

Old Havre Highway & US 87 Subarea Overview

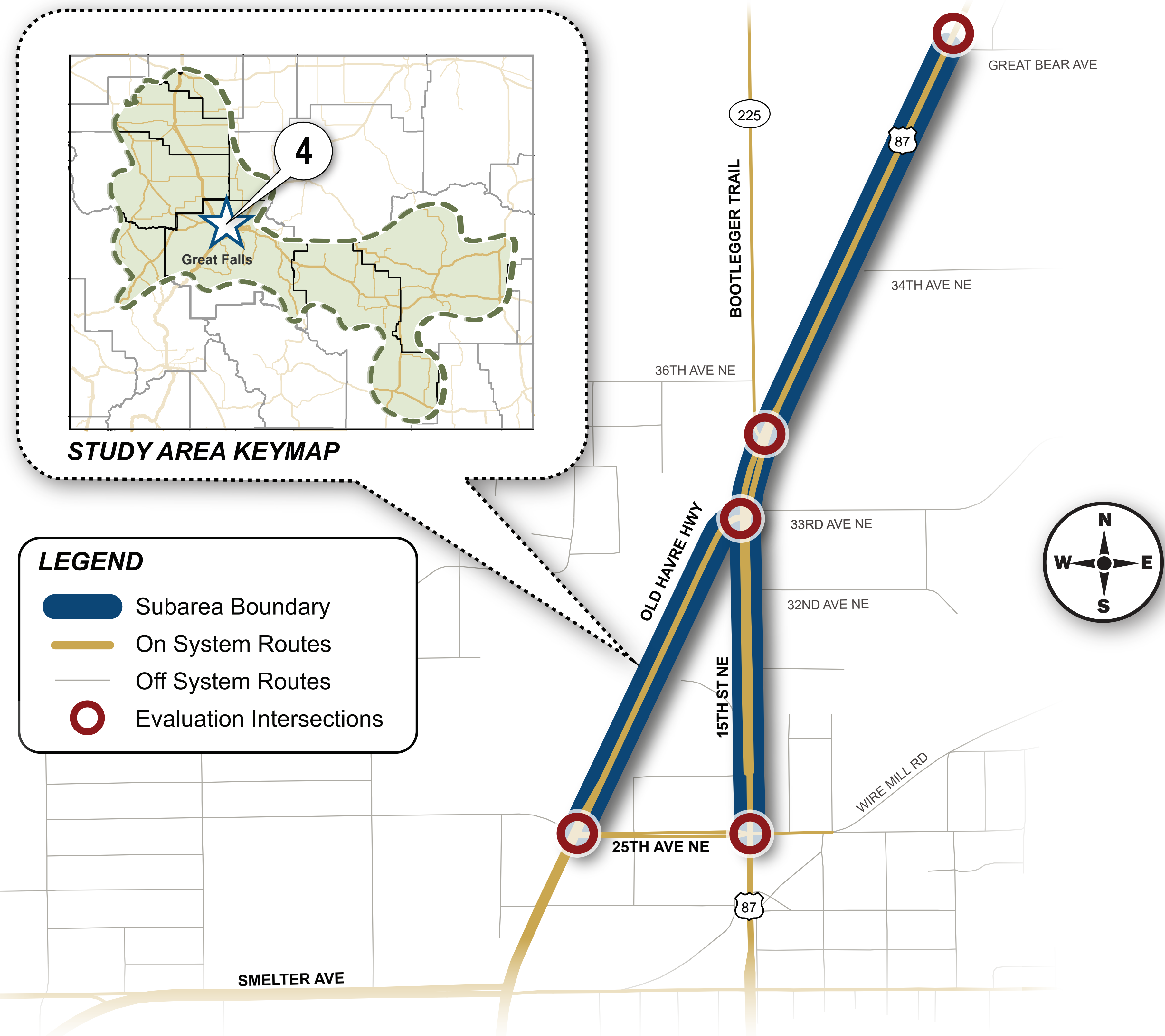
Why is MDT studying the Old Havre Highway & US 87 Subarea?

The intersection of **Old Havre Highway, 15th Street NE, and US 87** is complex, contributing to **operational and safety issues** for the surrounding roadways.

MDT is working to **identify feasible improvements** to address these concerns while also preparing for future impacts from military activity and other planned development.

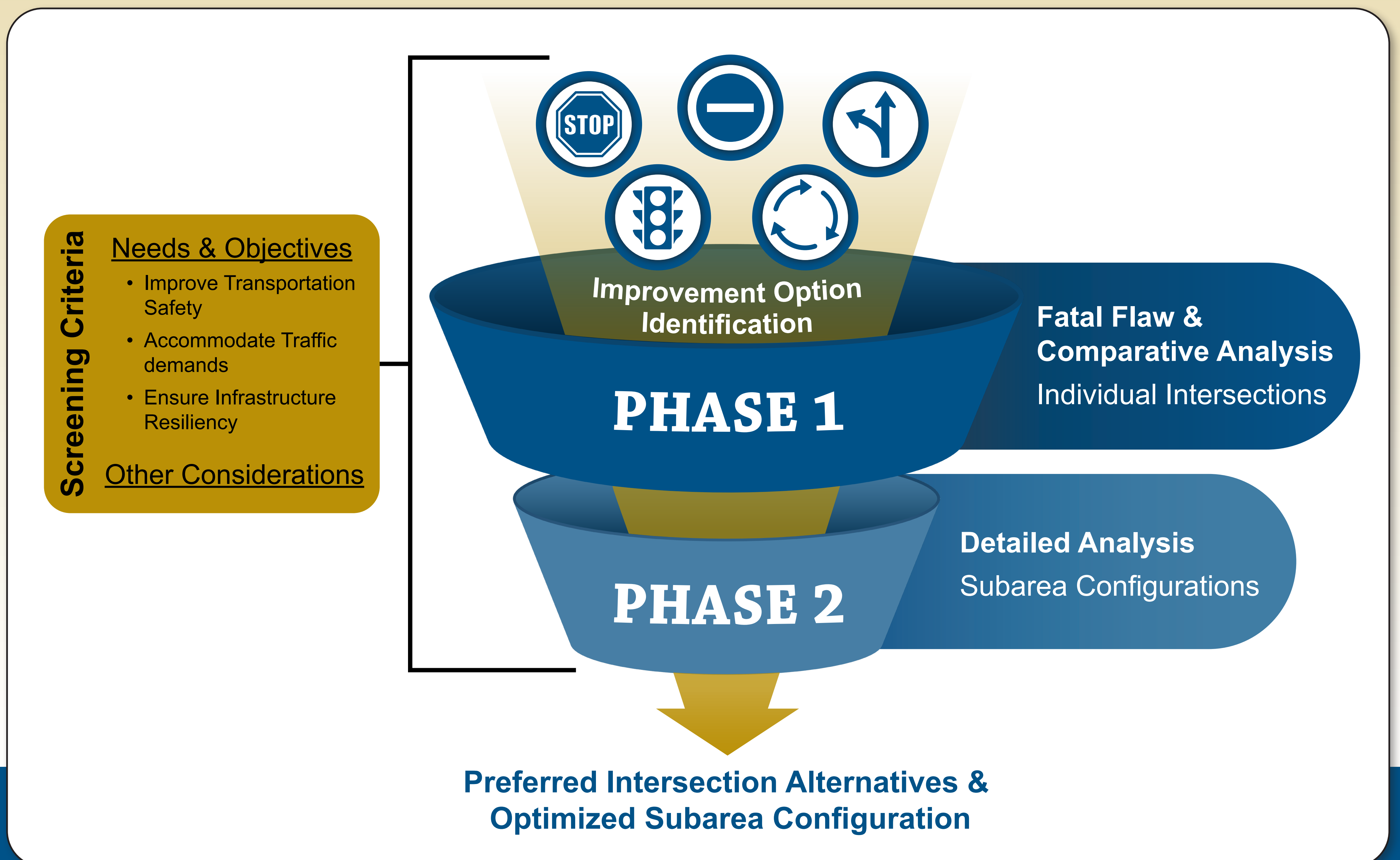
How will MDT identify improvements?

MDT is using a **multi-phased evaluation process** to develop and refine potential improvement options. This process considers both **individual intersection performance and overall corridor function**.



Old Havre Highway & US 87 Evaluation Process

The screening process used for this study includes identifying a broad range of options, screening for fatal flaws, and advancing viable options for more detailed evaluation of combined subarea configurations. Evaluations will be guided by the subarea needs and objectives (safety, traffic demands, resiliency) as well as potential impacts and implementation feasibility.



PHASE 1 Screening

1

IN PROGRESS

A **comparative, planning-level analysis** to determine how well each advanced intersection strategy addresses identified deficiencies and project objectives.

- Safety
- Operations
- Resiliency
- Impacts
- Implementation

Improvement options that meet these criteria will be advanced to the Phase 2 Screening.

PHASE 2 SCREENING

2

IN PROGRESS

Strategies advanced from Phase 1 combined into **corridor-level configurations**.

This may include:

- Coordinated intersection control
- Combined or reconfigured intersection layouts
- Modifications to the local roadway network

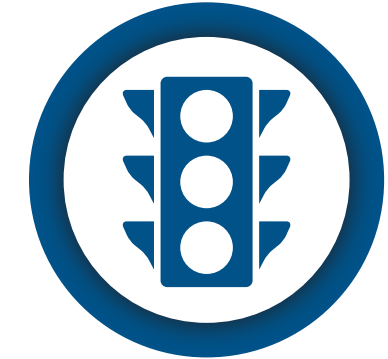
A **detailed analysis** of these combined configurations will consider safety, operations, constructability, and consistency with project goals to identify an **optimized subarea configuration**.

Old Havre Highway & US 87 Subarea Improvement Strategy Identification

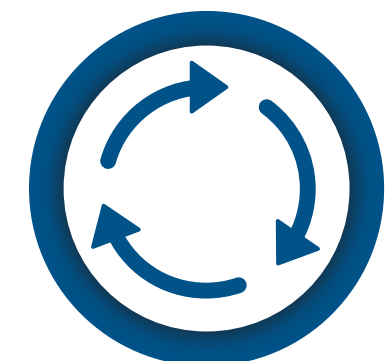
A range of strategies were considered to address safety, operations, and future demand in the subarea. Strategies were informed by field observations, existing and projected conditions, stakeholder input, and engineering judgment.



Stop Control: Minor turn lane and geometric improvements to existing stop-control operations



Traffic Signals: Signalized intersection control to manage conflicting movements



Roundabouts: Single or multi-lane roundabout to provide consistent traffic flow



Geometric Improvements: Turn lanes, realignment, or layout changes



Access / Network Changes: Modifies or relocates access points to reduce conflicts

Strategies were evaluated at key intersections to identify feasible options to advance to the Phase 1 Screening.

Key: ✓ Strategy advanced to Phase 1
 ✗ Strategy has a fatal flaw, not advanced
 — No options identified

Great Bear Ave/ US 87	✓	✗	✓	—	—
Bootlegger Trail/ US 87	✗	✓	✓	✓	✗
Old Havre Highway/ US 87/ 33rd Ave NE	✗	✓	✓	✓	✓
Old Havre Highway/ 25th Ave NE	✗	✓	✓	—	—
25th Ave NE/ US 87	✗	✓	✓	—	—