

Memorandum

**To:** Mayor and Council

**From:** Tom Baker, Tim Cain, Dave Gray, John Wenzel

**Date:** January 15, 2013

**Re:** Policy Discussion: CR335 – Haul Route for Oil and Gas Traffic

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**Purpose:** The purpose of this memorandum is to develop a policy position regarding the use of CR335 as a Haul Route where this road is surrounded by the Town of New Castle.

**Background:** On February 5<sup>th</sup> the Garfield BOCC will meet jointly with the Town Council. This is part of the BOCC’s annual effort to meet with each town/city in the county. The joint meeting will last 60 minutes – from 6PM to 7PM in the Community Center. Several Council members have pointed out that the Council must focus its discussion on the most important issue or lose the opportunity to make an impact on any issue. Greg Russi feels that he and Jeff Simonson have, over past months, given the BOCC adequate informational updates regarding the pedestrian bridge and round-a-bout and that these two topics can continued to be addressed in that manner. Therefore, unless Council disagrees CR335 will be the topic of focus for the February 5<sup>th</sup> joint meeting.

Attached to this memorandum is a map of the BOCC’s policy regarding designated Haul Routes. As you can see, this designation seems very straight forward – green is preferred and red is prohibited; however, the detail to be clear about is that the Haul Route policy designation only applies to over weight and over width vehicles, which means that all oil and gas traffic that is not over weight and/or over width can use any county road. (This point may shed some light on the comment that Williams made about not using CR335 to the 105 bridge. It is possible that until they start drilling they do not yet have over weight/width vehicle trips.)

**Discussion:** (Staff met with Jeff Simonson to prepare this memo and Jeff will attend the January 15<sup>th</sup> meeting.)

As staff discussed this issue and learned the specifics about the BOCC’s Haul Route policy and as we reflect on the variety of projects that we have and hope to collaborate on with the County – pedestrian bridge, round-a-bout, GCE, Senior Programs...and more, we find that collaboration on this issue is likely the most productive approach.

Some of the details of the County’s Haul Route policy:

- Each Oil and Gas operator is required to provide a \$500,000 bond for the County to utilize in the event that road repairs need to be made due to oil and gas traffic;

- Subcontractors operate under the Operator’s bond and are required to apply for and receive a County administered permit every time anyone has an over weight or over width load;
- The County applies a \$150/load fee for every permit issued. We assume this is to off-set the cost of administration (please see Single Permit Fee attachment for detailed information);
- Enforcement of or participation in the permit system is on an honor basis.

Other points for this discussion:

- Going west from the 105 bridge, RAC Transport is the last New Castle land use that uses CR335 for access;
- CR335 through New Castle is in disrepair (the portion west of RAC Transport is worse than the portion east) and Dave and John have secured recent estimates that value the total cost of repairs at \$800k (see Satellite photo of CR335 attached) ;
- The Town collects the Highway User Tax Funds for the portion of CR335 that runs through New Castle;
- The Town did not annex CR335 when the Town annexed the property in this area;
- The condition of the CR335 is, in part, due to past oil and gas traffic.

**Conclusions:** The staff finds that collaborating with the County to make the Haul Route designation policy seamless between the Town and County is appropriate for the following reasons:

1. The County policy applies to over weight and over width vehicles and does not govern all the other oil and gas traffic, which in staff’s estimation means that it is possible that the portion of CR335 through New Castle may not see significant additional oil and gas traffic. Non-over weight/width traffic may use CR335 west of New Castle since virtually all oil and gas destinations are in that direction;
2. The County has the administrative mechanism in place to administer this policy;
3. The County has the “clout” to get the attention of the Oil and Gas Operators if issues need to be addressed.

**Recommendations:** This recommendation has two parts – the first part addresses the Haul Route policy and the second part suggests an approach to needed repairs for CR335.

1. The County include the Town of New Castle as an “additional insured” on the \$500,000 bonds that are submitted by Operators using CR335 through New Castle (at this time this would be drilling activity in the Garfield Creek and Alkali Creek drainages);
2. The Town would not ask for any part of the per load revenue (permit fee of \$150/load) because this only off-sets Garfield County’s administrative cost for permit processing.

We think it is prudent to repair CR335 soon so that oil and gas traffic can safely travel on this section of road and staff recommends:

- A. The County and Town share the cost of road improvements equally;

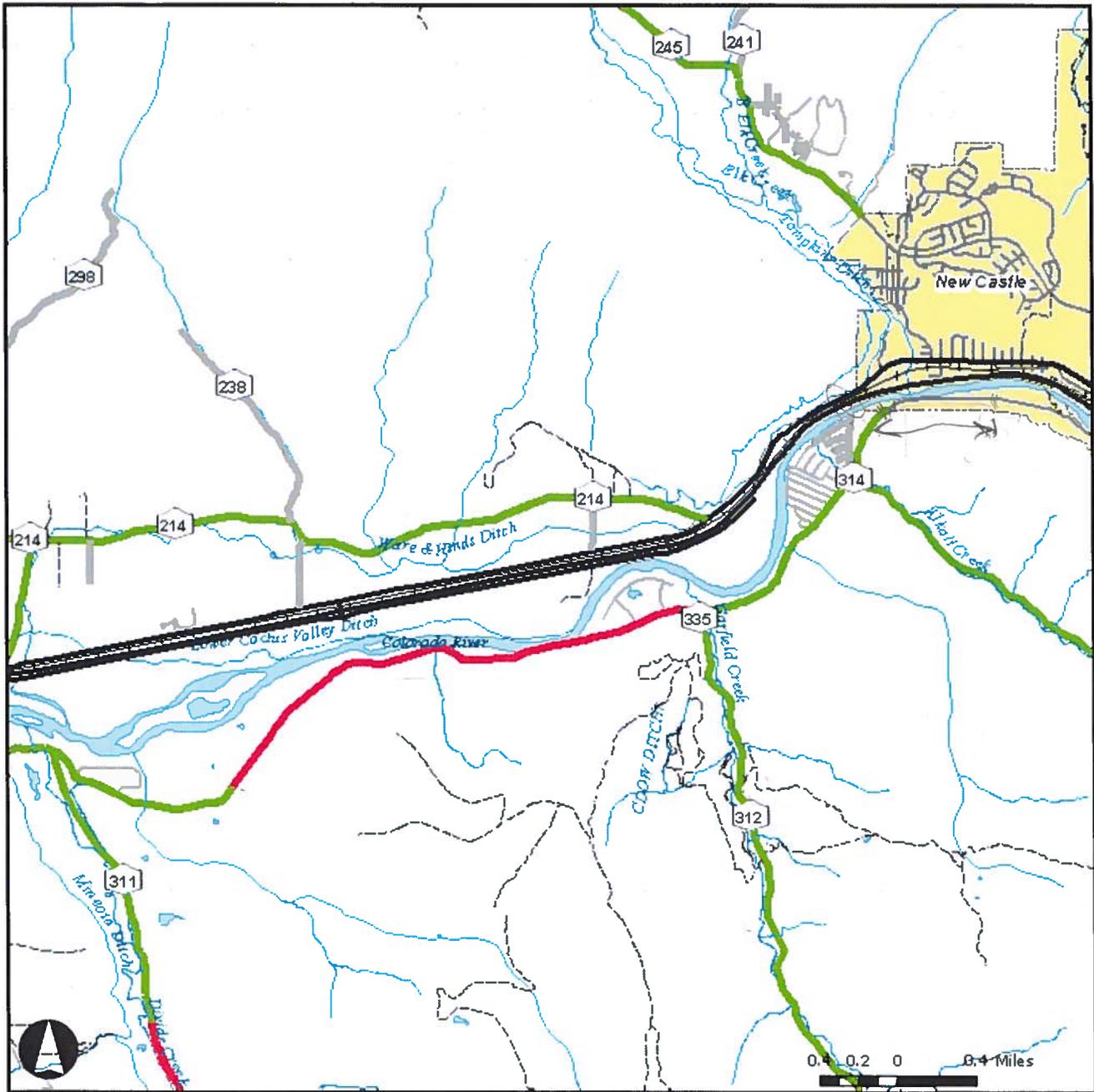
- B. Since the Town cannot afford a \$400,000 capital project in any one year we suggest a two year project with each entity contributing \$200k/year for two years.
- C. There are many other approaches to a split cost partnership – the Town address the roadway from Mr. T’s access east and the County address the roadway improvements west? If the County self-performs the entire project, then it is likely the most cost effective approach and we will save some money? The County may fund the repairs in 2013 and New Castle will repay its portion over a specific timeframe?

On a final note, the New Castle Public Works Department would like to develop a better relationship with the County Road and Bridge Department. We feel collaboration between departments is good for all county citizens. We would like the Council to communicate this desire to the Commissioners. Staff can explain this history at the meeting is desired.

**Attachments:**

- 1. Garfield County Haul Route Map for New Castle Area
- 2. Single Trip Permit Cost Information from the GarCo website.
- 3. Satellite photo of CR335 pointing out most needed repair area.

# Map



**Preferred Haul Routes**

Other County Road (NOT AN APPROVED HAUL ROUTE)

Preferred

Prohibited

**County Line**



**State or Federal Highway**

State, Federal Highway

I-70

County Road

City Streets

**Local Streets**

Private Roads & Trails

## Attachment 2

The following from the GARCO Road and Bridge website.....

### Single trip permit costs:

**\$15 - oversized fee**

**\$15 + \$5 per axle - overweight fee**

Single trip permits are good for one trip in and one trip out. Generally, they last from 6 am the first day until 10 pm the following day.

Extraordinary trip permits are for vehicles whose weight exceeds 200,000 pounds gross vehicle weight and/or are over the designated vehicle dimensions. (17ft wide, 110 long, 16ft height.)

**The cost is \$125 plus the single trip permit charge. ...this is where the permit fee climbs and impacts the loads when hauling a rig in. \$125 is the base + \$15/axle....so 2 axles will take the fee to \$155.**

Trucking companies need to contact Road and Bridge and speak to a foreman regarding the extraordinary permits.

Garfield County Road and Bridge is now able to accept credit cards. Just fill out the bottom of the new [transportation permit](#) and fax it in. We accept Visa, Mastercard and Discover.



This section of road  
in the worst shape

RAC Transport

Google earth

Google earth

