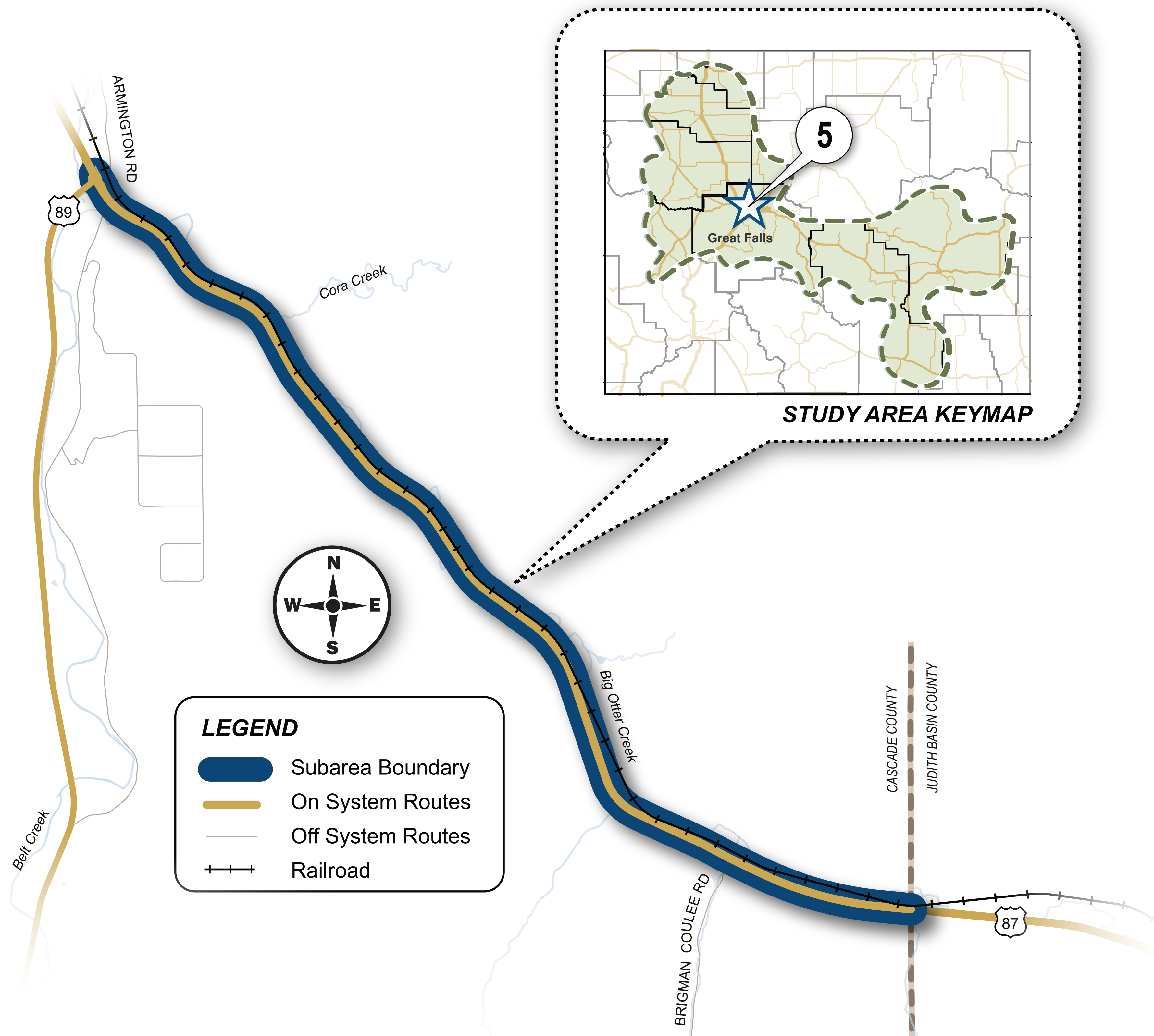


Armington Junction Subarea Overview



Why is MDT studying the Armington Junction-Otter Creek Canyon Subarea?

Safety and operational concerns have been raised along this segment of US 87 due to narrow shoulders, poor pavement and roadside conditions, and limited passing opportunities, compounded by the nearby railroad tracks, Otter Creek, and challenging terrain.

MDT has **identified recommended improvements** to address these concerns and prepare for anticipated impacts from military activities and other planned development in the area.

5 Armington Junction Subarea Recommendations

Improvement options were identified to address safety, traffic demands, and infrastructure needs along the corridor. Recommendations are grouped into two categories: **spot improvements** and **corridor improvements**.

Spot Improvements



Targeted improvements at specific locations to address safety and operational issues.

- Improve safety at high-risk locations
- Enhance visibility, geometry, and driver awareness
- Address issues identified through crash data and field review

Corridor Improvements



Larger-scale improvements that address conditions across the entire corridor.

- Reconstruct roadway and improve geometry
- Add shoulders and passing opportunities
- Enhance winter operations and overall reliability

Improvements range from targeted fixes to full corridor upgrades and may be combined during project development to improve efficiency and effectiveness.

Armington Junction Subarea Recommendations Summary

ID	Option	Description	Implementation Timeframe*
S1	Passing Zone Elimination (RP 0.5 to RP 1.0)	Eliminate passing zones between RP 0.5 and RP 1.0	Short-term
S2	Delineation (RP 1.0 to RP 1.4)	Add panel delineators	Short-term
S3	Slope Flattening and Guardrail Extension (RP 1.0 to RP 2.0 & RP 5.0 to RP 6.0)	Flatten side slopes and extend guardrail	Short-term
S4-a	Brigman Coulee Road Intersection Improvements - Centerline Markings (RP 5.9)	Remove centerline markings at intersection	Mid-term
S4-b	Brigman Coulee Road Intersection Improvements - Stock pass (RP 5.9)	Add stock pass	Mid-term
S5-a	Bridge Improvements - Deck Replacement (RP 1.5, RP 3.1, & RP 3.6)	Replace bridge decks	Long-term
S5-b	Bridge Improvements - Deck Replacement and Widening (RP 1.5, RP 3.1, & RP 3.6)	Widen bridges	Long-term

ID	Option	Description	Implementation Timeframe*
C1-a	Roadway Reconstruction - Pavement Reconditioning	Improve surface condition	Long-term
C1-b	Roadway Reconstruction - Curve Geometrics (Reconstruction)	Optimize road geometrics	Long-term
C2-a	Shoulder Improvements - Shoulder Widening	Widen roadway	Long-term
C2-b	Shoulder Improvements - Rumble Strips	Install shoulder rumble strips throughout the corridor	Long-term
C3	Snow Storage	Install snow fences and widen ditches for snow storage	Short-term
C4	Passing Lanes	Construct passing lane	Long-term
C5-a	Warning Signs - Surface Condition Signs	Install warning signs for adverse weather and road conditions	Short-term
C5-b	Warning Signs - Animal Crossing Warning Signs	Install warning signs for animal crossings	Short-term
C6	Tree & Shrub Clearing	Remove trees and shrubs to improve sight distance	Short-term
C7	Wildlife Fencing	Install wildlife fencing	Short-term

* **Timeframes:** The timing and ability to implement improvement options depends on factors including the availability of funding, right-of-way needs, and other project delivery elements. Implementation timeframes are not a commitment to developing recommendations.

- **Short-term:** Implementation is feasible within a 0- to 5-year period.
- **Mid-term:** Implementation is feasible within a 5- to 10-year period.
- **Long-term:** Implementation is feasible within a 10- to 20-year period.