
*San Onofre Nuclear Generating Station (SONGS)
Units 2 & 3 Decommissioning Project*

Traffic Control Plan

RPV Loading

March 2020

Prepared By



An AECOM EnergySolutions Joint Venture

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5000 Pacific Coast Hwy, MS D3B
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Introduction

This Traffic Control Plan (TCP) supports the loadout of the Unit 1 Reactor Pressure Vessel (RPV) at the SONGS railroad spur for transportation to Clive, Utah. Removal of the RPV is an important aspect of the SONGS Unit 2 & 3 Decommissioning Project (Project), and the TCP is prepared to comply with the Project Public Access Plan to ensure that public access around the work area remains safe and is not significantly affected by the work. The TCP would be coordinated with the California Department of Parks and Recreation (State Parks).

Description of Work

The rail spur is located at the north end of SONGS and is connected to the main rail line that runs north-south parallel to Old Pacific Highway. The RPV will need to be transported up the north plant Access Road, loaded onto a rail transport vehicle (Schnabel car) and then moved down the spur to the main rail line. An overview of the traffic controls to support this work is provided in Figure 1. Loading of the RPV will include separating the Schnabel car halves, transporting/positioning the RPV at the road (adjacent to the spur), lifting/lowering of the RPV using jacks, sliding the RPV to the centerline of the rail, and then reassembling the Schnabel Car with the RPV (see Figure 4). Preparation of the load out area and reassembly of the Schnabel car will require the use of a crane placed on the Access Road (see Figure 3). The loaded Schnabel Car will remain at the spur until a time suitable to BNSF to initiate transportation on the rail line.

A fence will also be installed along the rail spur around the load and near the Access Road to provide controls for authorized individuals to access the RPV. Materials and equipment supporting the work would be staged in a laydown area at the north end of the Project in Parking Lot 4 which will also double as a staging (queuing up) area for vehicles accessing the State Park during peak hours (see Figure 2).

Description of Traffic Control

To maintain safe public/vehicle access to Beach Club Road during loading of the Schnabel Car, existing traffic barriers (i.e., jersey barriers) from the median of Old Pacific Highway would be removed to allow vehicle entry onto Beach Club Road from both the north and south direction (see Figure 1). The eastern portion of Beach Club Road would be converted to two-way traffic along with improved signage and lane striping additions installed as shown in Drawing 44585 (included as an attachment to this plan). This reconfiguration would preclude use of the Access Road between Beach Club Road and the State Park office. The warning signs, striping, barricades, and other traffic control devices (See Figure 5 and attached specification) would be installed to conform to the California MUTCD and Caltrans standard plans and specifications, and would be installed a minimum of 24 hours prior to implementation. It is also noted that flaggers will be utilized to safely install the traffic control measures, as required.

Flaggers would also be used during road crossings or material and equipment transport to and from the work area and Lot 4. The flaggers would be trained CalOSHA Flagman and would direct traffic stoppages for no more than five (5) minutes per event as necessary. The initial staging and demobilization of

materials would be planned to start in the morning hours approximately one (1) hour following opening of the State Park and clearance of any staged vehicles in Lot 4.

Temporary traffic signals will be added to the intersection of Beach Club Rd and Old Pacific Highway to support safe vehicle and bicycle traffic through this intersection (Figure 5). Details of the temporary traffic signalization are included as an attachment to this plan. Installation of the traffic signal light may encroach on the bike lane along the northbound lane of Pacific Highway and the shoulder of the road will have to be closed. Bicycle traffic will be directed to share the lane with vehicles, and there are no anticipated impacts to local sidewalks; however, adjustments would be made as necessary during the work based on observed conditions or request by State Parks.

Schedule and Duration of Work

Expected start: 27-April-2020

Work Hours: 6:30 AM to 5 PM, Monday through Saturday



Figure 1: Overview of TCP

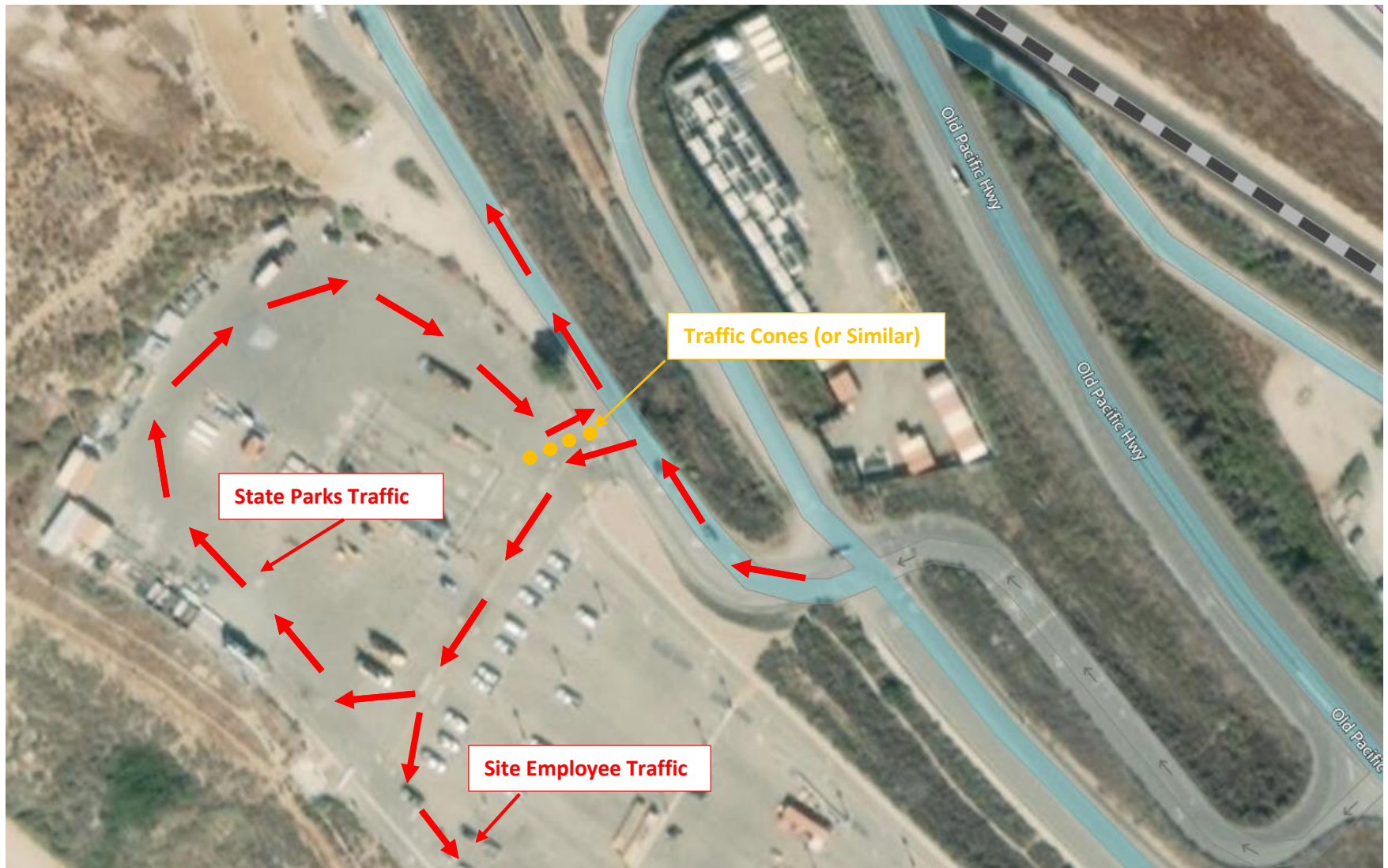
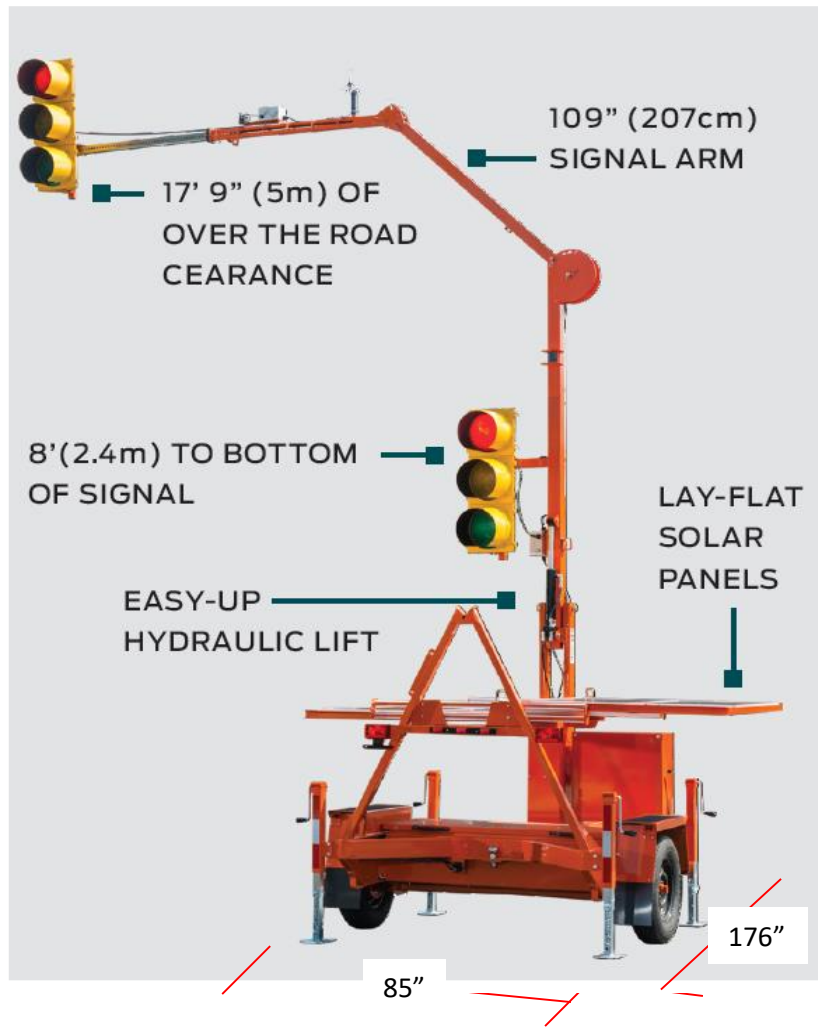


Figure 2: Lot 4 Staging Area



Portable Traffic Signal



Typical "Road Closed" Sign



Typical "Stop" Sign

Figure 5: Photos of Traffic Controls