

KITTITAS COUNTY
DEPARTMENT OF PUBLIC WORKS

PUBLIC HEARING STAFF REPORT

PUBLIC HEARING DATE: September 5, 2017
RECOMMENDATION: Conduct a Public Hearing to consider reducing the posted speed on Carroll Road from 50 MPH to 35 MPH

BACKGROUND: Many residents, farmers, and employees for the Kittitas Reclamation District (KRD) have expressed concerns of speeding, noise pollution (exhaust brake use), and unsafe conditions occurring along Carroll Road from Badger Pocket Road to Prater Road.

Public Works requested to set a Public Hearing for the BOCC to consider the request for speed reduction along this portion of Carroll Road following multiple letters and the presence displayed by the community at public meetings indicating the desire to reduce the posted speed.

Public Works has reviewed the existing roadway conditions, neighboring roadways, and supporting engineering guidelines. The results of these efforts are depicted in the attached Engineer's Report.

INTERACTION: Public Works

RECOMMENDATION: Retain the current posted speed limit of 50 MPH, post additional warning signs at known crossing locations, deploy signage restricting the use of compression brakes, and re-evaluate the size and placement of the existing advisory speed limit signs in the vicinity of Murray Road.

ATTACHMENTS: Engineer's Report; Vicinity Maps; Public Comments

LEAD STAFF: Lucas Huck, County Engineer

KITTITAS COUNTY
DEPARTMENT OF PUBLIC WORKS

**PUBLIC WORKS – BOARD OF COUNTY COMMISSIONERS
ENGINEER’S REPORT – CARROLL ROAD SPEED LIMIT REDUCTION REQUEST**

PUBLIC HEARING DATE : **SEPTEMBER 5th, 2017**

ACTION REQUESTED : **CONSIDER REDUCING THE POSTED
SPEED FROM 50 MPH TO 35 MPH**

LEAD STAFF: Lucas Huck, County Engineer

RECOMMENDATION:

Retain the current posted speed limit of 50 MPH, post additional warning signs at known crossing locations, deploy signage restricting the use of unruffled compression brakes, and re-evaluate the size and placement of the existing advisory speed limit signs in the vicinity of Murray Road.

BACKGROUND:

Many residents, farmers, and employees for the Kittitas Reclamation District (KRD) have expressed concerns of speeding, noise pollution (exhaust brake use), and unsafe conditions occurring along Carroll Road from Badger Pocket Road to Prater Road. This is supported by over 20 letters addressed to Kittitas County, several meetings between Public Works and concerned citizens, and by the presence displayed by the community at several public meetings with the Board of County Commissioners.

Carroll Road is a rural roadway that has a one and a half mile paved section from Badger Pocket Road to Prater Road that is straight with no horizontal curvature. This stretch of roadway does have several vertical curves, one of which that warrants the posting of an advisory speed of 35 MPH. Sight distance looks to be adequate; however some driveway locations and KRD canal crossing locations are not in ideal locations relative to the vertical curvature of the roadway.

Currently the posted speed limit along Carroll Road is 50 MPH. Several improvements have been made to Carroll Road over the past decade in an attempt to increase safety, such as the widening of the KRD canal crossing structures, updated signing and striping, and shoulder widening.

DISCUSSION:

A variety of factors must be considered when determining safe and reasonable speed limits. The prevailing speed is a major consideration in setting speed limits. Engineers recommend setting speed limits so that 85% of the freely flowing traffic travels at or below that speed (the 85th percentile). Guidance is provided in MUTCD 2B.13, recommending posted speed limits to be set “within 5 mph of the 85th percentile speed of free-flowing traffic.” Another consideration is the highest safe

speed for which the road was designed. This takes into account road type, road geometry, and adjacent land use. Other factors include presence of non-vehicular road users, driver or vehicle characteristics, enforcement capability, and public attitudes.

The request to reduce the speed limit on Carroll Rd is driven by a concern for safety of residents entering and leaving the roadway, transverse KRD transportation movements, and the use of the roadway by large farm equipment. With an increase in use of Carroll Road by local commercial aggregate companies and large hay transportation operations conflicts between large truck traffic and passenger vehicles are increasing prompting the concerns by local residents.

Traffic studies show that simply lowering posted speed limits typically has little effect on actual speeds without law enforcement presence. Lowering posted speeds usually only reduces the prevailing speeds by one to two miles per hour, but it can increase the difference in speeds, which is a common cause of vehicular crashes. In general, drivers choose their speed based on what they think is a safe and reasonable speed for the conditions present.

One factor to consider when determining a reasonable speed limit is driver expectations. Most of the other roads in the vicinity of Carroll Road that are similar in character, and have similar conflicting traffic movements are posted with a speed limit of 50 MPH. Roads such as Badger Pocket Road, Prater Road, Denmark Road, Cleman Road, Emerson Road and Sorenson Road are good references. The geographic location of this roadway segment suggests that the posted speed of 50 MPH is warranted.

There has been one recorded accident on Carroll Road in the past five years. This accident occurred in 2012 and was a single vehicle accident. In mid-December 2012 a passenger vehicle failed to see the stop sign at the intersection of Carroll Road and Badger Pocket Road due to heavy fog. The vehicle went through the intersection skidding into the south bound ditch of Badger Pocket Road and overturned, no injuries were reported.

The 85th percentile speed at MP 0.44 and MP 0.80 was found to be 47.35 and 50.75 MPH for passenger vehicles and 46.2 MPH and 49.2 MPH for large trucks. This data suggests that the majority of vehicles and trucks alike are observing the posted speed limit of 50 MPH.

Lowering the posted speed limit below the 85th percentile may potentially make the road less safe as vehicles will be less likely to travel at the posted speed limit adversely impacting expectations of users following the regulatory speed.

Although the percentage of large truck traffic is above average at 30 to 50 percent, this percentage is similar to many other roads in a rural farming community like Kittitas County. Please find the table below for truck percentage comparisons of similar neighboring roadways:

- Badger Pocket Rd 30 – 60 Percent

- Sorenson Rd 20 – 30 Percent
- Cleman Rd 20 – 30 Percent
- Denmark Rd 20 – 45 Percent
- Emerson Rd 30 – 55 Percent
- Prater Rd 20 – 30 Percent

SUMMARY:

1. The posted speed limit of 50 MPH for Carroll Road is consistent with other rural agricultural roadways County wide and with other similar roadways in the geographical vicinity.
2. There have been no accidents that support or justify the reduction of speed along Carroll Road.
3. Multiple speed studies suggest that both passenger vehicles and truck traffic are observing the posted speed limit, and that the posted speed limit of 50 MPH is appropriate relative to the 85th percentile speeds according to the Manual on Uniform Traffic Control Devices.
4. The Badger Pocket area and Kittitas County as a whole are rural with agricultural and multiple aggregate production operations. This promotes heavier truck traffic; legal loads are allowed and accommodated by County roadways. Kittitas County does not have the means to enforce legal loads and must assume industries are following load limit regulations.
5. Roadway geometry along Carroll road is adequate and conducive for a 50 MPH speed limit. One location contains a crest vertical curve in the vicinity of Murray Road that is signed appropriately with an advisory speed limit of 35 MPH per the Manual on Uniform Traffic Control Devices.

Solely from a Transportation Engineering perspective, Public Works suggests retaining the current posted speed limit of 50 MPH, posting additional warning signs at known crossing locations, deploy signage restricting the use of unruffled compression brakes, and re-evaluating the size and placement of the existing advisory speed limit signs in the vicinity of Murray Road.

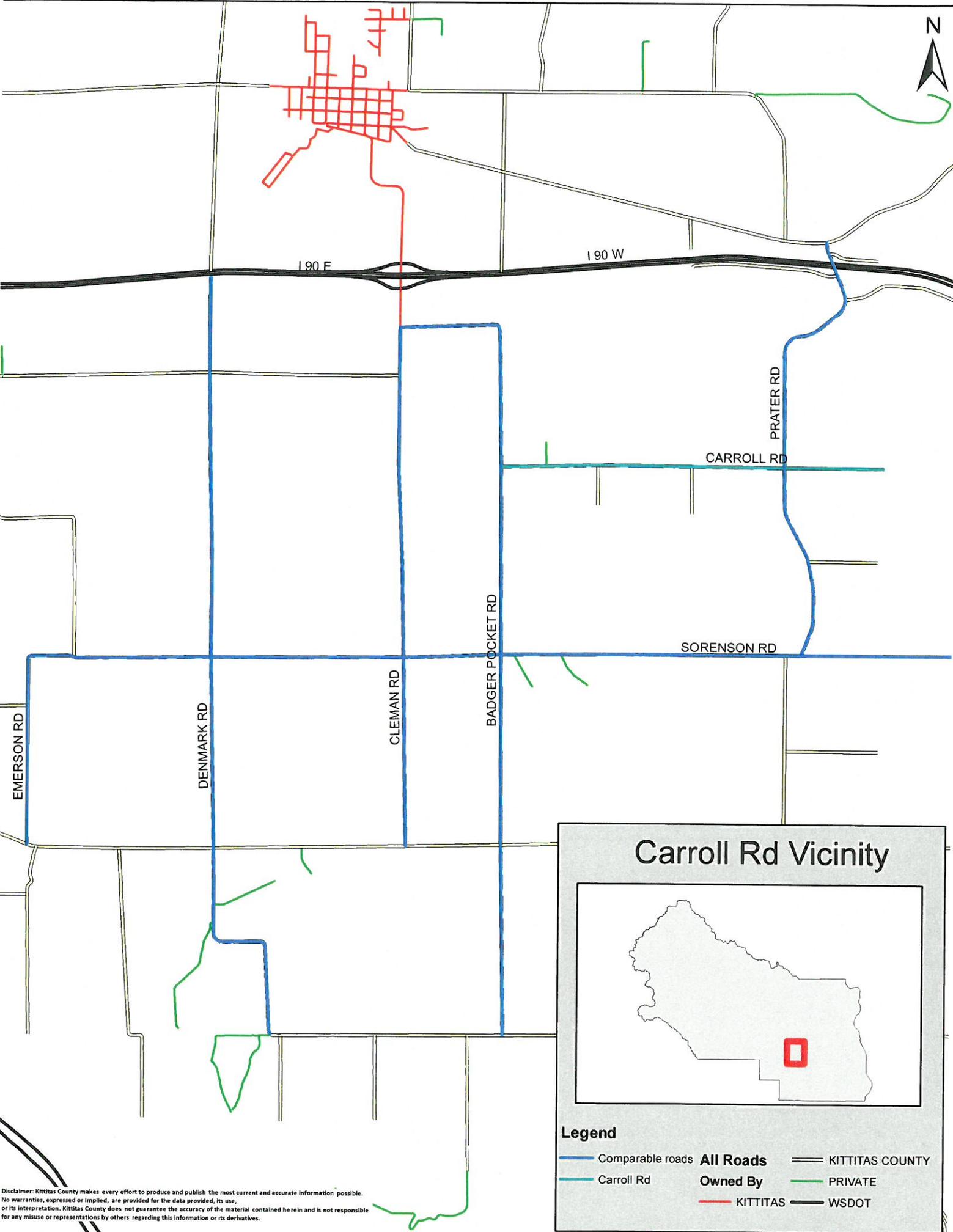
FISCAL IMPACTS:

The cost of adding additional signage to Carroll Road is expected not to exceed \$2,500.00.

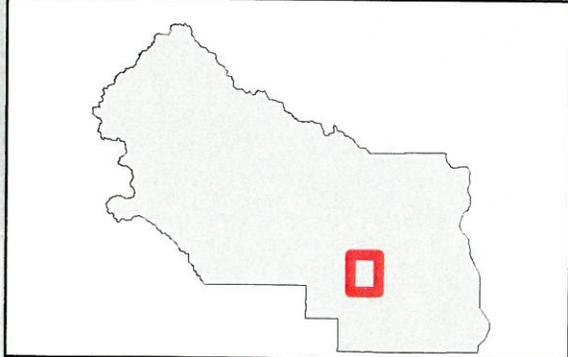
ATTACHMENTS:

- EXHIBIT 1 : VICINITY MAP
- EXHIBIT 2 : TRAFFIC STUDY DATA
- EXHIBIT 3 : 2009 MUTCD, SECTION 2B.13

EXHIBIT 1: VICINITY MAP



Carroll Rd Vicinity

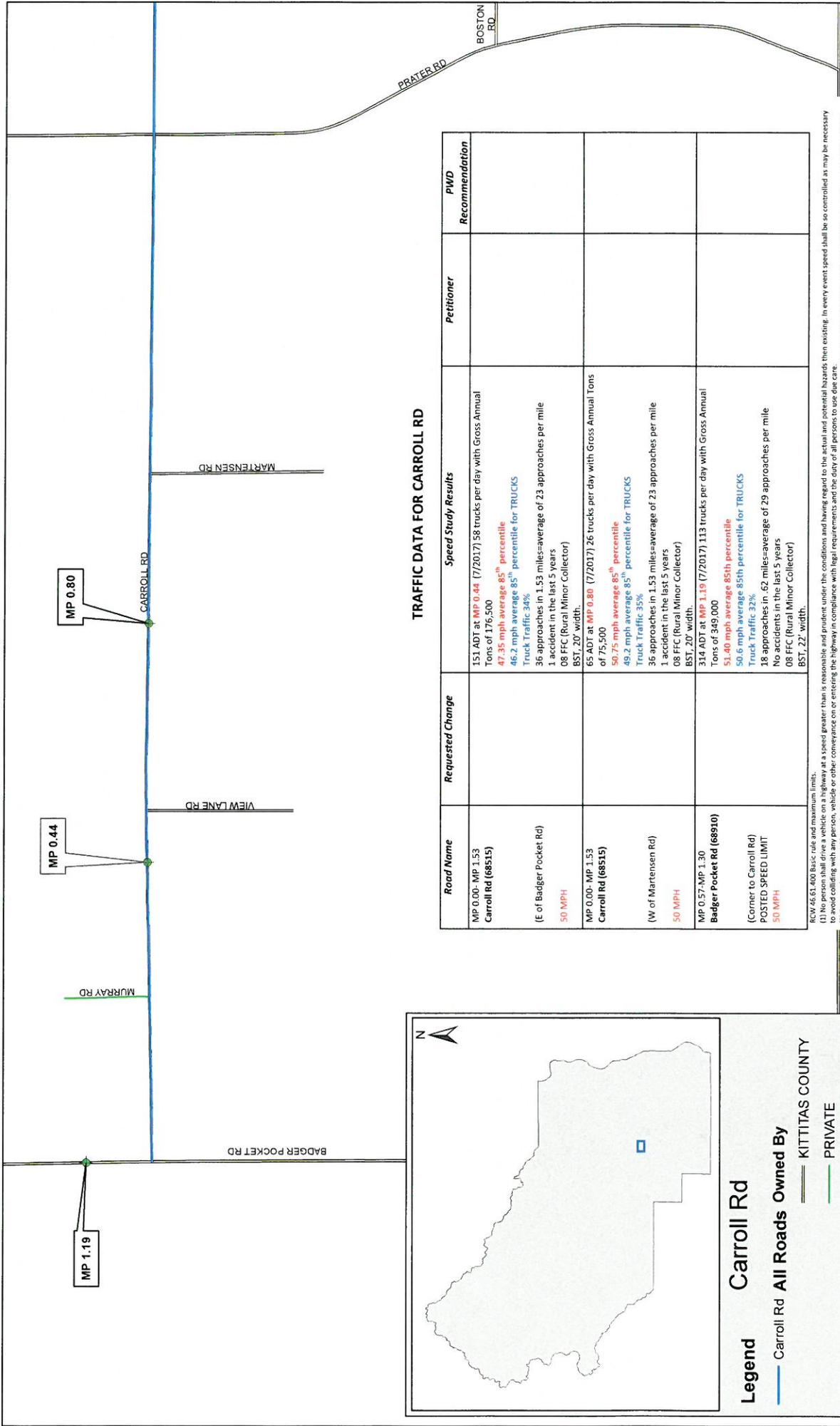


Legend

- Comparable roads
- Carroll Rd
- KITTITAS
- All Roads**
- Owned By**
- KITTITAS
- KITTITAS COUNTY
- PRIVATE
- WSDOT

Disclaimer: Kittitas County makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data provided, its use, or its interpretation. Kittitas County does not guarantee the accuracy of the material contained herein and is not responsible for any misuse or representations by others regarding this information or its derivatives.

EXHIBIT 2: 2017 TRAFFIC STUDY DATA



TRAFFIC DATA FOR CARROLL RD

Road Name	Requested Change	Speed Study Results	Petitioner	PWD Recommendation
MP 0.00- MP 1.53 Carroll Rd (68515) (E of Badger Pocket Rd) 50 MPH		151 ADT at MP 0.44 (7/2017) 58 trucks per day with Gross Annual Tons of 176,500 47.35 mph average 85 th percentile 46.2 mph average 85 th percentile for TRUCKS Truck Traffic: 34% 36 approaches in 1.53 miles=average of 23 approaches per mile 1 accident in the last 5 years 08 FFC (Rural Minor Collector) BST, 20' width.		
MP 0.00- MP 1.53 Carroll Rd (68515) (W of Martensen Rd) 50 MPH		65 ADT at MP 0.80 (7/2017) 26 trucks per day with Gross Annual Tons of 75,500 50.75 mph average 85 th percentile 49.2 mph average 85 th percentile for TRUCKS Truck Traffic: 35% 36 approaches in 1.53 miles=average of 23 approaches per mile 1 accident in the last 5 years 08 FFC (Rural Minor Collector) BST, 20' width.		
MP 0.57- MP 1.30 Badger Pocket Rd (68910) (Corner to Carroll Rd) POSTED SPEED LIMIT 50 MPH		314 ADT at MP 1.19 (7/2017) 113 trucks per day with Gross Annual Tons of 349,000 51.40 mph average 85 th percentile 50.6 mph average 85 th percentile for TRUCKS Truck Traffic: 32% 18 approaches in .62 miles=average of 29 approaches per mile No accidents in the last 5 years 08 FFC (Rural Minor Collector) BST, 22' width.		

Legend

- Carroll Rd
- All Roads Owned By PRIVATE
- Little Badger Ln

RCW 46.61.400 Basic rule and maximum limits.
 (1) No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event speed shall be so controlled as may be necessary to enable the driver to stop within the clear distance of view.
 (2) Except when a special hazard exists that requires lower speed for compliance with subsection (1) of this section, the limits specified in this section or established hereinafter authorized shall be maximum lawful speeds, and no person shall drive a vehicle on a highway at a speed in excess of such maximum limits.
 (a) Twenty-five miles per hour on city and town streets;
 (b) Twenty-five miles per hour on county roads;
 (c) Sixty miles per hour on state highways.
 The maximum speed limits set forth in this section may be altered as authorized in RCW 46.61.405, 46.61.410, 46.61.415, and 46.61.415.
 (3) In every case where a conflict exists with the requirements of subsection (1) of this section, drive at an appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions.

EXHIBIT 3: 2009 MUTCD, SECTION 2B.13

Guidance:

- 09 A *Reduced Speed Limit Ahead* (W3-5 or W3-5a) sign (see Section 2C.28) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.
- 10 States and local agencies should conduct engineering studies to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.
- 11 No more than three speed limits should be displayed on any one Speed Limit sign or assembly.
- 12 When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic.
- 13 Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.

Support:

- 14 Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

- 15 An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.

Option:

- 16 Other factors that may be considered when establishing or reevaluating speed limits are the following:
- A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
 - B. The pace;
 - C. Roadside development and environment;
 - D. Parking practices and pedestrian activity; and
 - E. Reported crash experience for at least a 12-month period.
- 17 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.
- 18 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.
- 19 A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

- 20 If a changeable message sign displaying approach speeds is installed, the legend *YOUR SPEED XX MPH* or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.

Support:

- 21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

Section 2B.14 Truck Speed Limit Plaque (R2-2P)

Standard:

- 01 Where a special speed limit applies to trucks or other vehicles, the legend *TRUCKS XX* or such similar legend shall be displayed below the legend *Speed Limit XX* on the same sign or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.

Section 2B.15 Night Speed Limit Plaque (R2-3P)

Standard:

- 01 Where different speed limits are prescribed for day and night, both limits shall be posted.

August 9, 2017

AUG - 9 2017

To Whom It May Concern:

This letter and attachments are in reference to the ongoing discussion about noise pollution occurring on Carroll Rd, as well as safety concerns related to the current speed limit being too high for road topography. The discussion has involved a request for "no exhaust brake" signs and a decreased speed limit, to 35mph, by the residents of Carroll Rd.

The residents of Carroll Rd. feel the Board of County Commissioners might better understand the problems encountered by the residents if they were to read letters that have been submitted to the county by the residents themselves. In addition to current correspondence, also included are letters from residents of Carroll Road pertaining to the same issues in 2009 and 2010.

We are respectfully asking the Board of County Commissioners to grant these requests and improve the quality of life on Carroll Rd.

June 12th 2017

Kittitas County Community Development
411 N Ruby St. Suite 2
Ellensburg, WA, 98926

Dear Dan Carlson,

Reading the Notice of Application from Ellensburg Cement for the vast expansion of the mining operation located at 930 Prater Road in Ellensburg, I see significant impacts to our neighborhood.

1. The increased traffic of semi-trucks on this country road of 50 mph creates a big safety concern for me and my family. We occasionally ride our bikes on this quiet road like many others that also take walks.
2. The increased load of hauling crushed rock and other bi-products of a mine will create a lot of wear and tear on this road and the County is already strapped for money to maintain its' right of ways.
3. The increase noise from the semi-trucks and their use of Jake-Brakes will most definitely be a disturbance to our peaceful country life.

I'm proposing that the speed limit be reduced from 50mph to 35mph at the crest of Carroll Rd near 801 Carroll Rd. I'm also proposing that a sign be put up not allowing semi-trucks the use of their jake-brakes. "NO JAKE BRAKES"

I would appreciate a copy of your research behind issuing this project a 'Determination of non-significance'

Warm Regards,



Todd and Heather Forgey
591 Carroll Road
Ellensburg, WA 98926

Steph Mifflin

From: Jeremy Johnston
Sent: Tuesday, June 20, 2017 3:12 PM
To: Steph Mifflin
Subject: FW: Clerk mining expansion landrie comment

From: Deb Landrie [mailto:heartbarx@gmail.com]
Sent: Tuesday, June 20, 2017 11:55 AM
To: Jeremy Johnston
Subject: Fwd: Clerk mining expansion

----- Forwarded message -----

From: "Deb Landrie" <heartbarx@gmail.com>
Date: Jun 20, 2017 11:53 AM
Subject: Fwd: Clerk mining expansion
To: <jeremy.johnston@co.kittitas.wa.us>
Cc:

----- Forwarded message -----

From: "Deb Landrie" <heartbarx@gmail.com>
Date: Jun 12, 2017 11:00 AM
Subject: Clerk mining expansion
To: <jeremy.johnston@co.kittitas.us>
Cc:

I am writing to voice my concern about the expansion of the pit east of my home. There are already many trucks coming and going and I worry about how the road will hold up. We have talked to people before about the traffic and the use of exhaust brakes. Please consider making this an area with no exhaust brakes and possibly lowering the speed limit as well as the number of trucks in use on Carroll Road.
Thank you
Debbie Landrie

Notice: Email sent to Kittitas County may be subject to public disclosure as required by law

June 11, 2017

County Development Services
411 N. Ruby Suite 2
Ellensburg, WA 98926

RE: Clerf Mine Expansion Application

To Whom it May Concern,

We are Jody and Tracy Walters living at 1310 Carroll Road. It has come to our attention that the Clerf Mine has applied for expansion. There are several problems with this request.

1. There is already too much gravel truck traffic going down Carroll Road from the mine. Carroll Road is not suited for this type of traffic. It's damaging the road and dangerous to people, farm machinery, and livestock. Expanding the mine would increase the truck traffic.
2. The posted 50 mph speed limit on Carroll Road is already too high to be safe. Due to the hilly topography, there isn't the necessary sight line to stop at this rate of speed when slower moving traffic pulls out. And unfortunately, most of the time the gravel trucks are significantly exceeding the speed limit. It's dangerous enough when it's a pickup or car going 50 mph, but there's no hope that a gravel truck, with its much greater mass, could stop in time. This is a tragedy waiting to happen. Because this is farm land, farm equipment, livestock, people walking and on horseback, etc., can be pulling out of any number of farms at any given time. This situation endangers the people living in the neighborhood, their property, including livestock, as well as the many people working in the area e.g., irrigation ditch riders and others.
3. This area is farmland. Among the joys of living and working in a rural area is the peace and quiet. This peace is shattered by the number of loud, fast, huge, obnoxious trucks speeding down Carroll Road. The project narrative in the application states that the proposed use is not going to be "detrimental or injurious to the public health, peace, safety, or character of the surrounding neighborhood". This is patently untrue. The gravel trucks are already detrimental to the public health, peace, safety and character of the neighborhood. Expanding the mine would only exacerbate the problem.

In order to alleviate these problems, we would like to suggest the following measures are taken:

1. More research is required and a thorough investigation into the true effect on the area's environment, watershed, the wetlands bordering the project area, as well as traffic, noise, safety, and quality of life of the farmers and families in the area.

6/12/2017

To Whom It May Concern:

My name is Dan Bandy and I writing concerning the permit to expand the Clerf Mine/ECP rock pit on Prater Rd. I am in opposition of this permit, at least until some more evaluation can be done of traffic patterns on Carroll Rd.

I work as a ditch rider and have to cross Carroll Rd to access ditch banks up and down Carroll Rd. many times a day. Due to the way Carroll Rd. rolls up and down there are many areas that are very hard to see if there is traffic coming when I pull out. There have been many times I thought I was going to get hit because of the number and speed of the rock trucks, that many times are traveling over the speed limit. This is a very dangerous situation!

I feel the speed limit on Carroll Rd needs to be changed to 35 mph instead of 50. I also feel something needs to be done about the amount of trucks traveling Carroll Rd. This is a small, narrow road and I always wonder if there will be room for both my vehicle and a rock truck on the road at the same time when I meet them.

Please consider my thoughts before issuing a permit.

My phone number is 509/929-6146.

Sincerely,

Dan Bandy

Kevin & Julie Gibb

2101 Badger Pocket Rd
Ellensburg, Wa. 98926
509-899-1512

June 8, 2017

Kittitas County Planners
411 North Ruby
Ellensburg, Wa, 98926

To Whom it may Concern,

I am writing concerning the request by Ellensburg Cement to increase the size of their gravel pit located off Prater road. My wife and I live about a mile from the pit, right along the route the trucks travel. Our house is at the intersection of Badger Pocket road and Carroll road. Carroll road comes down the hill at a step grade.

There is already a gravel pit up at the end of Carroll road, plus a large feedlot down Badger Pocket road from us as well as Wesco International, a large Hay Processing facility up Badger Pocket rd from us about half a mile. Needless to say we have trucks running constantly up and down these roads.

It would be great if the request were denied simply because of the volume of traffic that already exists, but if that is not possible we hope you would consider a speed restriction and even more importantly a ban on the use of Jake Brakes. When these trucks are coming down the road at 60 plus MPH, then apply the Jake brake to get stopped and turned around the corner, or when they are coming down the hill and blast them all the way down, it is very un-nerving all day long.

My wife enjoys walking or riding her bike but the volume of trucks as well as the speed makes it unsafe to be on the roads.

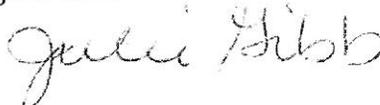
We are not specifically trying to stop the expansion. We realize business must go on but it shouldn't have to be at the expense of property owners peaceful existence in a county setting. We would ask that at the very least you put a No Jake or Engine Brake restriction from the Beginning of Badger Pocket Rd to Sorenson Rd and also from the pit off Prater rd to the west end of Carroll Rd. We would also ask that you consider some speed reduction to the same area.

Thank you for taking this under consideration.

Kevin Gibb



Julie Gibb



6/12/2017

To the Kittitas Planning Department:

My name is Joe Roberto and I live at 801 Carroll Rd. I have come to understand there is an application for a conditional use permit for the Clerf Mine to expand. I want to go on record as in opposition to this permit. My reasons are listed below:

The rock trucks run at all hours of the day and night are horribly loud and fast. The drivers show now respect for the road and people who live on it that may be carrying out their daily lives. I live at the top of a hill that no one can see traffic coming from either side and these trucks are very dangerous. They often speed over the hill and the other day my dog was run over when I went across the road to get my mail. If they were going slowly and carefully, they would have seen my dog and not killed him. I think the speed limit should be lowered and there should be no exhaust brakes allowed.

I do not think Carroll Rd. was built for this type of traffic. These trucks are heavy and are going to ruin our road. They have already had to do extra work to maintain it.

The application says they do not believe there is any impact to the surrounding neighborhood, but this is not true. We live here and put up with the noise and the danger every day. A rock pit is a big operation with a lot of environmental effects and this needs to be taken into consideration.

I am also requesting that I be notified of any further action or hearings scheduled on this project.

Sincerely,


Joe Roberto

June 10, 2017

To Whom It May Concern,

This letter is in response to Project File Number: CU-17-00003, Clerf Mining Expansion. We are opposed to the increase of more mining in the area of Clerf Pit and the effect it will have on the Carroll Road area.

We have lived on Carroll Road for about 33 years. It use to be a quiet country road where farmers were able to move cows down the road to another pasture and farm implements were able to travel without fear of being run down by gravel trucks and semis moving down the country road at excessive speeds. Farmers and farm kids were able to travel on bicycles and motor bikes as they did chores of moving irrigation water. This is not the case today. It is unsafe to travel on this road.

We are fearful every time we venture out on this road. Truck traffic has increased to the point of being unsafe on this country road made for farm implements not with truck traffic traveling at 50 plus MPH. What happens if an animal gets out of their pasture or corral, not safe for trucker or animals? This is impacting the farmer's right to farm. These vehicles weigh so much and the stopping distance is so great it is not safe. A lower speed limit would help with the existing traffic, but we are opposed to the increase of truck traffic this new pit would bring.

Before you consider increasing the truck traffic, you should be studying the impact on the county road structure and its ability to sustain the constant barrage of heavy truck traffic and the speed limit on a road that has several blind hills. Carroll Road was designed for occasional farm implements not the constant heavy truck usage it continues to receive on a daily basis and the increase of more truck traffic this proposal will bring. We have farmers moving hay on slow moving farm implements who meet with semis and heavy trucks moving in excess of 50 MPH (too fast of this road-which was not designed for the amount of truck traffic it is now experiencing).

We are opposed the conditional use permit of the Clerf Mining Expansion because of the impact it will bring to the Carroll Road community and way of life of each and every landowner on this road that was never designed for this use.

Sincerely,

Handwritten signatures of Kay Kenison and Phil Kenison in cursive script.

Kay and Phil Kenison

1701 Carroll Road

Ellensburg WA 98926

To the Kittitas Planning Department:

6/13/17

My name is Jessica Markus; I live at 861 Carroll Rd Ellensburg with husband Tyler Markus and my two young daughter's ages 6 and 3. It's been brought to my attention that the Clerf Mine has applied for a conditional use permit to expand the operation. I want to go on record that my husband and I are NOT in favor of this permit.

I live in between two hills where it is noted at each end that because of the blind hill the speed limit is reduced down from 50 to 35 but with that being said NONE of these dump trucks nor pickup truck drivers labeled ECP follow that speed limit sign. I have trucks running all day long flying by at 50 miles an hour and I am a wife of a truck driver so I understand that people have to work but I also believe that the drivers need to respect their surroundings. My house is right on the road and we do have fences but that does not mean that my kids and I don't go for walks or my kids ride their bikes around my house and with supervision down the side of the road on walks. When my kids are outside I am at a constant worry that they don't get too close to the road because of how fast these trucks drive. Whether it's a rock flying out or possibly a kid not paying attention there is no possible way for these drivers to stop in time to avoid a potential accident. I understand that if my kids are in the road that is my fault but I also understand that these workers are human and if something were to happen like my child not thinking and running after a ball there is no way they would be able to stop their trucks at the rate of 50 miles an hour and I'm sure, them as people, would not be able to live with themselves.

Carroll Road is a very narrow bumpy farm road that not only has traffic from cars and trucks but also big tractors and farm equipment. There is a bridge at the bottom of the blind hill that both a dump truck and small car can't fit through together and if you increase the number of trucks/ drivers and keep the speed limit at 50 there is soon to be an accident. They come so fast down the hill you can hear them slam on the breaks to slow down at the bridge to let a car or tractor through that is slowly passing. If they used caution or cared about their surroundings and the public who lived on this road they would drive respectfully and slow down to avoid a soon to be fatal accident. I have rode my horse down the side of the road walking through the bridge and had a truck drive so fast by me my horse freaked out, thank god she didn't go in front of the truck otherwise both my horse and I would be dead. I can't imagine a big truck is easy to control on our bumpy road alone and when you add excessive speed to that and other obstacles such as other trucks, farm equipment, children, animals and families that live on this road its only setting everyone up for a terrible thing to happen.

By not lowering the speed limit and allowing the Mine to expand will only set them up for an accident. It is only a matter of time before it's an accident that is life changing for the families who live on this road and the drivers that work for the Mine. Please think long and hard about this decision and realize that this will not only affect the families on the road but if something happened it will affect the Mine company, the driver and their families and the county sheriffs all having to deal with a fatal accident.

I am also requesting that I be notified of any further action or hearings scheduled on this project.

Sincerely,

A handwritten signature in cursive script that reads "Jessica Markus". The signature is written in black ink and is positioned above the printed name.

Jessica Markus

6/9/17

To Whom It May Concern:

I am writing this letter on behalf of my husband and myself, Ray and Courtney Wegner. We are residents at 271 Carroll Rd, almost on the corner of Carroll and Badger Pocket, and I am writing I response to the posting in the newspaper of an application to "expand the current permitted mining operation" at the Clerf Mine.

My husband and love our house and location with one exception; the rock truck traffic that has drastically increased since we moved here in 2000. We live at the bottom of a steep hill and the trucks constantly use their exhaust brake from the top of the hill to the stop sign that we live near. I have no vocabulary to describe how loud and obnoxious this constant use of exhaust brakes is, except to say it is horrendous!! I have called the companies at fault to many times to count. It will stop or slow for a little while and then it is right back. I have asked them if they can ask their drivers to be more contentious, but nothing changes. This is not happening from 8am to 5pm Monday through Friday, but beginning as early as 6:00 am on a regular basis and not stopping until well after 5:00. A few days ago, a double tanker truck went by after 7pm. We live in the country and love peace and quiet and this is far from it!

The other issue with the trucks is that our road is no longer safe for activities that we, and our neighbors enjoy. My husband and I routinely like to walk for exercise, a few others like to ride bikes and we all like to ride horses, however these activities are no longer possible due to the increased truck traffic. Combine all this traffic with a steep, blind hill, and Carroll Rd. has become a very dangerous road. I am not sure Carroll Rd. is up to current safety standards as it is, let alone the amount of semi-truck traffic it is getting now. Carroll is a narrow, country road and it is scary to meet one of these behemoths flying at you! Often, there are oversized loads that take up the entire road.

Another concern has become the integrity of the road surface itself. Again, Carroll was never intended for this type of semi traffic and it is starting to break down, even though the chip seal was only applied a few years ago. I wonder is there extra taxation of the rock truck companies to pay for extra maintenance? The county public works department says there is not extra money to fix our road as it begins to break down much faster than was intended. Unfortunately, rock trucks are not the only semi-trucks on our road; we also have to deal with sileage trucks and hay trucks, it's just the rock trucks that are the biggest culprit.

I have been keeping a sort of, unofficial, log of each time a truck goes by (see attached). I started it before I knew of the application. Since I found out about the application I have been much more dedicated, but please keep in mind while reading it that there are many times I am not home so there is no recording done during those times. After looking at the numbers, I

hope that someone will agree with me that more research needs to be done before simply issuing another permit without studying the effects on the surrounding area. The project narrative in the application talks about the use not being “detrimental or injurious to the public health, peace, safety, or character of the surrounding neighborhood”; I believe it is all of the above. When I have to be so careful pulling out of my own driveway and I can no longer walk on my road, this is affecting the surrounding area. The application also talks about the proposed project not being “unreasonable detrimental to the economic welfare of the county and it will not create excessive public cost for facilities and services by finding that it is adequately serviced by existing roads, etc.” This is not true. The road is not big enough handle this traffic, the speed is too excessive, the road is going to fall apart, and the noise is abhorrent! On another line, the application talks about how the project preserves the rural character of the area; again, not true. Tractors preserve the rural character, not a constant flow of rock truck with noise and rock falling off of them beating up our road.

We would like to see a lot more research done on this project. Before anything would be issued we would like the speed limit lowered to 35mph, a zone of no exhaust brake use, hours that the trucks could travel (such as 8-5 only and not on weekends), no oversized loads and some type of taxation that will help the county to fix our road and keep it up. We feel this is only a minimum considering what we have to put up with to live in our beautiful area.

Thank you, sincerely, for your time,

Ray and Courtney Wegner

6/10/2017

To the Kittitas County Planning Department,

We are the Fausts and we live at the end of Murray Lane off Carroll Rd. We are writing to oppose the issuing of a permit to expand the pit east of us on Prater Rd. There are already so many gravel trucks we can no longer walk on the road. We have to pull out onto Carroll Rd. when we leave and we constantly worry about getting hit by a truck flying over the top of the hill. These trucks do not do the speed limit. I also wonder about how well the road is going to hold up to the amount of trucks driving on it every day. There are already cracks forming by the stop sign at Badger Pocket Road.

Please consider making this an area where no exhaust brakes are allowed and possibly lowering the speed limit to make it safer.

Thank you,

Victor M Faust

216 Murray Rd

Ellensburg WA 98926

June 12, 2017

Kerry Neubauer
390 Carroll Rd
Ellensburg, WA 98926

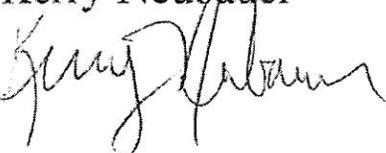
RE: Clerf Mine Expansion Application

I live at the bottom of the hill at the west end of Carroll Rd. I am VERY CONCERNED in the increase of LARGE TRUCK traffic and the speed at which they travel. It is very dangerous for me to go get my mail or even pull out of or into my driveway and there are several families also living on this road. The combination of the size, weight and speed of these trucks is LETHAL.

The speed on Carroll Rd should be reduced to 35 mph due to the narrowness, hilly topography and blind spots it possesses. There should also be an exhaust brake restriction as the increase in noise is very disturbing to the otherwise quiet country setting. The road is breaking down at a fast rate with the increase in weight and number of trucks. I believe Prater road could be used to help alleviate some of the traffic.

The very least a 35mph limit, no exhaust brake and an ACTUAL SEPA should be done. It is disturbing that someone who does not live on this road say no SEPA is necessary as they do not live with the increase in noise and increase in dangerous traffic that has occurred.

Sincerely,
Kerry Neubauer



6/9/2017

To whom it may concern:

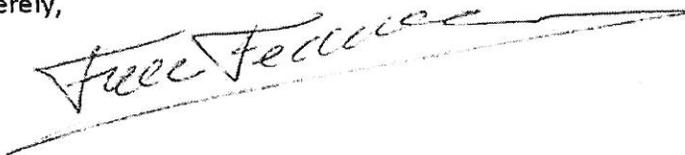
My name is Fred Fedema and I live at 630 Carroll Rd. I live there and also farm a large portion of the land between my address and Prater Road to the East. I am writing to complain about the amount and speed of the rock trucks on Carroll Rd. I am also writing to say I am in opposition of the permit to expand the Clerf Mine on Prater Rd.

The last few years the number of trucks has really increased and they go really fast. I live at the top of the hill on Carroll Rd. and it is blind from both directions. There are also several other blind pockets on the road between the stop sign at Prater Road and my house, as well as to the west of my house where I also have to farm and access the canal for irrigation. There is no way the trucks can see me when I pull out onto the road on a tractor and there have been many times I thought I was going to get hit. They cannot see me when I pull out of the canal on the west side of house. I have to drive tractors with large implements farther east to farm my land and feed my cattle and it is very scary to be driving a tractor on the road. Sometimes I have to walk back home to get another piece of equipment and it is scary to walk on the road. During calving season, I may need to go to my cow pasture 10 times a day and each time I wonder when the next rock truck is going to crest the hill. My daughter used to like to ride her horse to the neighbors' house, which is very close, to use their arena but I stopped her from doing that because I am worried about the rock trucks. I used to ride my horses along different parts of the canal, but there is no way anyone can do that now. The noise from the trucks is also loud and goes all day. The speed limit is 50 mph and this is way too fast. On top of all of this, the noise from all the exhaust brakes all day long is horrible! Every time a truck goes by the windows in my house rattle.

I would like to see the speed limit on Carroll Rd. lowered to 35 mph. I would like to see a no exhaust brake zone on Carroll Rd, but I am also concerned about the maintenance of the road because I know this road was not built for this type of traffic. I also think there should be some hours of operation. I believe there needs to be more information given and studied before an expansion of this pit should be approved.

Thank you,

Sincerely,

A handwritten signature in cursive script that reads "Fred Fedema". The signature is written in black ink and is underlined with a single horizontal line.

630 Carroll Rd
E.B. Wa. 98926

Fred Fedema

06/14/17

To Whom It May Concern,

In regards to project file number: CU-17-00003, Clerf Mining Expansion.

My name is Chelsea Wagner and I reside at 1308 Carroll Rd. I am writing this letter to oppose the increase of the mining in the area of Clerf Pit and the effect it will have on Carroll Rd.

I bought my home in October of 2015. I have noticed since living on Carroll Rd that dump trucks, semis and cars drive well over 50 mph and at all hours of the day. I enjoy riding my horses outside and often times down the road on Carroll to a friend's house, Allison Campbell, to use her arena. Typically I ride between 6:00 pm and 9:00 pm. On almost every occasion I have rode, I have had one to many close encounters with almost getting hit by a car or semi-truck. The cars who aren't speeding tend to slow down and be courteous but the ones who are already speeding just fly on by. It is scary and makes me question my safety when I choose to ride my horse away from the house. The speed limit on Carroll Rd is 50 mph, which most people drive well over, is still too fast. There are some blind spots as a driver where you just can't see far enough ahead.

The increase in truck traffic also has caused an increase in noise starting as early sometimes at 6:30 am to well over 9:00 pm. Many times I am woken up while sleeping in the morning from the loud noise to hearing the trucks over brushing my teeth and music playing. Increasing the truck traffic will only make it worse.

The other concern is that Carroll Rd wasn't designed to have heavy trucks driving back and forth on it multiple times a day. It was meant for farmers/ranchers to move equipment as well as the average person to get to and from home.

Thank you for your time.

Sincerely,

Chelsea Wagner

June 13, 2017

County Development Services
411 N. Ruby Suite 2
Ellensburg, WA 98926

Project Name: Clerf Mining (CLU-17-00003)

I am writing on behalf of my wife and myself, Jan and Cliff Schjoneman. We own property at 1100 Carroll Road. This road carries local residential traffic and local farm equipment movements, as well as heavy truck traffic associated with the Clerf mining activities.

Concerning the Clerf Mining expansion, there are several points of interest that need to be considered. The residents of Carroll Road have been subject to the existing traffic from the gravel pit for some time. These heavy truck movements are made on a residential, country road that is relatively narrow for those vehicle sizes, as well as road shoulders being narrow to almost nonexistent in places. The terrain is rolling, resulting in limited sight distances in places due to hills. Very often, the trucks can be heard before, during, and after "normal" business hours. Furthermore, this country road has traffic entering from driveways and from farm machinery movements (which is therefore moving slowly)

In summary the issues are:

- Speed of travel

Due to sight limitations and diverse types of traffic, speeds should be further limited. Limiting the speed to 35 mph is suggested.

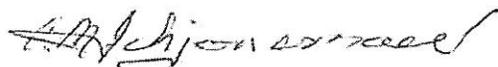
- Noise

The trucks are relatively noisier than other local traffic. Banning use of compression braking and limiting hours of truck operation to something similar to 7:00 a.m. to 5:00 p.m. Monday through Friday is suggested.

- Cost of wear and tear on the road

It needs to be recognized that the heavy loads will have a disproportionate impact on the road required maintenance. Again, limiting speed would partially mitigate this.

Thank you for your consideration in this matter.



Cliff and Jan Schjoneman
(425) 466 - 0494

June 12, 2017
Kittitas County Community Development Services
411 N Ruby Suite 2
Ellensburg, WA 98926

RE: Clerf Mine Expansion Application
File # CU-17-00003
To Whom It May Concern,

My name is Steven Boyd I live at 1560 Carroll Rd and have recently purchased and heard of the mine expansion project from another concerned neighbor. Here are the problems I have noticed since moving in with possible resolutions.

1. The speed limit for the County Rd of 50mph is extremely fast for a rapidly growing urban development out here on Carrol Rd. The speeds need to be re assessed not only do to the growing population but because of the weight and load they are traveling with. The mine expansion would cause Carroll Rd to be a front page article before long with families moving in with young children who don't always understand the risks of roads. Carroll Rd is also a hilly road which causes many blind hill tops which these trucks would not be able to stop in time at the current speed limit if a child or livestock where to get into the road. I believe the speed limit should be 35mph or less to allow sufficient stopping distance incase an emergency occurred.
2. Road maintenance is another issue I see arising as Carroll road being a County Rd was probably never engineered to handle the roughly 40 loads a day on a slow day to over 100 on a busy being traveled which would be roughly 20 thousand loads over an 8 month period. This number is far too many for a soon to be busy residential urban environment with more houses and sub divisions. Finally, who will be paying for the excess in maintenance on Carroll Rd, Badger Pocket, and Prater Rd which are the main thoroughfares? With I-90 only a mile away from the mine and being the main route once off Clements Rd to elevate pressure on Carroll Rd build a ramp way on and off the freeway from Mundy Rd.
3. Times of day in which these trucks are moving material also should be looked at in a climate assessment. The urban development of Carroll Road and residents living within the area would like to see some sort of restrictive hours for the mine truck hauling operations to allow residents to sleep and be able to work themselves and enjoy living in the country. I believe we could work together and make a time frame for hauling materials work so everyone can still get everything they need done. I have heard trucks from around 530am to around 8 at night. Would like to see something possibly from the hours of 8am-5pm Monday-Friday, Saturday from 8-Noon and Sundays off as it seems right now. This would allow families in the area to be able to not always be woken up by these trucks and also to enjoy living in the country with their families.

Please keep Carroll Rd Residence informed with all proceedings with this file.

Sincerely,



Steven Boyd
509-656-4606

Boyd Family
1560 Carroll Rd
Ellensburg, WA 98926

5/30 6:50 am ^{ERP} ~~ERP~~ eastbound ~~load~~ load

5/30 6:55 am ERP "

5/30 7:20 am ERP → relatively quiet

5/30 9:45 am ... Semi. w/ container eastbound

w/ 7:20 am ERP e. bound load / fast

7:40 am white e. bound load

7:43 ERP e. bound load / fast

8:08 white w. bound load, job ^{at the} way

8:28 yellow P.C. e. bound load

10:20 am silver w. bound load, horrible lake

11:56 am white ERP w. bound load

11:55 am white w. bound load

12:05 pm " eb "

4:05 pm " e. b. load / fast

4:20 am " w. b. fast, some job

~~6:20 am~~

Call ERP
white

6/2 6:25 am ERP (2) e. b. fast load

6:28 am ERP (2) " " " "

w/6 6:50 am ^{waited} ERP eb fast, not to load

w/6 8:22 am ERP eb ^{overhead} load fast

w/7 8:12 am non belly eb fast

w/7 9:30 am cattle eb slow, quiet

w/7 10:30 " w. b. " "

w/7 10:45 yellow w. b. horrible

6/7	10:55	black, P.C.	wb	land lake
6/7	2:25	yellow	wb	" "
6/7	2:35	black	wb	" late
6/7	2:37	yellow	eb	land' fast!
6/7	2:45	black	eb	land' fast
6/7	2:55	"	eb	land' fast
6/7	3:38	"	wb	" "
6/7	3:45	"	eb	" "
6/7	3:57	big/buy's egg p	wb	slow land
6/7	4:10	black	wb	strong, land
6/7	4:28	black	eb	" "
6/7	4:49	"	wb	real fast! land
6/7	5:00	"	eb	" " "
6/8	7:00 am	orange/white	eb	
6/8	7:20 am	ECP rat	wb	fast
6/8	7:30 am	ECP by	eb	
6/8	7:50 am	ECP-oversee	eb	fast
6/8	7:56 am	ECP-Doubles	eb	land
6/8	8:11 am	ECP-Doubles	eb	land
6/8	8:12 am	ECP -Command	wb	no 10 ¹⁰ fast!!!
6/8	8:16 am	black	wb	land, fast!!!
6/8	8:30 am	"	eb	land, fast
6/8	9:00 am	black	wb	late, eb no cross
6/8	9:11 am	"	eb	land, fast
6/8	9:12 am	ECP mark truck	eb	
6/8	9:22	yellow	wb	bird late
6/8	9:24	ECP-doubles	eb	fast
6/8	9:36	Red train idly, dump		med
6/8	9:37	black	wb	fast!!
6/8	9:46	Black/Red/dump		med
6/8	9:55	yellow TANKER		fast
6/8	9:56	Red TANKER		med

6/8	9:59	yellow			fast
6/8	10:07	yellow			lined
6/8	10:10	black		wb	diminished
6/8	10:15	white	may truck	eb	fast
6/8	12:05	PCE doubles		wb	fast
6/8	12:20	A4		eb	"
6/8	12:40	black		eb	bad, fast
6/9	6:00 am	doubles		eb	pretty good
6/9	6:11 am	ECP driver	pass	wb	last 1
6/9	6:12 am	ECP truck (2)		eb	fly!
6/9	6:15 am	"	"	eb	"
6/9	6:59 am	ECP dark truck		wb	fast
6/9	7:05 am	Silver doubles		wb	long pole
6/9	7:38 am	PCE Tanker		wb	
6/9	8:30 am	black		eb	fly!
6/9	8:36 am	ECP ²¹⁸ on ^{off}		wb	"
6/9	8:41	ECP flat bed		eb	fast
6/9	8:42	black		eb	fast
6/9	8:45	PCE doubles		eb	bad
6/9	9:02	^{dark} mining truck - ^{1st} 1st		wb	long
6/9	9:03	black		eb	white rock
6/9	9:15	"		eb	bad
6/9	9:21	ECP ^{dark} on ^{off}		wb	fast
6/9	9:21	PCE doubles		wb	"
6/9	9:22	ECP ^{dark} on ^{off}		wb	
6/9	9:40	black		wb	fast
6/9	9:54	ECP tractor		eb	fast
6/9	9:57	black		eb	fast
6/9	10:16	ECP truck (2)		eb	fly!
6/9	10:23	black		wb	bad, fast
6/9	10:33	ECP tractor		eb	fast



12/18/09

Letter for '09

To whom it may concern:

This letter is regarding the conditional use permit application filed by Larry Morrison, agent for Howard Clerf to extend the Clerf Quarry.

My husband and I live on Carroll Rd., the path that most of the gravel trucks take when going to or leaving the pit. We have no objection to the pit itself, but we think this might be a good time to address a few issues. Number one, Carroll Rd. has a steep hill that is blind as you are traveling to the top of it going either direction. Most of the trucks that travel this road pay no caution to the speed limit and the fact that you can't see what traffic (or pedestrian) may be oncoming. There are many people who walk, run, ride bikes, and never mind the slow farm traffic in the area, people pulling out of their driveways, ECT. There is no way these drivers can see a person on the other side of the hill. When they travel west they come flying down the hill and invariably hit their jake brake all the way to the stop sign (about 1/4 mile). We live between the hill and the stop sign and we hear all this noise all day long every day until 6:00 at night. Many Saturdays this starts as early as 6:30 in the morning, but always no later than 7:30. I understand that with those heavy loads they need to use their jake brakes, but I can't help but think that if they were going a little slower they wouldn't need to do such a dramatic slowdown. When they round the corner onto Carroll Rd. heading east and they are empty they aren't going very slow either. The one other problem I think needs to be addressed is that many times these trucks leave huge rocks in the middle of the road. I mean big enough to do damage to a small car if it hit one. I think there must be some way to avoid this. I have stopped to move rocks off the road and have seen others do the same. The same trucks that drop them drive past them several more times that day and no one seems to care.

Thank you for taking the time to review this letter and the opportunity to comment.

Ray Wegner
Ray and Courtney Wegner

*P.S. The Speed Limit
AT THE TOP OF THE
HILL (IN FRONT OF FEDENTS)
IS 35 MPH. THEY ARE
USUALLY DOING 50-70 MPH*

(6)

DAILY RECORD
AD AUTHORIZATION

Salesperson: KATHY ADAMS

Printed at 12/15/09 18:39 by \$LOGIN

Acct#: 84329 Ad#: 118891 Status: N
KITTTAS COUNTY COMMUNITY Start: 12/17/09 Stop: 12/17/09
411 N. RUBY ST, SUITE 2 Times Ord: 1 Times Run: ****
ELLENSBURG WA 98926 STD6 1.00 X 10.51 Words: 323
Contact: Rate: LEG2 Cost: 87.21
Phone: (509)962-7506 Class: 0001 LEGAL NOTICES
Fax#: Descript: HOWARD CLERF CON/USE/PERM
Email: dan.valoff@co.kittitas.wa.us Given by: *
Agency: Created: cad18 12/15/09 16:55
Last Changed: cad18 12/15/09 18:39

PUB ZONE ED TP START INS STOP SMTWTFS
DR A 97 S 12/17

AUTHORIZATION

Under this agreement rates are subject to
change with 30 days notice. In the event
of a cancellation before schedule
completion, I understand that the rate
charged will be based upon the rate for
the number of insertions used.

Name (print or type)

Name (signature)

Quote from Daily Record/Kittitas County Publishing (509) 925-1414
This ad will run as quoted unless cancellation is received. Please contact

(AD COPY ON NEXT PAGE)

December 20, 2009

Community Development Services,

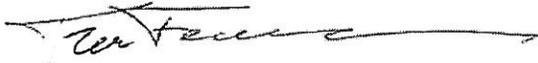
In regards to the proposal of a conditional use permit for the extension of the Clerf Quarry units on 45 acres in the Ag 20 zone.

We run a 450 acre cattle and hay operation off of Carroll Road, starting at 630 and extending all the way to Prater Road. This takes up well over 85% of the south side of Carroll Rd. Having said this, we would like to mention our concerns on the truck traffic due to this pit. There are two blind areas along with narrow bridges on this Road that are major concerns to us, since we have to move our farming equipment from field to field. On numerous occasions we have found ourselves out on the road moving a 17foot farming implement and had to share the road with a gravel truck. This would not be any concern to us, except the 18foot bridges and the two blind spots.

Very seldom do the trucks actually abide by the post speed limit signs of 35mph. Which is another concerns due to the blind spots and now bridges. This road is not safe nor suitable to allow such truck traffic.

Thank you for allowing us to comment on this proposal,

Fred Feddema
Feddema Farms



RECEIVED
DEC 22 2009
Kittitas County
CDS

January 1, 2010

RECEIVED

JAN 04 2010

Kittitas County
CDS

Community Development Services

In regarding to the proposal of a conditional use permit for the extension of the Clerf Quarry units on 45 acres in the Ag 20 zone.

I have 160 acres on Carroll Road that my family farms timothy hay. I also do custom farming in areas in and around Carroll Road which means I need to transport harrowbeds, tractors and 15-foot swather or disc up and down the road which was not designed for large equipment and a lot of traffic. Now I have to contend with large gravel trucks and trailers on a very small road, with two under-sided bridges which do not even hold two cars passing let along two gravel trucks, or a gravel truck and a 15-foot swather. I have witnessed the near head on collision of two gravel trucks traveling at over the listed speed at this bridge—still not knowing how they prevented this disaster from happening.

The trucks start running before sunup and do not finished until well after sundown and they also work weekends. This is not a road that is maintained or has the facility to handling the amount of large farm equipment that it has been used for along with the additional traffic of new homes built recently and therefore, I do not support this additional truck traffic or conditional use permit. In other words 3 gravel pits in a farm area with old narrow roads makes for a dangerous condition.

Thank you,



Philip G. Kenison
1701 Carroll Road
Ellensburg WA 98926

January 1, 2010

RECEIVED

JAN 04 2010

Kittitas County
CDS

Community Development Services

In regarding to the proposal of a conditional use permit for the extension of the Clerf Quarry units on 45 acres in the Ag 20 zone.

Our family farms 160-acres on Carroll Road. I have been the recipient of a 3" rock hitting my windshield as I was going to work. It is unnerving to see this object flying at you and ultimately landing in the windshield on the driver's side,

I still flinch when I see a gravel truck coming towards me as I travel this road. There is barely room for a car and a truck let alone a piece of farm equipment meeting a gravel truck that is traveling at or over the posted speed limit.

Please consider the impact this conditional use permit will have on the people working on Carroll Road. There could be consequences with the additional use of a road that was only designed for farming operations to utilize when it was originally designed. Please look at the bridges that are under-sided for the use they are currently being used for.

Thank you for your consideration.



Kay Kenison
1701 Carroll Road
Ellensburg WA 98926

Mr. Dan Valoff
Kittitas Co. Community Development Services
411N. Ruby St. Suite 2
Ellensburg Wa 98926

February 1 2010

Mr. Valoff

Thank you for the opportunity to answer the concerns those who commented on the proposed Conditional Use Permit CU-09-00006.

The concerns of the adjacent land owners are more in the line of traffic safety on the Carroll rd. This proposal will not add to the traffic that already exists at this site. The site is to be an excavation only site with an internal road to the existing Clerf quarry. Other concerns were hours of operation at this site. Clerf quarry operates from 7:00 am to 5:00 pm Monday through Friday and an occasional but rare Saturday. Ellensburg Cement Product trucks are equipped with GPS, dispatch can pinpoint a trucks activities through the day. Location, speed and direction are logged for information on truck traffic. If we have a complaint of speed dispatch can vairfy.

Department of Ecology voiced concern on water use. Water is and will continue to be hauled by water truck to this site from an approved site with water rights.

Department of Public Works has requested on January 12, 2010 that an apron onto the county road be required. The proposed site will be accessed via haul road onsite to the Clerf quarry and not have any impact to the current access road . The access to the existing Clerf quarry is 930 Prater road. It has been used by Ellensburg Cement Products since 1993. This is also an easement road for WSDOT QS S 203/Clerf Quarry site and Kittitas Reclamation District Ellensburg Cement Products has a permitted access to the property from WSDOT and Howard Clerf property owner.

Thank you for the chance to respond to the comments. If you have any other questions or concerns please call

Lenny Morrison
Ellensburg Cement Products
933 7050

6/12	6:05 am	ECP-belly	wb	fast
6/12	6:09	ECP	wb	load fast
6/12	6:19	ECP-doubles	eb	" "
6/12	6:26	ECP	eb	" "
6/12	6:27	ECP	eb	" "
6/12	6:30 6:34	ECP	wb	load
6/12	6:35	ECP	eb	"
6/12	6:39	ECP	eb	load
6/12	6:39	ECP-doubles	eb	load, fast
6/12	7:04	ECP-doubles	wb	flying
6/12	7:05	ECP-	eb	
6/12	7:24	ECP-doubles	eb	
6/12	7:26	" "	wb	fast
6/12	7:33	ECP	eb	
6/12	7:37	ECP-doubles	eb	fast
6/12	7:41	ECP	eb	
6/12	7:46	ECP-doubles	eb	load!
6/12	7:48	ECP-doubles	wb	
6/12	7:50	ECP	wb	flying!
6/12	7:56	ECP	wb	fast
6/12	7:58	ECP-doubles	wb	so fast,
6/12	8:00	lite green	eb	load
6/12	8:33	ECP-doubles	eb	
6/12	8:35	ECP	eb	loaded
6/12	8:37	ECP	eb	"
6/12	8:42	ECP	eb	"
6/12	8:53	"	wb	fast
6/12	8:53	"-doubles	wb	"
6/12	8:58	orange/yellow	eb	
6/12	9:01	FC	wb	fast
6/12	9:32	orange/contour	wb	load
6/12	9:37	ECP	eb	

6/12	9:46: #	SCP	FRST		
6/12	9:53	"	wb		
6/12	9:58	"	wb		
6/12	10:05	ECP-tanker	wb	loud!	
6/12	10:10	ECP-doubles, no stop!	wb	loud.	
6/12	10:12	ECP-doubles no stop!	wb	fast, loud	
6/12	10:28	late green	eb	loud	
6/12	10:56	ECP-doubles	eb		
6/12	11:00	" " - loaded	eb		
6/12	11:02	ECP-doubles	wb		
6/12	11:03	ECP	eb		
6/12	11:20	ECP-doubles, 3	wb		
6/12	11:30	RCE-doubles	wb		
6/12	12:05	ECP-doubles	eb		
6/12	12:35	ECP	wb		
6/12	12:57	ECP-doubles	eb.		
6/12	1:10	ECP	eb		
6/12	1:18	ECP-doubles	wb		
6/12	1:26	ECP	eb		
6/12	1:29	ECP-doubles	wb		
6/12	2:04	ECP-doubles	eb		
6/12	2:00	blue/white	eb		
6/12	2:15	ECP	eb		
6/12	2:26	ECP doubles & hay truck	wb/eb		
6/12	2:39	SCP DOUBLE			
6/12	2:40	ECP DOUBLE			
6/12	3:00	ECP DOUBLE'S			
6/12	3:05	ECP			

stopped