# APPENDIX U
# FRAMEWORK TRAFFIC AND TRANSPORTATION MANAGEMENT PLAN

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## ACRONYMS

| | |
|---|---|
| Applicant | TransWest Express LLC, also TransWest |
| BLM | Bureau of Land Management |
| BMP | Best Management Practice |
| DEIS | Draft Environmental Impact Statement |
| NTP | Notice to Proceed |
| Plan | Traffic and Transportation Management Plan |
| POD | Plan of Development |
| Project | TransWest Express Transmission Project, also TWE Project |
| ROD | Record of Decision |
| ROW | right-of-way |
| TransWest | TransWest Express LLC, also Applicant |
| TWE Project | TransWest Express Transmission Project, also Project |
| USFS | United States Forest Service |

# U1.0 INTRODUCTION

This framework Traffic and Transportation Management Plan (Plan) presents mitigation measures to be used by TransWest Express LLC (TransWest or Applicant) and its Construction Contractor(s) to minimize impacts on roads, traffic, and other users of roads that could result from construction of the TransWest Express Transmission Project (TWE Project or Project). A detailed Plan will be prepared by the Construction Contractor(s) for each construction segment or spread that demonstrates how the measures specified herein will be implemented in the field.

# U2.0 PLAN PURPOSE

The purpose of this Plan is to mitigate, supplement, and further outline measures required of TransWest and its Construction Contractor for safe equipment access to the right-of-way (ROW) and temporary work areas during project construction and to address potential transportation related impacts and provide for public safety. The primary objective of this Plan is to prevent adverse impacts to human health and safety, property, and the environment that could potentially occur as a result of the construction, operation and maintenance of the TWE Project.

# U3.0 PLAN UPDATES

This Plan will be updated for the Record of Decision (ROD) Plan of Development (POD) based on the selected Agency Preferred Alternative and use of existing public roads and highways (backbone access network) for construction access and transportation of equipment. The Plan for the Notice to Proceed (NTP) POD will include updates as needed based on final design and engineering. The Construction Contractor(s) will be responsible for preparing and implementing the final Plan in compliance with local, state, and federal regulations pertaining to project impacts to traffic and transportation.

# U4.0 REGULATORY

A number of agencies have jurisdiction over the transportation related components of the TWE Project. These include the Bureau of Land Management (BLM), United States Forest Service (USFS), Federal Highway Administration, Nevada Department of Transportation, Utah Department of Transportation, Wyoming Department of Transportation, Colorado Department of Transportation, State Highway Patrols, and local county road departments and law enforcement. Encroachment permit applications will need to be filed with the applicable jurisdictional agencies in areas where the transmission line crosses public roads or where construction activities would take place within road ROW. Depending on the type of construction and encroachment, TransWest and its Construction Contractor(s) may be required to develop and have approved a traffic control plan prior to construction.

Cities, counties, and other public agencies typically require an encroachment permit or similar authorization for locations where road construction activities would occur within or above the public road ROW. The specific requirements of the encroachment permit from the applicable transportation agency would be individually determined based on Project and jurisdiction specifics. The encroachment permit issued by federal, state, and local jurisdictions may include the following requirements:

- Identify all roadway locations where special construction techniques such as night construction would be used to minimize impacts to traffic flow;

- If necessary, develop circulation and detour plans to minimize impacts to local street circulation, which may include the use of signing and flagging to guide vehicles through and/or around the construction zone;
- To the extent practicable, schedule truck trips outside of peak morning and evening commute hours;
- Limit lane closures during peak hours to the extent practicable;
- Include detours for areas potentially affected by Project construction;
- Install temporary traffic control devices as specified in the Federal Highway Administration's 2009 Manual of Uniform Traffic Control Devices for Streets and Highways; and
- Store construction materials only in designated areas.

Encroachment permit requirements would be specified by the agency having jurisdiction. Implementation of the terms and conditions of an encroachment permit would reduce impacts associated with road closures.

## U5.0 TRAFFIC MANAGEMENT PRACTICES

TransWest and its Construction Contractor(s) will require surface access to all structures and work areas during construction and operation of the Project to allow construction vehicles and equipment to access the location of each transmission structure or Project facility. In most cases, existing public roads (identified as the backbone access network) would be used to transport construction equipment to the approved work areas. Helicopters may be used to support some construction activities in select locations as determined by agency requirements and Construction Contractor work planning. All vehicles will obey the posted speed limits and local traffic speed regulations.

Every effort will be made to minimize the effects of the Project construction activities on public transportation and to provide for public safety. The Construction Contractor(s) will maintain a communication network consisting of one or both of the following devices: two-way radios or cellular phones. This will allow for coordination of equipment traffic along existing access roads so that public safety, traffic impacts, and resource impacts are minimized. In addition, all necessary permits for the transportation of equipment and materials will be obtained and complied with.

Although the number of construction vehicles needed for the Project is not expected to substantially increase traffic volumes, the delivery of large pieces of equipment or material as part of the construction process may slow or interrupt traffic on state or county roads on a short-term basis. The duration of these types of traffic disruption are typically very short, a few minutes or less while the delivery truck passes down a roadway or turns a corner. The limited number of large pieces of equipment or material that are delivered to any one portion of the Project tends to make traffic disruptions infrequent and generally unnoticed by the motoring public. Additionally, short-term traffic diversions and brief road closures (if needed) may be required to complete wire stringing activities. All traffic impacts resulting from any construction activities including short-term traffic diversions, traffic congestion, traffic warning systems and brief road closures (if needed).

Incremental increases in traffic would not cause congestion that exceeds appropriate levels of service. Only minor delays from road and railroad crossings might occur. If road and lane closures are needed,

the appropriate regulatory agencies, affected parties, and emergency service providers will be notified in advance and required procedures followed.

# U6.0 DESIGN FEATURES AND BMPS

In addition to applicable design and operational standards, regulations, laws, and permit requirements, the following design features and best management practices (BMPs) have been developed by TransWest to avoid or minimize potential traffic and safety related impacts.

**TWE-9:** All construction vehicle movement outside the ROW normally will be restricted to pre-designated access or public roads.

Additional BMPs and Mitigation Measures identified in the Draft Environmental Impact Statement (DEIS) are listed below. The identified BMPs and Mitigation Measures have not been finalized at this time and may be updated, changed, or eliminated in future revisions of this Plan.

**TRAN-2:** The Applicant shall prepare a comprehensive transportation plan for the transport of transmission tower or pipeline components, main assembly cranes, and other large equipment. The plan should address specific sizes, weights, origin, destination, and unique equipment handling requirements. The plan should evaluate alternative transportation routes and should comply with state regulations and all necessary permitting requirements. The plan should address site access roads and eliminate hazards from truck traffic or impacts to normal traffic flow. The plan should include measures such as informational signage and traffic controls that may be necessary during construction or maintenance of facilities.

**TRAN-3:** The Applicant shall consult with local planning authorities regarding increased traffic during the construction phase, including an assessment of the number of vehicles per day, their size, and type. Specific issues of concern (e.g., location of school bus routes and stops) should be identified and addressed in the traffic management plan.

**TRAN-4:** Additional access roads needed for decommissioning shall follow the paths of access roads established during construction to the greatest extent possible; all access roads not required for the continued operation and maintenance of other energy systems present in the corridor shall be removed and their footprints reclaimed and restored.

**PHS-5:** The health and safety program shall establish a safety zone or setback from roads and other public access areas that is sufficient to prevent accidents resulting from various hazards. It should identify requirements for temporary fencing around staging areas, storage yards, and excavations during construction or decommissioning activities. It should also identify measures to be taken during the operations phase to limit public access to those components of energy facilities that present health or safety risks.

**PHS-7:** In addition to directives contained in other appendices in this plan, the applicant must identify all federal, state, and local regulations pertaining to environmental protection, worker health and safety, public safety, and system reliability that are applicable throughout the construction, operation, and decommissioning phases of their facility's life cycle and must develop appropriate compliance strategies, including securing all necessary permits and approvals.