



February 26, 2021

Andy Mefford, P.E.  
PCI Montana  
3115 Russell St.  
Missoula, MT 59806

RE: Burnt Fork Estates Traffic Impact Study Addendum

Dear Andy,

The developers of the Burnt Fork Estates project in Stevensville have requested an additional safety analysis at the intersection of Middle Burnt Fork Road and Logan Lane. This location had an above average crash rate and was reviewed as part of the June 2020 Traffic Impact Study prepared for the Burnt Fork Estates development. This intersection was identified by MDT for a Highway Safety Improvement program review in 2018 and additional warning signage was installed at the intersection to improve compliance with the existing STOP signs on Logan Lane and address right-angle crashes at the intersection. No vehicle crashes were reported at the intersection in 2019 and none have been reported for 2020, but it may take several years of new crash data to determine if these signing improvements have improved safety at this intersection.

The nature of the vehicle crashes at this intersection mostly involves vehicles failing to yield the right-of-way at the STOP signs on Logan Lane which caused an abnormal number of right-angle collisions. Generally, safety improvements at intersections are implemented through a data driven process. Safety issues are identified through MDT's vehicle crash database and if selected for the Highway Safety Improvement program, the least intrusive and most practical improvements are implemented first to determine if the appropriate corrective measures can be realized through low-cost improvements such as signing or road striping changes. In this case, additional warning signs and more visible intersection signs were installed.

If the right-angle crash trend were to continue at this intersection based on crash trends from 2019 onward, then more extensive intersection improvements may be considered. Additional improvements could include more extensive signing changes, the additional of intersection rumble strips, signs with integrated flashers, or the addition of overhead flashers at the intersection. These intersection improvements can be effective but are generally more intrusive and can cause disruptions to neighbors. If these additional improvements did not correct the crash trends at this location, then larger scale improvements such as the creation of a four-way STOP or the development of a roundabout may be considered in the future. At this time there is no indication that this type of intersection improvement is necessary.

The development of the Burnt Fork Estates project will naturally increase traffic volumes in this area. However, the failure-to-yield right-angle collision types associated with this intersection are generally not directly tied to higher traffic volumes. In fact, as an area

develops and traffic volumes at intersections increase, the need follow traffic safety rules and posted speed limits can become more obvious to drivers. In this case, there is no specific reason to believe the development of the Burnt Forks Estates will have a negative impact on the safety or operations of the Middle Burnt Fork Road/Logan Lane intersection. If you have any questions about this these results please feel free to contact me at 406-459-1443

Sincerely,

A handwritten signature in cursive script, appearing to read "Bob Abelin".

Bob Abelin, P.E. PTOE  
Abelin Traffic Services, Inc.