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Mr. John E. Kieling, Chief
Hazardous Waste Bureau
New Mexico Environmental Department
2905 Rodeo Park Drive East, Building 1
Santa Fe, NM 87595-6303

Subject: Supplemental Environmental Project, LANL Improvements to Transportation Routes Used for Transportation of Transuranic Waste to WIPP Regarding Settlement Agreement and Stipulated Final Order HWB-14-20, Addendum 1


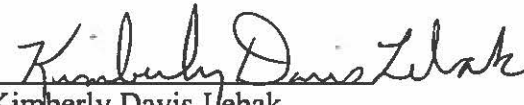
Dear Mr. Kieling:

This letter transmits the LANL Improvements to Transportation Routes Used for Transportation of Transuranic Waste to WIPP, Addendum 1 (Enclosure 1) associated with a supplemental environmental project as directed in the Settlement Agreement and Stipulated Final Order HWB-14-20, entered into by the New Mexico Environment Department (NMED) (Complainant), the U.S. Department of Energy (DOE), and Los Alamos National Security, LLC (LANS) (Respondents) on January 22, 2016.

Section II.B.37 of the Settlement Agreement requires DOE to expend up to \$12 million to improve roads at LANL used for the transportation of transuranic waste to Waste Isolation Pilot Plan. Respondents would be pleased to meet with Hazardous Waste Bureau personnel to discuss and explain the documentation included herein.



If you have comments or questions regarding this submittal, please contact John C. Bretzke (LANS) at (505) 665-3867 or Peter Maggiore (DOE, NA-LA) at (505) 665-5025.

 MTB 05/26/17 
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Enclosure 1: LANL Improvements to Transportation Routes Used for Transportation of Transuranic Waste to WIPP, Addendum 1

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Addendum 1

Improvements to Transportation Routes Used for Transportation of Transuranic Waste to WIPP

Work Plan

I. Introduction/Purpose of Project

This work plan has been developed pursuant to the Settlement Agreement and Stipulated Final Order (Settlement Agreement) between the New Mexico Environment Department (NMED), and the U.S. Department of Energy (DOE) and Los Alamos National Security, LLC (LANS), collectively, the Parties, for the purposes of resolving Compliance Order No. HWB-14-20 (the Compliance Order), issued on December 6, 2014, related to Los Alamos National Laboratory (LANL).

Section II.B.37 of the Settlement Agreement requires DOE to expend up to \$12 million to improve roads at LANL used for the transportation of transuranic waste to Waste Isolation Pilot Plan. The Settlement Agreement identified potential projects eligible for funding to include widening portions of East Jemez Road and constructing egress/merge lanes at the intersection of East Jemez Road (E. Jemez Rd.) and New Mexico Route 4 (NM 4). All agreed upon dates, deadlines and projects are to be memorialized in writing by DOE, NMED, and the New Mexico Department of Transportation (NMDOT) through this addendum.

II. Description of Project Team

The scope of this Supplemental Environmental Project has been developed through a core Project Team led by NMED with designees from the following entities:

New Mexico Department of Transportation (NMDOT)

DOE National Nuclear Security Administration (NNSA)

United States Army Corps of Engineers (USACE)

Los Alamos National Security, LLC (LANS)

United States Department of Interior National Park Service (NPS)

Los Alamos County (LAC) (Advisory Member)

ENCLOSURE 1

Addendum 1

Improvements to Transportation Routes Used for Transportation of Transuranic

Waste to WIPP

Work Plan

MAY 26 2017

III. **Projects/Scope**

The Project Team considered numerous projects that might be undertaken, and ultimately identified a group of projects that are the highest priority to perform. As prescribed by the Settlement Agreement, NMED, DOE and NMDOT agreed to prioritize, in order, the projects as follows. DOE will complete the three top priority projects, after which it will complete, to the extent possible, and in consultation with NMED and NMDOT, the lower priority projects.

a. *Description of Top Priority Projects*

i. East Jemez Rd. Improvement

The asphalt on E. Jemez Rd. from the expansion joint at the south end of Omega Bridge will be replaced, for an approximate distance of 3.5 miles. The work will consist of milling, to a depth of approximately 2.5 inches, the existing surface, and installing new asphalt. The work will be executed in accordance with NMDOT standards. The final construction scope and schedule will be based on an engineering design and construction estimate. If unanticipated road conditions are found during road work that would increase the costs to the extent that the anticipated mileage will be abbreviated, DOE will consult with NMED and NMDOT on the change in scope.

ii. NM 502 Improvement

The NM 502 Improvement project will begin at approximately mile marker 5.6, and continue to approximately mile marker 8.6. The work will consist of milling, to a depth of approximately 2.5 inches, the existing surface, and installing new asphalt. The work will be executed in accordance with NMDOT standards. The final construction scope and schedule will be based on an engineering design and construction estimate. If unanticipated road conditions are found during road work that would increase the costs to the extent that the anticipated mileage will be abbreviated, DOE will consult with NMED and NMDOT on the change in scope.

iii. NM 4 Improvement

This NM 4 Improvement project will begin at the north end of the E. Jemez Rd./NM 4 intersection, and will continue north/northeast along NM 4, to include the NM 502-NM 4 interchange (the White Rock "Y"). The work will consist of milling, to a depth of approximately 2.5 inches of the existing surface, and installing new asphalt. The work will be executed in accordance with NMDOT standards. The final construction scope and schedule will be based on an engineering design and construction estimate.

If unanticipated road conditions are found during road work that would increase the costs to the extent that the anticipated mileage will be abbreviated, DOE will consult with NMED and NMDOT on the change in scope.

b. *Description of Lower Priority Projects*

i. East Jemez Rd./NM 4 Intersection Reconfiguration

This project would widen and reconfigure the existing three-way intersection into a four-way intersection that will provide access to a parking area to be constructed by NPS. DOE will develop a design and construction estimate. This project could include, depending on design cost estimates, the following items: 1.) Improvement of the existing right turn from E. Jemez Rd. onto southbound NM 4; 2.) addition of two left turn lanes from E. Jemez Rd. onto northbound NM 4; 3.) improvement of the left hand turn from northbound NM 4 onto E. Jemez Rd.; 4.) upgrading the traffic signals and signal infrastructure at the intersection. All work would be executed in accordance with NMDOT standards. The Project Team acknowledges that it is possible that the funding allotted would cover engineering design costs but not all construction costs. Thus, if DOE determines, based on the design estimate, that all components of the project described above can be completed with the remaining funds, DOE will complete the construction project. If DOE determines there is insufficient funding to construct all components of the project, it will consult with NMED and NMDOT, and the parties will determine which, if any, of the components will be completed.

ii. Atomic City Bus Turnout

An Atomic City Transit bus turnout would be constructed east of the entrance to the Elk Ridge mobile home park. Completion of this project is dependent on sufficient funding, and on the County of Los Alamos providing a turnout design compliant with NMDOT standards, and completion of subgrade work.

If DOE completes all the projects described above, and has not met the \$12 million funding commitment, DOE, NMED, and NMDOT will meet to discuss possible additional work that could be performed consistent with the project priorities set by the Project Team. Potential projects include the installation of guardrails on E. Jemez Rd., pavement preservation work on W. Jemez Rd. from E. Jemez Rd. to 0.1 miles west of Diamond Dr. (to include LANL security checkpoint), or other projects the Project Team may identify.

IV. Justification for Each Project

- a. *E. Jemez Rd. Improvement* - The existing asphalt on the road is aged, and has deteriorated areas due to cracking and lack of proper maintenance. Pot holes and uneven surfacing have developed due to age, making for rough and difficult driving conditions. Re-surfacing will improve driving conditions and safety.
- b. *NM 502 Improvements* - The existing asphalt on the road is aged, and has deteriorated areas due to reflective and fatigue cracking and lack of funds to properly maintain the road. Pot holes and uneven surfacing have developed due to age, making for rough and difficult driving conditions. Re-surfacing will improve driving conditions and safety.
- c. *NM 4 Improvements* - The existing asphalt on the road is aged, and has deteriorated areas due to reflective and fatigue cracking and lack of funds to properly maintain the road. Pot holes and uneven surfacing have developed due to age, making for rough and difficult driving conditions. Re-surfacing will improve driving conditions and safety.
- d. *E. Jemez Rd./NM 4 Intersection Reconfiguration* - The intersection was constructed several decades ago, and is no longer adequate for the current traffic volume during peak travel times. The intersection receives high traffic volume from both laboratory employees commuting to and from work and the local community. During peak travel times, traffic can be backed up in both directions for more than a mile. There is also an older traffic signal that needs to be upgraded.
- e. *Atomic City Transit Bus Turnout* – There is currently no turnout area for the stop for Atomic City Transit bus route on E. Jemez Rd. The bus currently stops on the shoulder of E. Jemez Rd., just east of the entrance to the trailer park.

V. Acquisition Strategy

The United States Army Corps of Engineers (USACE) will develop and execute all the necessary work. USACE will develop the designs (self-perform and/or contract), recommend a construction acquisition approach, and develop a construction estimate and schedule for the projects. USACE will subsequently award contract(s) for construction of the projects.

VI. Cost and Schedule

a. Cost Breakdown for the total Project (Rough Order of Magnitude Estimates)

PRIORITY	PROJECT	ROM	Cumm. ROM
1	East Jemez Road Improvement	\$3.2M	\$3.2M
2	NM 502 Improvement	\$3.2M	\$6.4M
3	NM 4 Improvement	\$1.4M	\$7.8M
4	E. Jemez Rd/NM 4 Intersection Reconfiguration/ Atomic City Bus Turnout	\$3.5M \$0.10M	\$11.4M
*	Additional Project Costs	\$0.60M	\$12M

*Additional Total Project Costs include USACE Technical Support and overall contingency, as follows, USACE Technical support = \$112K, Contingency = \$488K, for a total of \$600K.

b. Schedule

Attachment A is a tentative schedule developed by DOE. After an Interagency Agreement is executed between DOE and USACE, USACE will develop a construction estimate and schedule for the projects, which will replace the tentative schedule, and will, as specified below, be an enforceable document.

c. Deliverable

Final schedules, including actual dates and deadlines, and designs for each project will be incorporated as Attachment A to this Addendum, posted to the LANL Electronic Public Reading Room, and shall be fully enforceable in accordance with paragraph 45 of the Settlement Agreement.

