



**136 6th Street, #103
Steamboat Springs, CO 80487
970-870-5552**

March 24, 2022

Alan,

The Routt County Public Works Department would like to submit the following comments on the Sanders' Gravel Pit Traffic Impact Study (TIS). These comments will need to be answered and revisions made before any conditions of approval can be submitted. The County would like to submit the revised TIS to our Traffic engineer for evaluation of the access for this operation.

1. In the Planning Narrative, the pit claims to produce 70,000 tons/year. In the TIS it says 67,000 tons/year. Please clear this up and make both the permit and study match.
2. On page three of the study for trip generation, the high production peak hour appears to be low. If the operator is indeed going to produce 67,000 ton/year, that equates to around 1.6 trucks or almost 5 PCEs per hour for 10 hours a day 365 days a year. Please review and revise numbers for the high production times.
3. On sheet 14, as derived from the State Highway Access Code, the site distance stated in the report for the posted speed limit of 45 mph is 585 for a single unit truck. From the detailed information, it states that there will be approximately 12 large trucks greater than 40' long coming to the pit. From the State Highway Access Code, the site distance for this type of truck is 765'. Please review and revise and re-evaluate the site distances on the road. According to the Region 3 CDOT access manager, this is a commercial operation and per the SHAC, Multi-Unit Trucks are to be used for sight distance evaluation.
4. The operational hours between the TIS and the application do not match. It is understood, that in off months that operational hours will be limited to 8, but the difference between 8 and 10 operational hours can affect trip counts. Please review and revise to reflect the operational hours for the pit.
5. In the detailed information Phase 1, the number of trucks and vehicles are not reflected in the high production time trip generation on Page 3. Please review and revise to reflect this.
6. In the Detailed information Phase 1, trip distribution appears off. The total of distribution equals 120% if all are totaled. What is the distribution?
7. In Appendix C, revise trip generation charts. In both the low and high production ADT calculations you have two columns that call out small trucks that are less than 20'. Shouldn't there be one that is greater than 20 but less than 40 feet long? Also for the greater than 20 and less than 40 the PCE should be 2 not one. I assume that tandem dump trucks (average 25-28' long) will be part of the material handling operations.

8. Can the access road from the pit to Routt County Road 129 handle two way traffic? This was not indicated in the study or the application.
9. Can the access road to and from the pit support the heavy haul traffic that will be generated from this operation?
10. Can the dimensions of the intersection of the access road and RCR 129 accommodate the turning movements of a Tractor Trailer without having to cross the centerline on entrance and exit?

Please let me know if you have any questions.

Thanks,

A handwritten signature in blue ink, appearing to read "M. Mordi".

Mike Mordi, P.E.
Director
Routt County Public Works