

Proposed Roadway Functional Classification	Existing Roadway Functional Classification	Other Features
Proposed Controlled Access	Interstate	Railroads
Proposed Principal Arterial	Principal Arterial	Billings
Proposed Minor Arterial	Minor Arterial	Study Area
Proposed Collector	Collector	
	Local Streets	

Note: Functional Classification System for local transportation planning purposes, this map may not be consistent with the Federally approved functional classification network. Updated on June 24th, 2014

Functional Classification Map

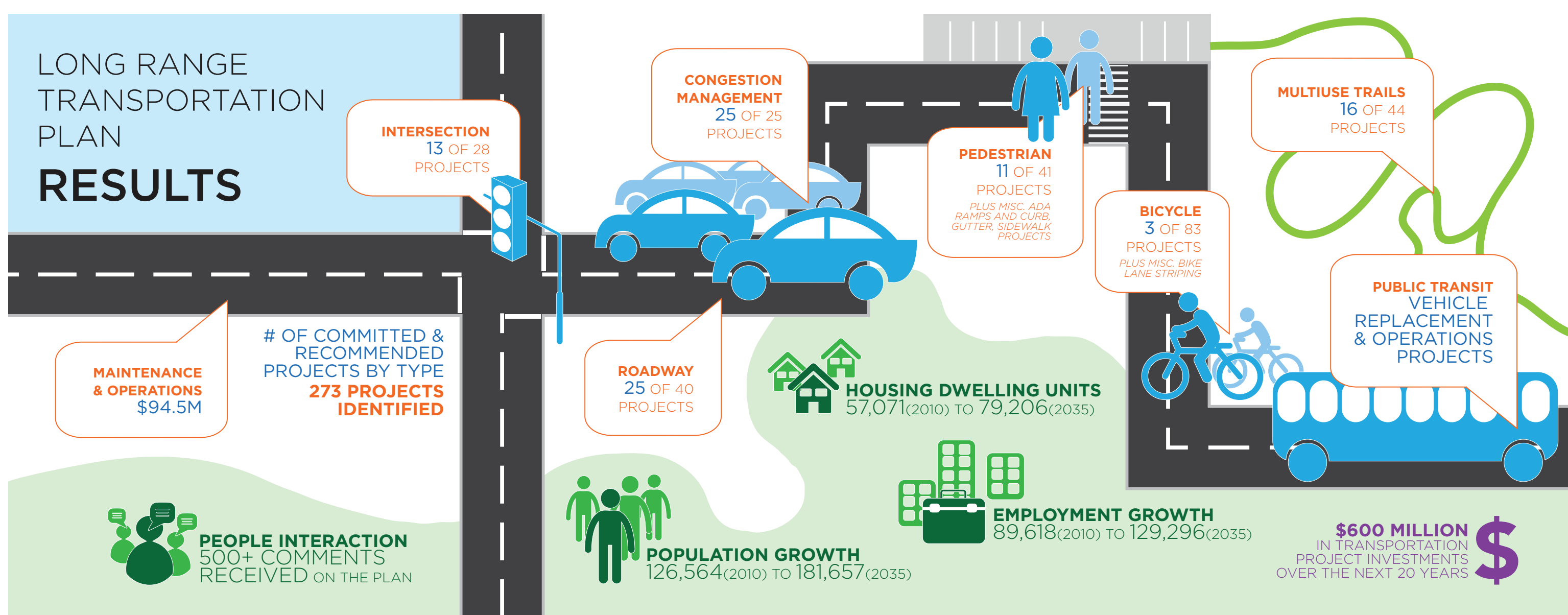


Introduction

Transportation planning has been a key element of the City's planning efforts for over 100 years since its inception as a major rail hub. As such, one of the first transportation surveys was completed in 1954, which included a transportation inventory, traffic counts, parking, and other related data. Ten transportation plans (1961, 1964, 1969, 1977, 1983, 1990, 2000, 2005, and 2009) have been completed since 1961. Most recently, the Yellowstone County Board of Planning, the designated Metropolitan Planning Organization (MPO) and oversight for transportation planning for the Billings Urban Area, adopted the 2014 Billings Urban Area Long Range Transportation Plan (LRTP). The area encompasses the City of Billings, as well as the planning area extending approximately 4.5 miles outside the City limits in Yellowstone County.

The Billings Urban Area LRTP is a framework to guide development and implementation of multimodal transportation system projects for the Billings Urban Area. The LRTP is updated every four years, and looks at today's land use and transportation conditions and plans for the future through year 2035. Transportation is a vital element to the residents and businesses of Billings and connects commerce from the Billings Urban Area to other parts of Montana and metropolitan areas via road, rail, and air. The region's transportation infrastructure is robust and includes streets, highways, freeways, rail, transit, sidewalks, bicycle lanes and routes, trails, and an airport. Given the importance of transportation infrastructure, the LRTP includes goals and objectives that support transportation mobility and accessibility throughout the Billings Urban Area.

This double-sided map focuses on the functional classification system and typical cross sections within the City of Billings and Yellowstone County. Please refer to the adopted LRTP document for more details on the planning process, interagency and public involvement program, land use, public transit and transportation, truck services and facilities, rail facilities, pedestrian and bicycle facilities, safety, security, recommended projects, and funding/fiscal constraint. Below is a snapshot of the LRTP:



Functional Classification

The Roadway Functional Classification System defines a road's role in the overall context of the highway transportation system. In addition, it helps to define which standards are generally desirable for roadway width, right of way needs, access spacing, pedestrian and bicycle facilities and other specifications. The functional classification system hierarchy is typically established by the following hierarchy:

Freeways serve high speed, long distance travel movements and provide limited access to adjacent lands. Often included in the Arterial classification, freeways are unique in that they provide access to other arterial roadways via grade-separated interchanges. In the Billings Urban Area, the freeways are classified as Interstate.

Arterials represent the highest class of highways and roads. These roadways are intended to serve higher volumes of traffic, particularly through-traffic, at higher speeds. They also serve truck movements and should emphasize traffic movement over access to adjacent property. Arterial roadways are further designated as Principal Arterials and Minor Arterials.

Collectors represent the intermediate class. As the name suggests, these roadways collect traffic from the local street system and link travel to the arterial roadway system. These roadways provide a balance between through-traffic movement and property access and provide extended continuity to facilitate traffic circulation within an urban community or rural area.

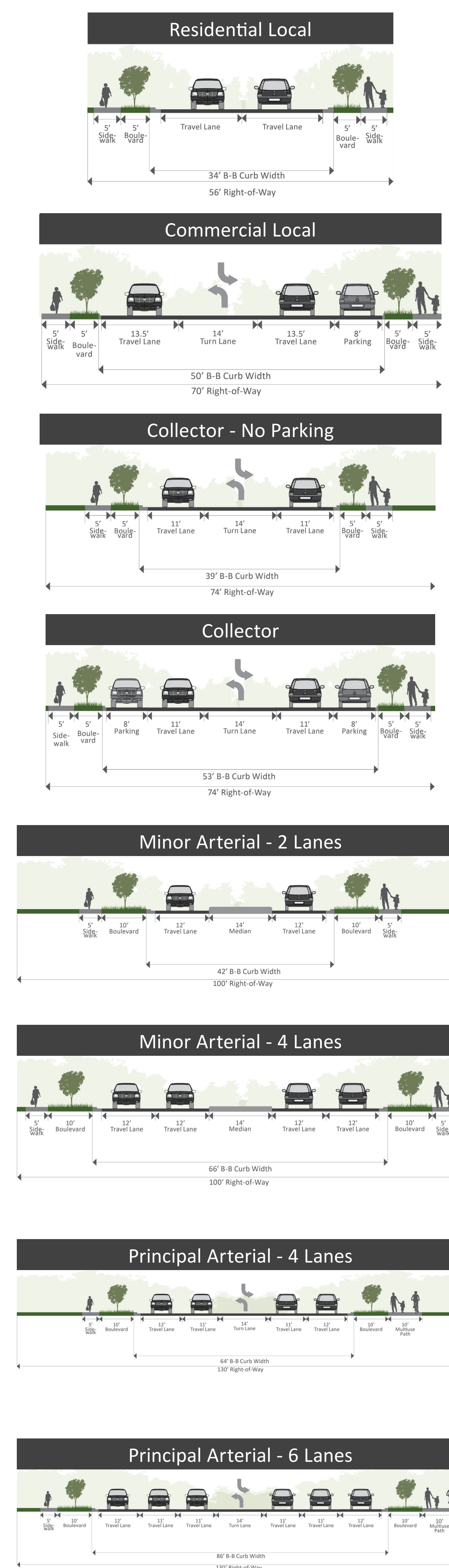
Local Roads and Streets are the lowest classification. Their primary purpose is to carry locally generated traffic at relatively low speeds to the collector street system and to provide more frequent access to individual businesses and residential property. Local streets provide connectivity through neighborhoods, but generally should be designed to discourage cutthrough vehicular traffic.

In addition to the above roadway classifications, a limited number of principal arterials are further identified as Interstate routes and National Highway System (NHS) routes. The Interstate System designations are Interstate 90 and Interstate 94. The Moving Ahead for Progress in the 21st Century Act (MAP-21) NHS Principal Arterial designations are King Avenue, Laurel Road, Montana Avenue, Zoo Drive, 1st Avenue North, and 1st Avenue South. The Other NHS Route designations are Main Street and US Route 87 and a Non-Interstate Strategic Highway Network (STRAHNET) Route designation is Montana Highway 3.

Functional Classification Map and Cross Sections

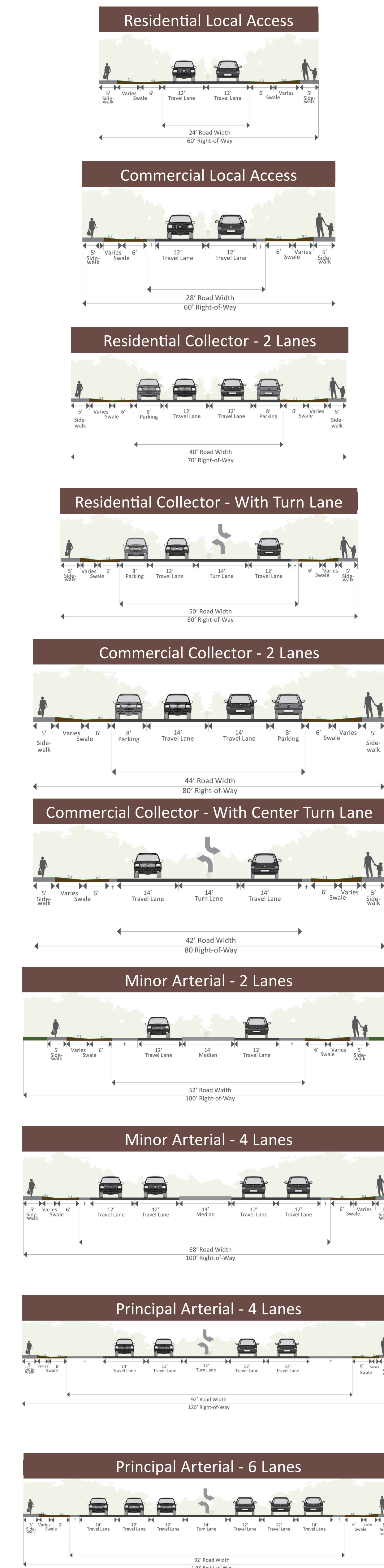
The LRTP planning process led to the development of the Functional Classification Map, shown on the front page. The City of Billings, Yellowstone County, and Montana Department of Transportation review and update this map regularly as part of the planning efforts within the Urban Area. To support the Functional Classification Map, typical roadway cross sections are illustrated to the right for the City of Billings and Yellowstone County. More details and guidance on these cross sections can be found in the City of Billings and Yellowstone County's Subdivision Regulations.

Sample City of Billings Cross Sections*



* For more details and guidelines on the cross sections, refer to the City of Billings Subdivision Regulations Table 23.406.B.1 Required Dedications and Street Improvements for Subdivisions within City Limits. A traffic impact study is required for major and principal arterials, and may be required to determine other cross sections within the city.

Sample Yellowstone County Cross Sections*



*For details and guidelines on the cross sections, refer to the Yellowstone County Subdivision Regulations, Chapter 4 and Table 4.6.C.1 Required Dedications and Street Improvements for Subdivisions. A Road Evaluation Study or Traffic Impact Study may be required by Yellowstone County to determine the cross section.

† Shoulders shall be required on both sides of all roads where no curb and gutter or parking lanes are required. The shoulders shall be two (2) feet wide and graveled, and must meet the specification of County Public Works.