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PUBLIC WORKS DEPARTMENT

Burnt Fork Estates Supplemental Staff Report March 24, 2021

During the Preliminary Plat review process for the Burnt Fork Estates, the Town of Stevensville experienced turnover in the Public Works Director Position. This staff report serves to supplement and add to the original staff report submitted on October 2, 2020. This report is compiled following a review by the Town's new Public Works Director and is intended to reinforce previous comments by the Department, and bring forward additional recommendations by new staff.

Findings of Fact:

Effect on Local Services (Water and Sewer): The following is a summary of the effect of the proposed development on the existing water system and wastewater facility.

- i. Each proposed lot will be connected to the Town of Stevensville water and wastewater systems.
- ii. The existing water booster station located on Lot C-12 will need to be upgraded when the total number of proposed connections exceeds 120. The booster station was originally a Condition of Approval for portions of the Creekside Meadows Subdivision that were never platted.
- iii. The capacity of the water system and wastewater facility will be analyzed at the time of submittal for each future phase.
- iv. All future improvements to the Town's water system and wastewater facility shall be approved by the Town of Stevensville.

Effect on Local Services (Storm Water): The following is a summary of the effect of the proposed development on the existing storm water facility.

- i. All storm water will be collected, treated, and released at the pre-development rate as defined in the Site Evaluation Report included with the subdivision application. Based on the information presented, it appears that the storm water plan will be in compliance with Montana DEQ standards. Review of the final storm water design will occur during the review and approval of the construction drawings during the final plat phase by the Town of Stevensville and Montana DEQ.

Effect on Local Services (Roads/Traffic): The following is a summary of the effect of the proposed development on the existing roads and traffic.

- i. A Preliminary Traffic Impact Report prepared by Abelin Traffic Services (ATS) evaluated the traffic impacts of this proposed development. The project would produce up to 1,675 new daily vehicle trips in this area. As proposed, the Burnt Fork Estates development will increase traffic volumes on the surrounding road network. Traffic volumes on the road network will increase by 10 to 20 % but no intersection modification will be required to improve capacity. Traffic volumes on Middle Burnt Fork Road will increase by approximately 700 VPD, Logan Lane and East Side Highway will see increases of 300 to 600 VPD. Total future traffic volumes on these roads will range from 2,000 to 4,000 VPD.
- ii. Using the data collected for this project, ATS conducted a Level of Service (LOS) analysis at area intersections. This evaluation was conducted in accordance with the procedures outlined in the Transportation Research Board's Highway Capacity Manual (HCM) - Special Report 209 and the Highway Capacity Software (HCS) version 7.8. Intersections are graded from A to F representing the average delay that a vehicle entering an intersection can expect. Typically, a LOS of C or better is considered acceptable for peak-hour conditions. The traffic report demonstrates that the existing LOS at the intersection of Eastside Highway and Logan Lane is operating with minimal delay given the current roadway configuration in this area. All study intersections are operating with reserve capacity under normal traffic conditions. It is expected that overall peak-hour intersection delay will increase by 1-2 seconds per vehicle with the construction of the Burnt Fork Estates. No roadway modifications are recommended to improve intersection capacity at these locations.
- iii. An addendum to the traffic study was provided following modifications to the proposed site plan. The modifications were provided in response to the Planning & Zoning Board's recommendation that a connection be provided between the residential and commercial areas of the proposed subdivision. The traffic study addendum provides that the proposed changes will allow the opportunity for drivers to pass from the residential area to the commercial area without using the adjacent road network.

The modifications to the site plan for the Burnt Fork Estates will have a positive impact on the overall traffic operations in this area and are recommended by the traffic engineer. The changes will decrease the traffic impacts from the project and will encourage better traffic flow patterns within the area. No additional modifications are recommended by the traffic engineer with the proposed change to the Burnt Fork Estates project.

The Burnt Fork Estates development will impact traffic volumes along Logan Lane and Middle Burnt Fork Road. With the new proposed site layout, the total

traffic volume on Logan Lane will increase by 10-20%. Traffic volumes on Middle Burnt Fork Road will increase by approximately 20% east of the proposed commercial entrance and traffic volumes will increase by approximately 50% west of the commercial entrance into Stevensville. All other roads within this area will experience traffic volumes increase of less than 10% with the proposed project.

Recommendations from Staff:

The Public Works Department concurs with the conditions of approval recommended by the Planning & Zoning Board with respect to public works related infrastructure. In addition, the Department offers the following:

1. Additional consideration should be given to the design of the streets internal to the subdivision to address concerns for speeding drivers. The Town's past experience demonstrates that the proposed street sections for Burnt Fork Estate do not adequately calm traffic and tend to encourage vehicles to travel at faster speeds due to their generous width and straight nature. The Department would like to see traffic calming measures proposed that could be approved by the Town of Stevensville.
2. Road design should accommodate snow removal operations, including areas where snow may be stored/deposited during heavy snowfall events.
3. Cross walks should be identified and appropriately signed along routes to common areas where it is likely for pedestrians to cross the street without traveling through an intersection.
4. The Department suggests and encourages in-depth and comprehensive discussions held with all the relevant stakeholders, including the developer, throughout the phases of the development to address the design and safety of Logan Lane, Middle Burnt Fork Road and their respective intersections with Secondary 203 and Secondary 269.