



Gallatin County, Montana

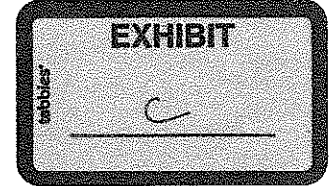
Road, Bridge, & Junk Vehicle Departments

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December 19, 2008

Gallatin County Planning
Gallatin County Courthouse
311 W. Main
Bozeman, MT 59715

ATTENTION: Mr. Tom Rogers, Planner

Re: Huttinga Gravel Pit CUP

A detailed signage and drainage plan shall be submitted to the county road office for approval, prior to the start of any construction. This plan should specifically address the requirement for road name signs to be installed at all intersections, as well as STOP sign(s) at all intersections with county maintained roads. STOP signs and other regulatory or warning signs, trucks entering signs shall be addressed in the plan. All signage must conform to the Manual on Uniform Traffic Control Devices (MUTCD), Millennium Edition.

Encroachment permit(s) must be obtained from the county road office for any access points coming off of county maintained roads. A "no access" strip is required along all lot boundaries that border county maintained roads with the exception of approved approaches.

Because Little Bear Road has in excess of 100 ADT's per day, and is currently at a width less than 24 feet (a standard pavement width per Section 7, Table 2, Gallatin County Subdivision Regulations), it is required that the following location along said road be paved to county standards: from U.S. Highway 191 to 100 linear feet past the gravel pit access road. These improvements shall be determined after random bore hole sampling to determine existing sub-grade and base section of the roadway. An engineering analysis and design shall be performed to establish the proper construction methods to ensure the roadway is improved to current county standards. All section and ¼ corners disturbed due to construction activities shall be raised to finished grade. All utility relocations, drainage improvements, bridge improvements and incidental work needed to accomplish this offsite roadwork shall be included. Plans and encroachment permits for these improvements shall be approved by the County Road department prior to any construction.

A detailed traffic study shall be prepared to identify off-site traffic impacts the development will have on the following existing county roads or state highways: Little Bear and Little Bear Spur Roads, with all intersections in the immediate area that will be affected by this commercial operation. The study will be used to identify primary and secondary access roads, as well as collectors and arterials in the area of impact. Findings from this study may result in the need to have additional right-of-way along certain county maintained roads dedicated to the public.

Two "No Trucks" signs shall be installed on Little Bear Spur Road due to its narrow gravel width and three narrow bridges.

A pre-construction meeting shall be scheduled with the County Road Department prior to the start of any construction.

All roadwork shall be built to Montana Public Works Standard Specifications (Current Edition), inspected and certified by a licensed engineer. Such inspection and certification must be provided to the county road office in writing. Final approval will not be given until this documentation is received.

For all proposed development onsite and offsite road improvements a two (2) year written warranty from the contractor shall be required. This warranty must be submitted to the county road office prior to final approval. Striping must be included after the paving of any county maintained roadway.

Thirty (30) feet of Little Bear Road north of centerline shall be dedicated to the public for the entire length of the development.

A waiver of right to protest the creation of future RIDs shall be required.

All areas of the public right of way disturbed during construction activities must be sodded or reseeded.

Sincerely,



George Durkin
County Engineer