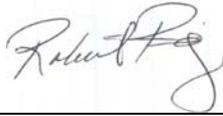


# Traffic Control Plan

ASARCO – Encycle Facility  
Asbestos Abatement, Waste  
Removal, and Demolition

December 20, 2010





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**Traffic Control Plan**  
ASARCO - Encycle Facility  
Asbestos Abatement, Waste Removal, and Demolition Project

Prepared for:  
ASARCO – Encycle Facility  
Asbestos Abatement, Waste  
Removal, and Demolition  
Project  
Corpus Christi, Texas

Project: ENC001

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## 1.0 Purpose

Energy Renewal Partners, LLC (Energy Renewal) has prepared this Traffic Control Plan (plan) to ensure traffic and worker safety within the project area at the ASARCO-Encycle Facility located in Corpus Christi, Texas (site). This plan is designed to protect personnel on the ground, personnel in vehicles, and property from damage resulting from impact or collision. This shall be accomplished at the site through the following measures:

1. Route and speed (10 miles per hour) control for vehicles entering and exiting the facility.
2. Route and speed control for haul vehicles to and from demolition areas.
3. Adherence to applicable regulations and standards including the Energy Renewal Health and Safety Plan (HASP) and the ANSI "Manual of Uniform Traffic Control Devices (MUTCD) where appropriate.

## 2.0 Scope

This plan shall apply during Energy Renewal's implementation of the project and will be enforced while on the site. This plan shall become effective upon the initiation of site activities and remain in place for the duration of the project.

## 3.0 Responsibilities

The on-site Project Manager and the Site Safety Officer (SSO) will be responsible for:

- Evaluating hazards;
- Establishing governing procedures and/or maps;
- Communicating with the client regarding proposed measures;
- Communicating the Traffic Control Plan to personnel operating vehicles;
- Investigating incidents caused by site traffic, and;
- Reporting of near miss incidents to Project Team.

## 4.0 Control Measures

Proper traffic control measures have been determined (and may be adjusted should Site conditions change) by the on-site Project Manager and the SSO through evaluation of traffic and project area hazards. This evaluation included the following considerations:

- Overhead obstructions;
- Traffic patterns and schedules of adjacent properties (i.e., adjustment to avoid coincident peaks of traffic);
- Severity of potential vehicle impact on storage or process areas;
- Traffic impact on airborne dust generation;
- Pedestrian traffic patterns;
- Turning radii;

- Driver visibility along route;
- Road and staging areas surface condition (including drainage for storm events), and;
- Route and staging areas proximity to personnel and site activities.

Based on this evaluation, traffic route maps (attached) have been prepared and illustrate specific haul routes within site boundaries, access/entry areas to public roadways, facility offices and structures, lay down areas, and the project main entrance (Figure 1 through Figure 6). A copy of this plan and map shall be maintained at the Energy Renewal site office and be readily available for review.

Personnel receiving site briefing shall be trained in the Traffic Control Plan as well as the rules for vehicle operation while on the Site. Each site briefing will include a current map of the required route. Hazards, control points, and prohibited access will be clearly indicated on traffic control maps. As routes may change, the maps will be superseded; thus a modified map will be posted and the route particulars addressed in the daily tailgate meeting.

#### 4.1 Traffic Control Devices

Channeling devices such as cones, signage or barricades may be used to route traffic at the work site. Appropriate signage shall be placed in each area to ensure traffic re-rerouting or restricted flow. Signs not being used shall be immediately covered or removed. Placement of traffic control devices in the project work areas are illustrated on Figures 1 through 6 below.

Figure 1 – Primary Traffic Routes from I-37



Figure 2 – Aerial View and Plan View of Facility Traffic Routes



Figure 3 – Plan View of Facility Traffic Routes

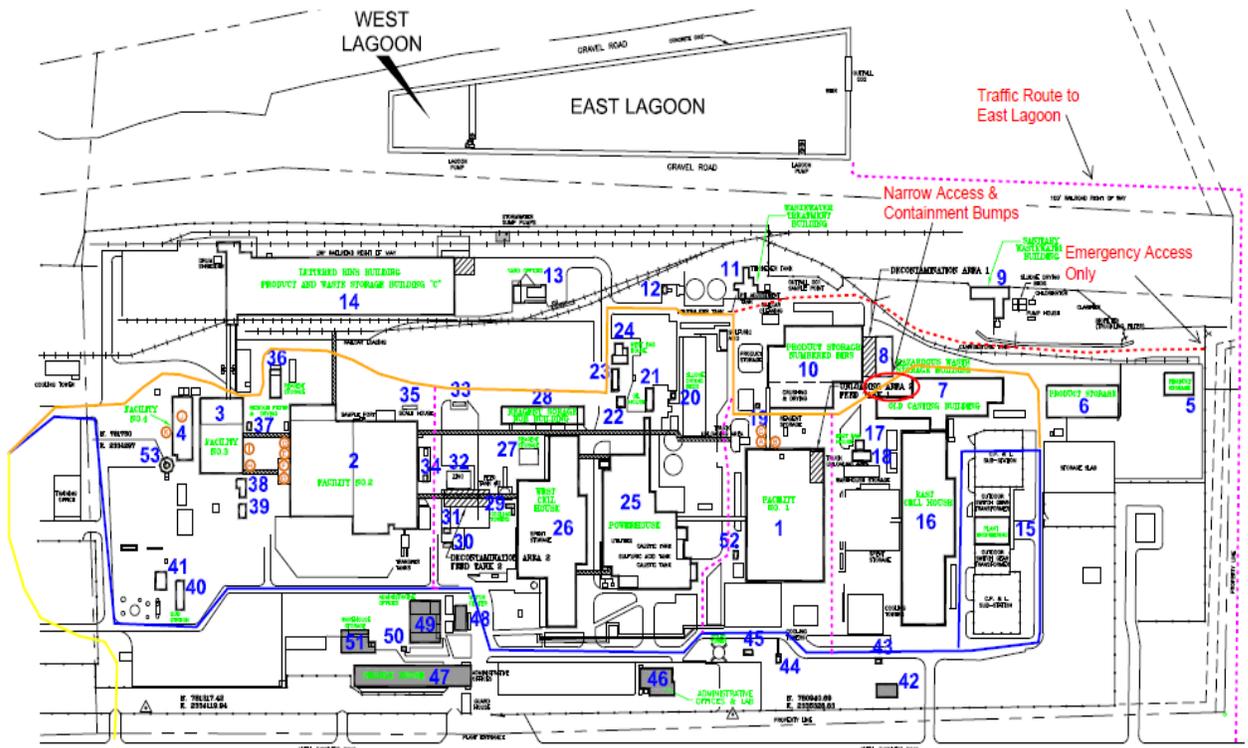


Figure 4 - Traffic Control for Project Entrance



Figure 5 - Traffic Control to Navigation Blvd.

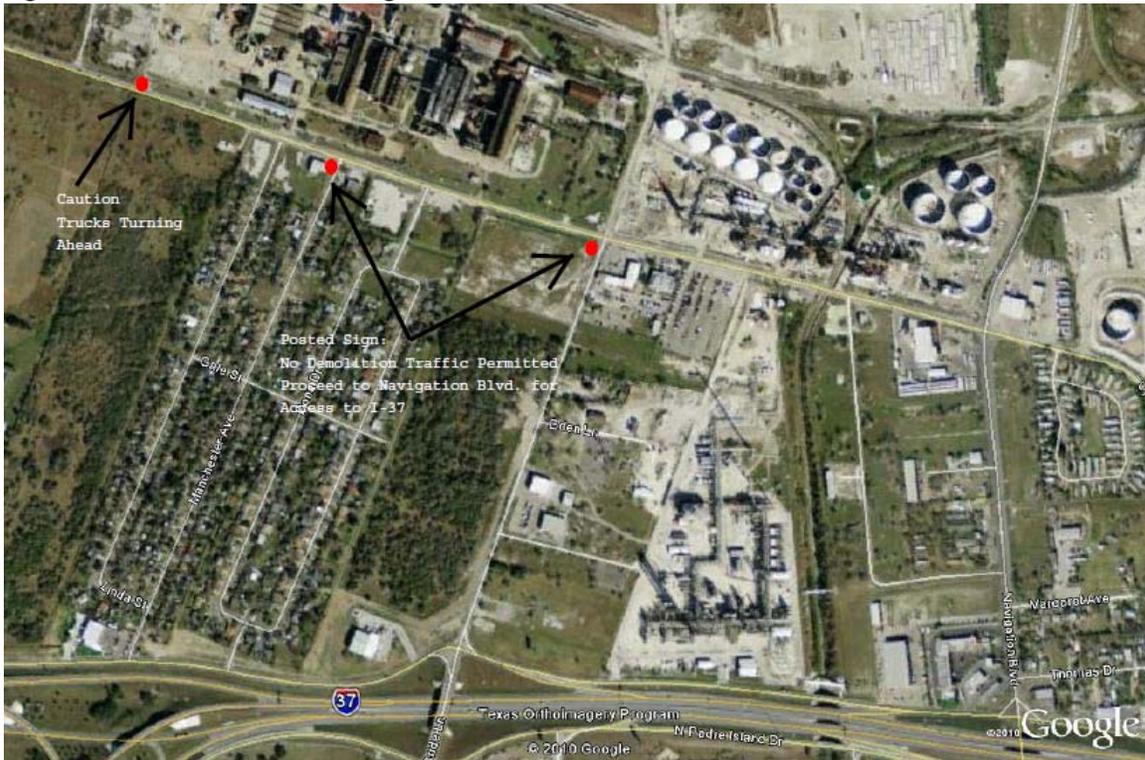
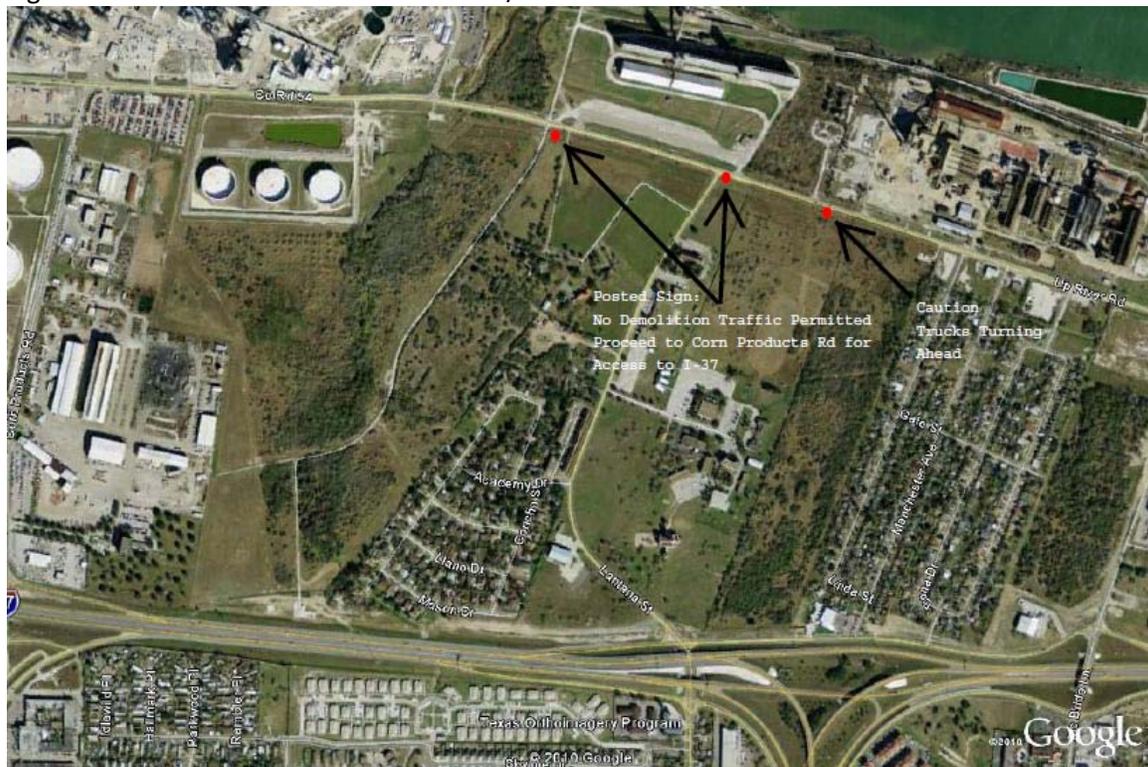


Figure 6 – Traffic Control to Corn Products/Valero Road



## 4.2 Flagmen

When the work activity necessitates the need for flagmen to allow traffic flow past the work area, flagmen shall be assigned at each end of the construction zone boundary. Flagmen shall have at a minimum:

- Reflective Vests (Traffic Rated only);
- Two-way communication, and;
- Proper flagging devices such as flags and handheld two-sided “STOP” and “SLOW” signs.

## 5.0 Haul Routes and Emergency Routes

Haul roads and emergency escape routes are illustrated on Figures 1 through 6 and will be clearly marked in the field to control and move traffic safely through the project area.

### 5.1 General Rules for On-Site Traffic

- Flaggers, when used, shall be in the sight of each other or have direct communications at all times.
- A flagger shall never turn his back to on coming traffic.



- All traffic control devices that are not applicable at any specific time shall be covered or removed.
- Vehicles, equipment, and workers and their activities should be restricted to one side of the roadway unless the nature of the work necessitates flagging from both sides.
- Traffic cones shall be a minimum of 36 inches in height.
- Entry roads to the demolition areas shall be posted with signage indicating the site as an active work zone and proper speed limit signage shall be posted along major haul routes.
- The project speed limit is 10 miles per hour and will be enforced at all times.
- Cell phone use is not permitted while operating a motor vehicle on site.

## 5.2 General Rules for Off-Site Traffic

All site related traffic must use Navigation Boulevard or Corn Products/Valero Road to access the facility. Demolition traffic is prohibited from accessing I-37 through the Dona Park Neighborhood.

- All traffic control devices that are not applicable at any specific time shall be covered or removed.
- Posted speed limits and all vehicular traffic laws must be obeyed.
- Special caution shall be exercised when entering or leaving the site so as to avoid causing cross traffic to come to a sudden stop.
- Violation of any of these rules may result in immediate expulsion from the project.

## 6.0 Implementation of Control Measures

These standards apply whenever Energy Renewal employees or subcontractors work in areas exposed to vehicular traffic on public streets or highways. Standards include, but are not limited to, the following:

- Where vehicular traffic hazards exist because of work activities, a system of traffic and work zone controls should be developed to mitigate the hazard.
- Periodically evaluate effectiveness of temporary traffic control set ups by walking or riding the job area looking for evidence of poor controls and near misses such as swerving traffic, vehicles braking quickly, skid marks, blind spots, etc.



- Give vehicles plenty of advanced warning of upcoming work zones.
- All employees working within designated work zones or near vehicular traffic should wear high visibility clothing such as orange, yellow or yellow-green shirts, jackets or vests. During wet or inclement weather similarly colored rainwear should be worn.
- Employees working near traffic and vehicles must maintain situational awareness at all times. Stay mindful that warning signs and cones, inform drivers to take action, but that some may not pay attention and vehicles may still enter the work zone.
- Where deemed necessary, Flagmen may be utilized to alert or slow vehicle operators by means of flagging. Flagmen will be trained to give proper slow/stop signals to traffic and will have no other duties.