

John Horat
Road Administrator
Ravalli County
Road and Bridge Department
244 Fairgrounds Road
Hamilton, Montana 59840

May 19, 2021

Dear John,

Good Day. Ravalli County Resolution Number 2287 is a very interesting document. Based on the resolution, road accesses onto Middle Burnt Fork Road and Logan Lane should NOT be permitted for the proposed Burnt Fork Estates subdivision. The additional traffic load from approximately 300 Burnt Fork Estates homes is even more serious than previously realized.

Two earlier traffic studies are invalid. They are “flawed” according to the Stevensville mayor at a Council meeting a few months ago. Paragraph K on page 6 of Resolution 2287 specifically addresses significant traffic increases:

“The OWNER of any development that increases traffic volumes by 25 % or more, or that potentially may exceed or compromise the geometric design or structural capacity of the existing county roadway(s), as determined by and at the discretion of the COUNTY, shall provide, through a licensed civil engineer, a comprehensive study and subsequent design proposal for review by the COUNTY. The study and subsequent review may include but may not be limited to 1) geometric design and alignment, 2) traffic control devices, 3) structural capacity of the existing roadway, 4) pavement or surface condition of the existing roadway, 5) pedestrian traffic facilities and 6) other public safety concerns. The OWNER shall alone be responsible for all costs associated with the Traffic Impact Analysis, the design and review process and the construction of any improvements recommended or identified through the analysis and as approved by the COUNTY.”

Traffic increases that will exceed 25 percent due to the significantly high number of Burnt Fork Estates homes dictates that the Middle Burnt Fork access to Logan Lane intersection distance be carefully scrutinized. The minimum 900-foot distance should be the rule in this case. Resolution 2287, page 7, Separation of Accesses states:

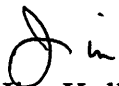
“All private accesses, intersecting public roadways and other direct access to major collector county roadways shall be separated by a minimum of 600 feet. Where high traffic volumes exist on the county roadway, or substantial increases in traffic are anticipated, accesses should be separated by a minimum of 900 feet.”

Increased traffic on Middle Burnt Fork Road and Logan Lane -- should the subdivision at this intersection be approved -- demands that these county road accesses be denied. Also, the developer must be solely responsible for any road improvements deemed essential if the subdivision were approved. Resolution 2287, page 9, Speed Change Lanes:

“Speed change lanes (auxiliary lanes) may be required to provide for the safe exit and entry of vehicles using an access and to provide for safe and efficient travel upon, and operation of, the county roadway. The demand for additional lanes is typically identified through a TRAFFIC IMPACT ANALYSIS performed as a condition of a subdivision or another significant development. The conduct of an impact statement shall be consistent with adopted roadway design standards, the criteria established by the INSTITUTE OF TRANSPORTATION ENGINEERS and the Ravalli County Subdivision Regulations. When an impact study is required the OWNER shall provide, through a licensed civil engineer, a comprehensive study and subsequent design proposal for review by the COUNTY. The OWNER shall alone be responsible for all costs associated with this review process and the construction of any roadway improvements recommended through the study.”

Thank you for considering the perilous safety issues inherent with the increased traffic that will impact existing and future county residents, visitors, ranchers, bikers, students walking to school and others.

Sincerely,



Jim Kalkofen

287 Birch Lane, Stevensville, MT 59870

C/C: Ravalli County Commissioners