



March 4, 2021

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

RE: Burnt Fork Estates Traffic Impact Study Addendum #2

Dear Andy, it is my understanding that the developers for the Burnt Fork Estates property have made modifications to their proposed site plan to comply with requests from the Town of Stevensville Planning Board. The changes which will affect traffic from the project site are a new connection between the residential portion of the development through the proposed commercial area to the south and a relocation of the commercial approach to west. The connection to the commercial area will allow the residential portion of the development to access Middle Burnt Fork Road through the commercial approach. The new site plan also eliminates two commercial lots which will decrease the total commercial trip generation from the development by approximately 10%.

These proposed changes will benefit the safety and traffic flow in and around the project site. Providing a connection between the residential and commercial areas will provide a variety of benefits. The road connection will allow the opportunity for drivers to pass from the residential and commercial areas without utilizing the adjacent road network. This will create a small decrease in overall traffic volumes from the development at nearby intersections (1-5% decrease) and will ultimately help lessen the traffic impacts from the development. Moving the proposed commercial approach further to west will provide more separation from the Logan Lane intersection and create better interactions between these two approaches while providing more room for future expansions of Middle Burnt Fork Road.

It is likely that a significant portion of traffic from the residential area will use the new road connection through the commercial area to reach Middle Burnt Fork Road. As much as 40% of the residential traffic will likely take this route instead of connecting to Logan Lane and proceeding south to the intersection at Middle Burnt Fork Road. The new connection will provide a shorter and more convenient connection to the west into Stevensville and would decrease the overall traffic impacts on Logan Lane from the development.

The proposed modifications to the road layout will cause minor changes to the traffic operations at the intersections of Middle Burnt Fork Road and Logan Lane and the new commercial approach. The LOS at the Logan Lane intersections will improve slightly (0.1-0.2 sec/veh) due to less traffic demand from the project and the LOS at the commercial approach will increase slightly due to higher traffic loads at that location (0.1-0.2 sec/veh). All three intersections will still function at LOS A or B. The new LOS with the modified road configuration is shown in the table below.

**Future Level of Service Summary with Burnt Fork Estates Plus
Commercial/Residential Connection**


Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
East Side Hwy & Main Street*	9.2/10.7	A/B	23.3/15.0	C/C
East Side Hwy & Logan Lane	10.7	B	13.0	B
Main Street & Middle Burnt Fork*	10.4	B	11.3	B
Logan Lane & Middle Burnt Fork*	10.5/10.5	B/B	11.4/12.1	B/B
Logan Lane & Creekside Drive*	9.8	A	10.5	B
Logan Lane & New West Approach Approach*	9.8	A	9.5	A
Middle Burnt Fork & New South Approach*	9.4	A	10.3	B

*Northbound/Southbound or Eastbound/Westbound Side Street LOS and Delay.

These modification 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. 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 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.

Sincerely,



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