

**Tri-State Montrose-Nucla-Cahone Transmission Line
Improvement Project**

Draft Plan of Development

Montrose, Ouray, San Miguel, and Dolores Counties, Colorado

Appendix L

Draft Flagging, Fencing and Signage Plan

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The objective of this Draft Flagging, Fencing and Signage Plan is to detail practices designed to address potential impacts from construction of the Tri-State Montrose-Nucla-Cahone Transmission Improvement Project (Project). Tri-State Generation and Transmission Association (Tri-State) has developed this plan as part of the Plan of Development (POD) that accompanies its application to the Bureau of Land Management (BLM) for a Right of Way (ROW) grant. If the ROW grant is approved, the final POD and all appendices will be attached to the Decision Record. This plan provides guidance to construction and field personnel on measures identified by Tri-State, BLM and US Forest Service (FS) to minimize effects during construction activities associated with the Project. It will be the responsibility of Tri-State and its project contractors, working with designated environmental inspectors, to comply with measures identified in this plan.

Project features such as the right-of-way limits, structure locations, work areas, safety warnings, and avoidance areas for sensitive environmental resources will be delineated in the field using flagging, fencing, gates, and signs as appropriate. The purpose of the plan is to provide standard methods for flagging features so that that project plans and mitigation measures can be clearly communicated to project personnel. Flagging and signage will ensure project personnel are aware of notifications such as appropriate access routes, speed limits, warnings for blasting activity and truck traffic. Implementation of this plan is a part of environmental compliance to protect sensitive resources and maintaining ground disturbance to approved areas. The plan will also support efficient and safe construction and minimize effects to landowners and the public using public lands.

Tri-State survey staff and contractors will flag and stake project features before construction and will maintain and replace field markings throughout construction. Survey flags and stakes will locate structure locations, guy pockets, and reference points. Access roads, spur roads, parking areas and any temporary use areas will be marked to control travel and traffic to and from the right-of-way. The construction contractor and environmental compliance monitor will stake the boundaries of work areas such storage yards, helicopter landing sites or other temporary use areas needed for construction. If a work area needs to exceed approved dimensions the contractor and environmental monitor will work with the authorized agency to secure approvals before the area is used.

A combination of signs, fencing and/or flags may be used to delineate and protect sensitive environmental resources. The environmental monitor will consult with appropriate agency authorized officer or resource staff to determine the boundaries and the appropriate material to delineate and protect resources. The environmental monitor will check these sensitive resource sites periodically to ensure protective measures are in place and maintained throughout construction.

The final POD will include standards for flagging, fencing materials and signs to minimize confusion in the field. Traffic signs will meet the Federal Manual on Uniform Traffic Control Devices (FHA 2009 ed and 2012 revisions 1 and 2) and the Colorado Supplement to the federal

manual (CDOT 2009) . The Environmental Monitor will brief the construction work force on the meaning of various flagging, fencing and signage. The Environmental Monitor will advise the contractor of any environmental resource issues and marking measures during routine weekly or daily safety briefings.

Construction activities will require some new access through existing fences. Permanent gates will be installed within the ROW limits or along designated access roads to provide for access during construction as well as for the long-term maintenance of the transmission line. To prevent the passage of livestock, all gates will be kept closed except to briefly allow the passage of equipment during construction. All gates will remain closed, unless the landowner or land management agency has given specified instructions to leave a gate open. Protocol for fencing, gates, access, and signage is detailed in *this plan*. Tri-State would work with the BLM and FS to close off access roads to the public that may result in travel management or resource concerns. Currently, Tri-State and FS maintain locked gates to restrict access south of the Big Water Springs/Lone Dome Road (FS Road 504) and on both sides of –Glade Canyon Road (FS Road 509) both in the San Juan National Forest (SJNF). This is an area east of Dolores Canyon.

Any gates or bollards installed by Tri-State on behalf of the BLM and FS will be in compliance with existing BLM and FS travel management plans and will accommodate all agency requirements. All ROWs can be accessed by BLM or FS personnel at any time especially in the event of emergencies, such as fires. Tri-State will provide funding for the BLM and FS to install instructional signing in key areas along access roads, to clarify which roads are being used for administrative purposes only, or Tri-State may install signs with BLM and FS approval.

Upon completion of construction activities, cleanup and reclamation, all staking, flagging, gates and signs will be removed by the construction contractor and monitored as necessary by the Environmental Monitor to ensure sites are not affected.

References

Colorado Department of Transportation, Safety and Traffic Engineering Branch. (2009). *The Colorado Supplement to the Federal Manual of Uniform Traffic Control Devices*. Retrieved from https://www.codot.gov/library/traffic/traffic-manuals-guidelines/fed-state-co-traffic-manuals/mutcd/MUTCD_2003_Colorado_Supplement.pdf/view

Federal Highways Administration. (2009). *U.S. Department of Transportation Manual on Uniform Traffic Control Devices*, Revisions 1 and 2, 2012. Retrieved from <https://www.codot.gov/library/traffic/traffic-manuals-guidelines/fed-state-co-traffic-manuals/mutcd/MUTCD09r1r2editionhl.pdf/view>