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## Public Comment - DRMS File No. M2020041 - New Gravel Pit application

1 message

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**William Schubert** <wschubert@intl-tt.com>

Sat, Sep 12, 2020 at 10:30 AM

Reply-To: wschubert@intl-tt.com

To: drms.temp@state.co.us

In compliance with Construction Materials Rule 1.7.1(2)(a), please note the following:

Name of Commenting Party: The Honorable William G. Schubert

Mailing Address: PO Box 811, Silverthorne Colorado, 80498 (for physical address [135 Game Trail Road, Silverthorne, Colorado, 80498](#))

Phone Number: 970-262-7859

I am submitting my comments which are strongly opposed to issuing a mining permit to Peak Materials as a resident of Silverthorne, Colorado. We have owned a property in Summit County the past 15 years and have certainly witnessed first-hand the operations of the current mine owner. As such, the residents of Summit County have no basis to believe that the new mine will be operated any better. Simply put by a recent article in the Summit Daily by Susan Knopf, **"The additional truck traffic is hazardous to our health. It will tear up our roads, snarl our traffic, be dangerous to bikers and destroy the tranquility of the Lower Blue River Basin"**.

In addition, as a former Administrator at the US Department of Transportation (2001-2005), I also have insights into the negative impact on roads and bridges that are caused by excessive trucking. I had the honor of serving Secretary of Transportation, Norm Mineta, and assisting him in passing through Congress and enacting the SURFACE TRANSPORTATION EXTENSION ACT, OF 2004. In this legislation, we were very concerned about mitigating damage to roads caused by heavy truck loads. Please note that on average trucks alone cause approximately 60% of the damage to our roads and bridges. It has been reported that if the new mine is issued a permit, it will result in about **230 additional truck loads per day**. This is in addition to the current truck load entering and exiting the existing facility. This simply cannot be sustainable over a period of time and will result in rapid deterioration of our roads. In these days of limited funds to support transportation infrastructure, the minimal cost benefit to the mine owners, does not outweigh the cost of the destruction to our fragile transportation infrastructure and the taxpayer.

Respectfully Submitted

William G Schubert