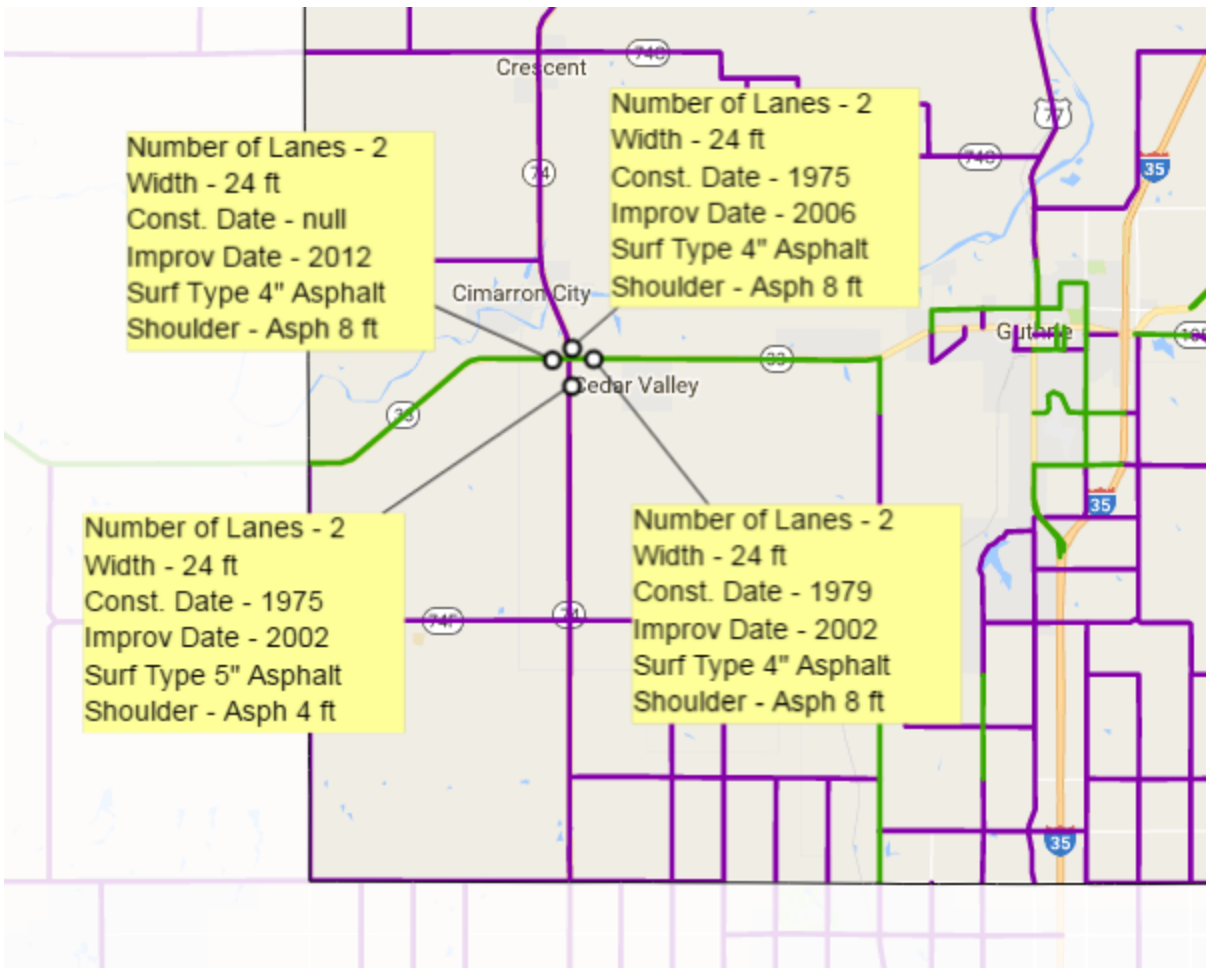


From: [Ron Maxwell](#)
To: [Daryl Johnson](#); [Bjornsen, Alan](#)
Cc: [Matthew Blakeslee](#)
Subject: [External_Sender] RE: Cimarron Site, NE of SH 74 and SH 33
Date: Thursday, October 27, 2016 1:58:03 PM
Attachments: [image001.png](#)

Mr. Bjornsen,

Below is the additional information requested.



From: Daryl Johnson
Sent: Thursday, October 27, 2016 10:06 AM
To: Bjornsen, Alan
Cc: Ron Maxwell; Matthew Blakeslee
Subject: RE: Cimarron Site, NE of SH 74 and SH 33

Mr. Bjornsen,

I have attached a 2015 AADT map for your use. We do not have peak hours available but you can use a 10% K Factor on these two roads for planning purposes. ODOT does not have a LOS database so, my estimate for SH 74 is LOS C (6300 AADT) and SH 33 is LOS B (4000 AADT).

There is one bridge replacement (Gar Creek) project on SH 33, a few miles east of the intersection. Scheduled for 2021.

Ron,

Can you provide Mr Bjornsen with Surface data?

Daryl Johnson, PE
ODOT Traffic Analysis Engineer
Strategic Asset and Performance Management Div
Traffic Analysis Branch
405 522-6376
djohnson@odot.org

From: Bjornsen, Alan [<mailto:Alan.Bjornsen@nrc.gov>]

Sent: Thursday, October 27, 2016 9:22 AM

To: Daryl Johnson

Subject: Cimarron Site

Darrell,

Thank you for speaking with me this morning.

The Cimarron site contained a former uranium processing facility that operated back in the 1960s and 70s. There has been no activity on the site since 1993. Currently, a plan has been submitted to the NRC to clean up the groundwater at the site that has been contaminated by uranium and its byproducts. I'm preparing an environmental assessment for the proposed reclamation plan, and am seeking to find out information on traffic and roadway conditions in the vicinity of the site, as there would be vehicles accessing the site with construction and processing materials, and egressing the site with waste materials. The site is located northeast of the intersection of Highways 74 and 33 in Logan County.

Specifically, I'm looking for information on those highways:

1. Traffic count data
 - a. Average daily
 - b. Peak daily (and when peak occurs)
2. Levels of Service
3. Surface conditions
 - a. Type of material
 - b. Actual road surface conditions
 - c. Lane widths

- d. Shoulder widths
- 4. Plans for improvements

Additionally, have there ever been any warrants executed for the intersection of Highways 74 and 33 (supported by turning movement analysis)?

Thank you, in advance, for your assistance.

Respectfully submitted,

Alan B. Bjornsen

Project Manager
NMSS/FCSE/ERB
U.S. Nuclear Regulatory Commission
11545 Rockville Pike
M.S. T-4B16
Rockville, MD 20852
(301) 415-6925
alan.bjornsen@nrc.gov