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www.drexelbarrell.com

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*April 28, 2014*

**Commerce City  
Community Development**  
7887 East 60<sup>th</sup> Avenue  
Commerce City, CO 80022

**Attn: Mr. Paul Workman**

**RE: Project Narrative for Groendyke Transport**

Mr. Workman:

Groendyke Transport has been providing safe and dependable tank transportation services, and bulk transport logistics solutions, for over 80 years. Achieving the utmost in bulk carrier value has been their purpose and tradition since 1932, when Harold C. Groendyke founded the company. It was this penchant for progress that earned not only Harold, but also Groendyke Transport, the reputation as a visionary in the trucking industry.

Today, Groendyke Transport provides bulk transportation services from 31 locations and is located in 12 different states. Bulk transportation services including all grades of gasoline, diesel fuel, liquid asphalt, ethanol, methanol, sulfuric acid and other chemicals. Groendyke has enjoyed a long and prosperous relationship with the state of Colorado. Groendyke opened the first terminal in Colorado in 1949 and have now grown to three locations including Colorado Springs, Grand Junction, and Henderson. There is currently a Groendyke facility located in Commerce City. In 2012, Groendyke Transport hauled 73,551 loads of product from those three terminals and exceeded revenues of over \$15 million.

As a testament to their commitment to safety and quality in the cargo transport industry, they continue to maintain and upgrade their facilities not only to state and environmental regulations, but also to **Groendyke's standard of excellence**. They take pride and enjoy serving as ambassadors to the communities in which they serve.

The proposed Groendyke Transport Facility project is a proposed 11.88-acre development located within the Northwest ¼ of Section 21, Township 2 South, Range 67 West of the 6<sup>th</sup> Principle Meridian in Commerce City, County of Adams, and State of Colorado. More specifically, the site is bounded to the north by East 93<sup>rd</sup> Place, to the east by Yosemite Street, the south by the **O'Brian Canal**, and the FedEx Facility to the west.

## DEVELOPMENT PLAN

### USE AND SCOPE

The proposed land use for this site is a Groendyke Trucking facility that includes a new terminal building with office space and shop space. The shop area will include 4 bays intended to be used for truck maintenance and repairs. A fifth bay will be used as a wash bay for Groendyke trucks and trailers and a sixth bay will be used for covered storage. The truck wash is critical to ensure potential safety issues are not hidden from view by dirt. A fueling pad with an overhead canopy will be located south of the proposed building to be used for Groendyke vehicles. The pumps are supplied from a 12,000 gallon above grade fuel tank. The proposed site will also include associated parking, drive aisles and parking areas for tanker truck vehicles critical to the business operation. Parking for passenger vehicles will accommodate both the truck drivers and office personnel. A storm water retention pond will be utilized to provide the site with water quality and protect downstream properties. The facility will mainly be used for maintenance, fueling and storage of the tanker trucks which are used for liquid bulk shipping throughout the region.

The operational model for Groendyke terminal relies on trucks moving product on a daily basis, not static in the yard, trucks and trailers on the site are not expected to be parked for extended periods. The current Groendyke facility located in Henderson Colorado has become too small to grow the potential productivity. The proposed facility is intended to provide room for the operation to expand in response to the market. Growth will occur in the total number of loads transported which will necessitate additional trucks, truck parking and parking for drivers.

The Marty Farms Industrial Center –Amendment No. 1 PUD requires a minimum FAR (floor area ratio) of 0.15 for parcels designated as I-3 zoning including the project site. The Groendyke Trucking facility is requesting a Conditional Use Permit to allow a 0.05 FAR.

The proposed building anticipates future office and shop needs. The combined area of the proposed building and fuel canopy is 21,444sf. To achieve an FAR of 0.15 the building would need to be approximately 62,765 sf. Or nearly three times the size of the proposed building.

## **SAFETY PLAN**

Safety has been a primary concern of Groendyke Transport in their 75 year history. Groendyke has won the Heil Trophy six times since 1973. The Heil Trophy is a prestigious award presented by the National Tank Truck Carriers Association for outstanding contributions to safety. The overall safety program is presented in detail in the companies Policies and Procedures Manual. Safety is addressed at several levels throughout the operation and can be demonstrated by the levels of management at each facility including the proposed facility in Commerce City. In addition to the facility General Manager who is responsible for the overall safety of the terminal, there is a safety manager for the drivers, the shop and the facility.

Some of the safety measures employed by Groendyke include;

- Each driver applicant must be experienced, possess a commercial drivers license with Hazmat endorsements, be road tested, undergo a thorough background check and pass a drug screening and interview with the terminal manager.
- Preventive maintenance, structured around a thorough inspection program, ensures safety of drivers and the public. Through this preventive maintenance program, every truck and trailer is routinely maintained, and equipment is continually upgraded for increased safety. All new tractors are electronically set for a maximum speed of 65 miles per hour.
- Education of the **entire workforce is ongoing. This includes Groendyke's** extensive library of training videos, practical hands on instruction and field safety coordinators. Field safety coordinators perform OSHA audits, terminal inspections, ISO and logbook audits and conduct the practical driving portion of the driver instruction course.

The project site is completely fenced for security and there are Groendyke employees on the site at all times. There is a single entrance/exit to the site. The entrance is visible from the office. The gate can be operated from the seat of the trucks but may need to be opened for visitors.

## **SITE LAYOUT AND CIRCULATION**

All vehicles, including autos and trucks will enter the site through a 40-foot wide access located along East 93<sup>rd</sup> Place. The access width is larger than a typical

entrance in order to accommodate the daily semi truck traffic into and out of the site each day. The wrought iron fence along East 93<sup>rd</sup> Place will be fitted with an automatic gate. The gate will remain open during normal business hours but may be closed during other hours of the day for security reasons. The gate is located at a distance of 75 feet from the East 93<sup>rd</sup> Place right of way ( 50-feet is required by the City of Commerce City) to prevent Groendyke trucks from blocking the right of way.

The office and shop building are central to the activity on the site. The building is located at 133 feet from the East 93<sup>rd</sup> Place right of way, more than the maximum building set back of 80 feet in accordance with the Marty Farms Industrial Center – Amendment No. 1 PUD. The office side of the building will be positioned closest to East 93<sup>rd</sup> Place for convenience of visitors, office employees and business activities such as mail and deliveries. The office portion of the building also has a lower parapet height than the shop, offering a more comfortable scale to the public street. The office portion of the building also incorporates man doors, canopies and windows.

Employee parking will be located to the west of the main drive way into the site. By placing the employee parking with a right turn off of the entrance, potential conflicts between passenger cars or pedestrians and semi trucks will be greatly reduced. Five handicap parking spaces are being provided at the main office entrance. Visitor and employee parking spaces will be located on the north side of the office between the building and East 93<sup>rd</sup> Place. The parking area is set back approximately 24 feet from the right of way providing more than the minimum 20-foot buffer. The total employee and visitor parking spaces provided is approximately 150% of the minimum number of parking spaces required.

Trucks will maneuver in a clockwise direction through the parking area with the ability to access the shop, or a number of pull into or back into truck parking spaces. The site was designed to accommodate turning movements for a WB-50 semi truck (industry standard turning template for a truck with a 50 foot trailer) which will be very common at this facility.

## **EMPLOYEES**

Groendyke currently has approximately 76 full time employees at their Henderson facility. The breakdown of these employees includes approximately 56 drivers and 20 office and shop personnel. All of the current employees are expected to be relocated to the proposed Commerce City facility. Groendyke believes that the

current office and shop staff can support a greater number trucks and drivers than the Henderson site can accommodate. Expansion of employees at the Commerce City site is expected to be a function of adding trucks and drivers.

## HOURS OF OPERATION

This facility will operate 24 hours a day, seven days a week. There will be two shifts per day at the facility.

## ANTICIPATED VEHICLE AND TRUCK TRAFFIC

The facility is anticipated to produce approximately 100 truck trips per day in and out of the facility upon its opening based on the current projection. Additionally, Groendyke estimates 150 car trips per day for employees.

The proposed development will provide 123 total passenger vehicle parking spaces, including five spaces for handicap parking, 118 spaces for visitor and employee parking. The minimum parking ratio is 1 spaces per 250 square feet of building area. The parking provided is 150% of the minimum allowable parking. As mentioned above, the expected growth anticipates an increase in the total number of trucks and drivers dispatched from the site. The ability to expand to meet future growth will be dependent on parking available for employees and trucks more than the size of the building.

## BUFFERING FOR NEIGHBORING LAND USES

The proposed site consists of Lot 1 Block 1 from the Marty Farms Subdivision Filing #5 and adheres to the I-3 zoning. The sites located directly to the west and north of the project site are also part of the Marty Farms Subdivision and adhere to the I-3 zoning. The properties to the east and south are zoned I-3 but are not part of the Marty Farms Industrial Center PUD. The proposed development intends to meet the requirements of the ***Commerce City Development and Design Standards*** for setbacks and landscape buffering. There is a minimum setback of 20-feet on the east, north and west sides of the site. The proposed storm water retention facility is planned to be located at the south end of the site providing a native seeded area **adjacent to the O'Brian Canal**. As required by the PUD, an additional 5% of landscape material has been added to the 93<sup>rd</sup> Place and Yosemite Street frontages to mitigate impacts of reducing the FAR from a minimum of 0.15 to 0.05.

The site lighting has been designed to limit light spillage at the property limits. Noise from the shop area will be mitigated based on the extensive setbacks on the east and west sides of the site. The site lighting includes the building lighting, the pole lighting for the employee parking and the pole lighting for the truck parking and storage area.

## ON-SITE FUELING

In addition to maintenance of the Groendyke fleet, on-site fueling will be a part of this facility. On-site fueling will be designed, operated and maintained in accordance with all local, state and federal requirements including environmental criteria. The fuel pumps will be covered by a steel canopy approximately 24 feet wide and 40 feet long. The fuel pad will be located south of the building. The fuel area will be located to provide efficient traffic flow for trucks through the site. The fuel canopy will not include any signage and will be located well within the site away from the site entrance to reduce possibility of being mistaken for a public fueling station.

An above grade tank will be utilized to supply fuel to the pumps. The fuel tank is intended to be a maximum of 12,000 gallons and will be contained in an above ground tank approved for fuel storage. The above ground tank will be painted a color similar to the building or an earth tone, have an approximate diameter of 8 feet and will be approximately 33 feet long including the control cabinet located on one end of the tank. The tank will be located approximately 615 feet from 93<sup>rd</sup> Place and approximately 250 feet from the future location of Yosemite Street. The landscape plan has added additional trees to screen the tank from the future path along the canal.

## REGULATORY AGENCIES

The Federal Motor Carrier Safety Administration (FMSCA) under the Department of Transportation regulates the transportation of hazardous materials, including fuel, on the nation's highways. Transporters of fuel are required to follow specific registration, training, communication, packaging, emergency response and security regulations to maintain public safety. The State of Colorado also regulates the industry through the Colorado Public Utilities Commission. Groendykes current permit is valid until March 27, 2015.

## CONDITIONAL USE

### APPROVAL VIA THE CONDITIONAL USE PERMIT

The proposed Groendyke facility is requesting the following three approvals via the CUP:

- *Reduction in the FAR from the 0.15 minimum to 0.05.*
- *A transportation terminal for vehicles that haul automotive fuels and liquid chemicals with temporary and short-term storage of trailers with the same materials for 24 to 48 hours (see note on page 11).*
- *Increase the minimum front setback from 80 feet to 135 feet.*

#### **FAR**

As mentioned above, the nature of the Groendyke facility is the transport of liquid materials from the supply source to the consumer. Unlike other industrial uses, the Groendyke facility will not store raw materials for fabrication, they do not generate waste materials from a manufacturing process, they do not keep stacks of finished product for sale and they do not offer services that require inventories of large parts. The proposed building is designed to support a large fleet of trucks and trailers specific to their core business. Servicing trucks requires less space than a manufacturer that utilizes specialized equipment. In addition, only a small portion of the total employee parking spaces will be used by the office and shop personnel (relates to building size). The largest number of employee spaces will be utilized by drivers who will leave the site to work.

Groendyke trucks generally leave and return to the site on a daily basis. Parking for a tractor trailer takes considerable space by itself but a significant amount of space is also required to provide the drive isles and turning radiuses to safely maneuver trucks throughout the site. As a result of minimum needs for office and shop space and providing the maneuvering area to park numerous trucks, the FAR cannot reach the 0.15 minimum and provide an efficient utilization of space to meet the needs of the user.

We respectfully request that a FAR of 0.05 be approved for this site.

#### **TRANSPORTING FUEL and CHEMICALS**

The Groendyke facility intends to transport a variety of automotive fuels and

chemicals from the suppliers to various retail outlets throughout the Denver and eastern Colorado region. In most cases, trucks leave the site, pick up products, and deliver before returning to the yard. Since delivery points and by default travel times vary, it is necessary for some trucks to return to the yard with a loaded truck for delivery the next day or as scheduled. No product is transferred between trucks at the site. Groendyke has responsible personnel onsite 24 hours a day, no loaded trucks are left on site unattended.

We respectfully request that automotive fuels and chemicals be allowed to be transferred to and from the site as well as allow storage of the materials on the site for approximately 24 to 48 hours. Groendyke cannot identify specifically how long any one truck or trailer may be parked at the site at a given time due to the variations in delivery schedules. The facility is not intended to store trucks or trailers that are not considered to be in service or ready to be used as needed.

### **BUILDING SET BACK**

A number of site plans were analyzed in the process to find the layout that worked best for Groendyke and met the requirements of the existing PUD and the City of Commerce City's requirements. Since vehicles exceeding 15,000GVW can not be parked in the front setback in accordance with the PUD, the visitor and employee parking was laid out along 93rd Place to utilize the site area in the front setback. Groendyke was adamant that the entry gate provide at least 75 feet from the street flow line so trucks could pull completely off of the road if the gate is closed. The PUD lists the maximum setback as 80 feet. The 80 foot setback does not provide enough room to safely turn from the entrance into the visitor and employee parking area. As mentioned above, several site plan alternatives were laid out to provide access while maintaining the required setback but all options had issues with turning movements and visibility issues. The best design requires a setback to the building of 133.47 feet.

We respectfully request that the maximum building setback be extended to 135 feet.

### **COMPREHENSIVE PLAN COMPLIANCE**

The proposed Groendyke facility is in compliance with the purpose, goals and objectives of the Commerce City Comprehensive Plan.



The Comprehensive Plan identifies 12 Guiding Principles to support and reinforce the plan's vision. The proposed project offers positive components to promote several of these guiding principles, with the following highlights:

**Land Use and Growth;** since this site is an empty parcel surrounded by similar development, the project complies with the concept of providing a **"balanced and compact pattern of neighborhood and commerce centers"** and promotes **"infill and phases new growth to avoid inefficient and costly leapfrog development"**.

**Economic Development;** Groendyke Transport, Inc. will have a positive effect on the economic development of Commerce City. This facility will create jobs in the City, with a stable, major corporation. In 2012, Groendyke Transport hauled 73,551 loads of product from three Colorado terminals and exceeded revenue of over \$15 million. Trucks are licensed through the corporate office located in Enid, Oklahoma, in accordance with all state and local requirements.

**Fiscal Stability;** the Groendyke facility will help Commerce City to remain a fiscally stable City by contributing to revenue and providing a much needed service in the region.

**Parks, Open Space;** an approximately 4.7 acre-foot retention pond will be located on the south side of the property for storm water storage during large storm events. While this retention area is not technically considered a park or public use open space this pond covers a little over one fourth (3 acres) of the site. The perimeter of the pond will be landscaped in accordance with the development standards. The interior side slopes and bottom of the retention area will be seeded with a non irrigated seed. The placement of the pond will act as a buffer between the active area of the site and the future trail to be constructed along the canal.

Environmental Conservation; The site has been designed in an environmentally responsible manor to include the following:

*Approximately thirty five percent of the site area will utilize recycled concrete. Using recycled material will decrease the overall imperviousness of the site as well as reduce the raw materials to be used for new concrete construction.*

1. The site will utilize non-potable water for irrigation.
2. Erosion control (Best Management Practices) will be installed during construction to prevent sedimentation transport, dust emissions, or other materials from exiting the site during construction.
3. Stormwater retention for water quality and maintaining historic flow rates from the site.

## NEIGHBORHOOD CHARACTER

The Groendyke development parcel is part of the ***Marty Farms Industrial Center – Amendment No. 1, PUD Zone Document***. The uses of the area surrounding the proposed facility are similar to the Groendyke uses. The site to the west has been developed as a distribution facility for Fedex. The neighborhood is industrial and appropriate for the proposed facility. This parcel is zoned I-3.

The proposed development meets the Design Standards and Land Use Standards, with the exception of the variances identified above.

## COMMUNITY NEEDS

Transportation of fuel is a necessary service in this region. Groendyke has determined that this new facility is needed to replace its existing Colorado facility located at (9751 E. 104<sup>th</sup> Avenue). This is an ideal location for this facility given the proximity to East 96<sup>th</sup> Avenue and Interstate 76 and the truck oriented business adjacent to the site. Groendyke is a prominent leader in its field by providing a key link in the distribution of automotive fuels within the community not only in Commerce City but within the region.

## EFFECTS ON ADJACENT PROPERTIES

No negative effects are anticipated with this development on adjacent properties.

## EFFECTS ON PUBLIC SERVICES

The proposed development will not require any extraordinary public services. The following public services will be required:

Public water service – as shown on the Development Plan, the building will require domestic water and a fire department connection to the building, which will tie into the existing water main in East 93<sup>rd</sup> Place.

Fire protection – a fire hydrant will be installed near the building for fire protection. In the event of a fire or other emergency, the South Adams County Fire District's services would be required.

Public sewer service – a sewer service will connect to the existing public sewer main in East 93<sup>rd</sup> Place.

Dry utility services – electric, gas, telephone, and cable services will also be needed for the building.

Public utilities will be designed and constructed in accordance with the *City of Commerce City Engineering Standards and Specifications*.

## SITE CHARACTERISTICS

The site is located at the southwest corner of East 93<sup>rd</sup> Place and Yosemite Street. The parcel of land is rectangular in shape, with a triangular piece on the south end.

The 11.88 acre site is currently undeveloped land predominantly covered by native grass vegetation. Soils on-site consist of both sandy and clay type soils. Clay type soils are found on 80% of the site. There is an existing well located on the site that will be removed

Per FEMA map number 08001CO607H dated March 5, 2007, the site is not located within a regulatory floodplain.

The existing topography is relatively flat with slopes ranging from 0.5% to 3.0%. A ridge line exists near the center of the site, with runoff draining to the northeast and northwest from the ridge line. A retention pond has been constructed in the northeast corner of the existing site. The existing pond size was based on the recommendations of the Master Drainage Study prepared for the Marty Farms PUD. An existing well located on the property will be removed in accordance with state regulations.

The proposed facility is designed for simple maintenance and durability. The proposed building is a slightly modified proto type building that Groendyke has successfully used in several of the existing regional terminals. The building is intended to be a tilt up concrete design utilizing a sand blasted finish. Horizontal

bands of vertical striations will be incorporated into the tilt up panels through the use of form liners to create texture and break up the mass of the building. The concrete will be sealed for weather protection as well as maintenance of the structure and will keep its natural grey concrete color. As with other concrete tilt up designs, all four of the building elevations are in a single plain. Garage doors, man doors, windows, awnings, and variations in the heights add elements to the

## LANDSCAPING

Extensive landscaping will be provided on site with this development. The landscaping and buffering is intended to meet or exceed the requirements of the ***Commerce City Development and Design Standards***. The landscaping and buffering of the site will be done in harmony with the adjacent properties, to blend in with the surrounding properties in this Industrial Center. The Landscape plan analyzed several landscape zones including, Right of Way, parking lot, adjoining properties, retention pond perimeter and the buffer to public streets.

## SITE NUISANCES

Groendyke does not anticipate any nuisances from this site, other than standard noises associated with trucks maneuvering through the site. Additionally, there will not be storage (other than as described above) on site that would be unsightly or cause environmental impacts.

Please do not hesitate to contact me with any questions.

Sincerely,  
***Drexel, Barrell & Co.***

Keith E. Hensel, P.E.  
Sr. Associate

# PROJECT SITE MAP





**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION**



**HAZARDOUS MATERIALS  
CERTIFICATE OF REGISTRATION  
FOR REGISTRATION YEAR(S) 2012-2015**

**Registrant:** GROENDYKE TRANSPORT INC  
Attn: HENRY KING  
2510 ROCKISLAND BLVD  
ENID, OK 73701

This certifies that the registrant is registered with the U.S. Department of Transportation as required by 49 CFR Part 107, Subpart G.

This certificate is issued under the authority of 49 U.S.C. 5108. It is unlawful to alter or falsify this document.

**Reg. No: 052512 550 024UW**

**Issued: 05/25/2012**

**Expires: 06/30/2015**

**HM Company ID: 017958**

**Record Keeping Requirements for the Registration Program**

The following must be maintained at the principal place of business for a period of three years from the date of issuance of this Certificate of Registration:

- (1) A copy of the registration statement filed with PHMSA; and
- (2) This Certificate of Registration

Each person subject to the registration requirement must furnish that person's Certificate of Registration (or a copy) and all other records and information pertaining to the information contained in the registration statement to an authorized representative or special agent of the U. S. Department of Transportation upon request.

Each motor carrier (private or for-hire) and each vessel operator subject to the registration requirement must keep a copy of the current Certificate of Registration or another document bearing the registration number identified as the "U.S. DOT Hazmat Reg. No." in each truck and truck tractor or vessel (trailers and semi-trailers not included) used to transport hazardous materials subject to the registration requirement. The Certificate of Registration or document bearing the registration number must be made available, upon request, to enforcement personnel.

For information, contact the Hazardous Materials Registration Manager, PHH-52, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE, Washington, DC 20590, telephone (202) 366-4109.

# HAZARDOUS MATERIALS PERMIT

## PUBLIC UTILITIES COMMISSION OF THE STATE OF COLORADO

PERMIT NO. HMP-10033  
MAXIMUM FEE PAID

Groendyke Transport Inc  
P.O. Box 632  
Enid, OK 73702

In compliance with the provisions of Section 42-20-202(b), C.R.S., the commission does grant authority to transport hazardous materials subject to the limitations and provisions mentioned below.

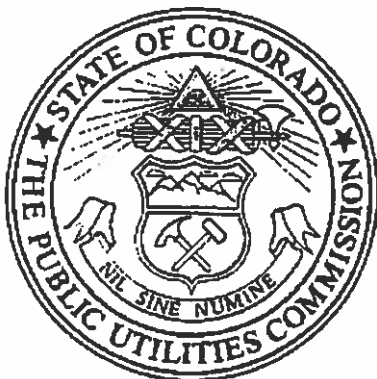
1. A copy of the shipping papers as required by 49 C.F.R. 172.200 must be carried in the transporting motor vehicle.
2. This permit must be carried in the transporting motor vehicle.
3. The above named carrier has paid the maximum fees required by law and as such is not required to carry an original permit in each vehicle.

This permit does not authorize for-hire transportation requiring specific authority under Title 40, Articles 13 & 16, C.R.S.

Full compliance with the laws of the State of Colorado and with the Rules and Regulations of the Department of Public Safety is required under this permit.

This permit is valid from March 27, 2014 through March 27, 2015.

Dated at Denver, Colorado, February 11, 2014.



WITNESS MY HAND AND THE SEAL OF  
THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF COLORADO

*Doug Dean*

DOUG DEAN  
DIRECTOR



U.S. Department  
of Transportation

Federal Motor  
Carrier Safety  
Administration

1200 New Jersey Ave., S.E.  
Washington, DC 20590

July 26, 2012

In reply refer to:  
USDOT Number: 4247

MC Number: MC111401

GREG HODGEN  
PRESIDENT  
GROENDYKE TRANSPORT INC  
P O BOX 632  
ENID, OK 73702-0632

**HAZARDOUS MATERIALS SAFETY PERMIT**  
**HM Safety Permit ID: US-4247-OK-HMSP**  
**Effective Date: July 26, 2012**

Dear GREG HODGEN:

The Hazardous Materials Safety Permit (HMSP) is verification of the motor carrier's permission to engage in the transportation of hazardous materials listed in 49 CFR 385.403 by motor vehicle in interstate, intrastate, or foreign commerce.

This HMSP will be effective beginning July 26, 2012 and remain effective through July 31, 2014 if your company maintains compliance with the requirements pertaining to the safe and secure movement of hazardous materials for the protection of the public (49 CFR 385 and other applicable Federal Motor Carrier Safety Regulations and Hazardous Material Regulations). Failure to maintain compliance will constitute sufficient grounds for suspension or revocation of this authority.

Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a Department of Transportation safety fitness rating less than "Satisfactory" or by other indicators, could result in a proceeding requiring the holder of this permit to show cause as to why this authority should not be suspended or revoked.

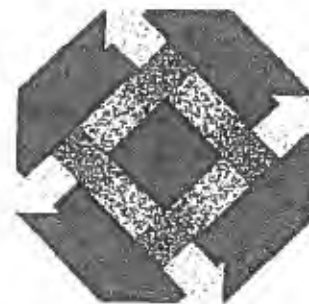
For questions regarding this document you may contact the FMCSA Hazardous Materials Division at 202-366-6121.

Sincerely,

Joseph P. DeLorenzo  
Director, Office of Enforcement and Compliance



# Alliance for Uniform HazMat Transportation Procedures Uniform Program Credentials



**ALLIANCE**  
FOR UNIFORM  
**HAZMAT**  
TRANSPORTATION  
PROCEDURES

GROENDYKE TRANSPORT, INC.

P.O. BOX 632

ATTN: TONYA PORTER

ENID

OK 73702

USDOT # 00004247

MC # 111401

EPA ID # OKD007905748

Intrastate Motor Carrier # (if assigned by state): 1192

Phone Number to call in case of an accident or emergency: (580) 234-4663

Uniform Program ID: UPM-00004247-OK

Certified By: *SHERRI HENSLER*

Date Issued: 12/27/2013

Expiration Date: 01/01/2015

Issuing Agency: Oklahoma Corporation Commission

Agency Phone Number 405-521-2915

