

Granite County Road Specifications

All Roads

DRAFT

Right-Of-Way Width 60 ft

Road Bed Width 24 ft

Maximum Grade 8%

For road segments of less than 300 ft. 12%
(1 segment allowed every ½ mile)

Cul-De-Sacs/Turnarounds

Right-Of-Way Radius 60 ft

Roadway Radius 45 ft

In-Line Cul-De-Sac Requirement ½ mile

"T" Turnaround: Backup lengths 30 ft each

(Two Required – T Turnarounds not eligible for the Town of Philipsburg)

Curves: (Design Speed Posted)

Minimum Radius 75 ft

Construction

Base 12 inches of pit run

Pit run: maximum size of 3" and minimum hardness of

Surface Material 6 inches of ¾ inch minus crushed aggregate gravel

Crown 2%

Pavement All paving must comply with current AASHTO standards

Approaches/Intersections to Public Roads

(Must Obtain Permit from County)

- Angle of Approach 90 degree
- Minimum Sight Distance 200 ft
- Minimum Width 35 ft
- Maximum Grade for 20' 5%
- Minimum Distance Between Intersections 125 ft

Bridges/Cattle Guards

Width 24' single lane

Design Load Capacity HS 20

Culverts consist of following types

Corrugated Metal Pipe (CMP), Concrete or Squash Pipe – Plastic may be used up to a maximum of 24" on limited access roads 0-5 or 6-15 only)

DRAFT

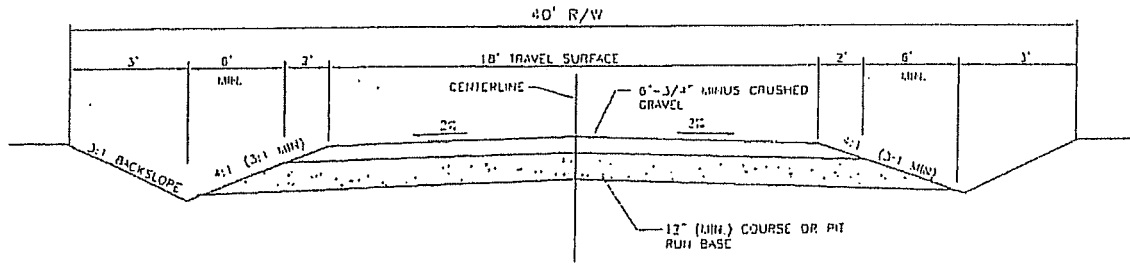
Additional Standards for all Roads:

- 1) Any road which does not meet the limited access road qualifications must be built to the main road standard.
- 2) Road signs shall be designated on road plans, which are submitted for review and approval. All plans shall be consistent with the current edition of Manual of Uniform Traffic Control Devices (MUTCD).
- 3) Road construction plans for subdivisions shall contain a signage plan consistent with the current edition of MUTCD. Road signs shall be installed at all intersections by the subdivider prior to final acceptance of any roads.
- 4) All roads must be engineered prior to construction and submittal. As part of the Granite County preliminary plat subdivision review, road construction plans must be approved by the Granite County Commission or their designated official. Plans must bear an engineer's stamp. Upon completion of road construction, the subdivider must submit a set of as-builts and a certificate of completion signed and stamped by a professional engineer.
- 5) The Granite County Commission may issue variance to these specifications.
- 6) All County Roads which are to be constructed or reconstructed will conform to these standards.
- 7) These standards are the minimum requirements for all subdivisions. During the subdivision preliminary plat review process more stringent standards may be placed on a subdivision should it be determined to be in the interest of public health and safety.

Notes:

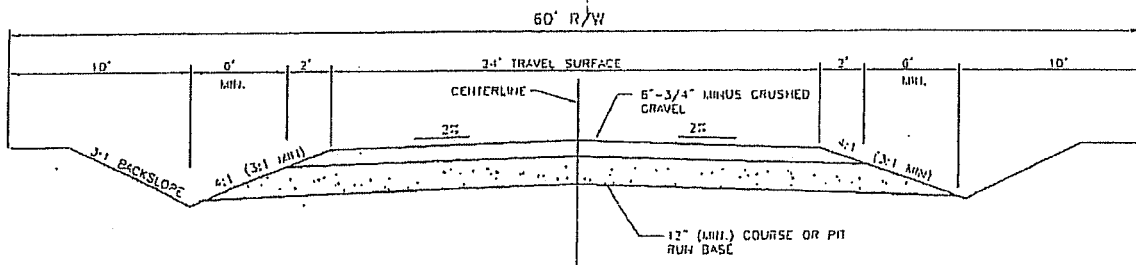
- AASHTO, the American Association of State Highway and Transportation Officials, is a standards setting body which publishes specifications, test protocols and guidelines which are used in highway design and construction throughout the United States.
- HS20 for bridges is an AASHTO standard recommended by the Montana Department of Transportation
- Typical road sections and sign locations are provided for submittal examples only, and do not reflect current Granite County road standards.

TYPICAL ROAD SECTIONS



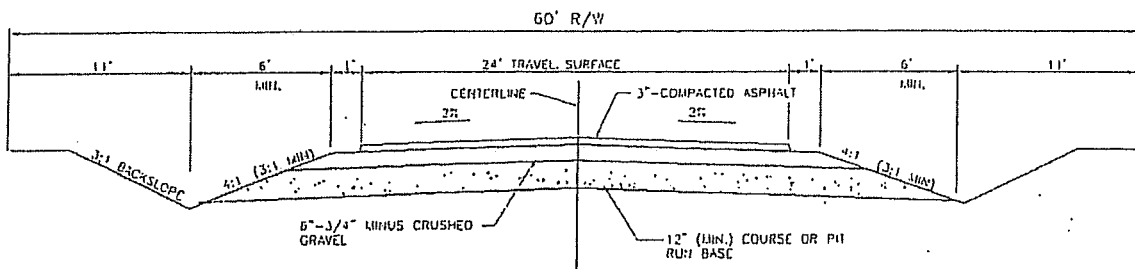
18' GRAVEL ROAD SECTION

NOT TO SCALE



24' GRAVEL ROAD SECTION

NOT TO SCALE



24' PAVED ROAD SECTION

NOT TO SCALE

TYPICAL LOCATIONS FOR SIGNS AT INTERSECTIONS

