

Department of Public Works

Ellicott Sand & Gravel Traffic Report

Date: February 2, 2023

Updated Traffic Report provided by LSC Transportation Consultants Dated 10/20/22.

Traffic Report – See Traffic Report Markup/Comments

Comment Summary – Engineering Division:

1. The previous submittal analyzed the short, intermediate, and long-term impacts of the mining operation as they pertain to heavy truck traffic. The latest study only includes short-term impacts. As heavy truck traffic is anticipated to increase over time alongside production, mid and long-term impacts should be analyzed and included with the study.
2. The study includes average daily traffic (ADT) data for roadway segments included in the haul route. For the segment of Sanborn between Ellicott Highway and Ellicott Road, ADT is shown to exceed 200, which requires conversion to a paved roadway (County ECM Section 2.2.7B.3).
3. Short of a geotechnical evaluation for the existing roads affected by the haul route, proposed truck loads up to 88,000 pounds gross vehicle weight (GVW) will likely exceed the bearing capacity of the existing gravel roadway. Since severe loading is being proposed – likely that exceeding H-20 loading and the County’s pavement design criteria – it is recommended that a geotechnical evaluation be completed for the haul route. The final geotechnical report should include a pavement design adequate to sustain the proposed loading.
4. Curb radii at intersections along proposed haul route would be required to be constructed to ECM requirements as dictated by classifications, e.g. Rural Major to Rural Major, Rural Major to Principal Arterial, etc.
5. Different Access Points from the proposed site may require additional roadway improvements and revised/new haul route agreement(s).
6. Comparable land use comparisons are not relevant, e.g. soil types, weather, etc. Local use is more important.
7. Gross Vehicle Weights proposed exceed allowable loads on county roadways (CRS 42-4-507).
8. Deviation Request Form
 - a. Access has already been installed along Sanborn Road (unpermitted?)

Comment Summary – Highway Division:

1. Originally it was proposed that the haul route would utilize Baggett Road going North to Hwy 94 from Sanborn. This route would have trucks traveling approximately 3.30 miles before reaching Highway 94. This route would impact 8 residential structures and would be conducive to future accesses from the mine to Baggett Road. Currently there is heavy truck traffic that uses Baggett almost daily coming from Shubert’s sod farm and traveling North to Hwy 94.
2. From Highway’s experience maintaining these roads, Baggett Road between Hwy 94 and Sanborn Road has superior subgrade to Sanborn Road between Baggett and Ellicott Hwy. Recently, Sanborn Road received a dust abatement treatment and new gravel layer, however due to the significant sand

layers along this road, it does not historically hold up well to traffic. Once significant truck traffic is introduced, this road will likely present considerable maintenance (weekly).

3. The proposed haul route is not desirable from a trucking perspective. Trucks traveling north on Ellicott Hwy from Sanborn Road will cross over 22 residential entrances, 2 county-road intersections, a fire station, a bank, and most importantly the Ellicott School. The school has buildings on both sides of Ellicott Highway with crosswalks between for students, faculty, and others to use daily. County truck traffic is regularly routed away from this area if possible due to the heavy amounts of passenger vehicle traffic and pedestrians. The area on Ellicott Hwy near Hwy 94 gets very congested daily and is less than appealing for car traffic let alone heavy truck traffic.
4. Road use fees were not covered in the report, which are in addition to Developer Impact Fees. The County has presented a per ton fee appropriate for road impacts that was provided to the applicant. The fees are intended to cover the County's cost with additional maintenance due to heavy truck loading.