest ¼ of Section 18, Township 1 South, Range 25 East, P.M.M., Yellowstone County, Montana as described and shown on the final plat of Maplewood Estates Subdivision, hereinafter referred to as the “Subdivision;” and

WHEREAS, in connection with the filing of the plat for the Subdivision, the Declarant executed that certain Subdivision Improvements Agreement dated on the ____ day of _____, 20____, to Yellowstone County, which Agreement requires that a private contract be executed, providing for the installation and construction of required public improvements; and

WHEREAS, in order to more fully evidence restrictions against sale, conveyance, or transfer and to give third parties notice of such restrictions, the Declarant hereby executes this Declaration of Restrictions.

NOW, THEREFORE, in consideration of the premises, the Declarant for themselves, and their successors and assigns, do hereby declare:

1. Except as hereinafter provided, the Declarant does hereby agree and declare that the following described lots shall not be sold, transferred, or conveyed to any third party unless and until a Release has been executed and recorded in accordance with the provisions hereinafter stated.

Lots under restriction are more particularly described as follows.

Phase II: Lots 2 through 5 and Lots 14 through 21, Block 3; and Lots 12 through 28, Block 4; and, Lots 1 through 5, Block 5 of Maplewood Estates Subdivision in Yellowstone County according to the official plat on file in the office of the Clerk and Recorder of Yellowstone County, Montana (34 lots total).

2. It is the express purpose and intent of this Declaration to restrict or preclude sale, transfer, or conveyance of the above described lots until such time as a release of all of the above described lots may be executed and recorded in accordance with the provisions hereinafter appearing, and upon the recording of said release, the covenants and restrictions contained herein with respect to the lots described herein above and in said release shall be deemed canceled and terminated, and of no further force and effect.
3. Upon compliance with the requirements herein a release for the lot or lots affected thereby shall be executed and recorded by Yellowstone County, pursuant to the provisions contained in Paragraph XI of said Subdivision Improvements Agreement. The execution and recording of said release shall be deemed conclusive evidence to all third parties purchasing or acquiring any lot described therein that the restriction against sale, conveyance, or transfer of said lot has been removed.
4. UNTIL SUCH RELEASE IS EXECUTED AND RECORDED, THIS DECLARATION SHALL SERVE AS NOTICE TO ALL THIRD PARTIES PURCHASING OR ACQUIRING ANY OF THE ABOVE DESCRIBED LOTS OF THE EXPRESS RESTRICTIONS AGAINST ANY SUCH SALE, CONVEYANCE, OR TRANSFER, AND OF THE TERMS AND CONDITIONS OF SAID SUBDIVISION IMPROVEMENTS AGREEMENT, AND SHALL FURTHER SERVE AS NOTICE THAT YELLOWSTONE COUNTY MAY ENFORCE ANY AND ALL LEGAL RIGHTS AND REMEDIES SPECIFIED IN THE SUBDIVISION IMPROVEMENTS AGREEMENT SHOULD THE TERMS OF THIS DECLARATION BE VIOLATED.

5. The terms, conditions, and restrictions contained in this Declaration shall not preclude or restrict the ability of the Declarant to (a) sell, convey, and transfer all of the above described lots, subject to the terms of this Declaration, as one unit or group, to a third party, parties or entities; provided, however, that such sale shall be subject to this Declaration and the lots shall continue to be subject to the restrictions herein provided against the sale, transfer, and conveyance until a release has been executed and recorded; or (b) enter into sale and purchase agreements for individual lots; provided, however, that the deeds or other conveyance documents shall not be delivered to the prospective buyer, nor shall the closing under any such sale and purchase agreements occur until such time as a release covering the affected lot has been executed and recorded.
6. The terms and conditions of this Declaration shall run with the land, shall be binding upon, and shall inure to the benefit of the Declarant, Yellowstone County, and their successors and assigns.

IN WITNESS WHEREOF, the Declarant has executed this Declaration the day and year first above written.

“DECLARANT”

REGAL LAND DEVELOPMENT, INC.

By 
Dan Wells

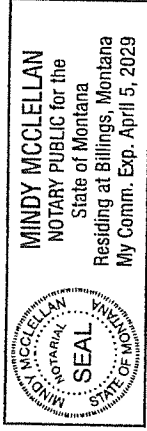
Its: President

STATE OF MONTANA)
 : ss
County of Yellowstone)

This instrument was acknowledged before me by Dan Wells, as President of
REGAL LAND DEVELOPMENT, INC. on the 13th of August 2026.



Signature of Notary Public



Return to:
In Site Engineering, P.C.
4231 Creekwood Dr
Billings, MT 59106

EXHIBIT A
RELEASE
MAPLEWOOD ESTATES SUBDIVISION

THIS RELEASE, made this ____ day of ____, 20__, by the undersigned, **REGAL LAND DEVELOPMENT, Inc.**, a Montana Corporation, and **Yellowstone County**, a municipal corporation.

WHEREAS, the hereinafter described real property is subject to that certain Declaration of Restriction on Transfers and Conveyances (the "Declaration") dated the ____ th day of ____, 20__, and recorded the ____ th day of ____, 20__, under Document No. ____, in the office of the Yellowstone County Clerk and Recorder; and

WHEREAS, said real property is also subject to the terms of that certain Subdivision Improvements Agreement by and between the undersigned dated the ____ th day of ____, 20__, and recorded the ____ th day of ____, 20__, under Document No. ____, in the office of the Yellowstone County Clerk and Recorder; and

WHEREAS, in accordance with the provisions of said Subdivision Improvements Agreement and the Declaration, a private contract has been executed and necessary funding guarantees have been provided, as the case may be, providing for the installation and construction of all required public improvements to serve the hereinafter described real property.

NOW, THEREFORE, in consideration of these premises, the undersigned do hereby declare and agree that all restrictions and conditions contained in said Declaration are hereby released and discharged, and shall be of no further force and effect, as the same relate to the following real property situated in Yellowstone County, Montana:

Phase II:	Lots 2 through 5 and Lots 14 through 21, Block 3; and Lots 12 through 28, Block 4; and, Lots 1 through 5, Block 5 of Maplewood Estates Subdivision in Yellowstone County according to the official plat on
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file in the office of the Clerk and Recorder of
Yellowstone County, Montana (34 lots total).

IN WITNESS WHEREOF, the parties have executed this Release as of the day and year
first above written.

REGAL LAND DEVELOPMENT, INC.

By: _____

Its: _____

STATE OF MONTANA)
 : ss
County of Yellowstone)

 This instrument was acknowledged before me on ____20__ by
 ____as ____of **REGAL LAND DEVELOPMENT, INC.**

Signature of Notary Public

YELLOWSTONE COUNTY, MONTANA

By: _____
Yellowstone County Commissioner

By: _____
Yellowstone County Clerk and Recorder

STATE OF MONTANA)
 : ss.
County of Yellowstone)

 This instrument was acknowledged before me on ____ 20__ by
_____ as County Commissioner of Yellowstone County, Montana

Signature of Notary Public

STATE OF MONTANA)
 : ss.
County of Yellowstone)

 This instrument was acknowledged before me on ____ 20__ by
_____ as Clerk and Recorder of Yellowstone County, Montana

Signature of Notary Public

Return to:
In Site Engineering, P.C.
4231 Creekwood Dr
Billings, MT 59106

EXHIBIT B
CERTIFICATE
MAPLEWOOD ESTATES SUBDIVISION

The undersigned, the duly authorized representative of the Department of Public Works, Yellowstone County, Montana, does hereby certify that a private contract has been executed and necessary funding guarantees have been provided to construct and install the public improvements required to serve the following described property in Yellowstone County, Montana.

Phase II:

Lots 2 through 5 and Lots 14 through 21, Block 3; and Lots 12 through 28, Block 4; and, Lots 1 through 5, Block 5 of Maplewood Estates Subdivision in Yellowstone County according to the official plat on file in the office of the Clerk and Recorder of Yellowstone County, Montana (34 lots total).

This certificate is being executed to show compliance with the terms of that certain Subdivision Improvements Agreement dated the ____th day of ____, 20__, by and between Regal Land Development, Inc., and Yellowstone County, and that certain Declaration of Restriction on Transfers and Conveyances dated the ____th day of ____, 20__, covering Maplewood Estates Subdivision, and to provide the basis for the execution and recording of a Release from the terms of said Declaration pursuant to the terms of said Agreements.

DATED this ____ day of ____, 20__.

YELLOWSTONE COUNTY DEPARTMENT OF PUBLIC WORKS
YELLOWSTONE COUNTY, MONTANA

By: _____

Title: _____

B.O.C.C. Regular

1. c.

Meeting Date: 08/18/2026

Title: Horse Camp

Submitted For: Jeff Martin, Clerk And Recorder

Submitted By: Jeff Martin, Clerk And Recorder

TOPIC:

Plat of Horse Camp Subdivision and SIA

BACKGROUND:

Reviewed.

RECOMMENDED ACTION:

Approve.

Attachments

Horse Camp SIA

**SUBDIVISION IMPROVEMENTS AGREEMENT
(Horse Camp Subdivision)**

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(Yellowstone County)

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SUBDIVISION IMPROVEMENTS AGREEMENT

Horse Camp Subdivision

THIS AGREEMENT is made and entered into this 22nd day of July, 20 26, by and between *Thomas Patrick Gauger*, whose address for the purpose of this agreement is *5440 River Road, Laurel, MT 59044*, hereinafter referred to as "Subdivider," and **YELLOWSTONE COUNTY**, Montana, hereinafter referred to as "County."

WITNESSETH:

WHEREAS, the plat of Horse Camp Subdivision, located in Yellowstone County, Montana, was submitted to the Yellowstone County Board of Planning as an abbreviated review plat which was deemed to not require preliminary review; 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 Horse Camp 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 (YCSR), 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. No variances are requested for the proposed subdivision.

II. CONDITIONS THAT RUN WITH THE LAND

- A. Lot owners should be aware that this subdivision is being built near 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. The developer has conducted a preliminary geotechnical investigation which can be used for informational purposes only, however, is not sufficient to build structures from. The City of Laurel has obtained a copy of this report and is available upon request.

- C. No water rights have been transferred to the lot owners. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. 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, any fences in the public right-of-way adjacent to this subdivision shall be removed or relocated outside of the public right-of-way at no expense to the County and any relocation outside of the public right-of-way shall be subject to securing and recording easements.
- G. 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 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 owner's expense.

III. TRANSPORTATION

- A. Streets**
 - No further street improvement work is require or proposed.
- B. Traffic Control Devices**
 - No traffic control devices will be installed at this time.

C. Access

Lot 1 is served by a driveway from River Road, a public roadway. An additional 20-foot of right-of-way will be dedicated to the County as shown on the final plat.

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

This subdivision is outside of the BABTMP. No further trail work is required or proposed.

IV. EMERGENCY SERVICE

The Laurel Volunteer Fire Department (LVFD) currently provides fire protection services for the subdivision.

This subdivision is not required to provide additional fire protection facilities, as it is a minor subdivision creating less than 3 lots.

V. STORM DRAINAGE

All drainage improvements shall comply with the provisions of Section 4.7, Yellowstone County Subdivision Regulations, and a storm water management plan shall be submitted to and approved by the Montana Dept. of Environmental Quality (MDEQ), or its designee.

VI. UTILITIES

A. Water

In accordance with Section 4.9, Yellowstone County Subdivision Regulations, all proposed water systems must obtain approval by MDEQ or its designee. Potable water shall be supplied by an individual well per the necessary requirements.

B. Sanitary Sewer

In accordance with Section 4.8 of the Yellowstone County Subdivision Regulations, all proposed sanitary sewer systems must obtain approval by the MDEQ or its designee. Wastewater shall be disposed of by an individual drainfield per the necessary requirements.

C. Power, Telephone, Gas, and Cable Television

This subdivision will be served with power and telephone facilities along River Road.

VII. PARKS/OPEN SPACE

No parkland dedication is required for a minor subdivision (76-3-621(3)(e), MCA).

VIII. IRRIGATION

No water rights are being transferred to future property owners within the subdivision.

IX. WEED MANAGEMENT

All noxious weeds on the latest Yellowstone County Noxious Weed List shall be controlled on all properties in the subdivision.

- A Weed Management Plan will be filed and updated as needed for approval by the Yellowstone County Weed Department. Said weed management plan shall contain the noxious weeds being addressed and the plan for the control of those weeds. All associated cost for noxious weed control is the responsibility of the owner of record.
- A revegetation plan shall be submitted as part of the management plan. A seeding recommendation can be obtained from the Yellowstone County Weed Department pursuant to Section 7-22-2152, MCA. The Yellowstone County Weed Department reserves the right to revise these recommendations based on the required site inspection.

X. SOILS/GEOTECHNICAL STUDY

No soils/geotechnical study has been performed for this subdivision. It is the responsibility of future lot owners to ensure the appropriate base and materials are used in construction.

XI. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements with cash or by utilizing the mechanics of a special improvement district or private contracts secured by letters of credit or a letter of commitment to lend funds from a commercial lender. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said special improvement district or private contract, and the improvements shall be installed as approved by the Public Works and Public Utilities Department.

XII. LEGAL PROVISIONS

- A. 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.
- B. 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.
- C. 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.
- D. 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.
- E. 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.
- F. 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.

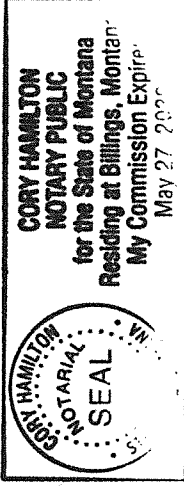
“SUBDIVIDER”

Thomas Patrick Gauger.

By: Thomas Patrick Gauger

STATE OF MONTANA)
 : ss
County of Yellowstone)

On this 22 day of July, 2026, before me, a Notary Public in and for the State of Montana, personally appeared Thomas Patrick Gauger, who executed the foregoing instrument and acknowledged to me that he/she executed the same.



Cory Hamilton
Notary Public in and for the State of Montana
Printed Name: Cory Hamilton
Residing at: Billings
My commission expires: May 27, 2026

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: _____
Chairman

Commissioner

Commissioner

Attest: _____
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 _____, and _____, 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.

Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

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 Special Improvement Districts (SID's), which Yellowstone County may require for a period of twenty years from the date of this document's recording.

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:

Thomas Patrick Gauger

Signed and dated this 22 day of July, 2020

Subdivider/Owner

Thomas Patrick Gauger

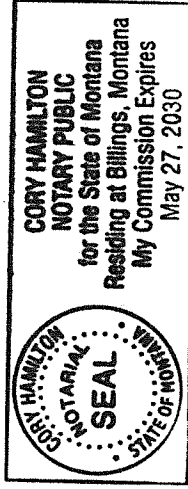
STATE OF MONTANA)

: ss

County of Yellowstone)

On this 22 day of July, 2020, before me, a Notary Public in and for the State of Montana, personally appeared Thomas Patrick Gauger, who executed the foregoing instrument and acknowledged to me that he/she executed the same.

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



Cory Hamilton

Notary Public in and for the State of Montana

Printed name: Cory Hamilton
Residing in Billings, Montana
My commission expires: May 27, 2030

B.O.C.C. Regular

Meeting Date: 08/18/2026

Title: Prosecutorial Assistance in State v S.E.

Submitted For: Scott Twito

Submitted By: Alyssa Peterson

TOPIC:

Resolution 26-101 Requesting Prosecutorial Assistance in State v S.E.

BACKGROUND:

Attorneys Ed Hirsch and Patrick Moody with Prosecution Services Bureau of the Department of Justice are prosecuting S.E. for our office due to a conflict. They would like to charge S.E. with a couple counts of bail jumping. Please find the attached Resolution for these additional charges.

RECOMMENDED ACTION:

Approve.

Attachments

S.E. Resolution

RESOLUTION

Whereas, the Yellowstone County Attorney has requested prosecutorial assistance in the case of *State v. Sheila English*, and;

Whereas, it is desired and deemed appropriate that a special deputy county attorney be appointed to assist in the prosecution of the aforementioned case, and

Whereas, Mont. Code Ann. § 44-4-111 authorizes and contemplates that the training coordinator for county attorneys and the bureau chief of Prosecution Services Bureau (together with the deputies within said bureau) act as special counsel on request of the county attorney and upon the approval of the board of county commissioners, and

Whereas, Mont. Code Ann. § 2-15-501(6) authorizes the Attorney General to provide assistance to county attorneys in the discharge of his or her duties.

It Is Hereby Resolved:

That the attorneys assigned to the Prosecution Services Bureau of the Department of Justice are hereby appointed as special deputy county attorneys for Yellowstone County for the purpose of assisting in the prosecution of the aforementioned case and that any of said deputies can fulfill the functions set out in Mont. Code Ann. § 44-4-103.

It is Further Resolved:

That under the terms of this agreement, no fee will be charged for attorney time provided by the Bureau. Assistance in such cases is provided without an hourly fee. Witness fees and expenses, transcription costs, jury costs, and other normal costs associated with trial will be the County's responsibility as with all other prosecutions.

Dated this _____ day of _____, 2026.

CHAIRMAN

ATTEST:

MEMBER

CLERK AND RECORDER

MEMBER

B.O.C.C. Regular

3. a.

Meeting Date: 08/18/2026

Title: Weed Department Contract - Wright Company - Salt Cedar Management Project 2026

Submitted By: Anna Ullom, Senior Accountant

TOPIC:

Weed Department Contract - Wright Company MT, Inc. - Salt Cedar Management Project

BACKGROUND:

The Weed Department is requesting Commissioners' approval for a contract with Wright Company MT, Inc. for the 2026 Salt Cedar Management Project. The contract shall not exceed \$80,000.00 and will be completed by November 20th, 2026. The project is funded in part by a grant from the Montana Noxious Weed Trust Fund for \$60,000.00. The Weed Department will cover the rest of the project from the Chem, Lab & Med Supplies account (2140.000.403.431100.222) for herbicide and Variable Contract Services account (2140.000.403.431100.398) for labor.

RECOMMENDED ACTION:

Sign contract and return a copy to Finance.

Attachments

2026 Yellowstone River Salt Cedar Contract - Wright Company

Standard Form of Agreement between Owner and Contractor on the Basis of A Stipulated Price

This agreement is dated as of the 18th day of August 2026 by and between Yellowstone County, Montana (hereinafter called Owner), and Wright Company MT, Inc. (hereinafter called Contractor).

Owner and Contractor, in consideration of the material covenants hereinafter set forth, agree as follows:

1. Scope of Work

The Contractor shall provide all labor and equipment necessary to complete the requirements of the Owner's Scope of Work for 2026, for the Yellowstone County Salt Cedar Management Project.

The specific objective of this project is to identify areas of Salt Cedar Infestations, map, treat the infestations, monitor these areas on a yearly basis and aggressively treat new infestations down river while maintaining and retreating previously treated acreage. We are accomplishing this by dividing the river into sections. To start the 2026 project year the YCWD is requiring the contractor to visit previously treated sections just east of the Laurel bridge by Laurel and also revisit islands between the Duck Creek Bridge and East of the Blue Creek Bridge down to the East end of the Billings Motorcycle Club property. There have been some reports of salt cedar in these areas and YCWD is requesting that these before mentioned areas are treated first before treatment resumes in the main project area, which is located at the Yellowstone River State Park FWP Wildlife Management Area located on the north side of the Yellowstone River west of the Bundy Bridge. Our goal is to clean up previous project areas and work our way towards the Bundy Bridge and possibly past the bridge depending on the density of salt trees in the areas that are being treated. The Yellowstone County Weed District will require the contractor to treat the infested areas using the following method: the mature trees will be treated using a basal bark I.P.T. method (individual plant treatments) with Remedy Ultra/Impel (basal bark oil) – 28.5% Remedy Ultra/71.5% Bark Basal Oil via backpack sprayer and ATV sprayers. The Weed District will supply the contractor with herbicide and bark oil. The contractor will supply all labor and equipment to complete this application and supply the weed district with a copy of the necessary licenses and insurance as required by the county. The Weed District will require the contractor to meet at the end of each week of the project to go over a progress report and maintain a budget.

2. Contract Times

The project must be completed by November 20th, 2026. Should any additional work need to be performed, both parties prior to the work being completed must sign a written change order.

3. Contract Price

Owner shall pay the Contractor labor that shall not exceed \$80,000.00 upon completion and acceptance of the project by the owner. Any change orders for the project must be approved in writing by the County prior to the work being started.

4. Contractor's Representation

- 4.1 Contractor has examined and reviewed the Contract documents and other related paperwork.
- 4.2 Contractor has visited the sites and become familiar with and is satisfied as to the general, local and site conditions that may affect cost, progress, performance and furnishing of the work.
- 4.3 Contractor is familiar with and is satisfied as to all federal, state and local laws and regulations that may affect cost, progress, performance and furnishing of the work.
- 4.4 Contractor has given Owner written notice of all conflicts, errors, ambiguities or discrepancies that the Contractor has discovered in the Contract Documents and that the Contract Documents are generally sufficient to indicate and convey the understanding of all terms condition for performance and furnishings of the work.

5. Contract Documents

The Contract Documents, which comprise the entire agreement between Owner and Contractor, consist of the following:

- 5.1 This Agreement.
- 5.2 Contractors Proposal.
- 5.3 Contractor's current certificate of General Liability, Auto and Worker's Compensation insurance

6. Miscellaneous

- 6.1 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without written consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will discharge the assignor from any duty or responsibility under the Contract Documents.

6.2 Insurance Requirements

Contractor shall maintain at its sole cost and expense, commercial general liability insurance naming Yellowstone County Public Works as additional insured for this project against liability for damages for bodily injury, including death and completed operations and property damages in a minimum amount of Seven Hundred Fifty Thousand Dollars (\$750,000.00) for each claim and One Million Five Hundred Thousand Dollars , (\$1,500,000.00), in the aggregate arising from incidents which occur as the result of Contractors negligence while performing any work or service for which Yellowstone County Public Works, sole basis of liability is vicarious liability for the acts or omissions of the Contractor or/and subcontractors. Contractor shall maintain for this project at its cost and expense, insurance against claims for injuries to persons or damages to property, including contractual liability which may arise from or in connection with the project by Contractor, agents, employees, representatives, assigns and sub-contractors. This insurance shall cover claims as may be caused by any negligent act or omission. The policy of insurance shall be an occurrence policy with a Best Rating of A- or better and must be in force throughout the project.

Contractor shall name on the Certificate of liability insurance Yellowstone County Public Works, as additional insured throughout the project. In addition, Contractor will furnish to Yellowstone County Public Works a copy of the policy endorsement, CG 32 87 05 10, indicating that Yellowstone County Public Works, are named as an additional insured under the Contractors insurance policy for this project.

Contractor agrees to furnish both the Certificate of insurance and policy endorsement at least ten (10) days prior to beginning work on the project.

Contractor agrees to defend, indemnify and hold harmless Yellowstone County Public Works from and against any and all claims demands, obligations causes of action, lawsuits and all damages and liabilities fines, judgments, costs, (including settlement costs), and expenses associated therewith (including reasonable attorney's fees and disbursements), arising from incidents that occur the result of Contractors negligence during this project. And for which Yellowstone County Public Works, sole basis of liability is vicarious liability for the acts or omissions of Contractor. The defense and indemnification obligations under this paragraph shall not be limited by any assertions or finding that Yellowstone County Public Works, is liable for any damages by reason of a non-delegable duty.

- 6.3 The Contractor agrees to maintain workers compensation insurance, or an independent contractor's exemption issued by the Montana Department of Labor covering Contractor and Contractor's employees. Contractor is not, nor is Contractor's workers, employees of Yellowstone County/Yellowstone County Public Works. Workers Compensation insurance, or the exemption from the workers compensation obligation must be valid of the entire period.
- 6.4 Owner and Contractor each binds itself, its partners, successors, assign and legal Representative to the other party hereto, its partners, successors, assign and legal

representatives to respect to all covenants, agreements and obligations contained in the Contract Documents.

- 6.5 Contractor must give preference to the employment of bona fide residents of Montana in the performance of this work.
 - 6.6 The parties agree that the laws of the State of Montana shall govern this contract, and that venue shall be in the Thirteenth Judicial District Court, Yellowstone County, Montana.
 - 6.7 Contractor agrees to defend, indemnify and hold harmless the County against all claims for injuries to person or damages to property occurred from or in Connection with the Contractors performance under the agreement.
 - 6.8 In the event of litigation between Contractor and the County, the prevailing party shall be entitled to reimbursement of Court costs and Reasonable Attorney fees by the non-prevailing party.
7. The Contractor must, in performance of work under this contract, fully comply with all applicable federal, state or local laws, rules, regulations, including the Montana Human Rights Act, Civil Rights Act of 1964, The Age Discrimination Act of 1975 and the American with Disabilities Act of 1990. Any subletting or subcontracting by the Contractor subjects contractors to the same provisions. In accordance with section 49-3-207, MCA, the Contractor agrees that the hiring of persons to perform the contract will be made on the basis of merit and qualification and there will be no discrimination based upon race, color, religion, creed, political ideas, sex, age, marital status, physical or mental disability, or national origin by the person performing under the contract.

Contractor will be required to follow all the directives included in section 18-2-422 of the Montana Code Annotated concerning Montana Prevailing Wages. Those directives are as follows:

- (1) The contractor and employers shall pay the standard prevailing wage rate, including fringe benefits, for each job classification during construction of the project;
- (2) each contractor and employer are required to maintain payroll records in a manner readily capable of being certified for submission under statute 18-2-423, for not less than 3 years after the contractor's or employer's completion of work on the project; and
- (3) each contractor is required to post a statement of all wages and fringe benefits in compliance with 18-2-423.

Statute 18-2-423 is as follows: If a complaint is filed with the department alleging noncompliance with 18-2-422, the department may require the project to submit to it certified copies of the payroll records for workers employed on that project. A contractor or a subcontractor shall pay employees receiving an hourly wage on a weekly basis. If a wage violation complaint is filed with the department, the contractor or subcontractor shall provide the employee's payroll records to the department within 5 days of receiving the payroll request from the department.

(4) The Contractor is required to comply with all other applicable provisions of Title 18, Chapter 2, Part 4 of the Montana Code Annotated.

IN WITNESS WHEREOF, OWNER and CONTRACTOR have signed this Agreement in duplicate. One counterpart each will be delivered to OWNER and CONTRACTOR. All portions of the Contract Documents have been signed, initialed or identified by OWNER and CONTRACTOR.

This Agreement will be effective August 18th, 2026.

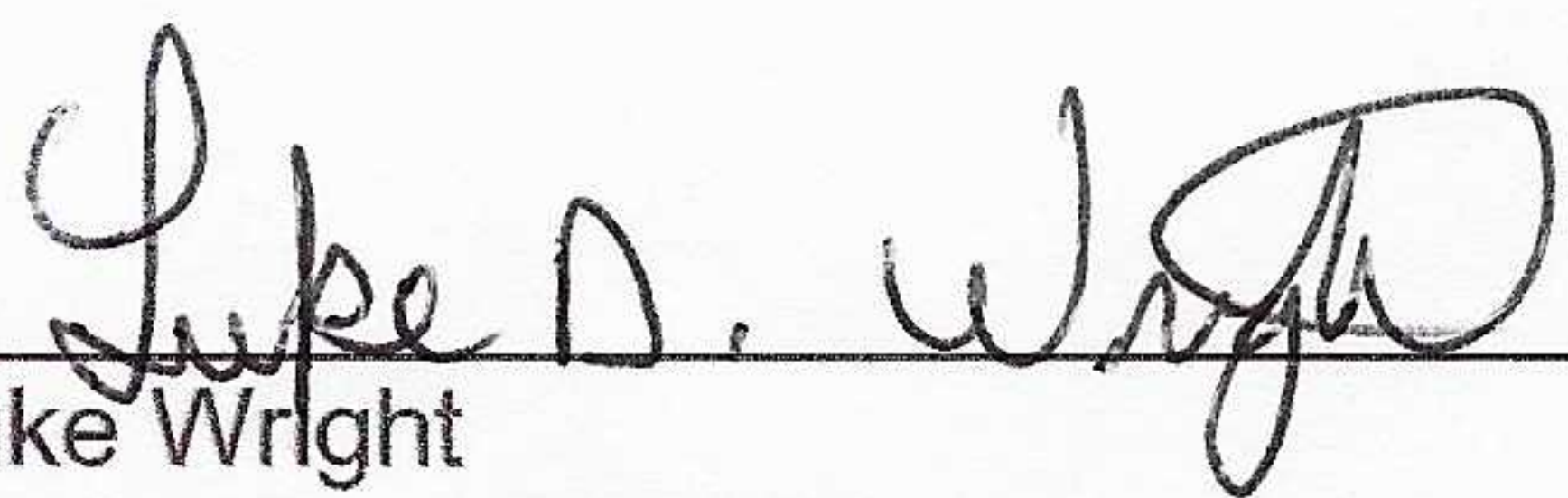
OWNER:

Yellowstone County
Billings, MT 59101

Mark Morse
BOCC Chair

CONTRACTOR:

Wright Company MT, Inc.
Roberts, MT 59070



Luke Wright
Wright Company MT, Inc.

Attest:

Jeff Martin
Clerk and Recorder

B.O.C.C. Regular

3. b.

Meeting Date: 08/18/2026

Title: Ostlund building parking lot landscaping contract

Submitted By: Louise Goldenson

TOPIC:

Contract with River Ridge Landscaping

BACKGROUND:

Contract with River Ridge Landscaping for the Ostlund building parking lot to add landscaping based on the construction plan and tree trimming at the request of the City.

RECOMMENDED ACTION:

Approve

Attachments

River Ridge Landscaping contract

River Ridge Landscaping tree trimmingcontract

YELLOWSTONE COUNTY INDEPENDENT CONTRACTOR CONTRACT

This Contract is entered into by and between Yellowstone County, Montana, herein referred to as "COUNTY", and River Ridge Landscape Co. herein referred to as "CONTRACTOR", whose address is 3223 River Road, Laurel, MT 59044

THE PARTIES AGREE AS FOLLOWS:

1. SCOPE OF SERVICES: CONTRACTOR agrees to complete and perform the work or services in accordance with the solicitation, plans, and specifications attached and hereby incorporated as Exhibit [A]

Install rock in the landscape beds in the parking lot and up next to the North side of the building. Includes installing topsoil that is required to get to grade, weed fabric, and then finishing it off with decorative landscape rock. The Rock will be 1" – 2" midnight Mallory from Yellowstone Valley Rock Supply. The price does not include any irrigation.

2. INDEPENDENT CONTRACTOR: COUNTY hereby employs CONTRACTOR as an independent contractor to complete and perform the scope of services. Neither CONTRACTOR nor its principals or employees are employees of COUNTY.

3. EFFECTIVE DATE AND TIME OF PERFORMANCE: CONTRACTOR shall commence work upon approval of this Contract by both parties and shall complete the described work by Sept 30th, 2026.

4. COMPENSTATION: For the satisfactory completion of the scope of services, COUNTY shall pay CONTRACTOR a total of **\$24,900.00** CONTRACTOR should submit invoices directly to COUNTY upon satisfactory completion of services for the period being invoiced. Any Change Orders for the project must be approved in writing by COUNTY prior to work being started. COUNTY shall pay invoices within 30 days of invoice date.

5. CONTRACTOR'S REPRESENTATION:

1. CONTRACTOR has examined and reviewed Contract Documents and other related paperwork
2. CONTRACTOR has visited the site and become familiar with and is satisfied with the general, local and site conditions that may affect cost, progress, performance and furnishing of the work.
3. CONTRACTOR is familiar with and is satisfied as to all federal, state and local laws and regulations that may affect cost, progress and furnishing of the work.
4. CONTRACTOR has given COUNTY written notice of all conflicts, errors, ambiguities or discrepancies that CONTRACTOR has discovered in the Contract Documents and that the Contract Documents are generally sufficient to indicate and convey the understanding of all terms and conditions for performance of the scope of services.

6. CONTRACT DOCUMENTS: The Contract Documents, which comprise the entire agreement between COUNTY and CONTRACTOR, consist of the following:

1. This agreement
2. CONTRACTOR's proposal dated Aug 12th, 2026
3. CONTRACTOR's certificate of insurance and workers compensation coverage
4. List any other applicable documents or exhibits
Exhibit B

7. WARRANTY: All work completed, and materials provided by CONTRACTOR must be warranted for a period of one (1) year from the time the services are completed.

8. MODIFICATION OF CONTRACT: This Contract contains the entire agreement between parties, and no statements or promises made by either party, or agents of either party, which are not contained in the written Contract, are valid or binding. This Contract may not be modified or altered except upon written agreement signed by both parties. Any subcontractor shall be bound by all of the terms and conditions of this Contract.

9. INSURANCE: CONTRACTOR shall maintain at its sole cost and expense, commercial general liability insurance from an insurance carrier licensed to do business in the State of Montana in the amount of seven hundred fifty thousand dollars (\$750,000.00) for each occurrence (minimum) and one million five hundred thousand dollars (\$1,500,000.00) aggregate. CONTRACTOR also agrees to maintain workers compensation insurance from an insurance carrier licensed to do business in the State of Montana. Proof of general liability and workers compensation insurance shall be provided to COUNTY at least ten (10) days prior to beginning work under this Contract. COUNTY must be listed as an additional insured on the general liability insurance certificate for this Contract.

10. INDEMNIFICATION: CONTRACTOR agrees to waive all claims and recourse against COUNTY, including the right of contribution for loss and damage to persons or property arising from, growing out of, or in any way connected with incidental to CONTRACTOR's performance of this Contract except for liability arising out of concurrent or sole negligence of COUNTY or its officers, agents or employees. Further, CONTRACTOR shall indemnify, hold harmless and defend COUNTY against all claims, demands, damages, costs, expenses or liability arising out of CONTRACTOR's negligent performance of this Contract except for liability arising out of the concurrent or sole negligence of COUNTY or its offices, agents or employees.

11. COMPLIANCE WITH LAWS: CONTRACTOR shall comply with applicable federal, state, and local laws, rules and regulations, including the Montana Human Rights Act, Civil Rights Act of 1964, The Age Discrimination Act of 1975 and the American with Disabilities Act of 1990. CONTRACTOR or their subcontractors agrees that the hiring of persons to perform the contract will be made on the basis of merit and qualification and there will be no discrimination based upon race, color, religion, creed, political ideas, sex, age, marital status, physical or mental disability, or national origin by the person performing under the Contract.

12. PERMITS: CONTRACTOR is responsible for obtaining any and all permits required to perform work under the Contract.

13. **PREFERENCE:** CONTRACTOR agrees to give preference to the employment of bona fide Montana residents in compliance with MCA 18-2-403 (1). In accordance with MCA 18-2-409, CONTRACTOR shall ensure that at least 50% of the workers of the CONTRACTOR (including workers employed by subcontractors) working on the project shall be bona fide Montana Residents.

14. **PLACE OF PERFORMANCE, CONSTRUCTION, AND VENUE:** Performance of this Contract is in Yellowstone County, Montana and venue for any litigation arising from performance of this Contract is the 13th Judicial District Court, Yellowstone County, Montana. This Contract shall be governed by the laws of the State of Montana.

15. **ATTORNEY FEES:** In the event of litigation between CONTRACTOR and COUNTY, the prevailing party shall be entitled to reimbursement of court costs and reasonable attorney fees by the non-prevailing party.

16. **SUSPENSION:** Without terminating this Contract, COUNTY may suspend CONTRACTOR's services following written notice. On the suspension date specified in the notice, CONTRACTOR shall have ceased its services in an orderly manner. CONTRACTOR shall be reimbursed for all reasonable costs incurred and unpaid for services rendered through the suspension date specified in the notice, but in no case will CONTRACTOR be paid for services rendered after the date of such suspension. If resumption of CONTRACTOR's services requires any waiver or change in this Contract, any such waiver or change shall require the written agreement of all parties, and the writing shall be attached as an addendum to this Contract.

17. **TERMINATION:** COUNTY reserves the right to terminate this Contract, in whole or in part, at any time by providing thirty (30) days written notice to CONTRACTOR. On the termination date specified in the notice, CONTRACTOR shall have ceased its services in an orderly manner. If a new contractor is retained to, or COUNTY will itself complete the services, CONTRACTOR will fully cooperate with COUNTY in preparing the new contractor or COUNTY to take over completion of services on the specified termination date. CONTRACTOR will be reimbursed for all reasonable costs incurred and unpaid for services rendered in conformance with this Contract through the date of termination specified in COUNTY's notice to CONTRACTOR. In no case will CONTRACTOR be paid for services rendered after the date of termination.

In the event of a material breach of this Contract by COUNTY, the CONTRACTOR shall have the right to terminate this Contract thirty (30) days after written notice to COUNTY specifying such material breach, unless COUNTY has cured such material breach within said period.

This Contract may be terminated without cause by either party. In that event, the party seeking to terminate this Contract must give ninety (90) days written notice to the other party of the intent to terminate the Contract.

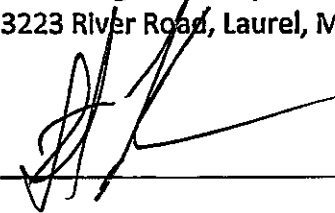
In witness whereof, COUNTY and CONTRACTOR have signed this Contract in duplicate. One counterpart each will be delivered to COUNTY and CONTRACTOR. All portions of the Contract Documents have been signed, initialed or identified by COUNTY and CONTRACTOR.

This Contract will be effective Aug 12th, 2026

COUNTY:
Yellowstone County
Billings, MT 59101

CONTRACTOR
River Ridge Landscape Co
3223 River Road, Laurel, MT 59044

Mark Morse, Chair
Board of County Commissioners



Steve Lehenbauer

8/12/26

ATTEST:

Jeff Martin, Clerk and Recorder

Exhibit A



Date: July 2, 2026

From: Steve Lehenbauer
River Ridge Landscape Company

To: Yellowstone County
Jen Jones
Financial Director

Re: Ostlund Building landscaping

Below is our updated price for Landscaping at the Ostlund building parking lot. **This price does not include Davis Bacon Wages.**

The base price is to install rock in the landscape beds in the parking lot and up next to the North side of the building. This price includes installing topsoil that is required to get to grade, weed fabric, and then finishing it off with decorative landscape rock. The Rock will be 1" – 2" midnight Mallory from Yellowstone Valley Rock Supply. The price does not include any irrigation.

Landscaping: \$24,900.00

Thank you for allowing us to give you a proposal on your landscape.

Sincerely,

Steve Lehenbauer
River Ridge Landscape Co.
3223 River Road, Laurel, MT 59044
steve@riverridgelandscape.com
(406) 628-7317

YELLOWSTONE COUNTY INDEPENDENT CONTRACTOR CONTRACT

This Contract is entered into by and between Yellowstone County, Montana, herein referred to as "COUNTY", and River Ridge Landscape Company herein referred to as "CONTRACTOR", whose address is 3223 River Road, Laurel, MT 59044

THE PARTIES AGREE AS FOLLOWS:

1. SCOPE OF SERVICES: CONTRACTOR agrees to complete and perform the work or services in accordance with the solicitation, plans, and specifications attached and hereby incorporated as Exhibit [A]

Fourteen (14) 24" DBH Honey locust (*Gleditsia triacanthids*), around the parking lot and front of building manage/improve health by applying: natural pruning to maintain the tree's characteristic growth pattern. Branch removal cuts on live and dead branches .5-inch diameter and larger. Deadwood all trees, raise canopy thin interior canopy for better growth pattern, air flow, reshape them and haul away all debris.

2. INDEPENDENT CONTRACTOR: COUNTY hereby employs CONTRACTOR as an independent contractor to complete and perform the scope of services. Neither CONTRACTOR nor its principals or employees are employees of COUNTY.

3. EFFECTIVE DATE AND TIME OF PERFORMANCE: CONTRACTOR shall commence work upon approval of this Contract by both parties and shall complete the work described by Sept 30th, 2026

4. COMPENSTATION: For the satisfactory completion of the scope of services, COUNTY shall pay CONTRACTOR a total of **\$9,800.00**. CONTRACTOR should submit invoices directly to COUNTY upon satisfactory completion of services for the period being invoiced. Any Change Orders for the project must be approved in writing by COUNTY prior to work being started. COUNTY shall pay invoices within 30 days of invoice date.

5. CONTRACTOR'S REPRESENTATION:

1. CONTRACTOR has examined and reviewed Contract Documents and other related paperwork
2. CONTRACTOR has visited the site and become familiar with and is satisfied with the general, local and site conditions that may affect cost, progress, performance and furnishing of the work.
3. CONTRACTOR is familiar with and is satisfied as to all federal, state and local laws and regulations that may affect cost, progress and furnishing of the work.
4. CONTRACTOR has given COUNTY written notice of all conflicts, errors, ambiguities or discrepancies that CONTRACTOR has discovered in the Contract Documents and that the Contract Documents are generally sufficient to indicate and convey the understanding of all terms and conditions for performance of the scope of services.

6. **CONTRACT DOCUMENTS:** The Contract Documents, which comprise the entire agreement between COUNTY and CONTRACTOR, consist of the following:

1. This agreement
2. CONTRACTOR's proposal dated Aug 12th, 2026
3. CONTRACTOR's certificate of insurance and workers compensation coverage
4. List any other applicable documents or exhibits
Exhibit A

7. **WARRANTY:** All work completed, and materials provided by CONTRACTOR must be warranted for a period of one (1) year from the time the services are completed.

8. **MODIFICATION OF CONTRACT:** This Contract contains the entire agreement between parties, and no statements or promises made by either party, or agents of either party, which are not contained in the written Contract, are valid or binding. This Contract may not be modified or altered except upon written agreement signed by both parties. Any subcontractor shall be bound by all of the terms and conditions of this Contract.

9. **INSURANCE:** CONTRACTOR shall maintain at its sole cost and expense, commercial general liability insurance from an insurance carrier licensed to do business in the State of Montana in the amount of seven hundred fifty thousand dollars (\$750,000.00) for each occurrence (minimum) and one million five hundred thousand dollars (\$1,500,000.00) aggregate. CONTRACTOR also agrees to maintain workers compensation insurance from an insurance carrier licensed to do business in the State of Montana. Proof of general liability and workers compensation insurance shall be provided to COUNTY at least ten (10) days prior to beginning work under this Contract. COUNTY must be listed as an additional insured on the general liability insurance certificate for this Contract.

10. **INDEMNIFICATION:** CONTRACTOR agrees to waive all claims and recourse against COUNTY, including the right of contribution for loss and damage to persons or property arising from, growing out of, or in any way connected with incidental to CONTRACTOR's performance of this Contract except for liability arising out of concurrent or sole negligence of COUNTY or its officers, agents or employees. Further, CONTRACTOR shall indemnify, hold harmless and defend COUNTY against all claims, demands, damages, costs, expenses or liability arising out of CONTRACTOR's negligent performance of this Contract except for liability arising out of the concurrent or sole negligence of COUNTY or its offices, agents or employees.

11. **COMPLIANCE WITH LAWS:** CONTRACTOR shall comply with applicable federal, state, and local laws, rules and regulations, including the Montana Human Rights Act, Civil Rights Act of 1964, The Age Discrimination Act of 1975 and the American with Disabilities Act of 1990. CONTRACTOR or their subcontractors agrees that the hiring of persons to perform the contract will be made on the basis of merit and qualification and there will be no discrimination based upon race, color, religion, creed, political ideas, sex, age, marital status, physical or mental disability, or national origin by the person performing under the Contract.

12. **PERMITS:** CONTRACTOR is responsible for obtaining any and all permits required to perform work under the Contract.

13. **PREFERENCE:** CONTRACTOR agrees to give preference to the employment of bona fide Montana residents in compliance with MCA 18-2-403 (1). In accordance with MCA 18-2-409, CONTRACTOR shall ensure that at least 50% of the workers of the CONTRACTOR (including workers employed by subcontractors) working on the project shall be bona fide Montana Residents.

14. **PLACE OF PERFORMANCE, CONSTRUCTION, AND VENUE:** Performance of this Contract is in Yellowstone County, Montana and venue for any litigation arising from performance of this Contract is the 13th Judicial District Court, Yellowstone County, Montana. This Contract shall be governed by the laws of the State of Montana.

15. **ATTORNEY FEES:** In the event of litigation between CONTRACTOR and COUNTY, the prevailing party shall be entitled to reimbursement of court costs and reasonable attorney fees by the non-prevailing party.

16. **SUSPENSION:** Without terminating this Contract, COUNTY may suspend CONTRACTOR's services following written notice. On the suspension date specified in the notice, CONTRACTOR shall have ceased its services in an orderly manner. CONTRACTOR shall be reimbursed for all reasonable costs incurred and unpaid for services rendered through the suspension date specified in the notice, but in no case will CONTRACTOR be paid for services rendered after the date of such suspension. If resumption of CONTRACTOR's services requires any waiver or change in this Contract, any such waiver or change shall require the written agreement of all parties, and the writing shall be attached as an addendum to this Contract.

17. **TERMINATION:** COUNTY reserves the right to terminate this Contract, in whole or in part, at any time by providing thirty (30) days written notice to CONTRACTOR. On the termination date specified in the notice, CONTRACTOR shall have ceased its services in an orderly manner. If a new contractor is retained to, or COUNTY will itself complete the services, CONTRACTOR will fully cooperate with COUNTY in preparing the new contractor or COUNTY to take over completion of services on the specified termination date. CONTRACTOR will be reimbursed for all reasonable costs incurred and unpaid for services rendered in conformance with this Contract through the date of termination specified in COUNTY's notice to CONTRACTOR. In no case will CONTRACTOR be paid for services rendered after the date of termination.

In the event of a material breach of this Contract by COUNTY, the CONTRACTOR shall have the right to terminate this Contract thirty (30) days after written notice to COUNTY specifying such material breach, unless COUNTY has cured such material breach within said period.

This Contract may be terminated without cause by either party. In that event, the party seeking to terminate this Contract must give ninety (90) days written notice to the other party of the intent to terminate the Contract.

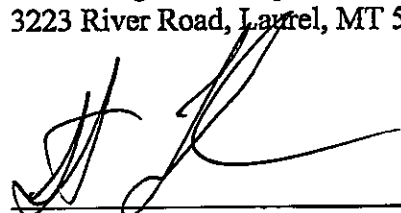
In witness whereof, COUNTY and CONTRACTOR have signed this Contract in duplicate. One counterpart each will be delivered to COUNTY and CONTRACTOR. All portions of the Contract Documents have been signed, initialed or identified by COUNTY and CONTRACTOR.

This Contract will be effective Aug 12th, 2026

COUNTY:
Yellowstone County
Billings, MT 59101

CONTRACTOR
River Ridge Landscape Co.
3223 River Road, Laurel, MT 59044

Mark Morse, Chair
Board of County Commissioners



8-12-26

Steve Lehenbauer

ATTEST:

Jeff Martin, Clerk and Recorder

Exhibit A



Date: July 30, 2026

From: Steve Lehenbauer
River Ridge Landscape Company

To: Yellowstone County
Jen Jones
Financial Director

Re: Ostlund Building landscaping

Jen,

Here is the price to do the pruning on the 14 Honeylocust trees at the Ostlund building. This price does not have Davis Bacon wages in it.

Fourteen (14) 24" DBH Honeylocust (*Gleditsia triacanthos*), around the parking lot and front of building manage/improve health by applying: Perform natural pruning intended to maintain the tree's characteristic growth pattern to

- branch removal cuts on live and dead branches .5 inch diameter and larger Deadwood all trees, raise canopy Thin interior canopy for better Growth pattern and air flow and reshape them Haul away all debris

Total: \$9,800.00

Thank you for allowing us to give you a proposal on your landscape.

Sincerely,

Steve Lehenbauer
River Ridge Landscape Co.
3223 River Road, Laurel, MT 59044
steve@riverridgelandscape.com
(406) 628-7317

B.O.C.C. Regular

3. c.

Meeting Date: 08/18/2026

Title: MOU with Alternatives HEART Grant

Submitted By: Teri Reitz, Board Clerk

TOPIC:

MOU and Agreement to Sub-Contract between Yellowstone County Sheriff's Office and Alternatives, Inc.

BACKGROUND:

The Sheriff's Office has been awarded funding to pilot programs addressing substance use disorder, mental health, and criminal transition programs in Yellowstone County from the Montana DPHHS, HEART Grant. Alternatives is a licensed, insured, and professional agency with nearly 45 years of criminal justice case management experience and can provide services necessary to implement this project.

RECOMMENDED ACTION:

Approve or deny

Attachments

MOU with Alternatives

**MEMORANDUM OF UNDERSTANDING AND AGREEMENT TO SUB-CONTRACT
BETWEEN
YELLOWSTONE COUNTY SHERIFF OFFICE AND
ALTERNATIVES, INC.**

Whereas: Yellowstone County Sheriff's Office has been awarded funding to pilot programs addressing substance use disorder, mental health, and criminal transition programs in Yellowstone County from the Montana DPHHS, HEART Grant;

Whereas: Stonerock Business Solutions coordinated with members of Yellowstone County and community partners to apply for funding for the agreement, and in turn, the County was named Contractor under the agreement. In order to implement these programs, a case manager/care coordinator is needed to support clients of the project per funding guidelines;

Whereas: A Substance Use Disorder, Mental Health Disorder, and Co-Occurring Disorder diagnosis is required for all inmates to receive services under the grant;

Whereas: Alternatives, Inc. is a licensed, insured, and professional agency with over 45 years of criminal justice case management experience and can provide services necessary to implement this project;

Whereas: Yellowstone County Sheriff's Office and the Board of County Commissioners (BOCC) are committed to providing programs that reduce the re-entry of offenders into the facility and reduce crime; however, no current detention center or Sheriff Office staff have duties or responsibilities that could be assumed to facilitate implementation of this pilot project and requires outside assistance from skilled case managers to meet required goals and objectives of the project;

Whereas: Yellowstone County released an RFQ for a provider to provide services related directly to the grant services and Alternatives, Inc. was the only entity to apply and was deemed qualified to perform the duties outlined in the grant requirements;

Whereas: Yellowstone County Sheriff's Office is committed to providing evidence-based treatment and supervision programs to meet the requirements of these funding sources;

Whereas: Alternatives, Inc. currently contracts with Stonerock Business Solutions to provide grant compliance, reporting, quality assurance and control, and other grant related duties for other programs and services;

AND

Whereas: The goals and objectives identified in the projects are identified by the Substance Abuse and Mental Health Services Administration (SAMHSA) and Bureau of Justice Affairs (BJA) as best practices standards.

Therefore: This Memorandum of Understanding and Agreement to Sub-Contract (hereinafter referred to as "MOU") is made and entered into by and between Yellowstone County Sheriff's Office (YCSO) whose address is 217 N 27th Street, Billings, MT 59101, and Alternatives, Inc. whose address is 2120 3rd Ave. North, Billings MT 59101.

Therefore: It is the intent of the parties to this MOU that the County shall, as contractor under the agreement, contract with Alternatives, Inc. and that Alternatives, Inc. shall perform all work and services as sub-contractor under the agreement and collaborate with Stonerock Business Solutions for all grant reporting, quality assurance and control, and liaison services with the State of Montana on behalf of Yellowstone County to fulfill the requirements of the grant.

1. **Purpose.** The purpose of this MOU is to establish the terms and conditions under which YCSO, Alternatives, Inc., and Stonerock Business Solutions will collaborate to fulfill the services and requirements approved by the funding source to the best of their abilities.

2. **Term of MOU.** This MOU shall be in effect for a period the award date of the funding sources beginning July 1, 2026 through June 30, 2027. The parties may mutually agree, in writing, to terminate this Agreement at any time. Further, either party may terminate this Agreement unilaterally with written notice not less than 30 days prior to the automatic renewal date. If unilateral written notice is given, the Agreement shall terminate on the annual renewal date.

The term of this MOU shall not exceed the term of the Professional Services Agreement between the County of Yellowstone, Montana, by its Board of County Commissioners, and Alternatives. Termination, by either party, of the Professional Services Agreement, shall terminate this MOU.

3. **Payment** In consideration for the services to be performed by the Contractor, the County agrees to reimburse Alternatives, Inc. from pre-approved grant funds for up to the following amount based on availability of funds: HEART funds beginning July 1, 2026 – June 30, 2027:

- Monthly payments in the amount of \$19,596.39 for 11 months and \$19,596.34 for final month for a total of \$235,156.63 for the contract year.

To provide additional compliance with reporting and tracking requirement, Alternatives, Inc. Inc. must submit a monthly invoice and proper reporting documentation to Stonerock Business Solutions, grant management and project director contractor for review and approval prior payment by the 5th of each month. Funds will be reimbursed through grant funds pre-allocated and approved by Montana Department of Public Health and Human Services.

4. Responsibilities of Yellowstone County Sheriff's Office. Yellowstone County Detention Center is responsible for the following:

4.1 Act as Fiscal Agent as required and all financial responsibilities associated. YCSO agrees to cooperate with Alternatives, Inc. and Stonerock Business Solutions as the pass through between the State of Montana and Alternatives, Inc. to deliver, in a timely fashion, and pursuant to page 3 of the services funding agreement, all funding that flow to the County from the agreement, directly to Alternatives, Inc. in order so that Alternatives, Inc. can deliver services required under the agreement and required by the funding.

4.2 YCSO agrees to provide access to staff, equipment, and data to complete the necessary tracking and reporting of grant and project outcomes to funding sources. Alternatives, Inc. is responsible for reporting data of services delivered by submitting monthly reports of actual services rendered during the month to Stonerock Business Solutions for verification, auditing, tracking, and outcome reporting to the State and BOCC.

4.3 YCSO agrees to participate in meetings, development, and evaluation as necessary to complete the project goals.

4.4 YCSO acknowledges that it has the sole decision-making authority on the project and that Alternatives, Inc. in coordination with Stonerock Business Solutions, is the contracted service provider's role is to manage, report, and assist YCSO in all aspects of implementation, evaluation, and reporting.

4.5 YCSO agrees that it will review and approve all invoices, reporting, and evaluation in a timely manner for purposes of completing project goals, reporting to funding sources, and approving payments from County Finance to sub-contractors.

4.6 The County agrees to pay this contractor upon receipt of invoice for services within a reasonable time period from receipt of invoice. All Invoices shall be emailed to Stonerock Business Solutions at Amanda@stonerockmt.com on a monthly basis no later than the 5th of the month for routing to Yellowstone County Finance (due by the 10th of each month).

5. Responsibilities of Alternatives, Inc. Alternatives, Inc. agrees to participate in the implementation of the grant activities as listed below.

5.1 Alternatives, Inc. acknowledges that it is familiar with the agreement and that furthermore, Alternatives, Inc. represents that it can perform and deliver the services required under the agreement.

5.2 Alternatives, Inc. agrees to provide information on outcome measures to Stonerock Business Solutions for the purposes of coordinating, implementing, and reporting project activities to Yellowstone County Sheriff's Office, BOCC, and the State of Montana, Alternatives, Inc. agrees to submit monthly progress reports on services to Stonerock Business Solutions by the 5th of each month. Payments for services will not be approved without submission of reporting data. All invoices will be reviewed by Stonerock Business Solutions prior to submission to YC Finance to ensure it complies with project goals, outcomes, and budget restrictions. Alternatives, Inc. agrees to compensate Stonerock Business Solutions for these duties as part of the monthly fee paid to Alternatives, Inc. for completion of grant services and requirements.

5.3 Alternatives, Inc. acknowledges that it will coordinate with all entities contracted for services within the scope of the project including, but not limited to, Stonerock Business Solutions, Ivy Correctional Medicine, YCSO, and others as necessary to implement the project.

5.4 Alternatives, Inc. agrees to staff at least 1 FTE Case Manager/Care Coordinator for purposes of providing services directly to inmates of YCDF. Intake services will be provided within 7 days of referral from referral source or identification of inmate for program. Case Managers/Care Coordinators are responsible for ensuring all assessment, Releases of Information, Transition Plans, and Release planning is completed within a timely manner. Service may continue for up to 30 days of release of inmate status from YCDF. Housing, treatment, medication referrals, and other identified services are all required components of Case Management/Care Coordination.

5.5 Alternatives, Inc agrees to have available appropriate licensed clinicians (Licensed Addition Counselor, Licensed Clinical Professional Counselors, Licensed Clinical Social Worker, candidates of professional licensure under the supervision of an appropriate clinician, or other professional licensures consistent with the roles and compliance of the State of MT to provide SUD, MH, and Co-Occurring assessments for purposes of identifying eligible inmates for programs and services, placement in appropriate treatment facilities, and coordination of care for inmates upon release of YCDF. Assessments are to be completed within a reasonable time of referral but no longer than 10 business days after referral is received. Alternatives, Inc. acknowledges that up to 15

assessments may be requested within a week and it is their responsibility to coordinate assessments in person or telehealth with appropriate YCDF staff.

5.6 As a sub-contractor to the agreement and for the purpose of this MOU, Alternatives, Inc. agrees to protect, defend, and save the County, its elected and appointed officials, agents, and employees, while acting within the scope of their duties as such, harmless from and against all claims, demands, causes of action of any kind or character, including the cost of defense, injuries, death or damages to property arising out of services performed or omissions of services or in any way resulting from the acts or omissions of Alternatives, Inc. and/or its agents, representatives, assigns, subcontractors, except the sole negligence of the County.

5.7 As sub-contractor to the agreement, and for the purpose of this MOU, Alternatives, Inc. must maintain, at its cost, primary standard general liability insurance coverage in the amount of \$1,000,000.00 claims made and listing Yellowstone County as an additional insured. The general liability coverage must include claims arising out of contractual liability, the delivery of services, omissions in the delivery of service, injuries to persons, damages to property, the provision of goods or rights to intellectual property or any other liabilities which may arise in the provision of services under the agreement.

5.8 As sub-contractor to the agreement and for the purpose of this MOU, Alternatives, Inc. must maintain at its cost, professional liability insurance coverage against claims for harm to persons which may arise from the professional services provided through the agreement. The insurance must cover claims as may be caused by any act, omission, or negligence of Alternatives, Inc. and/or its officers, agents, representatives, assigns or subcontractors, or assigns. Alternatives, Inc. must provide professional liability insurance coverage on a claims made basis with combined single limits of \$1,000,000.00 per claim and \$2,000,000.00 aggregate per the life of the agreement.

5.9 As sub-contractor to the agreement, and for the purpose of this MOU, Alternatives, Inc. must comply with the applicable provisions of the Montana Human Rights Act, Governmental Code of Fair Practices, all federal civil rights acts and the federal American with Disabilities Act. In addition, Alternatives, Inc. may not discriminate in any manner against any person on the basis of race, color, religion, creed, political ideas, sex, age, marital status, physical or mental disability or national origin.

5.10 As sub-contractor to the agreement, Alternatives, Inc. shall be responsible for its business-related expenses concerning the Services under this Agreement.

6. Responsibilities of Both Parties Together, YCSO and Alternatives, Inc. agree to the following:

6.1 Any specific activity developed under this MOU shall be detailed in the grant application, signed by each organization's authorized signatory, which will describe the scope of the proposed activity, intended outcomes, budget, and responsible Offices or individuals. Unless a subsequent agreement is signed, there will not be any enforceable obligations or duties between the parties.

6.2 All activities shall be subject to the availability of funds and the approval of each Alternatives, Inc. authorized representatives. The parties to this MOU acknowledge that the County is not responsible for any direct funding of the agreement and that funding under the agreement may terminate prior to the June 30, 2027 end date of the agreement with appropriate notice of at least 90 days.

6.3 The parties agree to indemnify and to hold harmless for, from, and against claims, suits, reasonable attorney's fees, damages, injuries to persons or property or other liabilities arising out of any negligence of the other party pursuant to this agreement.

7. General Provisions

A. Duration and Evaluation. A joint evaluation of the MOU will be initiated by the designated representatives three (3) months prior to the expiration date. Amendments to this MOU may be requested, in writing, by either party and approved by the authorized signatories.

B. Compliance with Law. The parties specifically intend to comply with all applicable laws, rules and regulations as they may be amended from time to time. If any part of this Agreement is determined to violate federal, state, or local laws, rules, or regulations, the parties agree to negotiate in good faith revisions to any such provisions. If the parties fail to agree within a reasonable time to revisions required to bring the entire Agreement into compliance, either party may terminate this Agreement upon thirty (30) days prior written notice to the other party.

C. Force Majeure. In the event parties are unable to complete the projects due to causes beyond the control of the parties, but not limited to: acts of God; war; acts of the government; fires; floods; epidemics; quarantine restrictions; strikes, labor disputes or work stoppages; transportation contingency; and freight embargoes; other catastrophes or any similar occurrences beyond the parties' reasonable control, Yellowstone County Detention Facility will provide notice to the funding sources and the project will be extended for the period of time that the Force Majeure event is applicable.

D. Governing Law. This agreement shall be governed under the laws in the State of Montana.

E. Severability. The provisions of this Agreement are severable, and if any provision of this Agreement is found to be invalid, void, or unenforceable, the remaining provisions will remain in full force and effect.

F. Non-Discrimination. The parties agree not to discriminate on the basis of religion, race, creed, national or ethnic origin, sex, age, handicap, political affiliation, sexual orientation, disability or status as a veteran.

G. Independent Contractors. Each party is separate and independent, and this Agreement shall not be deemed to create a relationship of Alternatives, employment, or partnership between or among them. Each party understands and agrees that this Agreement establishes an independent contractor relationship and that the agents or employees of each respective party are not employees or agents of any other party. Alternatives, Inc. under the code of the Internal Revenue Service (IRS) and the laws of the State of Montana, is an independent contractor, and neither the Alternative's employees or contract personnel are, or shall be deemed, the YCSO's's employees.

In its capacity as an independent contractor, Alternatives, Inc. agrees and represents: Alternatives, Inc. has the right to perform services for others during the term of this Agreement except as otherwise provided below; Alternatives, Inc. has the sole right to control and direct the means, manner, and method by which the Services required by this Agreement will be performed. Alternatives, Inc. shall select the routes taken, starting and ending times, days of work, and order the work is performed; Alternatives, Inc. has the right to hire assistant(s) as subcontractors (except as provided below) or to use employees to provide the Services required under this Agreement. Neither Alternatives, nor the Alternative's employees or personnel, shall be required to wear any uniforms provided by the YCSO; The Services required by this Agreement shall be performed by Alternatives, Alternatives' employees or personnel, and the YCSO will not hire, supervise, or pay assistants to help Alternatives; and neither Alternatives, Inc. nor Alternatives, Inc. employees or personnel shall be required by the YCSO to devote full-time to the performance of the Services required by this Agreement. YCSO shall have no right to control or direct the details, manner or means by Alternatives, Inc. performs its services. Alternatives, Inc. shall continue ongoing conversation with YCSO leadership to ensure the safety and security of the facility while implementing the services outlined in this MOU.

H. Assignment. No party may assign this Agreement or any rights or obligations under this Agreement to any person or entity without the prior written consent of the other parties. Any assignment in violation of this provision is null and void.

I. Entire Agreement. This Agreement constitutes the entire agreement and understanding between the parties as to the subject matter hereof and supersedes all prior discussions, agreements and undertakings of every kind and nature between them, whether written or oral, with respect to such subject matter. This Agreement may subsequently be modified only by a written document executed by both parties.

J. Notices. Any consent, waiver, notice, demand, request or other instrument required or permitted to be given under this Agreement or any related agreements shall be in writing and shall be delivered by hand or sent prepaid telex, cable or facsimile transmission, or sent, postage prepaid, by registered, certified or express mail or reputable overnight courier service and shall be deemed given when so delivered by hand, telexed, cabled or transmitted, or if mailed, five (5) days after the notice is delivered to the courier service, addressed to the addresses set forth herein, or to such other address as may later be specified in writing by either party.

8. **Signatures.** In witness whereof, the parties to this MOU through their duly authorized representatives have executed this MOU on the days and dates set out below, and certify that they have read, understood, and agreed to the terms and conditions of this MOU as set forth herein.

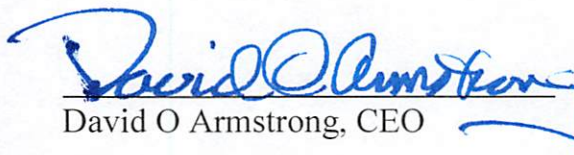
The effective date of this MOU is the date of the signature last affixed to this page.

Yellowstone County

Chairman, Mark Morse

Date

Alternatives, Inc.

 **8/11/2026**

David O Armstrong, CEO

Date

B.O.C.C. Regular

Meeting Date: 08/18/2026

Title: Contract Change Order with Hardrives Construction

Submitted By: Trasee Field, Senior Secretary

TOPIC:

Contract Change Order with Hardrives Construction

BACKGROUND:

Contract Change Order with Hardrives Construction for 2026 County Crack Seal

RECOMMENDED ACTION:

Approve

Attachments

Contract

PROPOSAL

LICENSED • BONDED • INSURED •

PO Box 2535
Billings, MT
59103
406.245.3128



FAX: 406.245.8834 • EMAIL: hardrives@hardrives-asphalt.com

Submitted to: Yellowstone County Shop Date: 7/15/2026
Billing address: 2825 3rd Ave. N. Room 600
City, State, Zip: Billings, MT. 59101
Phone number: Jay 254-7926 Fax: _____
Job address County Shop

We hereby submit specifications and estimates per your request for price to provide the following:

1. PATCH ~~Remove and Replace 4" asphalt~~ 7,482 SF ~~Total: \$ 38,532.30~~
See notes on back.

2. CRACK REPAIR 6,953 LS Total: \$ 6,953.00
With premium grade hot rubber.

PLEASE CHOOSE ONE OF THE FOLLOWING OPTIONS:

GOOD 3. APPLY 1 COAT COMMERCIAL GRADE SEALER _____ SF
Life expectancy 1-2 years

Total: \$ _____

BETTER 4. APPLY 2 COATS COMMERCIAL GRADE SEALER _____ SF
Life expectancy 2-4 years (*See notes on Back*)

Total: \$ _____

BEST 5. APPLY HEAVY MINERAL SEALER _____ SF
Life expectancy 5-6 years (*See notes on Back*)

Total: \$ _____

6. MASTIC Fill wide crack mastic 523 SF Total: \$ 894.33
See notes on back

7. BASE MATERIAL & LABOR
Provided by Hardrives, Inc. at _____ inches Total: \$ _____

8. OPTIONAL-Replace Saturated Oil Spots _____ SF
SealCoat/Heavy Mineral Sealer will not adhere to unremedied areas. Total: \$ _____

9. STRIPE Total: \$ _____

10. _____ Total: \$ 7,847.33
~~46,379.63~~

All material is guaranteed to be specified. All work to be completed in a workmanlike manner according to standard practices. Any alterations or deviations from above specifications involving extra costs will be executed upon written orders, and will become an extra charge over and above the estimate. Our workers are fully covered by Workman's Compensation Insurance. This document also serves as a Right to Lien.

AUTHORIZED SIGNATURE: _____

Jody Teske

406-672-8820

ACCEPTANCE OF PROPOSAL: The above prices, specifications and conditions are satisfactory and are hereby accepted.
You are authorized to do the work as specified.

SIGNATURE: _____

DATE OF ACCEPTANCE: _____



Our reputation is built one satisfied customer at a time.



In regard to PAVING:

1. A minimum of 1% positive drainage flow is required to diminish the possibilities of bird baths or standing water.
2. Bid is quoted at 3" depth of asphalt for patching. If additional depth is encountered, added cost will be charged based on \$0.50 per square foot inch.
3. Soft spots or unsuitable sub-base encountered in subgrade will be remedied on a time and material basis.
4. Hardrives is not responsible for any damage to unknown utility lines, sprinklers, sprinkler lines, etc. that are not marked. It is the owner's responsibility to mark.
5. One mobilization is included.

In regard to sealcoat/heavy mineral seal:

6. Requires clean pavement; any petroleum soaked areas can contribute to premature failure.
7. Sealcoat / Heavy Mineral Seal does not remedy ponding water and ponding water will accelerate the deterioration of the sealer.
8. The complete elimination of any existing drainage problem or reflective cracking is not intended or guaranteed.
9. Power steering marks are normal and should not be cause for concern
10. The new surface will remain tender for about two weeks.
11. Hardrives is not responsible for any damage done to existing asphalt due to weight of machinery.
12. Sweeping may be required by the owner approximately two months after Heavy Mineral Seal placement to remove any excess aggregate.
13. One mobilization is included.
14. All workmanship and materials guaranteed against failure for one full year.

PO Box 2535
Billings, MT 59103
Office • 406.245.3128
Fax • 406.245.8834



PAVING • GRADING • PAVEMENT MAINTENANCE • ASPHALT • CHIP SEAL • SEAL COAT • CRACK SEAL • SLURRY SEAL TYPE I-II-III

July 8, 2026

Hardrives Construction Inc will be quoting the following items:

Contract ID: Trail Master

1	Mobilization	1 LS	@	Included
2	Crack Seal	1 LS	@	\$5,900.88
3	Type 1 Chip Seal	1 LS	@	\$15,418.15

Total ~~\$21,319.03~~
\$5,900.88

Prices includes: all labor , wages, equipment, mobilization, GRT, taxes, and insurance in full compliance with the specifications. This quotation expires if not accepted in writing within thirty (30) days of this quotation.

Please be aware that Hardrives Construction Inc. is a Certified **DBE** by the MT Dept. of Transportation.

Respectively submitted

Jody Teske
Estimator

Licensed • Bonded • Insured

WWW.HARDRIVES-ASPHALT.COM

hardrives@hardrives-asphalt.com

CERTIFIED DBE CONTRACTOR



OUR REPUTATION HAS BEEN BUILT ONE SATISFIED CLIENT AT A TIME

B.O.C.C. Regular

5. a.

Meeting Date: 08/18/2026

Title: Non-Union Detention Sergeant Compensatory Time Adjustment

Submitted By: Teri Reitz, Board Clerk

TOPIC:

Policy 26-100 Yellowstone County Detention Facility Non-Union Detention Sergeant Compensatory Time Adjustment

BACKGROUND:

See attached.

RECOMMENDED ACTION:

Approve.

Attachments

Policy for Non-Union Detention Sergeant Compensatory Time Adjustment

Yellowstone County Detention Facility

Non-Union Detention Sergeant Compensatory Time Adjustment, August 18, 2026

Resolution 26-100

Whereas: It is the policy of the Yellowstone County Detention Facility that the non-union Detention Sergeants ensure adequate staffing and provide supervision to protect the safety and security of all inmates and staff, and

Whereas: Detention Sergeants are overtime eligible and currently earn up to 40 hours of compensatory time (Comp time), in lieu of cash overtime, and

Whereas: County policy provides that Department Heads in their discretion can grant the use of Comp time in lieu of cash overtime payments to non-union employees, and by extension of that policy, Department Heads can, when appropriate, increase the Comp time cap up to, but to not exceed a total of 80 hours of Comp time, and

Whereas: The Yellowstone County Detention Facility Department Head believes it appropriate to allow Detention Sergeants to accrue 80 hours of Comp time in order to recruit and retain Sergeants in the Detention Facility and for those Sergeants to remain on par with the Detention Officer staff, who, pursuant to the Comp time provision of the Detention Officers CBA may accrue up to 80 hours of Comp time.

NOW THEREFORE BE IT RESOLVED,

1. That Yellowstone County Detention Sergeants 40-hour accrual cap on Comp time shall be adjusted to provide for a Comp time accrual not to exceed 80- hours of Comp time.
2. This resolution shall take effect immediately upon adoption.

BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA

Mark Morse, Chair

Michael J. Waters, Member

Chris White, Member

ATTEST:

Jeff Martin, Clerk and Recorder

B.O.C.C. Regular

5. b.

Meeting Date: 08/18/2026

Title: PARS

Submitted By: Teri Reitz, Board Clerk

TOPIC:

PERSONNEL ACTION REPORTS - County Attorney - 2 Appointments; **Treasurer**- 1 Appointment, 1 Termination; **Youth Services Center** - 1 Appointment; **Finance** - 1 Termination; **Human Resources** - 1 Termination; **Detention Facility** - 2 Terminations

BACKGROUND:

See attached.

RECOMMENDED ACTION:

Approve.

Attachments

PARS



Yellowstone County Commissioners
RECEIVED

AUG 10 2026

Hire/Personnel Action Form

Employee Information

Employee
Katy Williams

Hire Information

Position Details	Hire Req#	Job Type
Deputy County Attorney (I) (3070)	202500374	Full-Time Regular
Person ID	Job Class	Pay Rate
42663063	Deputy County Attorney (I)	\$90,125.00
Department	Job Class#	HireDate
County Attorney's Office	3070	8/27/26
Division		
N/A		

Approvals

HUMAN RESOURCES	Kevin Gillen	8/10/26 1:09 PM
FINANCE	JENNIFER JONES	8/10/26 1:25 PM

Commissioners Action
Approve Disapprove

Chair		_____
Member		_____
Member		_____



Hire/Personnel Action Form

AUG 11 2026

Employee Information

Employee
Katy Williams

Hire Information

Position Details	Hire Req#	Job Type
Deputy County Attorney (I) (3070)	202500374	Full-Time Regular
Person ID	Job Class	Pay Rate
42663063	Deputy County Attorney (I)	\$90,125.00
Department	Job Class#	HireDate
County Attorney's Office	3070	8/27/26
Division		
N/A		

Comments

2301122.41100.111, 100%, Replaces Erickson

Approvals

HUMAN RESOURCES	Kevin Gillen	8/11/26 8:04 AM
FINANCE	JENNIFER JONES	8/11/26 8:11 AM

Commissioners Action
Approve Disapprove

Chair		_____
Member		_____
Member		_____



AUG 11 2026

Hire/Personnel Action Form

Employee Information

Employee
Michael Fabricius

Hire Information

Position Details	Hire Req#	Job Type
Tax Supervisor (F) (2040)	202600449	Full-Time Regular
Person ID	Job Class	Pay Rate
67672963	Tax Supervisor (F)	\$25.33
Department	Job Class#	HireDate
Treasurer/Supt. of Schools/Motor Vehicle	2040	8/11/26
Division		
N/A		

Comments

Replacing Jennifer Bryan

Approvals

HUMAN RESOURCES	Kevin Gillen	8/11/26 8:05 AM
FINANCE	JENNIFER JONES	8/11/26 8:11 AM

Commissioners Action
Approve Disapprove

Chair	<u>HY</u>	_____
Member	<u>[Signature]</u>	_____
Member	<u>[Signature]</u>	_____



Yellowstone County Commissioners
RECEIVED

AUG 06 2026

Hire/Personnel Action Form

Employee Information

Employee
Jacqueline Gallagher

Hire Information

Position Details	Hire Req#	Job Type
Juvenile Care Supervisor (G) (5120)	202600451	Full-Time Regular
Person ID	Job Class	Pay Rate
55422641	Juvenile Care Supervisor (G)	\$29.51
Department	Job Class#	HireDate
Youth Service Center	5120	8/16/26
Division		
N/A		

Comments

2399.235.420250.111 100%

Jacqueline Gallagher will be replacing Frank Gangone III as JCW Supervisor promo from JCW.

Approvals

HUMAN RESOURCES	Kevin Gillen	8/6/26 1:14 PM
FINANCE	JENNIFER JONES	8/6/26 1:15 PM

Commissioners Action
Approve Disapprove

Chair	<u>HY</u>	_____
Member	<u>MTW</u>	_____
Member	<u>CD</u>	_____

YELLOWSTONE COUNTY
PERSONNEL ACTION REPORT

AUG 07 2026

Section 1

Section 1 is to be completed by the initiating department for recommended personnel changes

Name: LynDee Schmidt Effective Date: 8/31/26
Current Title: Benefits + Safety mgr. Gr. H Salary \$ 90,443.56
Title Change: _____ Gr. _____ Salary \$ _____

Check as Applicable:

Regular Full Time: _____ New Hire: _____
Regular Part Time: _____ Rehire: _____
Temp Full Time: _____ Termination: X
Temp Part Time: _____ Promotion: _____
Seasonal Hire: _____ Transfer: _____
Replaces position _____ Demotion: _____
Name _____
New Budgeted Position _____
Other: _____ Reclassification: _____

Funding: 1000 - 144 - 410800 - 111 Percent 100 New Account _____
_____ - _____ - _____ Percent _____ Split Account _____

Elected Official/Department Head _____ Date _____

Section 2

Human Resources: _____ Finance: _____

Note: _____ Note: _____
LynDee 8.5.26 Juan Giner 8.7.26
Director Date Director Date
H.R. Comments: _____ Commissioner's Action
_____ Approve _____ Disapprove _____

Chair HH _____
Member MDW _____
Member CL _____
Date entered in payroll _____
Clerk & Recorder - original _____
Human Resources - canary _____
Auditor - pink _____
Department - goldenrod _____

YELLOWSTONE COUNTY
PERSONNEL ACTION REPORT

AUG 07 2026

Section 1

Section 1 is to be completed by the initiating department for recommended personnel changes

Name: Matt Kerkel Effective Date: 8.5.26
Current Title: Purch. Agent Gr. J Salary \$ \$85,900
Title Change: _____ Gr. _____ Salary \$ _____

Check as Applicable:

Regular Full Time: _____ New Hire: _____
Regular Part Time: _____ Rehire: _____
Temp Full Time: _____ Termination: ✓
Temp Part Time: _____ Promotion: _____
Seasonal Hire: _____ Transfer: _____
Replaces position _____ Demotion: _____
Name _____
New Budgeted Position _____
Other: _____
Reclassification: _____

Funding: 1000 - 14 - 490510 - 111 Percent 100% New Account _____
Percent _____ Split Account _____
Quindlen Jones 8.5.26
Elected Official/Department Head _____ Date _____

Section 2

Human Resources:

Finance:

Note: _____
Sam Green 8-5-26
Director _____ Date _____

Note: _____
Quindlen Jones 8.5.26
Director _____ Date _____

H.R. Comments: _____

Commissioner's Action
Approve _____ Disapprove _____

Chair mt _____
Member MTN _____
Member Q _____

Date entered in payroll _____
Clerk & Recorder - original _____
Human Resources - canary _____
Auditor - pink _____
Department - goldenrod _____

AUG 07 2026

YELLOWSTONE COUNTY
PERSONNEL ACTION REPORT

Section 1

Section 1 is to be completed by the initiating department for recommended personnel changes

Name: Rylee Williams Effective Date: 08/14/2026
Current Title: Detention Officer Gr. Salary \$ 30.60
Title Change: Gr. Salary \$

Check as Applicable:

Regular Full Time: XX New Hire:
Regular Part Time: Rehire:
Temp Full Time: Termination: XX
Temp Part Time: Voluntary Promotion:
Seasonal Hire:

Replaces position Transfer:
Name Demotion:
New Budgeted Position

Other: Reclassification:

Funding: 2300 - 136 - 420200 - 111 Percent 100 New Account
 - - Percent Split Account

B Smith
Elected Official/Department Head Date 08/04/2026

Section 2

Human Resources:

Note: Rylee Williams 8-5-26
Director Date

H.R. Comments:

Finance:

Note: Jul Jones 8-7-26
Director Date

Commissioner's Action
Approve Disapprove

Date entered in payroll
Clerk & Recorder - original
Human Resources - canary
Auditor - pink
Department - goldenrod

Chair MM
Member MM
Member MM

AUG 07 2026

YELLOWSTONE COUNTY
PERSONNEL ACTION REPORT

Section 1

Section 1 is to be completed by the initiating department for recommended personnel changes

Name: Preston Herzog Effective Date: 07/30/2026
Current Title: Detention Officer Gr. Salary \$ 30.00
Title Change: Gr. Salary \$

Check as Applicable:

Regular Full Time: XX New Hire:
Regular Part Time: Rehire:
Temp Full Time: Termination: XX
Temp Part Time: Voluntary
Seasonal Hire: Promotion:
Replaces position Transfer:
Name Demotion:
New Budgeted Position

Other:

Reclassification:

Funding: 2300 - 136 - 420200 - 111 Percent 100 New Account
5500 - - Percent Split Account

08/04/2026

Elected Official/Department Head Date

Section 2

Human Resources:

Finance:

Note: Ken Yella 8-5-26 Date
Director

Note: July Jones 8-7-26 Date
Director

H.R. Comments:

Commissioner's Action
Approve Disapprove

Chair MY
Member
Member

Date entered in payroll
Clerk & Recorder - original
Human Resources - canary
Auditor - pink
Department - goldenrod

AUG 12 2026

YELLOWSTONE COUNTY
PERSONNEL ACTION REPORT

Section 1

Section 1 is to be completed by the initiating department for recommended personnel changes

Name: Mona Hunt Effective Date: 8/31/2026
Current Title: Cash Management Supervisor Gr. 6 Salary \$ 33.95/hr
Title Change: _____ Gr. _____ Salary \$ _____

Check as Applicable:

Regular Full Time: _____ New Hire: _____
Regular Part Time: _____ Rehire: _____
Temp Full Time: _____ Termination: X Retirement
Temp Part Time: _____ Promotion: _____
Seasonal Hire: _____ Transfer: _____
Replaces position _____ Demotion: _____
Name _____
New Budgeted Position _____
Other: _____ Reclassification: _____

Funding: 1000 - 113 - 410540 - 111 Percent 100 New Account _____
Percent _____ Split Account _____

Hank Peters 8/7/2026
Elected Official/Department Head Date

Section 2

Human Resources:

Finance:

Note: _____
Ken Hill 8-11-26
Director Date

H.R. Comments: _____

Note: _____
James J. Jones 8-12-26
Director Date

Commissioner's Action
Approve _____ Disapprove _____

Chair WJ _____
Member MDV _____
Member CD _____

Date entered in payroll _____
Clerk & Recorder - original _____
Human Resources - canary _____
Auditor - pink _____
Department - goldenrod _____

B.O.C.C. Regular

Meeting Date: 08/18/2026

Title: Payroll Audit

Submitted By: Teri Reitz, Board Clerk

TOPIC:

Payroll Audit - July 16 - 31, 2026

BACKGROUND:

See attached.

RECOMMENDED ACTION:

Place to file.

Attachments

Payroll Audit

PAYROLL AUDIT
July 16 to July 31, 2026

Date: 8/6/2026

To: Board of County Commissioners

From: Tanya McWilliams, Deputy Auditor



From my office's review of the above referenced payroll, the findings are noted below:

Date	Employee Name	Department	Finding
8/6/26	Silvesan, Cody	Facilities	Remove comp time used and update accruals
8/6/26	Grimm, William	IT	Update comp used and update accruals

B.O.C.C. Regular

Meeting Date: 08/18/2026

Title: Checks and Disbursements

Submitted By: Teri Reitz, Board Clerk

TOPIC:

Checks and Disbursements - July 2026

BACKGROUND:

See attached.

RECOMMENDED ACTION:

Place to file.

Attachments

Checks and Disbursements

13th Judicial District Court, Yellowstone County
Report of Jury Service Costs and
Monthly Reimbursement Summary
for July-26

Yellowstone County Commissioners
RECEIVED

AUG 10 2026

my 

Total Transactions (See Attached Transaction Report):

Less Voided Items

\$9,684.46
\$0.00
\$0.00
\$0.00
\$9,684.46

Adjustments to Total Transactions:

Jury Meals:

6/9/2026

Total paid to Jimmy John's	\$	162.88	
Reduced for Juror Tip/Bailiff Meals	\$	(42.32)	
Amount over allowable total to be reimbursed	\$	120.56	\$ (42.32)

6/23/2026

Total paid to Jimmy John's	\$	153.36	
Reduced for Juror Tip/Bailiff Meals	\$	(49.38)	
Amount over allowable total to be reimbursed	\$	103.98	\$ (49.38)

Subtotal \$ (91.70)

Postage Reimbursements (Witness & Juror Summons/Payments):

6/8/2026	DC 25-1071	State of Montana	vs	Dane Bighead	\$118.36
6/15/2026	DC 25-1114	State of Montana	vs	James Neal Abeyta	\$179.08
6/22/2026	DC 24-308	State of Montana	vs	Daniel Matthew Morgan	\$123.20
6/22/2026	DC 26-150	State of Montana	vs	Maleah Jaquine Gonzales	\$116.60
		State of Montana	vs		
		State of Montana	vs		
		State of Montana	vs		
				Subtotal	\$537.24

Supplies Reimbursements (Mailing Supplies):

6/8/2026	DC 25-1071	State of Montana	vs	Dane Bighead	\$40.22
6/15/2026	DC 25-1114	State of Montana	vs	James Neal Abeyta	\$60.58
6/22/2026	DC 24-308	State of Montana	vs	Daniel Matthew Morgan	\$42.32
6/22/2026	DC 26-150	State of Montana	vs	Maleah Jaquine Gonzales	\$39.62
		0	State of Montana	vs	0
		0	State of Montana	vs	0
		0	State of Montana	vs	0
				Subtotal	\$182.74

Total Adjustments:

\$ 628.28

Total Reimbursement Requested for:

July-26

\$10,312.74

Review by:


Clerk of District Court

YELLOWSTONE COUNTY DISTRICT COURT
Transaction Listing
From 07/01/2026 to 07/31/2026
General Ledger Accounts 200-1300 through 200-1365
Totals Only

Date	Account	Debit Amount	Credit Amount
Posted on 6/8/2026	200-1300- Jury Fees/Mileage	\$ 2,026.45	
	200-1325- Jury Meals	\$ 162.88	
	200-1350- Jury Accomodations	\$ -	
	200-1355- Jury Parking	\$ -	
	200-1360-Jury Transportation	\$ -	
	200-13650 Jury Supplies	\$ -	
	Total For 6/8/2026	\$ 2,189.33	\$ -
Posted on 6/15/2026	200-1300- Jury Fees/Mileage	\$ 2,761.85	
	200-1325- Jury Meals	\$ -	
	200-1350- Jury Accomodations	\$ -	
	200-1355- Jury Parking	\$ -	
	200-1360-Jury Transportation	\$ -	
	200-13650 Jury Supplies	\$ -	
	Total For 6/15/2026	\$ 2,761.85	\$ -
Posted on 6/22/2026	200-1300- Jury Fees/Mileage	\$ 2,508.49	
	200-1325- Jury Meals	\$ 153.36	
	200-1350- Jury Accomodations	\$ -	
	200-1355- Jury Parking	\$ -	
	200-1360-Jury Transportation	\$ -	
	200-13650 Jury Supplies	\$ -	
	Total For 6/22/2026	\$ 2,661.85	\$ -
Posted on 6/22/2026	200-1300- Jury Fees/Mileage	\$ 2,071.43	
	200-1325- Jury Meals	\$ -	
	200-1350- Jury Accomodations	\$ -	
	200-1355- Jury Parking	\$ -	
	200-1360-Jury Transportation	\$ -	
	200-13650 Jury Supplies	\$ -	
	Total For 6/22/2026	\$ 2,071.43	\$ -
Total Transactions		\$ 9,684.46	\$ -

Yellowstone District Court

User: CUA654

Check Register Date Range

For Bank Account: Jury Funds - 9705883054925
FROM: 07/13/2026 TO: 07/13/2026

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934095	07/13/2026	Jimmy Johns	\$57.89	Outstanding	
Totals	Number of Checks: 1		Total: \$57.89		

Check Register Number Range

For Bank Account: Jury Funds - 9705883054925

FROM: 934096 TO: 934159

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934096	07/22/2026	ADAMS CHERADYN KATHRYN	\$55.80	Outstanding	
934097	07/22/2026	ANDERSON LINDSEY RAE	\$23.60	Outstanding	
934098	07/22/2026	ASLESON DOUGLAS A	\$20.70	Outstanding	
934099	07/22/2026	BARRIOS RICHARD DAVID	\$55.80	Outstanding	
934100	07/22/2026	BORST KAREN	\$20.70	Outstanding	
934101	07/22/2026	BRENNAN LEILANI MACKENZIE	\$16.35	Outstanding	
934102	07/22/2026	BROWN ALLYSON LYNN	\$17.80	Outstanding	
934103	07/22/2026	BROWN SANDRA D	\$25.05	Outstanding	
934104	07/22/2026	BUREAU RONALD W	\$33.75	Outstanding	
934105	07/22/2026	BURMEISTER DANIEL ALLEN	\$14.90	Outstanding	
934106	07/22/2026	COLLINS JASON LEE	\$20.70	Outstanding	
934107	07/22/2026	COLLINS TORI LAYNE	\$35.20	Outstanding	
934108	07/22/2026	CURTISS NICOLE DANIELLE	\$19.25	Outstanding	
934109	07/22/2026	DANIELS LARRY JAMES	\$16.35	Outstanding	
934110	07/22/2026	DAVIS KATHLEEN DOROTHY	\$52.90	Outstanding	
934111	07/22/2026	DOWNES NICOLE SHIELDS	\$22.15	Outstanding	
934112	07/22/2026	DVORAK NORMAN L	\$14.90	Outstanding	
934113	07/22/2026	ELLIS VALERIE M	\$23.60	Outstanding	
934114	07/22/2026	EVANGELINE JASON PETER	\$19.25	Outstanding	
934115	07/22/2026	FRANCIS MARY ANN	\$19.25	Outstanding	
934116	07/22/2026	GENTRY SARAH LEEANN	\$19.25	Outstanding	
934117	07/22/2026	GOODMUNDSON TEDDY JEAN	\$67.40	Outstanding	
934118	07/22/2026	GOODRIDGE RACHEL FLORENCE	\$13.45	Outstanding	
934119	07/22/2026	HAMPTON TRENTON JAMES	\$16.35	Outstanding	
934120	07/22/2026	HARRELL TOMMY E	\$87.70	Outstanding	
934121	07/22/2026	KAUTZ LINDSAY ANN	\$23.60	Outstanding	
934122	07/22/2026	KELLER GEORGE E III	\$70.30	Outstanding	
934123	07/22/2026	KELLER MICHELLE LYNN	\$38.10	Outstanding	
934124	07/22/2026	KELLY CHRISTOPHER LEE	\$14.90	Outstanding	
934125	07/22/2026	KLEIN WILLIAM RICHARD	\$13.45	Outstanding	
934126	07/22/2026	LAMB JAMES CHARLES	\$113.80	Outstanding	
934127	07/22/2026	LAWSON DUSTIN SCOTT	\$42.45	Outstanding	
934128	07/22/2026	LAWVER APRIL LEE	\$20.70	Outstanding	
934129	07/22/2026	MACROW MITCH	\$73.20	Outstanding	
934130	07/22/2026	MARTIN JESSICA LYNN	\$16.35	Outstanding	
934131	07/22/2026	MCCOMAS WENDY G	\$26.50	Outstanding	
934132	07/22/2026	MCSHANE NIKKI DELL	\$55.80	Outstanding	
934133	07/22/2026	MILLER JAMES ADAM	\$93.50	Outstanding	
934134	07/22/2026	MINTZ MIKE ABRAHAM	\$20.70	Outstanding	
934135	07/22/2026	MORALES TIM G	\$32.30	Outstanding	
934136	07/22/2026	NEDENS BAILEY NICOLE	\$19.25	Outstanding	
934137	07/22/2026	O'TOOLE JACOB AARON	\$13.45	Outstanding	
934138	07/22/2026	OLSEN DAVID C	\$17.80	Outstanding	

Yellowstone District Court

User: CUA654

Check Register Number Range

For Bank Account: Jury Funds - 9705883054925

FROM: 934096 TO: 934159

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934139	07/22/2026	PARKER CLINTON JOHN	\$19.25	Outstanding	
934140	07/22/2026	PARRISH MAKAYLA ANNETTE	\$20.70	Outstanding	
934141	07/22/2026	PILON TINA MAE	\$13.45	Outstanding	
934142	07/22/2026	PLEAS VICKI L	\$67.40	Outstanding	
934143	07/22/2026	RAMIREZ MICHAEL ELIJAH	\$16.35	Outstanding	
934144	07/22/2026	ROE WADE R	\$14.90	Outstanding	
934145	07/22/2026	SCHUBERT STEVEN OLIVER	\$52.90	Outstanding	
934146	07/22/2026	SCHUMAN EUGENE E	\$16.35	Outstanding	
934147	07/22/2026	SCHWARTZ BREANNA MAE	\$73.20	Outstanding	
934148	07/22/2026	SCHWARTZ GREGORY L	\$67.40	Outstanding	
934149	07/22/2026	SCOTT GRAHAM ANDREW	\$25.05	Outstanding	
934150	07/22/2026	SISSON TERRI	\$26.50	Outstanding	
934151	07/22/2026	STANISH CHRISTINE W	\$16.35	Outstanding	
934152	07/22/2026	STEFFANS ALLEN EVE	\$14.90	Outstanding	
934153	07/22/2026	STRICKER DARRIUS ROBERT	\$13.45	Outstanding	
934154	07/22/2026	TRONSON LEEANN ELIZABETH	\$19.25	Outstanding	
934155	07/22/2026	VANDIVIERE AMANTHA	\$23.60	Outstanding	
934156	07/22/2026	WIPF DEIRDRE MARIE	\$23.60	Outstanding	
934157	07/22/2026	WISLER JOHN M	\$23.60	Outstanding	
934158	07/22/2026	WOLFE EVAN	\$19.25	Outstanding	
934159	07/22/2026	YARBROUGH JORDAN ROSELL	\$20.70	Outstanding	
Totals	Number of Checks: 64	Total:	\$2,026.45		

Check Register Number Range

For Bank Account: Jury Funds - 9705883054925

FROM: 934160 TO: 934249

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934160	07/23/2026	ABRAHAMS KIMBERLEY LYNNE	\$19.25	Outstanding	
934161	07/23/2026	ALEXANDER JULIAN CHRISTOPHER	\$26.50	Outstanding	
934162	07/23/2026	ATHAS SCOTT BRADLEY	\$17.80	Outstanding	
934163	07/23/2026	BADGETT EDWIN KATLIN	\$14.90	Outstanding	
934164	07/23/2026	BALON ZACHARY JOHN	\$22.15	Outstanding	
934165	07/23/2026	BARBER CAMERON COLE	\$22.15	Outstanding	
934166	07/23/2026	BARTA DEB	\$58.40	Outstanding	
934167	07/23/2026	BEDDES MICHAEL S	\$87.70	Outstanding	
934168	07/23/2026	BISHOP JULIA JEAN	\$17.80	Outstanding	
934169	07/23/2026	BISHOP MARK ARCH	\$25.05	Outstanding	
934170	07/23/2026	BOLES JAYDEN	\$20.70	Outstanding	
934171	07/23/2026	BOND JANELL	\$22.15	Outstanding	
934172	07/23/2026	BRODERIUS LOGAN WAYNE	\$23.60	Outstanding	
934173	07/23/2026	BROWN ANDREW M	\$17.80	Outstanding	
934174	07/23/2026	BROWNLEE DANNICAH BRITTANY	\$17.80	Outstanding	
934175	07/23/2026	BRUN LINDA	\$67.40	Outstanding	
934176	07/23/2026	BURNS HEIDI STARR	\$17.80	Outstanding	
934177	07/23/2026	BUSTELL ALEC HEADE	\$17.80	Outstanding	
934178	07/23/2026	COMLY NILA	\$16.35	Outstanding	
934179	07/23/2026	CONNORS LISA MARIE	\$20.70	Outstanding	
934180	07/23/2026	CROAKER LESLIE E	\$20.70	Outstanding	
934181	07/23/2026	CUSHING MASON DEAN	\$64.50	Outstanding	
934182	07/23/2026	DELASHMIT SAVANAH MORGAN	\$17.80	Outstanding	
934183	07/23/2026	DENNIS JENNIFER M	\$38.10	Outstanding	
934184	07/23/2026	DUNEMAN KELLY RAYMOND	\$20.70	Outstanding	
934185	07/23/2026	ELKSHOULDER CREE	\$16.35	Outstanding	
934186	07/23/2026	ELLIS PAMELA O	\$20.70	Outstanding	
934187	07/23/2026	ERICKSON REBECCA LYNNE	\$14.90	Outstanding	
934188	07/23/2026	GIES JOHN A	\$61.60	Outstanding	
934189	07/23/2026	GNECCO MARIA ISABEL	\$20.70	Outstanding	
934190	07/23/2026	GRAN LINDSAY NICOLEJERRY	\$19.25	Outstanding	
934191	07/23/2026	GRIGONIS ANDREA MARIE	\$17.80	Outstanding	
934192	07/23/2026	GROVIJAHN JEFFREY LYNN	\$45.35	Outstanding	
934193	07/23/2026	HALLOCK CATHERINE E	\$17.80	Outstanding	
934194	07/23/2026	HALVERSON RAYMOND JOHN	\$22.15	Outstanding	
934195	07/23/2026	HANCHETT ANTHONY JAY	\$19.25	Outstanding	
934196	07/23/2026	HARVEY SARAH E	\$22.15	Outstanding	
934197	07/23/2026	HODGES ELIZABETH ANN	\$16.35	Outstanding	
934198	07/23/2026	HOFSCHULTE CHRISTINE N	\$39.55	Outstanding	
934199	07/23/2026	HOLBROOK ALAN RICHARD	\$20.70	Outstanding	
934200	07/23/2026	HOLLE DEANNA M	\$20.70	Outstanding	
934201	07/23/2026	JEANJAQUET DANIEL JOSHUA	\$19.25	Outstanding	
934202	07/23/2026	JIGGINS ELIZABETH	\$22.15	Outstanding	

Check Register Number Range
 For Bank Account: Jury Funds - 9705883054925
 FROM: 934328 TO: 934390

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934328	07/28/2026	ADAMS RORY AUSTIN	\$139.90	Outstanding	
934329	07/28/2026	ANEVSKI DEIDRA DAWN	\$23.60	Outstanding	
934330	07/28/2026	BARRICK DEAN MARVIN	\$19.25	Outstanding	
934331	07/28/2026	BERVE JON DAVID	\$14.90	Outstanding	
934332	07/28/2026	BLEVINS MAKAYLA JOE	\$20.70	Outstanding	
934333	07/28/2026	BOROWIAK BENJAMIN EDWARD	\$55.80	Outstanding	
934334	07/28/2026	BREWER ANDREW ERIC	\$67.40	Outstanding	
934335	07/28/2026	DOLL ANDREA CHRISTINE	\$55.80	Outstanding	
934336	07/28/2026	DUCHESNEAU MEGAN	\$27.95	Outstanding	
934337	07/28/2026	EDGEELL ZACHARY RYAN	\$17.80	Outstanding	
934338	07/28/2026	EDWARDS CHERYL	\$16.35	Outstanding	
934339	07/28/2026	ERBACHER ZACHARY JAY	\$20.70	Outstanding	
934340	07/28/2026	EVANSON CRAIG LOWELL	\$19.25	Outstanding	
934341	07/28/2026	GIDDENS KRISTI E	\$17.80	Outstanding	
934342	07/28/2026	HARRY RUTH ANNE	\$17.80	Outstanding	
934343	07/28/2026	HEDRICK ANDREW FRANCIS	\$14.90	Outstanding	
934344	07/28/2026	HEIDT DENNIS PATRICK	\$15.63	Outstanding	
934345	07/28/2026	HELMS DARLA G	\$16.35	Outstanding	
934346	07/28/2026	HORST LANDON EMMETT	\$14.90	Outstanding	
934347	07/28/2026	HOWARD AUSTIN ROHR	\$16.35	Outstanding	
934348	07/28/2026	JAEGER CELIA HAZEL	\$14.90	Outstanding	
934349	07/28/2026	JOHNSON KIMBERLY ANN	\$76.10	Outstanding	
934350	07/28/2026	KENT GABRIEL DUSTIN	\$64.50	Outstanding	
934351	07/28/2026	KETTERLING SHANE RAY	\$25.05	Outstanding	
934352	07/28/2026	KNUTSON WAYNE SCOTT	\$20.70	Outstanding	
934353	07/28/2026	KOLKHORST TORY LYNN	\$26.50	Outstanding	
934354	07/28/2026	KOPP JUSTIN ACE	\$38.10	Outstanding	
934355	07/28/2026	LACY RACHELLE	\$19.25	Outstanding	
934356	07/28/2026	LUCAS MAGEN IRENE	\$27.95	Outstanding	
934357	07/28/2026	MALLET SONYA HAGER	\$35.20	Outstanding	
934358	07/28/2026	MASCARENA ESTEBAN CHARLES	\$22.15	Outstanding	
934359	07/28/2026	MAYO KENNETH E	\$17.80	Outstanding	
934360	07/28/2026	MCDONALD PATRICK ADAM	\$22.15	Outstanding	
934361	07/28/2026	MOORE MAELANI EVELYN	\$17.80	Outstanding	
934362	07/28/2026	MUSSER SUSAN J	\$30.85	Outstanding	
934363	07/28/2026	MYRICK ALYSIA D	\$22.15	Outstanding	
934364	07/28/2026	NEIHART ROBERT D	\$23.60	Outstanding	
934365	07/28/2026	NELSON BRADY J	\$87.70	Outstanding	
934366	07/28/2026	NIELSEN LYNNADELE	\$23.60	Outstanding	
934367	07/28/2026	OBRIEN COLLEEN MARIE	\$22.15	Outstanding	
934368	07/28/2026	OTT DAWN KA	\$36.65	Outstanding	
934369	07/28/2026	PENGELLY ROBERT ERIC	\$16.35	Outstanding	
934370	07/28/2026	PRECIADO JORDAN T	\$23.60	Outstanding	

Check Register Number Range
For Bank Account: Jury Funds - 9705883054925
FROM: 934328 TO: 934390

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934371	07/28/2026	RABEY RICHARD	\$20.70	Outstanding	
934372	07/28/2026	RAIDIGER KELLY	\$16.35	Outstanding	
934373	07/28/2026	RICHARDSON TERI L	\$16.35	Outstanding	
934374	07/28/2026	ROE ADAM DAVID	\$23.60	Outstanding	
934375	07/28/2026	RUSH WENDIE MICHELLE	\$16.35	Outstanding	
934376	07/28/2026	SAUCEDO CHRISTINA	\$58.70	Outstanding	
934377	07/28/2026	SCHMIDT ZACHERY DANIEL	\$25.05	Outstanding	
934378	07/28/2026	SLOAN GRETCHEN K	\$64.50	Outstanding	
934379	07/28/2026	SMITH ERIC MICHAEL	\$27.95	Outstanding	
934380	07/28/2026	SMITH MARIANNE	\$52.90	Outstanding	
934381	07/28/2026	STENE ANDREW EDWARD	\$76.10	Outstanding	
934382	07/28/2026	STUMP GERALD ALLAN	\$19.25	Outstanding	
934383	07/28/2026	THRAMS DARWIN DEAN	\$14.90	Outstanding	
934384	07/28/2026	TOENYES JOSHUA RUSSELL	\$19.25	Outstanding	
934385	07/28/2026	TORRALBA JASMINE NICOLE	\$145.70	Outstanding	
934386	07/28/2026	WALNOFER HOLLY NICOLE	\$35.20	Outstanding	
934387	07/28/2026	WEBB JENNIFER LYNN	\$58.70	Outstanding	
934388	07/28/2026	WHITE BARTLIN LANE	\$19.25	Outstanding	
934389	07/28/2026	WORD LARRY W	\$13.45	Outstanding	
934390	07/28/2026	ZACHMANN LAUREN KELLEY	\$19.25	Outstanding	
Totals	Number of Checks: 63	Total:	\$2,071.43		

Check Register Number Range

For Bank Account: Jury Funds - 9705883054925

FROM: 934250 TO: 934327

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934250	07/27/2026	ADELBLUE BARBARA JEAN	\$20.70	Outstanding	
934251	07/27/2026	ALMANZA ROBERT D	\$64.50	Outstanding	
934252	07/27/2026	BARNES WESLEY SHANE	\$25.05	Outstanding	
934253	07/27/2026	BOEHLER MICHAEL DENNIS	\$39.55	Outstanding	
934254	07/27/2026	BRULOTTE MARGARET POWER	\$26.50	Outstanding	
934255	07/27/2026	BUCZEK JED T	\$36.65	Outstanding	
934256	07/27/2026	BYBEE LAWRENCE EUGENE	\$19.25	Outstanding	
934257	07/27/2026	CARLSON KENDRA MCKENZIE	\$58.70	Outstanding	
934258	07/27/2026	CARR MADISON ROSE	\$17.80	Outstanding	
934259	07/27/2026	CEROVSKI CODY LYNN	\$39.55	Outstanding	
934260	07/27/2026	CHIVERS CHLOE ELIZABETH	\$17.80	Outstanding	
934261	07/27/2026	CHRISTOPHERSEN MARRIAH ANNE	\$26.50	Outstanding	
934262	07/27/2026	DUGGER TRENT MICHAEL	\$20.70	Outstanding	
934263	07/27/2026	DUNAWAY CATHLEEN LAZZARI	\$22.15	Outstanding	
934264	07/27/2026	ESPELAND ALEC CAMERON	\$22.15	Outstanding	
934265	07/27/2026	FERGUSON GLENN LEROY	\$19.25	Outstanding	
934266	07/27/2026	FOREMAN REBEKAH DIANE	\$16.35	Outstanding	
934267	07/27/2026	FRETWELL ADAM CHARLES	\$25.05	Outstanding	
934268	07/27/2026	FRODSHAM JOHN PATRICK	\$93.50	Outstanding	
934269	07/27/2026	GEHANT ERIC TOM	\$19.25	Outstanding	
934270	07/27/2026	GLUMBIK CORY	\$16.35	Outstanding	
934271	07/27/2026	GRIDLEY LEWIS EDWARD	\$51.15	Outstanding	
934272	07/27/2026	HABENER DEEANNA MYERS	\$19.25	Outstanding	
934273	07/27/2026	HANSON SKYLER DANIELLE	\$19.25	Outstanding	
934274	07/27/2026	HANSON YURII E	\$27.95	Outstanding	
934275	07/27/2026	HERMAN TERRA	\$32.30	Outstanding	
934276	07/27/2026	HESS JOEL	\$17.80	Outstanding	
934277	07/27/2026	HJELM DONNA J	\$67.40	Outstanding	
934278	07/27/2026	HOCHHALTER DONALD DEAN	\$25.05	Outstanding	
934279	07/27/2026	HUNGERFORD LUCAS EDWARD	\$12.73	Outstanding	
934280	07/27/2026	HUTCHISON RACHEL CHRISTINE	\$19.25	Outstanding	
934281	07/27/2026	JENSEN EILEEN J	\$45.35	Outstanding	
934282	07/27/2026	JONES KYLE MATTHEW	\$16.35	Outstanding	
934283	07/27/2026	JUCHAU RYAN J	\$19.25	Outstanding	
934284	07/27/2026	KING SHAWN PATRICK	\$30.85	Outstanding	
934285	07/27/2026	KNIGHT EDWARD C	\$14.90	Outstanding	
934286	07/27/2026	KNOX DAVID MICHEAL	\$19.25	Outstanding	
934287	07/27/2026	KOBER MARK WILLIAM	\$45.35	Outstanding	
934288	07/27/2026	KOMBOL BO	\$23.60	Outstanding	
934289	07/27/2026	LARSON RICHARD S	\$17.80	Outstanding	
934290	07/27/2026	LUCAS KEITH A	\$131.20	Outstanding	
934291	07/27/2026	MCDERMOTT LEAH THERESA	\$16.35	Outstanding	
934292	07/27/2026	MCGEE DANIEL EDWARD	\$25.05	Outstanding	

Check Register Number Range

For Bank Account: Jury Funds - 9705883054925

FROM: 934250 TO: 934327

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934293	07/27/2026	MCGREGOR RILEY ELLEN	\$13.45	Outstanding	
934294	07/27/2026	MERCHANT ANTONIO STEPHEN	\$67.40	Outstanding	
934295	07/27/2026	MEUCHEL DANIEL TIMOTHY	\$13.45	Outstanding	
934296	07/27/2026	MONTEZ ANGELA MARIE	\$19.25	Outstanding	
934297	07/27/2026	MUELLER PEGGY J	\$17.80	Outstanding	
934298	07/27/2026	MURPHY BRETT AARON	\$20.70	Outstanding	
934299	07/27/2026	MYHRE JUSTIN	\$35.20	Outstanding	
934300	07/27/2026	NICKELL CALVIN VALE	\$67.40	Outstanding	
934301	07/27/2026	NIENHUIS DAVID ANTHONY	\$20.70	Outstanding	
934302	07/27/2026	OLSON HANNAH GRACE	\$55.80	Outstanding	
934303	07/27/2026	PARNELL TERRY L	\$19.25	Outstanding	
934304	07/27/2026	REINKE EVAN CHARLES	\$17.80	Outstanding	
934305	07/27/2026	RUSSOM MICHAELA KATHERINE	\$93.50	Outstanding	
934306	07/27/2026	SCHERER JOYCE S	\$17.80	Outstanding	
934307	07/27/2026	SCHETTLER ROBERT DWIGHT	\$25.05	Outstanding	
934308	07/27/2026	SCHIEFFERT COLT LOUIS	\$22.15	Outstanding	
934309	07/27/2026	SEDERBERG DANIEL FRANCIS	\$58.70	Outstanding	
934310	07/27/2026	SMART KATIE	\$67.40	Outstanding	
934311	07/27/2026	SMUDDE JASON DANIEL	\$13.45	Outstanding	
934312	07/27/2026	SPERRY SHANTEL MARIE	\$25.05	Outstanding	
934313	07/27/2026	SPOONER SHARON MARIE	\$33.75	Outstanding	
934314	07/27/2026	STAHL JOSEPH	\$30.85	Outstanding	
934315	07/27/2026	STAMBAUGH ERNEST C	\$23.60	Outstanding	
934316	07/27/2026	STEVENS JORY ARTHUR	\$23.60	Outstanding	
934317	07/27/2026	STUART MICHAEL LORNE	\$17.80	Outstanding	
934318	07/27/2026	SUTTON JANIE EVELYN	\$16.35	Outstanding	
934319	07/27/2026	TALLBULL DANA M	\$23.60	Outstanding	
934320	07/27/2026	THRONSON CHANDRA D	\$19.98	Outstanding	
934321	07/27/2026	TURCOTTE DAN B	\$15.63	Outstanding	
934322	07/27/2026	VOIGT CHRISTOPHER CURTIS	\$20.70	Outstanding	
934323	07/27/2026	WALLER CHRISTOPHER DANIEL	\$22.15	Outstanding	
934324	07/27/2026	WALLILA MATTHEW RAY	\$41.00	Outstanding	
934325	07/27/2026	WARNER STEPHANIE	\$17.80	Outstanding	
934326	07/27/2026	WASHUT MATTHEW FRANK	\$25.05	Outstanding	
934327	07/27/2026	WATSON JAMES P	\$73.20	Outstanding	
Totals	Number of Checks: 78	Total:	\$2,441.09		

Check Register Number Range

For Bank Account: Jury Funds - 9705883054925

FROM: 934160 TO: 934249

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934203	07/23/2026	JOHNSON SCOTT THOMAS	\$19.25	Outstanding	
934204	07/23/2026	JONES FREDERICK Z	\$64.50	Outstanding	
934205	07/23/2026	KAMPSCHROER JOLENE HAIDLE	\$55.80	Outstanding	
934206	07/23/2026	KILDAHL PAULA	\$119.60	Outstanding	
934207	07/23/2026	KINCAID CRISTY MAY	\$17.80	Outstanding	
934208	07/23/2026	KRENZTAFF HOLLY MARIE	\$20.70	Outstanding	
934209	07/23/2026	LAMBRECHT TERRIE DUNCAN	\$38.10	Outstanding	
934210	07/23/2026	LEAP JACKILEE	\$19.25	Outstanding	
934211	07/23/2026	LEVEQUE TIMOTHY BRUCE	\$93.50	Outstanding	
934212	07/23/2026	MADINGER BERNADETTE	\$55.80	Outstanding	
934213	07/23/2026	MANNON JEREMIAH LEE	\$16.35	Outstanding	
934214	07/23/2026	MARSH BARRY R	\$67.40	Outstanding	
934215	07/23/2026	MCCONNELL GLENDA LEA	\$13.45	Outstanding	
934216	07/23/2026	MCGRATH JANET	\$36.65	Outstanding	
934217	07/23/2026	MCKENZIE MORGAN ROSE	\$22.15	Outstanding	
934218	07/23/2026	MILLER AMBER RENITA	\$19.25	Outstanding	
934219	07/23/2026	MILLER BRITTANY SHELBY	\$19.25	Outstanding	
934220	07/23/2026	MOFFITT KARMEN VALAINE	\$19.25	Outstanding	
934221	07/23/2026	MULLER TYFFANY LILLIEBETH	\$16.35	Outstanding	
934222	07/23/2026	NELSON KEVIN DOUGLAS	\$73.20	Outstanding	
934223	07/23/2026	OBLANDER REBECCA RENEE	\$17.80	Outstanding	
934224	07/23/2026	OBLENDER TIMOTHY WAYNE	\$119.60	Outstanding	
934225	07/23/2026	OSTER KELLIE J	\$19.25	Outstanding	
934226	07/23/2026	PADDOCK BRIDGETT	\$20.70	Outstanding	
934227	07/23/2026	PYBURN DENNIS MACKAY	\$55.80	Outstanding	
934228	07/23/2026	RATHIE ALEXANDER NEIL	\$23.60	Outstanding	
934229	07/23/2026	REID AARON SCOTT	\$45.35	Outstanding	
934230	07/23/2026	ROESLEIN JADE ERIN	\$16.35	Outstanding	
934231	07/23/2026	ROGERS ANNA JACKSON	\$19.25	Outstanding	
934232	07/23/2026	ROSSOW ERIK W	\$20.70	Outstanding	
934233	07/23/2026	RUNESTAD MARISA A	\$14.90	Outstanding	
934234	07/23/2026	SAUNDERS LORI MARJEAN	\$19.25	Outstanding	
934235	07/23/2026	SCHEVECK LYNDON JOHN	\$13.45	Outstanding	
934236	07/23/2026	SCOVELL KARON J	\$33.75	Outstanding	
934237	07/23/2026	SHAW KADE JOYE	\$17.80	Outstanding	
934238	07/23/2026	SHELMIDINE SYDNEY	\$22.15	Outstanding	
934239	07/23/2026	SPAIN JUDY M	\$22.15	Outstanding	
934240	07/23/2026	STAPLER CHANTEAL M	\$20.70	Outstanding	
934241	07/23/2026	STEFFAN JOYCE MICHELLE	\$22.15	Outstanding	
934242	07/23/2026	STENBERG MICHAEL PATRICK	\$46.80	Outstanding	
934243	07/23/2026	THURMAN WESLEY RALPH	\$33.75	Outstanding	
934244	07/23/2026	TULETT ANDREA	\$27.95	Outstanding	
934245	07/23/2026	WAGNER SANDRA LEE	\$19.25	Outstanding	

Yellowstone District Court

User: CUA654

Check Register Number Range

For Bank Account: Jury Funds - 9705883054925

FROM: 934160 TO: 934249

Check Number	Check Date	Payee	Amount	Status	Cleared Date
934246	07/23/2026	WALDO JAMES C	\$19.25	Outstanding	
934247	07/23/2026	WALTON SHARRIE BALOU	\$67.40	Outstanding	
934248	07/23/2026	WEBBER AUSTIN LEE	\$20.70	Outstanding	
934249	07/23/2026	WIENS CYNTHIA JEAN	\$22.15	Outstanding	
Totals	Number of Checks: 90		Total:	\$2,761.85	

B.O.C.C. Regular

Meeting Date: 08/18/2026

Title: Response to Audit Findings - August 7, 2026

Submitted By: Amy Mills

TOPIC:

July 16 - July 31 Payroll Audit

BACKGROUND:

na

RECOMMENDED ACTION:

na

Attachments

Audit Findings

PAYROLL AUDIT
July 16 to July 31, 2026

Date: 8/10/2026

To: Board of County Commissioners

From: Tanya McWilliams, Deputy Auditor

From my office's review of the above referenced payroll, the findings are noted below:

Date	Employee Name	Department	Finding
8/6/26	Silvesan, Cody	Facilities	Remove comp time used and update accruals
8/6/26	Grimm, William	IT	Update comp used and update accruals