

CORRES. CONTROL
OUTGOING LTR NO.

DOE ORDER #

05 - RF 00306



DIST.	LTR	ENC
DIETER, T. J.		
FERRERA, D.W.		
FERRI, M.S.		
GIACOMINI, J. J.		
LINDSAY, D. C.		
MARTINEZ, L.A.		
PARKER, A.M.		
POWERS, K.		
SHELTON, D.C.	X	X
SPEARS, M.S.		
TRICE, K.D.		
TUOR, M.R.		
VOORHEES, G.M.		

Mark Hesser		
Jody Nelson		
Doug Schindler		
David Ward	X	

COR. CONTROL	X	X
ADMIN. RECORD		
WASTE REC. CTR.		
TRAFFIC		
PATS/130		

CLASSIFICATION:		
UNCL		
UNCLASSIFIED		
CONFIDENTIAL		
SECRET		

AUTHORIZED CLASSIFIER

Exempt from Class
Per CEX-105-01

Date

IN REPLY TO RFP CC
NO:

ACTION ITEM STATUS

- PARTIAL/OPEN
- CLOSED

LTR APPROVALS:

ORIG & TYPIST INITIALS
DAW:jcm

March 23, 2005

05-RF-00306

Cliff Franklin
MV72
DOE,RFPO

ORIGINAL LANDFILL HAUL ROAD MODIFICATION TO THE PROGRAMMATIC
BIOLOGICAL ASSESSMENT- DAW-011-05

Dear Cliff,

Enclosed for your review and transmittal to United States Fish and Wildlife Service (USFWS) is the Original Landfill Haul Road modification for the Programmatic Biological Assessment. USFWS has3 been consulted on this action.

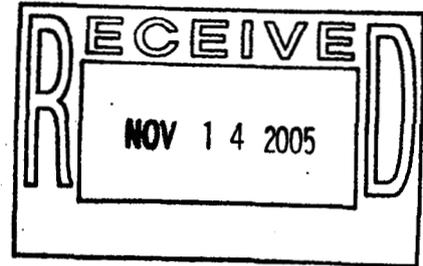
If you have any questions please call Jody Nelson, x2231 or myself, x5938.

Sincerely,

David Ward

DAW:jcm

Enclosure:
As Stated



ADMIN RECORD

Kaiser-Hill Company, LLC
Rocky Flats Environmental Technology Site, 10806 Hwy. 93 Unit B, Golden, CO 80403-8200 ♦ 303-866-7000

Original Landfill Project West Haul Road Modification
Classification Exemption CEX-105-01

The Original Landfill Project (OLF) requires a haul road to bring approximately 11000 truckloads of fill material to the project location near Woman Creek in the south Buffer Zone (BZ). The logistics of routing 11000 trucks to and from the work area requires a one-way road that crosses the railroad tracks in two places.

Two alternative routes were proposed for the West End of the one-way road. One would create a new road on the south side of the existing railroad tracks (parallel to the west access road) that would stay on top of the pediment and then drop down to the project area. The other route would use an existing road on the hillside below the crest of the hill south of the railroad tracks. The preferred route was on top of the pediment because the lower route would impact additional Preble's mouse protection areas (habitat) and potentially wetlands. During the evaluation a separate project decided that an additional rail spur was going to be built on the south side of the railroad tracks, making it impossible to put the road there. So the lower route has been chosen. Discussions took place with the USFWS concerning the potential Preble's mouse impacts resulting from the road on March 1, 8, and 14, 2004. Per discussions with the USFWS this written modification to the project is being provided to document the changes to the project.

Figure 1 shows the location of the haul road route in the south BZ. After crossing the railroad tracks the route will turn east on an already existing haul road that goes to the location of the incinerator project that was completed in spring of 2004. At that point the road becomes a two-track road that continues to the OLF project area. The existing haul road (approximately 600 feet in length within Preble's habitat) may be widened slightly to accommodate the large trucks. Additional road materials (geotextile, road base and crushed rock) will be added as needed to create a suitable roadbed. The two-track road will be graded flat and then a geotextile fabric will be placed on the ground and road materials (road base and crushed rock) placed on top of it as a road surface. Approximately 730 linear feet of the two-track road occurs within Preble's mouse habitat. The width of the road is expected to be between 15 and 20 feet wide. Erosion controls will be placed along the road as needed to prevent runoff into Preble's habitat. The BMP's in the PBA Part II will be followed.

Any additional widening of the existing haul road within Preble's habitat will be counted as a debit for Preble's mouse habitat. The entire length of the two-track road within Preble's habitat will be counted as debit. The debits will be added to the Preble's mouse mitigation debit/credit spreadsheet. Mitigation will be conducted following the guidance provided in the PBA Part II.

After project completion, the road materials and geotextile fabric from the two-track section of road will be removed. Depending on whether sections of the road are needed for post-closure monitoring, the road will either be returned to a two-track road or closed and revegetated. The road surface will be ripped to reduce soil compaction if the road is revegetated. Revegetation will follow the guidance found in Appendix A of Part II of the PBA.

03/22/05

Original Landfill Project West Haul Road Modification final.doc

2075000

2080000

2085000

2090000

755000

755000

750000

750000

745000

745000

2075000

2080000

2085000

2090000

Original Landfill Project West Haul Road Modification

Figure 1
March 15, 2005

Legend

-  Current Preble's Protection Areas
-  Project Footprints for PBA Part II Activities
-  Existing Haul Road
-  Existing Two-Track Road

Standard Features

-  Buildings
-  Demolished Buildings
-  Lakes & ponds
-  Streams & ditches
-  Fences
-  Paved roads
-  Dirt roads
-  Contours (20 ft. intervals)

DATA SOURCE BASE FEATURES:
Buildings, fences, hydrography, roads and other
structures from 1994 aerial fly-over data
captured by EGMG RSL, Las Vegas.
Digitized from the orthophotographs, 1/95.



300 0 300 Feet

State Plane Coordinate Projection
Colorado Central Zone
Datum: NAD27

U.S. Department of Energy
Rocky Flats Environmental Technology Site

Prepared by: Professional Environmental Group, L.L.C.

For:  Kaiser-Hill
Company, LLC

RFETS GIS Dept.
303-966-7707

MAP ID: 04-0035

March 15, 2005

C:\Projects\FY2004\04-0035\PA Part II Mitigation Tracking.aprx west haul road

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