

## **Truck Haul Plan Black Sand Beach Project – Phase 2 Stevens County, Washington**

This document presents the Truck Haul Plan for Phase 2 of the Black Sand Beach Project (“the Project”) and is intended to describe the routes of export of granulated slag from the Project Site to the Trimac facility in Trail, British Columbia (“B.C.”), Canada (pending further transport of the granulated slag to the Teck Metals, Ltd. Smelter facility in Trail, B.C. for recycling) and routes for the import of “clean” replacement fill materials from Colville Valley Concrete in Colville, Washington to the Project Site. Additionally, this plan describes general traffic control procedures (e.g., signage, flaggers) to be implemented during the Project, truck and “clean” fill staging location information, and general considerations for crossing the U.S./Canadian border, which will be conducted as part of the Project.

### **Project Description and Location**

The Project consists of removing approximately 5,000 cubic yards of granulated slag from a prescribed area in the upland portion of the Black Sand Beach; loading and transporting these materials from their point of origin near Northport to the Teck Metals Ltd. Smelter facility in Trail, B.C. for recycling; replacing the beach with clean imported fill material (source: Colville Valley Concrete, Colville, Washington); and returning temporary road improvements to original primitive conditions pursuant to Washington State Department of Natural Resources (“WDNR”) requirements. Further information about the Project may be found in the Final Work Plan for Black Sand Beach Project, Stevens County, Washington dated August 2010, which will be made available to the public by Washington State Department of Ecology (“Ecology”) on Ecology’s website for the Black Sand Beach project and at repositories located in Northport, Kettle Falls, Colville, and Spokane.

The Black Sand Beach is the unofficial name of a locally recognized beach along the southeastern bank of the Columbia River, just downstream from U.S. Geological Survey (“USGS”) gauging station 12399510 (former Columbia River Auxiliary Gage at International Border) at approximately river mile 743. The Black Sand Beach is located on Washington State-owned land identified as parcel number 8000367, in a portion of Section 16 of Township 40 N., Range 41 E, in Stevens County, Washington, near the City of Northport. A general site location map and aerial photograph of the Project Site is shown on Figure 1.

**Transportation of Granulated Slag from Black Sand Beach to Trimac Facility, Canada**

Solo dump trucks will be used to transport granulated slag from the Project Site to the Trimac facility in Trail, B.C., where the material will be weighed, unloaded, screened (if necessary) and temporarily stockpiled pending subsequent load-out and transportation to the Teck Metals, Ltd. Smelter facility in Trail, B.C. for recycling. Approximately 500 solo dump truck loads will be required to remove the estimated 5,000 cubic yards of granulated slag at the Project Site and transport these materials to Trimac. The solo dump trucks will be primarily staged on State-owned and managed land within the boundaries of the Project Site, which includes a network of unpaved roads between the railroad tracks and the beach, as well as upland portions of the Black Sand Beach. If necessary, additional solo dump trucks may be staged at a Stevens County owned staging area located immediately southeast of Northport-Waneta Road about 2.5 miles southwest of the Project site (see Figure 2).

The loaded solo dump trucks leaving the Project Site will turn right heading southwest on Northport-Waneta road. (A left hand turn onto Northport-Waneta road from the Project Site access road is not possible due to unsafe road conditions) At the request and suggestion by the County, these trucks will turn around at a partially completed rail crossing located approximately 0.5 miles southwest of the Project Site. This turnaround area is located on BNSF property (managed by OmniTRAX, Incorporated or “OmniTRAX”) between Northport-Waneta road and the railroad tracks.

Two flaggers will be used to direct traffic while trucks are entering or leaving the access road to the Project Site and while trucks are being turned around. The first flagger will be located along Northport-Waneta road north of the Project Site access road and will direct southbound traffic when trucks are entering or leaving the Project Site. The second flagger will be located along Northport-Waneta road south of the Truck Turn-Around Area and will direct northbound traffic while the trucks are being turned. The two flaggers will be in radio communication to coordinate temporarily stopping trucks or vehicles in both directions while the trucks are being turned around. Temporary signs will be placed to alert traffic (vehicles, bicyclists, etc) of the work ahead. The signs will say “Road Work Ahead”, “Be Prepared to Stop” and “Flagger Ahead” or similar. Figure 3 shows the approximate locations of the various signs and flaggers.

Approximately 6-solo dump trucks will be used on a daily basis to export granulated slag from the Project Site to the Trimac facility. Each truck will make approximately 5 to 8 round trips per day depending primarily on border crossing times, unloading times, and general traffic conditions on Northport-Waneta road. The solo dump trucks will enter and leave the Project Site

at approximately 10 to 15 minute intervals to provide sufficient separation time (and vehicle separation distance) to avoid significant backup of trucks along the haul route, as well as backup of trucks at the Waneta/Boundary border crossing. The timing may be adjusted somewhat based on actual traffic conditions encountered during the work. To minimize potential border crossing delays, the truckers will provide pre-prepared cargo manifest paperwork at the border. The Construction Manager will coordinate schedules with border crossing personnel so that they are aware of the schedule and number of truck crossings each day. Truck drivers will be required to have appropriate licenses for transport of materials in both Canada and the U.S., and will have prior experience in transportation of materials between the U.S. and Canada.

Transportation of the loaded trucks to the Trimac facility via the Waneta/Border crossing will generally occur between 9:00 am to 5:00 pm, Monday through Saturday, which is when the border crossing is open. No work is scheduled on Sundays. If necessary, empty solo trucks returning to the U.S. after 5:00 pm may re-enter the U.S. at the Frontier crossing and return to either the Project Site or Stevens County staging yard in the late afternoon. Empty solo dump trucks may enter the Project Site after 7:00 am and may return to the Project Site before 7:00 pm (Monday through Saturday) in preparation for load-out the next work day.

The Construction Manager will coordinate the trucking schedule with the Northport School District to manage potential conflicts with school bus schedules. Transportation of the trucks on Northport-Waneta road will be avoided during the specific times that school buses travel on the affected portions of this road.

#### **Import of “Clean” Replacement Fill Materials**

Beach replacement materials (e.g., sand, gravel, and cobbles) will be obtained from Colville Valley Concrete, Colville, Washington. Colville Valley Concrete is a commercial fill source in Stevens County with a Surface Mining Reclamation Permit from WDNR. Figure 4 shows the import truck haul route from Colville Valley Concrete to the Stevens County staging yard and Project Site. From the Colville Valley Concrete facility, truck and trailers loaded with the fill materials will go North on Aladdin Road to Spirit, then North on the Deep Lake Boundary Road to Northport-Waneta road. The trucks will then head southwest on Northport-Waneta road to the staging yard, which is located about 2.5 miles southwest of the Project Site. The beach replacement materials will be unloaded at the staging yard and temporarily stockpiled for subsequent load-out and transportation to the Project Site using solo trucks.

A flagger will be stationed at the ingress/egress location of the Project Site to temporarily stop southwest bound traffic on Northport-Waneta road while the solo trucks enter or leave the

Project Site. The empty trucks will return to the Colville Valley Concrete facility using the same route.

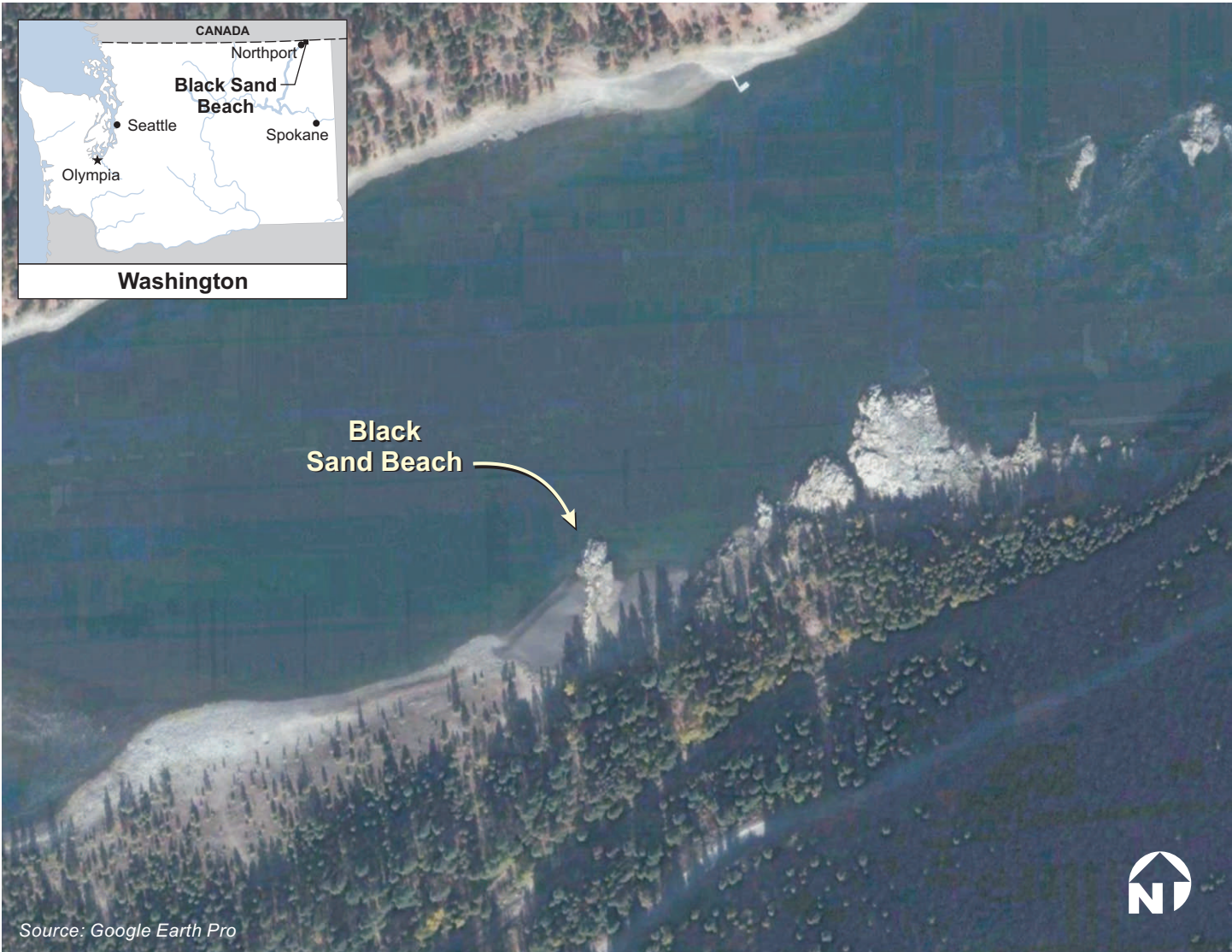
This truck haul route was developed in coordination with Stevens County Public Works and is intended to minimize the number of truck trips (and associated potential noise and potential traffic congestion) associated with the long-haul of fill materials from Colville to the Stevens County staging yard, minimize truck traffic through downtown Northport, reduce/eliminate truck traffic on the weight-restricted bridge (limit 40 tons) between Northport and the Project Site, and reduce vehicle traffic on portions of the narrow sections of Northport-Waneta road between the Project Site and Northport.

Approximately 250 truck and trailer loads will be required for the long-haul between Colville Valley Concrete and the Stevens County staging area, and 500 solo truck loads will be required to transport the fill material from the Stevens County staging area to the Project Site. Truck and trailers will be sequenced at approximately 15 to 20 minute intervals to allow sufficient separation times and distances to avoid significant traffic back-ups. Solo trucks from the Stevens County staging area to the Project Site will be sequenced at approximately 5 to 10 minute intervals. These sequencing intervals may be adjusted somewhat based on actual traffic conditions during the course of the project. Trucking schedules will be coordinated with school bus schedules to avoid potential conflicts.

## **Schedule**

The Project is scheduled to start on September 20, 2010 pending receipt of a final permit and should be completed by October 31, 2010. Trucking will be performed during this approximate 6 week period of time. Changes to this schedule, if any, will be provided to Ecology and Ecology will update the Black Sand Beach project website ([http://www.ecy.wa.gov/programs/tcp/sites/blackSandBeach/blackSandBeach\\_hp.html](http://www.ecy.wa.gov/programs/tcp/sites/blackSandBeach/blackSandBeach_hp.html)) accordingly.

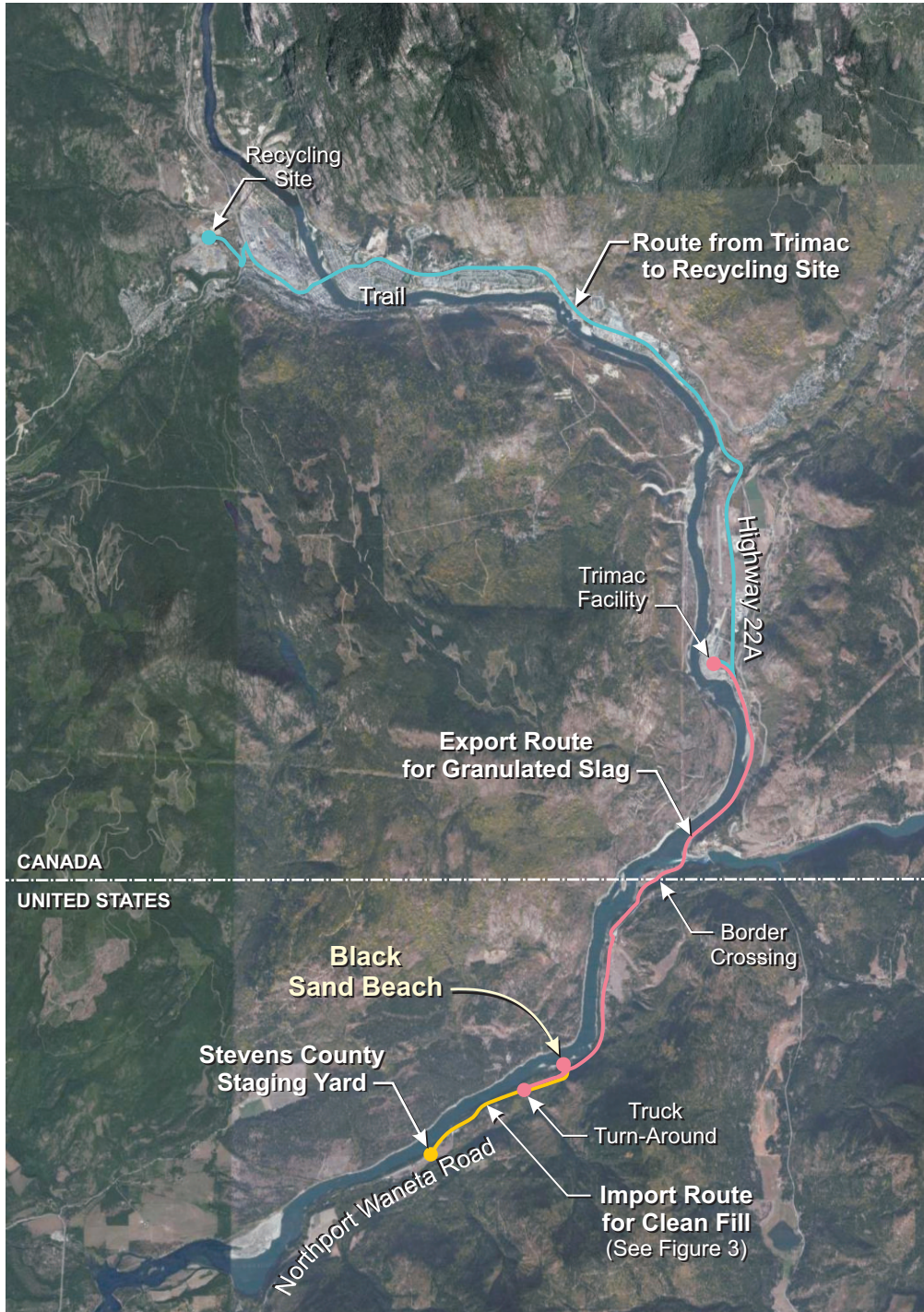
**TRUCK HAUL PLAN**  
**FIGURES**



Photos taken 5-22-09.

Figure 1

### Black Sand Beach Location and Site Photographs



Source: Google Earth Pro

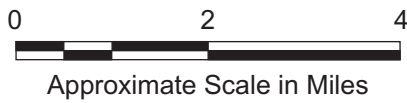
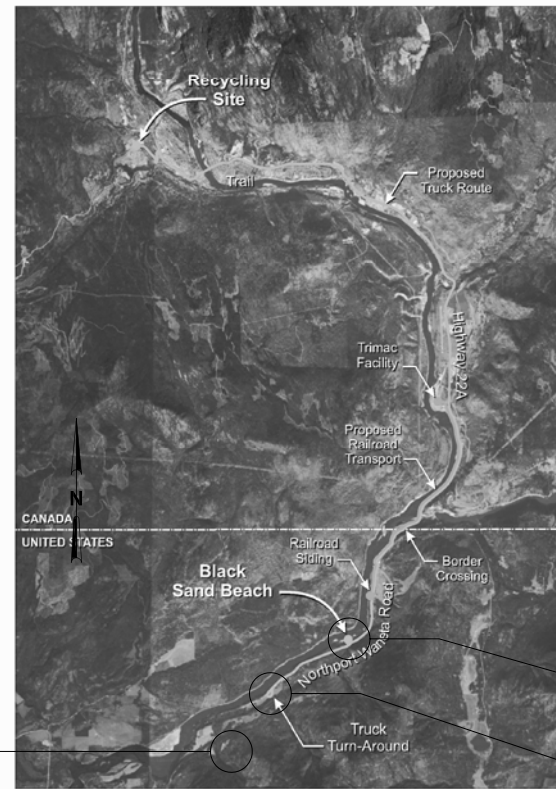
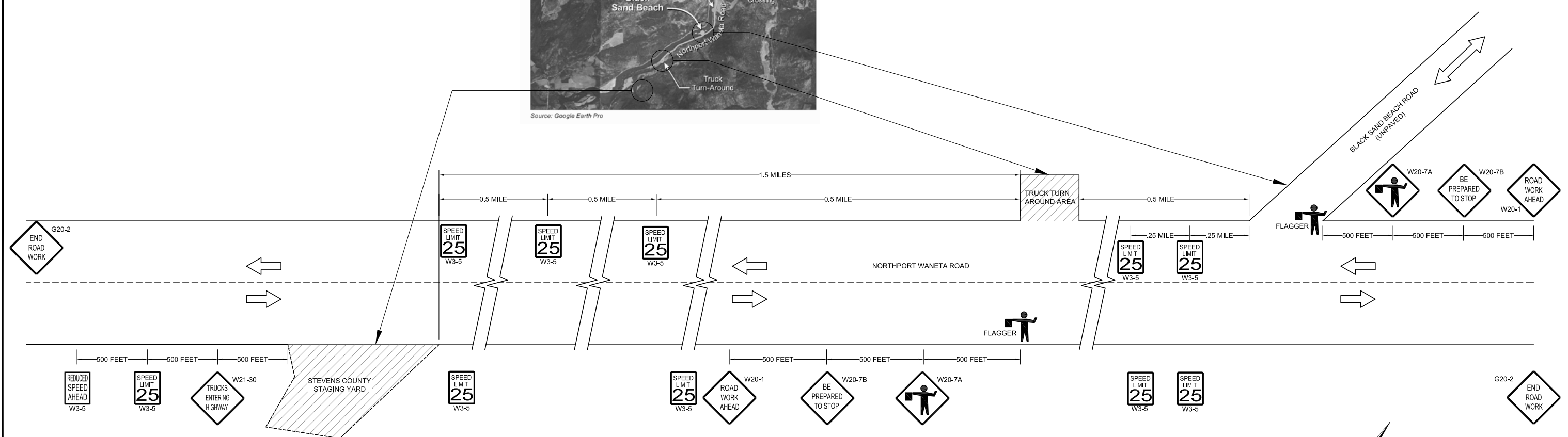


Figure 2  
**Stevens County Staging Yard Location  
 and Truck Haul Routes**

NO.	DATE	BY	REVISION DESCRIPTION
0	9/13/10	PTM	ISSUED FOR APPROVAL



Source: Google Earth Pro



**LEGEND**  
G20-2 END ROAD WORK  
W20-1 ROAD WORK AHEAD  
W20-7A FLAGGER  
W20-7B BE PREPARED TO STOP  
W21-30 TRUCKS ENTERING HIGHWAY  
W3-5 REDUCE SPEED AHEAD

NOT TO SCALE

BLACK SAND BEACH PROJECT  
STEVENS COUNTY, WASHINGTON

**FIGURE 3  
TRAFFIC CONTROL PLAN**

DESIGNED BY: PTM DRAWN BY: CFS CHECKED BY: RDE APPROVED BY: PTM REVISION: DATE: 9/13/10	 1501 4TH AVENUE, SUITE 1400 SEATTLE, WA 98101-1816 (206) 438-2700	SHEET X DRAWING NO. <b>3</b>
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**NOTES**

1. Truck and trailers will be used for the long-haul from Colville Valley Concrete to Stevens County Staging Yard.
2. Solo trucks will be used from Stevens County Staging Yard to Project Site.

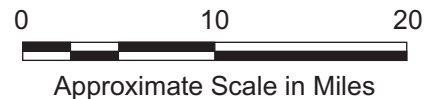


Figure 4  
**Import Route for Clean Fill Materials**