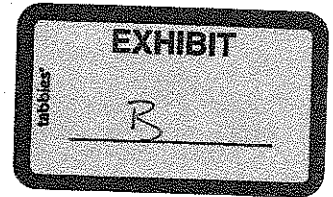




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DRAFT



December 16, 2008

Mr. Tom Rogers
Planner
Gallatin County Planning Department
311 West Main, Room 208
Bozeman, MT 59715

Subject: Huttinga Gravel Pit Traffic Impact Study (TIS) Review
Gallatin County, Montana

Dear Tom:

This letter has been prepared to document Camp Dresser & McKee's (CDM) review of the submitted Traffic Impact Study (TIS) for the Huttinga Gravel Pit. The submitted TIS is dated November 22, 2008. The location of this existing gravel pit is in Gallatin County, and is generally located southeast of US Highway 191 and north of Little Bear Road. The TIS was prepared by Marvin and Associates.

We feel that the TIS has been completed in accordance with general traffic engineering methodologies and principles. We can find no flaws in the trip generation, distribution, assignment and/or technical analysis of the material. We do want to point out a few items of interest, however, that the County may want to consider as the proposal is being contemplated through the approval process:

Compliance with Gallatin County Traffic Impact Study Requirements (dated May 5, 2008)

In reviewing the TIS against the Gallatin County Traffic Impact Study Requirements (dated May 5, 2008), we offer the following comments:

Item 2 - Scope of Work:

The "study time frame" observed in the report was for the existing year (year 2008), plus for the next 5-year period. This is in accordance with the May 5th, 2008 memorandum from Planning Director Greg Sullivan. However it is not specified anywhere in the TIS what the gravel pit life span is in accordance with the current permit. The County's TIS requirements imply that the TIS needs to assess operations at all 5-year forecasts, and if the life span of the pit is longer than the year 2013, then additional 5-year analysis periods appear to be missing in the TIS (i.e. 2018, 2023, etc.). A point of clarification is in order to address this.



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Item 3 – Minimum TIS Requirements:

Trip generation forecast – note that the preparer of the TIS correctly acknowledges that “...there are no land use categories within the ITE Trip Generation Report similar to the proposed gravel pit operations” (page 4 TIS). As such, the preparer generates trip generation rates from historical load data associated with the subject gravel pit operation. We find no flaws with the derivation of the trip generation rates used in the TIS.

Existing conditions – it is unclear whether there are any “recently approved but not-yet built” developments that exist in the County that may have an impact to the presented analysis. The County TIS Requirements specifically state that for the “Existing Conditions” analysis that existing conditions include “...development that has been approved but not yet built, as identified by the Planning Department”. In theory, any such subdivision that meets that requirement and utilizes Little Bear Road should be recognized and traffic volumes along Little Bear Road adjusted accordingly for the TIS operational analysis. In practicality, however, the author of the TIS did address this through the use of an ambient background growth rate of 5 percent over 5 years (1 percent per year) to account for future local and regional growth that may impact Little Bear Road (page 3 and page 6 TIS). This is a customary and acceptable method to account for future growth along a transportation facility in absence of detailed information on other approved and/or pending developments in the area.

Existing and future levels of service, average vehicle delay and v/c ratios – all of these parameters are contained in the appendices to the TIS, and are based on accepted methodologies. They are not specifically presented in the text of the TIS, with the exception of the general comments about level of service of A being realized at the existing intersections (page 3 TIS) and that year 2013 would also operate at LOS A (page 6 TIS).

Analysis of access road conditions – although this statement seems to be a requirement in the County’s TIS requirements, we do not believe the “access road condition analysis” is necessary for this proposal based on the proximity to Little Bear Road and US Highway 191. It should be noted that the specific language in the May 5, 2008 memorandum on traffic impact study requirements does state “...a road condition analysis shall at a minimum evaluate the road surface and road sub-grade conditions. Sub-grade evaluations shall be done by bore samples of cross sections of roads at locations as determined by the Gallatin County Road and Bridge Department and/or Montana Department of Transportation”.



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Conclusion

As specified earlier, we'd like to reiterate that the TIS has been completed in compliance with standard traffic engineering methodologies and principles. Depending on the status of the overall project, an addendum to the TIS may or may not be warranted. There does appear to be a few items in the County's Traffic Impact Study Requirements (dated May 5, 2008) that have not been addressed. This predominately has to do with completing the traffic operational assessment for interim five-year forecasts (2018, 2023, etc.), if in fact the life span of the gravel pit extends that far out in accordance with the approved permit.

Please let us know if you have any questions regarding the review of this Traffic Impact Study.

Yours Truly,

A handwritten signature in black ink that reads "Jeffrey A. Key".

Jeffrey A. Key, P.E.
Senior Project Manager

cc: file