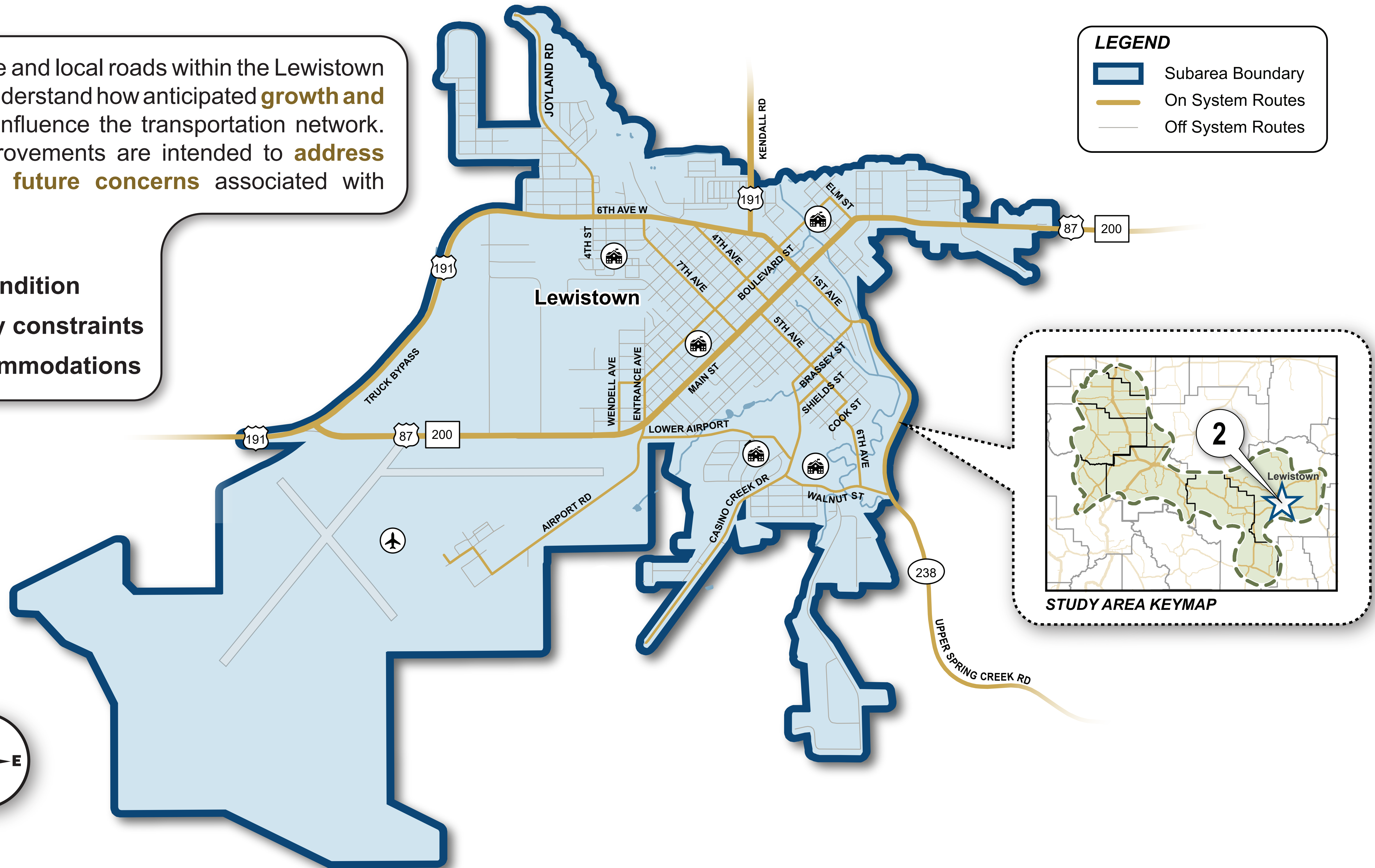


Lewistown Subarea Overview

MDT is studying state and local roads within the Lewistown urban boundary to understand how anticipated **growth and development** may influence the transportation network. Recommended improvements are intended to **address both existing and future concerns** associated with growth:

- Crash trends
- Infrastructure condition
- Network capacity constraints
- Multimodal accommodations



Lewistown Subarea Recommendations Overview

Transportation recommendations outline how Lewistown can improve its network and plan future investments. Based on public input, partner feedback, data analysis, and safety trends, these improvements aim to meet current standards, fix existing issues, enhance safety, and prepare for growth over the next 20+ years.

MDT has conducted initial stakeholder coordination and field review activities to learn about transportation areas of concern. Analysis of existing and projected transportation conditions is complete and included an overview of the community's transportation network, as well as analysis of traffic and safety conditions.

Recommendations Include:

- **Committed Projects:** Funded improvements expected within five years
- **Corridor Improvements:** Larger, long-term roadway projects that address capacity and broader network needs
- **Spot Improvements:** Lower-cost, short-term fixes like intersection improvements, preservation efforts, or safety upgrades
- **Future Road Connections:** Conceptual roadways showing how the network may expand as development occurs
- **Non-motorized Improvements:** Pedestrian and bicycle improvements, often built with roadway projects but sometimes completed independently
- **Other Recommendations:** Policies, programs, and planning efforts to support long-term success

ID	Name	Description
COM-1	Lewistown Area Bridges–DAR Structures	Replace 11 aging bridges on/near MT 81 to support regional growth and Sentinel mission. Note: All bridges are OUTSIDE subarea.
COM-2	Big Spring Creek–Lewistown	Replace deficient bridge.
COM-3	Lewistown–West	Pavement preservation on MT 200. Note: Project is OUTSIDE subarea.
COM-4	6th / Walnut / Ash–Lewistown	Replace bridge and add sidewalk connections near 6th Avenue/Walnut Street/Ash Street.
COM-5	Divide–West	Reconstruct US 87 east of Lewistown and replace Boyd Creek bridge. Note: Project is OUTSIDE subarea.

ID	Name	Description
COR-1	H Street Corridor	Reconstruct as a minor arterial with continuous sidewalks and/or shared-use path.
COR-2	5th Avenue and 6th Avenue Corridors	Conduct operational review of 5th & 6th Avenues to evaluate appropriateness of functional classification designations. Identify spot improvements to alleviate congestion (turn lanes, curb extensions, striping, parking management).
COR-3	Boulevard Street Corridor	Upgrade to minor arterial classification (with improvements) to promote route as a local bypass.
COR-4	Joyland Road / Alternative Bypass Connector	Conduct a feasibility study comparing Joyland Road upgrades with alternative connectors (e.g., Waite Avenue).

ID	Name	Description
SPOT-1	E Main Street / 1st Avenue	Evaluate geometric improvements for large truck turning movements.
SPOT-2	Kendall Road / Truck Bypass / 1st Avenue	Safety improvements such as signage, rumble strips, and splitter island installation.
SPOT-3	Airport Road / Main Street / Entrance Avenue	Evaluate for additional traffic control (signal, roundabout, etc.) as growth occurs, including pedestrian crossings.
SPOT-4	Upper Spring Creek Road / Ash Street	Add culvert, turn lane, and pedestrian crossing improvements.
SPOT-5	Entrance Avenue / C Street	Short-term: Improve delineation, review stop vs. yield control. Long-term: Evaluate intersection realignment.
SPOT-6	Casino Creek Drive Curve (Brassey Street)	Improve curve signing, delineation, and winter maintenance (sanding, anti-icing).

Lewistown Subarea Recommendations Summary

ID	Name	Description
SPOT-7	Main Street (Downtown Core)	Conduct downtown safety audit (sightlines, parking impacts, lighting, winter operations) and enhance non-motorized accommodations.
SPOT-8	Uncontrolled Intersection Improvements	Install intersection control improvements (stop control, enhanced signage, pavement markings, lighting) with geometric or visibility improvements where skew or obstruction exists. Note: Not Mapped
SPOT-9	Bridge Rehab / Replacement	Rehabilitate or replace bridges as needed
SPOT-10	Main Street (Wendell Street to Urban Boundary)	Pavement preservation treatment (mill & overlay, microsurfacing, or chip seal depending on pavement analysis).
SPOT-11	Elementary School Area	Intersection and pedestrian improvements at Lower Airport Road/Birch Street/Uranium Drive/Fluorite Drive intersection. Consider parking and circulation improvements.
SPOT-12	High School Area (Casino Creek Drive)	Intersection and pedestrian improvements to improve circulation for drop-offs/pick-ups and parking.

ID	Name	Description
FC-1	Truck Bypass Extension to Marcella Avenue	Identify and preserve potential future extension alignment.
FC-2	Water Street Extension	Preserve right-of-way in corridor as opportunities arise during future development proposals.
FC-3	11th Avenue / Nelson Drive Extension	Preserve the possibility of future roadway connections if land ownership changes.
FC-4	W Janeaux Street & Watson Street Extensions	Preserve corridor segments where possible through development agreements.
FC-5	Casino Creek Drive to Armory Road Extension	Identify alignment for long-term corridor preservation. Coordinate with future subdivision layouts.
FC-6	Kolar Lane to Airport Road Extension	Preserve corridor for a potential future connection. Coordinate with landowners and future development patterns.
FC-7	Cottonwood Creek Road to Airport Road	Preserve corridor for a potential future connection. Coordinate with landowners and future development patterns.
FC-8	Cottonwood Creek Road to Sand Hill Road	Preserve corridor for a potential future connection. Coordinate with landowners and future development patterns.
FC9	Gridded Network in Northwest Lewistown	Preserve corridors for future gridded network. Coordinate with landowners and future development patterns.

ID	Name	Description
NM-1	Citywide Sidewalk Network	Fill sidewalk gaps and improve ADA connections citywide.
NM-2	Citywide Trail Crossings	Upgrade trail crossings for safety and visibility citywide.
NM-3	6th Avenue Crossings to Swimming Pool / Park	Install high-visibility crosswalks and trail crossing signage.
NM-4	Ash Street to Brewery Flats Trail Connection	Install a marked crosswalk with flashing beacons and pave path connection.
NM-5	Upper Spring Creek Road / Ash Street Crossing	Remove or modify guardrail to allow pedestrian access and evaluate need for enhanced crossing treatment.
NM-6	Upper Spring Creek Road to Stendal Road	Extend sidewalks or shared-use path from crossing east to Stendal Road.
NM-7	Ash Street to Fergus High School	Connect Ash Street to Fergus High School and trail system.
NM-8	US 87 / Main Street Trail Segment (Truck Bypass to W Frontage Road)	Pave remaining gravel trail segment.
NM-9	H Street Path	Extend sidewalks or path as H Street is developed. Connect to existing pedestrian tunnel.
NM-10	Airport Road Trail Spur	Pave trail from D'Autremont Complex → CMR Wildlife Refuge building → cross to North side of Wild Life Lane → continue north to Lower Airport Road with appropriate crossings.
NM-11	Lewistown Recreational Trail System Paving Projects	Pave remaining and future segments of the trail system.

MISC.	ID	Name	Description
	O-1	Pavement Marking Maintenance Program	Maintain pavement markings for safety and visibility.
	O-2	Update Bicycle-Related Ordinances	Update outdated bicycle ordinances to support modern use.
	O-3	Update Downtown Master Plan	Adopt a Complete Streets policy for local streets.
	O-4	Adopt a Complete Streets Policy	Replace bridge and add sidewalk connections near 6th/Walnut/Ash.
	O-5	Stormwater Management Plan (Green Infrastructure)	Integrate green infrastructure in street reconstruction projects.
	O-6	Annual Capital Improvement Program (CIP)	Prepare a CIP to ensure expenditures support economic, social, and environmental benefits.