

CHAPTER V TRANSPORTATION

Gold may have placed the Town of Lincoln on the map in the 1860s, but it was the completion of Highway 200 in 1958, then known as Highway 20, that gives Lincoln and the Blackfoot River Valley its character today. An area's transportation system is the primary determinant of its development pattern. Commercial development in the Lincoln Townsite is located primarily along Highway 200.

ROADS

Classification

Roads and highways are classified according to the level of service they provide. Arterials provide the highest level of service. They generally are used for the longest trips and carry the largest traffic volumes. Arterials generally carry from 2,000 to 25,000 vehicle trips per day.

Collector roads primarily serve residential areas, carrying traffic from local streets to arterials or to traffic generators, such as schools or shopping centers.

Local roads are roads that provide service of relatively low traffic volume, short average trip length, or minimal through traffic movements, and high volume land access for abutting properties.

Table V-1 identifies the roads and their functional classification and provides Average Daily Traffic (ADT) count for 1996 through 2003. Table V-2 identifies special Average Daily Traffic (ADT) counts for 2003.

**TABLE V-1:
AVERAGE DAILY TRAFFIC COUNT (ADT)**

Principal Arterials	1996	1997	1998	1999	2000	2001	2002	2003
HWY 200								
HWY 200, at MP 73, 1.5 mi east of Lincoln				<u>2,216</u>	<u>2,134</u>	<u>2,079</u>	<u>2,165</u>	<u>2,311</u>
Stemple Pass Road	<u>290</u>	<u>347</u>	<u>264</u>	<u>297</u>		<u>NCT</u>	<u>146</u>	<u>255</u>
LOCAL ROADS								
Alice Creek Road	<u>26</u>	<u>21</u>	<u>18</u>	<u>27</u>		<u>NCT</u>	<u>11</u>	<u>24</u>
Landers Fork Road	<u>120</u>	<u>88</u>	<u>112</u>	<u>84</u>		<u>NCT</u>	<u>76</u>	<u>91</u>
Sucker Creek Road	<u>23</u>	<u>69</u>	<u>38</u>	<u>95</u>		<u>NCT</u>	<u>166</u>	<u>150</u>
Poorman Road	<u>292</u>	<u>313</u>	<u>NCT</u>	<u>170</u>		<u>NCT</u>	<u>149</u>	<u>200</u>

(Source: Lewis & Clark Co. Planning and Road Dept., 2003)

**TABLE V-2:
SPECIAL COUNTS DAILY TRAFFIC DATA (ADT)
(2003)**

<u>ROAD</u>	<u>ADT</u>
Lone Point Drive	131
North Lincoln Gulch Road	322
South Lincoln Gulch Road	28
Good News Lane	42
North Beaver Creek Road	97
South Beaver Creek Road	51
Stonewall Creek Road	57
Dean Ranch Road	3
Cutlip/Airport Road	31
Hi Sign Road	65
4x4 Road	190
Snowdrift Road	14
Snow Fleury Lane	48
Hogum Creek Road	35

(Source: Lewis & Clark Co. Planning and Road Depts., 2003)

Road Maintenance

The Montana Department of Transportation, the Lambkin Addition Rural Improvement District (RID), and the Lincoln RID provide funding for road maintenance in the town of Lincoln. Lewis and Clark County administers the Rural Improvement Districts. It is anticipated that a private contractor will perform the improvements and maintenance in RIDs. Figure 7 shows the current road maintenance responsibilities for the various roads within the Lincoln Planning District.

Two rural improvement districts are located in the Lincoln Planning Area. The Lambkin RID was created in 1989 and the Lincoln RID was created in 2004, both by resolution. The Lambkin RID was used initially to chip-seal the roads in the Lambkin Subdivision and the loan was in the amount of \$69,264 to be repaid over a period of eight years. The assessments in the RID were based on the square footage of the property. The loan has subsequently been repaid and the same assessment method is applied to the lots for maintenance purposes. A reserve fund is being built up for a chip-seal project. The assessment for the RID is \$0.0035 per square foot of property per year. The average amount paid is \$53.27 per geo-code.

The Lincoln RID was created in 2004 for the purpose of funding improvements to the streets in the Lincoln Townsite, excluding Highway 200. The improvements

include asphalt overlay, pothole repair, blade patching, chip sealing, shaping and compacting of gravel, and gravel replacement and if insufficient funds are available to complete all the above improvements, only a portion of the items will be performed in conjunction with the funds available. The improvements will enhance the safety of the streets but may be less than the requirements of the current County road standards.

Annual costs for said improvements are \$50,813 for a period of 10 years, including the cost of engineering, inspection, and administration. Each geo-code (*property tax identification number*) within the district is assessed \$152.00 per year for the 10-year length of the loan. The project will be funded by a loan from the Montana Board of Investments, Intercap program.

In conjunction with the improvement district, a maintenance district was also established. The maintenance activities include contributions to a reserve account for future surface treatment (chip seal), crack sealing, and other maintenance and repair as necessary to preserve the road surfaces. The annual cost for said maintenance is \$4,995, with each geo-code within the district paying \$15.00 per year.

Airports

Three non-commercial airstrips are located within the Lincoln Planning Area. Two of the airstrips are private. There is no data available on the actual utilization of these airstrips.

The Lincoln Airport is classified as a General Aviation Visual Flight Rule (VFR) airport. The Lincoln Airport is located approximately one (1) mile east of the Lincoln Townsite and south of Highway 200. The airstrip is approximately 4000 feet long and 75 feet wide with no aircraft turnarounds.

Six Hangars that can store eight small to midsize aircraft are located on the north side of the field. An adjacent apron area is available for aircraft tiedown. No fixed based operator (FBO) or fuel facilities are provided. A segmented circle with a windsock and a 90-foot tall photocell activated beacon serve as the only navigation and lighting aids.

According to the 2004 Lincoln Airport Master Plan, smaller aircraft utilizing the airport include Cessna's of the 150/172/182 class, and Piper PA – 18/22/28 aircraft. Larger aircraft utilizing the airport include the Cessna's 210's and 310's, Piper Comanche 250's and Citabria Kingair. The U.S. Forest Service (Lewis and Clark National Forest) also uses the Lincoln field for fire suppression, with both fixed and rotary wing aircraft.

The Lewis and Clark County Airport Commission has initiated an improvement project for the Lincoln Airport. The project is intended to enhance the safety of the airport and to make it more efficient for airport users. The project includes:

relocation of the runway 70 feet to the northwest, acquisition of additional land and easements for the runway and aircraft parking areas, and installation of a Medium Intensity Runway Lighting (MIRL) System. Completion of the project is estimated in June of 2006.

Lincoln Airport is an important option for an “alternate airport” destination during deteriorating weather conditions or for emergency landings.

The Montana State Aviation System Plan (MSASP) System Forecasting document (1998-1994) estimates five (5) aircraft based at Lincoln Airport in 2000, increasing to six (6) aircraft by 2020. The number of locally based aircraft is currently limited by available hangar space. Spatial constraints limit the opportunity to site additional hangars. The MSASP System Forecast is shown in Table V-3.

**TABLE V – 3:
MSASP SYSTEM FORECASTING (1998-1999)
BASED AIRCRAFT FORECAST**

Year	Based Aircraft
1998	5
2000	5
2005	6
2010	6
2015	6
2020	6

(Source: Lincoln Airport Master Plan, 2004)

Public airports within 50 nautical miles (nm) of the Lincoln Airport are summarized in Table V-4. The nearest commercial aviation is available at the Helena Regional Airport (HRA) located (34 nm SE) on the eastern side of the City of Helena. The primary carriers operating out of HRA are Delta’s Connection Carriers, Skywest and Comair, Northwest, Horizon Air, and Big Sky airlines. Several air charter and airfreight services also operate out of HRA. Commercial aviation is also available in Missoula (59 nm W) and Great Falls (61 nm WSW).

**TABLE V-4:
PUBLIC AIRPORTS WITHIN 50 NAUTICAL MILES OF LINCOLN AIRPORT**

Airport	Air Distance from Lincoln Airport (nm)	Direction	Type of Runway
Helena	36	SW	Paved
Augusta	33	NNE	Unpaved
Fairfield	49	NE	Paved
Benchmark	33	NNW	Paved
Seeley lake	35	WNW	Unpaved
Lindseys Landing	38	WNW	Paved
Elliot	44	WSW	Unpaved
Drummond	30	SW	Unpaved
Phillipsburg	47	SW	Paved
Warm Springs	48	S	Paved
Deer Lodge	34	S	Paved
Boulder	49	SSE	Unpaved
Mountain Lakes	40	SE	Unpaved

(Source: Lincoln Airport Master Plan, February 2004)

Delta, Northwest and United provide air service from Great Falls and Continental, Frontier and United provide service from Missoula.

Railroads

There is no rail transport available within the Lincoln Planning Area. Long distance freight rail transport is available in Helena, Missoula and Great Falls.

Pedestrian / Bikeways

The Lincoln Planning Area and the Lincoln Townsite currently do not have dedicated bikeways or pedestrian pathways. Most individuals who wish to ride bicycles or walk use the paved shoulder of Highway 200. During the winter months snow accumulation makes use of the shoulder areas both difficult and dangerous, forcing non-motorized users closer to or into the travel lane. The use of the shoulder for parking by semi-trailer trucks within the Lincoln Townsite also hinders non-motorized uses.

Snowmobiles

During the winter months snowmobiles are a popular form of transportation for the area's tourists and residents. By resolution, the Board of County Commissioners permits the use of snowmobiles in the Lincoln Townsite. The resolution limits the operation of snowmobiles in Lincoln to those operators in the process of leaving or returning from a trip on the approximately 250 miles of groomed or additional un-groomed trails and play areas which surround Lincoln. The speed limit in town is 25 mph. Snowmobiles must stop or yield at all

intersections and they are to be operated in a safe and courteous manner at all times. Snowmobiles cannot be operated in the traffic lane of a State highway or County road.