

TOWN OF STEVENSVILLE

Street Master Plan

updated

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prepared by

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**TOWN OF STEVENSVILLE
MASTER PLAN OF ROADS AND STREETS
ENGINEERING REPORT**

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1. Introduction

The Town of Stevensville Public Works contracted Professional Consultants to develop a Street Master Plan for the Town and the defined Planned Growth Area. The purpose of the Master Plan is to provide guidance to the Town during planning of development for a network of streets and roads that will serve the community transportation needs for the next 20 years.

The completed Street Master Plan includes a map of all existing streets with ownership and maintenance responsibility, a map of recommended street extensions and connections, and map of recommended street functional classifications.

Included in this Report are recommended details on the geometric design of street sections (right of way (ROW) and curb to curb widths) and guidelines for street pavement sections. The Council should take action to include these street sections in its Development Code Book, if the Street Sections are to become policy of the Town.

2. Street Functional Classifications

The streets of the Planned Growth Area have been inventoried and classified using functional classifications presented in the *Policy on Geometric Design of Highways and Streets, 2001*, by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO broadly defines functional categories for all rural areas as those areas with less than 5,000 population for the design year. The 2025 projected population for Stevensville is 3,000 persons and therefore, the following classifications are considered:

- 1) **Principal Arterial** – these roads provide corridor movement with trip length suitable for statewide or interstate travel. They allow integrated movement between all urban areas of over 50,000 population and a large majority of those over 25,000 population. There are no Principal Arterials in the Planned Growth Area.
- 2) **Minor Arterial** - linkage between town/cities and rural areas with traffic at higher speeds with minimum interference. The Stevensville Cut-off (State 269) and the Eastside Highway (State 203) are Minor Collectors in the Planned Growth Area.
- 3) **Major Collector** – these roads service consolidated schools, shipping points, county parks, and important mining and agricultural areas. Middle Burnt Fork Road is a major collector in the planning area.
- 4) **Minor Collector** – provide service to developed areas within a reasonable distance of collector roads. These roads provide service to smaller communities and link locally important traffic with rural areas.

- 5) **Local Street System** – these roads provide access to abutting properties. Local streets typically have low traffic volumes and provide internal circulation and access to residential development and small community facilities.

Arterial Streets will typically carry in excess of 3000 vehicles per day (ADT). Direct access is usually restricted for practical purposes to allow unimpeded traffic flow and reduction of accident potential. These roads function well with 2 lanes for traffic with volumes up to 12,000 ADT. At this volume and beyond, turn lane and controlled intersections become important.

Collector streets will typically carry between 1000 and 3000 ADT and serve as direct access to local neighborhood or business district networks. Collector streets have a mixture of residential and business properties with direct access but the ease of access is less tolerant than on local streets.

Local streets are generally residential and carry less than 1000 ADT. They typically do not carry any significant through traffic, but are origins for vehicle trips.

The following Table summarizes the most recent traffic counts on the major streets around Stevensville. The counts are from Ravalli County and Montana Department of Transportation files.

Street Name	location	Average Daily Traffic (ADT)
Highway 269	junction w / 203	7160 (2004)
Highway 269	south city limits	6903 (2004)
Highway 203	junction w / 269	5006 (2004)
Mid-Burnt Fork	junction w / 269	2158 (April 2002)

3. Future Streets and Links

One of the main reasons for producing a Street Master Plan is for the Town to be able to plan for future street rights-of-way prior to future development s being constructed. The “future” street locations suggested on the Master Plan are conceptual and will provide for organized and systematic growth of the Stevensville transportation network. Not all rights-of-way for future streets may be feasible, nor available, and alternate routes serving the same function should be considered as development proposals are presented.

It is presumed that as properties are fully developed and annexed into the Town of Stevensville, the annexed streets will be brought to City standards and thereafter accepted for maintenance by he Town as public streets. Therefore, streets shown as “private” or “county” on the Master Plan are presumed to become “Town” streets once the street is fully developed, accepted and annexed by the Town.

The Master Plan map titled "Future Streets" shows the general layout of planned future streets. The sequence and development of specific plans for areas of the Planned Growth Area will include many of the local streets and ideas for interconnections. The purpose of the Plan for Future Streets is to provide conceptual ideas for the orderly development of transportation facilities in the community.

4. Recommended Street Sections.

The current Town Development Code requires a 60' right-of-way and paved streets with curb, gutter and sidewalk (Chapter 16.130.030(6)). Sidewalks are to be a minimum of 48" with 60" if required by the Town Council.

This Master Plan recommends a street right-of-way width based on the expected future function of an existing street or future street extension. Recommended Street Sections are given in Appendix C. because the Eastside Highway (State 203) and the Stevensville Cut-off (State 269) are controlled by the Montana Department of Transportation, no section is offered for these arterials. However, as opportunities arise from development along either of these routes, additional easements or rights-of-way to an ultimate width of 80 feet should be secured.

In addition, as opportunities arise, the Town should acquire additional easement along Middle Burnt Fork Road such that it may eventually achieve the recommended section for a Major Collector (70 feet). All other street sections should be sixty feet (60'), with the exception of small cul d' sac residential streets where a fifty foot (50') right-of-way is recommended.

Bicycle lanes are included in the recommended sections for all Town streets except for the low volume residential streets. Bicycle traffic is becoming much more prevalent and connections to the State Highway trail system will be needed as growth continues.

Five foot (5') sidewalks are recommended by the American with Disabilities Act Accessibility Guidelines (ADAAG), but are not required. AASHTO recommends a minimum 4' width. The present Town Development Code requires a minimum 48" width sidewalk, but the Street Section and Right-of-Way shown in the details of Appendix C include a 5' wide sidewalk, with the exception of the boulevard walk of 4' width.

The typical street sections are broken down into the following items:

- a) *Major Collector – 70' ROW*
- b) *Minor Collector – 60' ROW*
- c) *Residential Street – 60' ROW*

- Alternate boulevard sidewalk*
- d) ***Low Volume Residential Street – 60' ROW, with median landscaped islands*
 - e) *Cul d' sac Residential Street – 50' ROW*

*** Low Volume is defined as less than 400 ADT*

It must be noted that these Street sections should be adopted into the Town Development Code if they are to become official policy of the Town.

5. Summary

Appendix A includes a series of three (3) maps:

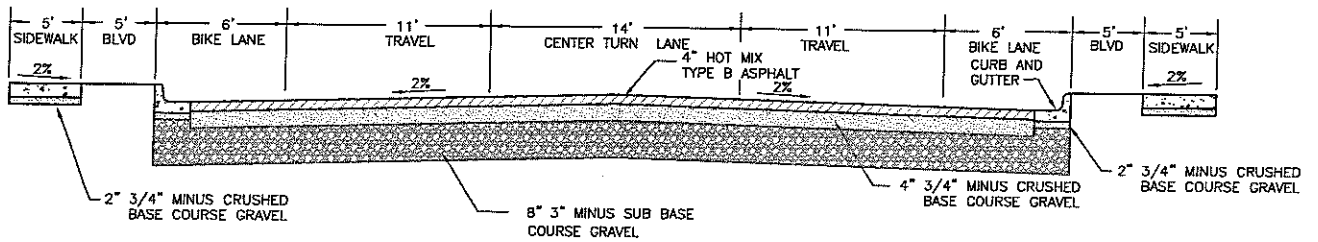
Existing Street Ownership: This presents an inventory of the existing streets and highway and identifies the ownership (maintenance responsibility) for each. The street ownerships are classified as follows

- A) *State Highways*
- B) *Town Streets*
- C) *Ravalli County Roads*
- D) *Private Roads*

It is presumed that as property is developed and annexed into the Town, except for the State Highway system, the responsibility for street maintenance will become the Town's. It is presumed that those presently private maintained streets, which may be extended to provide through access as part of the community transportation network, will be fully improved and become full Town maintained streets. Other presently private maintained cul d' sac streets may continue to be privately maintained. If development occurs on these streets, the town should assure that a road maintenance agreement is in place among the residences served by the roadway.

Future Streets: This map presents the recommended routes for future streets and connections. The routes shown are conceptual and will provide for organized and systematic growth of the Stevensville transportation network. Not all rights-of-way for the future streets may be feasible, or available, and alternate routes serving the same function should be considered as development proposals are presented.

Functional Classification: Although traffic projections are outside the scope of this Master Plan, this map presents the functional classification of the major streets in the Planned Growth Area and suggests the likely functional classification of selected future routes. All other streets are expected to be "local" residential streets.



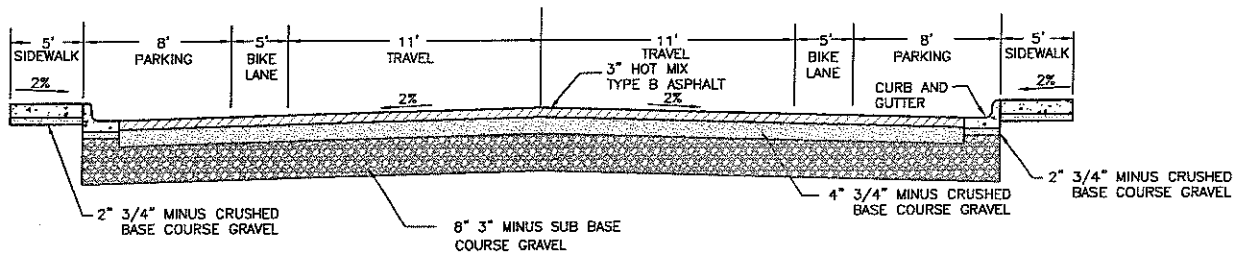
MAJOR COLLECTOR

2 TRAVEL LANES
 CENTER TURN LANE
 2 BIKE LANES



**Street Section
 Major Collector - 70' ROW**

**TOWN OF STEVENSVILLE
 Department of Public Works**



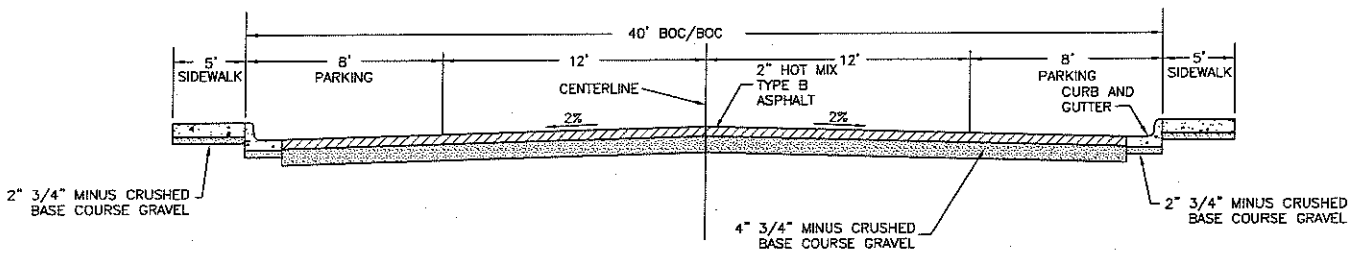
MINOR COLLECTOR

2 TRAVEL LANES
 PARKING BOTH SIDES
 2 BIKE LANES

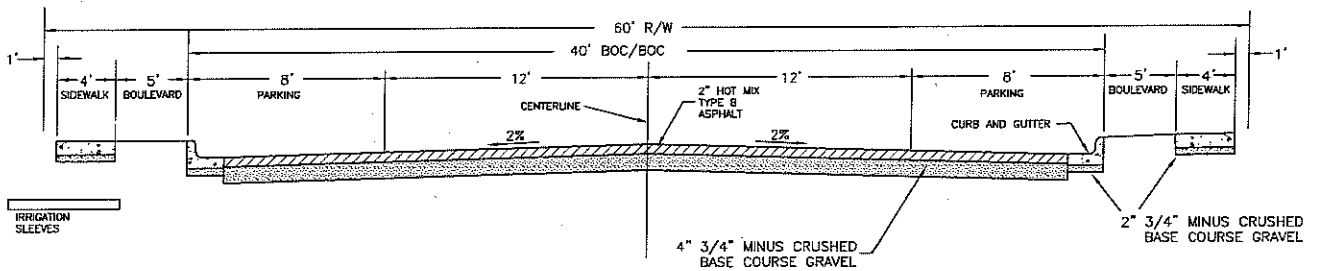


**Street Section
 Minor Collector - 60' ROW**

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RESIDENTIAL - 60' ROW
ADJACENT SIDEWALK

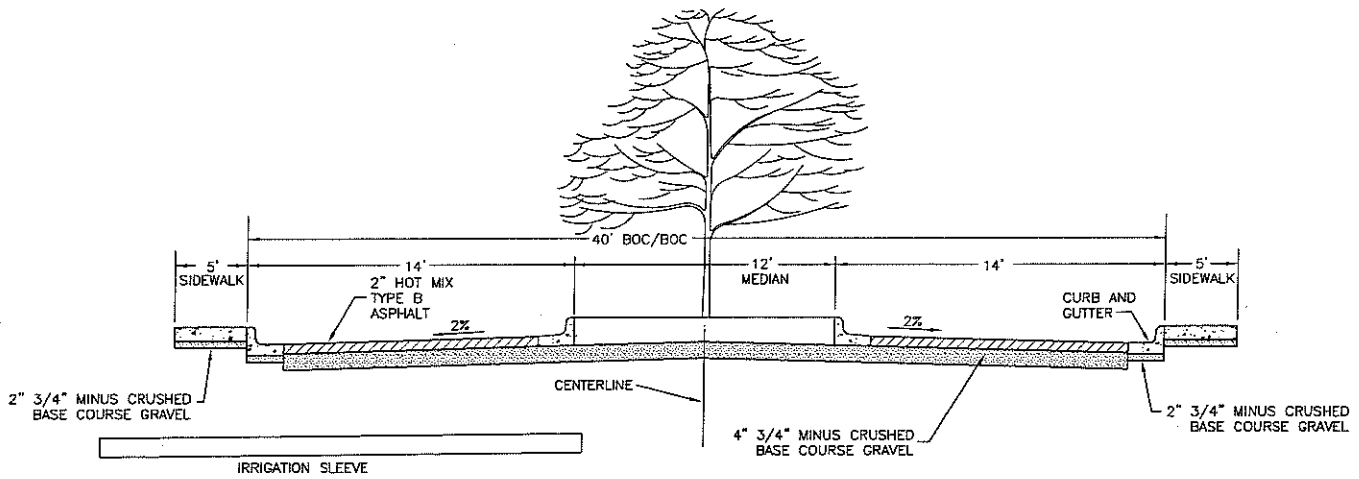


RESIDENTIAL - 60' ROW
ALTERNATE BOULEVARD/SIDEWALK



**Street Section
Residential-60' ROW**

**TOWN OF STEVENSVILLE
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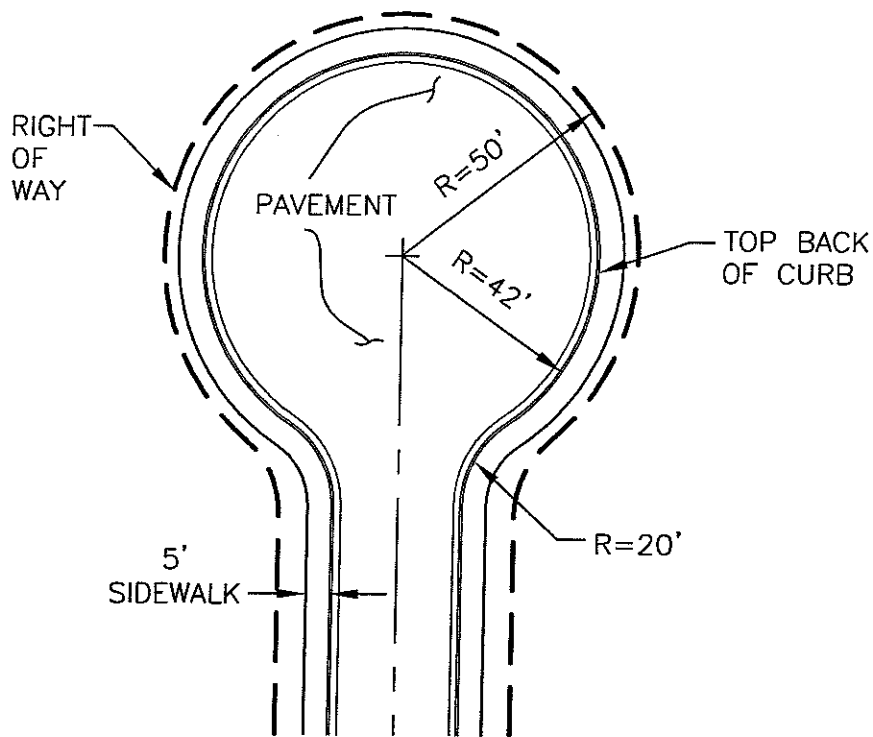
LOW VOLUME RESIDENTIAL - 60' ROW

LANDSCAPED MEDIAN ISLAND/NO PARKING

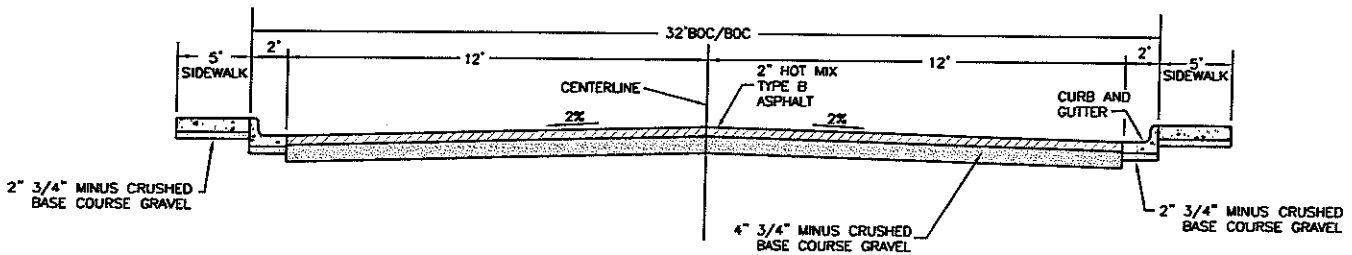


Street Section - Low Volume Residential-60' ROW

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**CUL DE SAC
RESIDENTIAL - 50' ROW
PLAN VIEW**

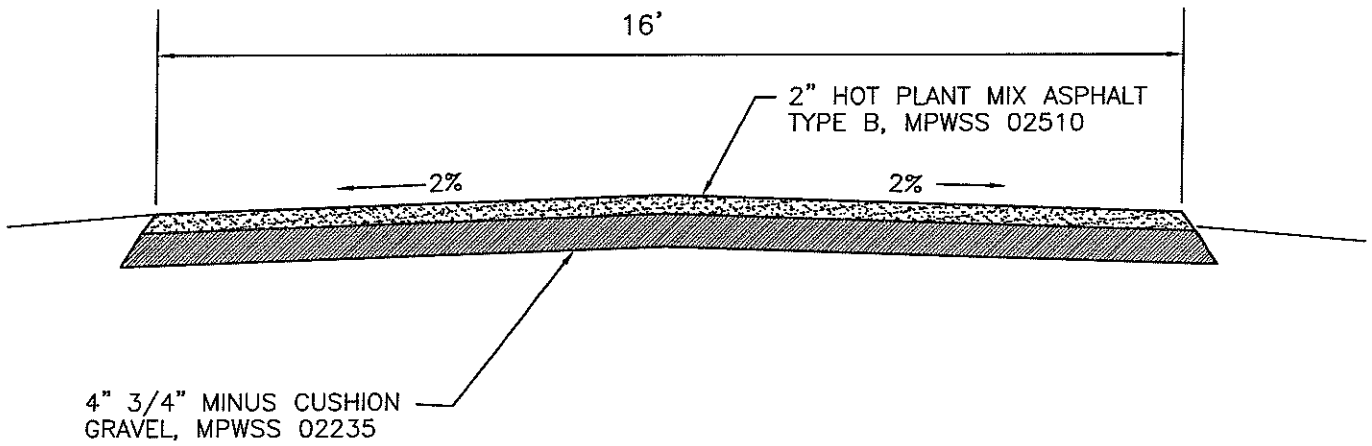


**CUL DE SAC
RESIDENTIAL - 50' ROW
SECTION**



**Street Section
Cul De Sac Residential-50' ROW**

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**Alley Paving
Typical Section**

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