

Responses to Road and Bridge Questions
Sanders Gravel Pit Application
May 6, 2022

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.

70,000 tons is the maximum amount of extraction allowed for a pit of this size. It is estimated that there are 670,000 tons of possible minable reserve available at this site. Based on the 10 year term of the permit from the county that would be 67,000 tons/year, however, it is highly unlikely that this amount will be mined in a given year. Further, mining is likely to only occur during the period from April to October with the possibility of limited haulage during the winter months, thereby further limiting the amount mined each year. We will modify the number to be 67,000 tons/year. Further, as will be explained in the subsequent responses, the operator will not be using trucks longer than 40 feet and will primarily be using tandem axle trucks in the 20-40 foot range. The number of trips will be based on a maximum production of 67,000 tons/year utilizing tandem axle trucks to transport material away from the mine.

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.

Peak hour traffic volumes have been revised to more accurately reflect operation of the gravel pit.

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.

Site distance requirements have been revised consistent with planned operations at the gravel pit.

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.

The hours of operation will be from 8-4 from November through March and from 7-5 from April through October.

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.

This has been revised to more accurately reflect the operation of the gravel pit.

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?

These numbers have been revised.

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.

Material handling column represents the medium trucks used for deliveries. Not that no material deliveries are anticipated in the Low Production months, but staff will occasionally visit the site for security, maintenance, and material stockpiling.

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.

Yes.

9. Can the access road to and from the pit support the heavy haul traffic that will be generated from this operation?

Yes. And the access road will be maintained to continue to do so.

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?

While no tractor trailers will be used, the road is wide enough to accommodate turning tractor trailers without crossing the centerline.