

APPENDIX F
TRAFFIC CONTROL PLAN

Prepared for:

United Nuclear Corporation
P.O. Box 3077
Gallup, NM 87305

General Electric Company 640 Freedom
Business Center
King of Prussia, PA 19406

DRAFT

DRAFT TRAFFIC CONTROL PLAN
EAST DRAINAGE REMOVAL ACTION CONSTRUCTION WORK PLAN
NORTHEAST CHURCH ROCK MINE SITE

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Prepared by:

MWH
1475 Pine Grove Road, Suite 109
Steamboat Springs, Colorado 80487
(970) 879-6260

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1.0 INTRODUCTION

This draft Traffic Control Plan (TCP) has been prepared for construction activities that will be conducted for the East Drainage Removal Action (RA) at the Northeast Church Rock (NECR) Mine site, as described in the *Removal Action Construction Work Plan* (MWH, 2012). The location of the NECR Mine site is shown on Figure 1, *Site Location Map*. Red Water Pond Rd., which is a secondary unpaved road, is the main access road to residential areas north of State Highway 566 near the mine site. Temporary traffic control measures are necessary to maintain efficient and safe traffic flow through the area for the duration of the RA construction activities. The location of Red Water Pond Road, the NECR Mine site and State Highway 566 are shown on Figure 2.

1.1 SCOPE OF WORK

Red Water Pond Road (RWPR) is a minimally improved dirt road that represents the western limit of Step-Out Area No. 2 (referred to as the East Drainage area), as shown on Figure 2. As part of the RA, soils will be excavated from the East Drainage area and transported by truck to the NECR mine site via Red Water Pond Road. This TCP will be implemented during the RA construction activities.

1.2 PHASING OVERVIEW

Primary access to the East Drainage Area is via the existing gate and two-track road located on the north side of the home site within the East Drainage Area (see Figure 2). Additional temporary access to the East Drainage area will likely be developed near the east drainage channel to allow for efficient, safe management of construction traffic. Trucks and other heavy equipment will use both these entrances, and will therefore be using different sections of Red Water Pond Rd. at different times during construction activities. Additionally, excavation at the upstream end of the east drainage channel will require that a portion of the road be shut down. No more than about 200 feet of one lane of Red Water Pond Rd. will be closed down for the removal and restoration work in this area.

2.0 TEMPORARY TRAFFIC CONTROL

Typical Application 10 from the *Manual on Uniform Traffic Control Devices (MUTCD)*, Part 6, “*Lane Closure on Two-Lane Road Using Flaggers*”, is most representative of the traffic control measures that will be taken along Red Water Pond Rd. during the East Drainage RA. A description of traffic control measures are described in the following subsections. In addition, Figure 2 shows example locations of specific traffic control measures that will be implemented during the East Drainage RA construction activities.

2.1 ADVANCE WARNING AREA

ROAD WORK AHEAD (W20-1) signs will be placed approximately 300 feet to the east of the intersection of Red Water Pond Road and State Hwy 566, as well as the same distance to the north of the RA area on Red Water Pond Road. During the excavation and restoration at the upstream end of the east drainage channel, a ONE LANE ROAD (W20-4) sign and a 15 MPH AHEAD (W3-5) will be located 225 feet to the north and east of the East Drainage channel. 150 feet from the East Drainage channel in both directions, FLAGGER signs (W16-2) will be installed. At 100 feet from RA area, 15 MPH signs will be placed. The active area will be marked with drums. Drums will be used to create a taper zone of approximately 50 feet to either side of the work zone. The sign spacing mentioned above meets the criterion for advanced warning according to the MUTCD. In addition, sign sizes will comply with the MUTCD requirements, as shown in Table 5A-1 of the MUTCD.

2.2 SPEED LIMIT

Speed limits will be reduced from 25 mph to 15 mph within the work zone. In accordance to the 2003 MUTCD, speed reduction signs and 15 MPH signs will be placed within the advanced warning area as described in Section 2.1. Speed limit sign locations are shown in Figure 2.

2.3 CHANNELIZATION

Drums will be utilized as a traffic channelization control method on Red Water Pond Rd. during excavation and restoration of the east drainage channel. The spacing of drums will be no more than 15 feet. Drum dimensions will coincide with the requirements set forth in Table 6F-7 of the 2003 MUTCD.

2.4 FLAGGER CONTROLS

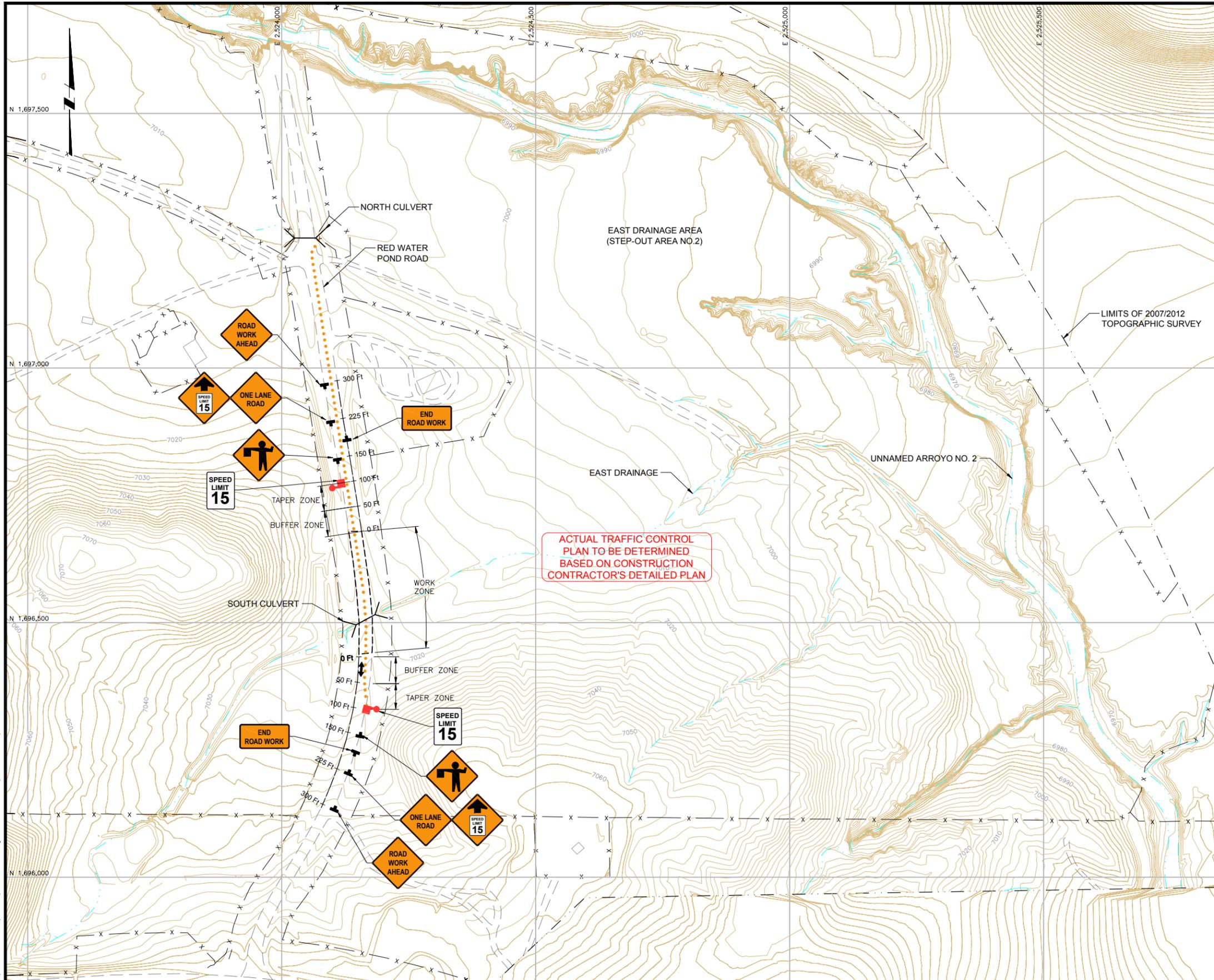
The *Flagger Method of One-Lane, Two-Way Control*, as described in Section 6C.11 of the 2003 MUTCD, will be utilized to control traffic during construction. Flaggers will be positioned 100 feet from the beginning of the taper zones to the north and the south of the East Drainage channel work zone (Figure 2). The flaggers will be equipped with a SLOW/STOP paddle and will communicate with one another electronically (i.e. two-way radios) to coordinate the directional flow of traffic. Proper flagging procedures are described in Section 6E.04 and shown in Figure 6E.1 of the 2003 MUTCD. Flaggers will also be equipped with high-visibility safety apparel that meets the requirements of the ISEA “American National Standard for High-Visibility Apparel” (ANSI, 1999).

3.0 REFERENCES

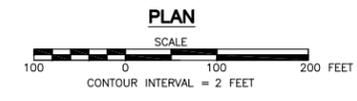
“American National Standard for High-Visibility Safety Apparel,” (ANSI/ISEA 107-1999), 1999 Edition, ISEA - The Safety Equipment Association.

U.S. Department of Transportation. Federal Highway Administration. *Manual on Uniform Traffic Control Devices for Streets and Highways – 2003 Edition*. Rev. 2. 2007.

FIGURES



- LEGEND:**
- 7100 — APPROXIMATE EXISTING GROUND SURFACE CONTOUR AND ELEVATION, FEET
 - ==== ROAD
 - — — — NATURAL DRAINAGE
 - LIMITS OF 2007/2012 TOPOGRAPHIC SURVEY
 - x - EXISTING FENCE
 - BUILDING
 - FLAGGER
 - BARRELS, DRUMS, OR TRAFFIC CONES
 - ⊥ CONSTRUCTION SIGN



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ISSUE	DESCRIPTION	TECH	ENG	DATE
0	ISSUED FOR AGENCY REVIEW	CF	SM	07/06/12

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DRAWING REFERENCE(S):
TOPOGRAPHIC MAPPING WAS COMPILED FROM 1:24,000 COLOR AERIAL PHOTOGRAPHY ACQUIRED IN 2007, UPDATED 2012; ADDITIONAL TOPOGRAPHY FROM USGS NED 5-FOOT CONTOURS INTERVAL FOR SAN MATEO MINE, CIBOLA COUNTY (NM) AND DOS LOMAS, MC KINLEY COUNTY (NM).

PROJECTION:
STATE PLANE COORDINATE SYSTEM
ZONE: NEW MEXICO WEST
HORIZONTAL DATUM: NAD83
VERTICAL DATUM: NAVD29
UNITS: U.S. FEET

DESIGNED BY	S MOORE	07/06/12
DRAWN BY	C FOWLER	07/06/12
CHECKED BY	D RODRIGUEZ	07/06/12
APPROVED BY	T LEESON	07/06/12
PROJECT MANAGER	T LEESON	07/06/12
CLIENT APPROVAL		
CLIENT REFERENCE NO.		



PROJECT LOCATION	NORTHEAST CHURCH ROCK MINE	
PROJECT	NECR EAST DRAINAGE IRA CONSTRUCTION PLAN	
TITLE	TEMPORARY TRAFFIC CONTROLS	

DRAWING	2	REVISION	0
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