



January 2019

## **ERP TRAFFIC MANAGEMENT PLAN**

ERP loads a variety of products into trucks as an integral part of the quarry operation. Part One of this plan outlines the regulations that ERP operates under. Part Two details ERP Standard Operating Procedure for traffic management.

### **PART ONE: REGULATIONS**

#### **King County Grading Permit**

##### **Clearing & Grading**

38. The applicant shall be responsible for maintenance, to the satisfaction of KCDOT, of existing warning signage along Preston-Fall City Road, which was previously approved by KCDOT and installed to comply with the rezone conditions. If there are changes to the traffic flow or nature of truck operations along Preston-Fall City Road, the applicant may be required to update the specific character and nature of the signage when determined necessary by KCDOT in accordance with KCC 21A.22.070.E.
39. DPER or KCDOT may require the applicant to provide flaggers when truck traffic at the quarry would interfere with the normal traffic flow along the Preston-Fall City Road or when otherwise determined necessary in accordance with KCC 21A.22.070.E.
40. The applicant shall notify DPER at least 48 hours prior to commencing continuous trucking operations, which shall mean an average, over a four hour period, in excess of one truck leaving or entering the site every 5 minutes.
41. No signs, other than signs required by KCC 21A.20 and these conditions, are allowed.
42. Existing access road paving, from the Preston-Fall City Road to at least the quarry office and scale, in conjunction with other measures as needed, shall be maintained to the satisfaction of KCDOT and DPER, to prevent rocks, dirt, mud, and any raw or processed material from spilling from or being tracked by trucks onto public

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roadways in accordance with KCC 21A.22.070.D and to minimize additional noise.

43. No rock, debris or dirt attributable to trucks leaving the site will be tracked or spilled onto the Preston-Fall City Road.
44. RRQ will reimburse King County DOT for any costs incurred by them to clean up or repair damages to County R-O-W resulting from the quarry operations.
45. Parking or queuing of vehicles shall be prohibited on the portion of Carmichael Road between the Raging River and Preston-Fall City Road before 7:00 a.m. and on Preston- Fall City Road at all times.

## **PART TWO: STANDARD OPERATING PROCEDURE FOR TRAFFIC MANAGEMENT**

### **Planning:**

- a) All clients and prospective clients are informed by sales and scale staff that no trucks are loaded until 7:30am, and that 3:45pm is the cut-off time for the last load of the day.
- b) Signage indicating quarry hours, CB radio control, parking restrictions, and safety rules will be maintained at all times.
- c) Signage reminding truck drivers to "Please Cover Your Load" will be visible to outgoing truck drivers on the scale.
- d) The quarry gate is shut during non-truck loading hours and when the scale is closed.

### **General Quarry Traffic Rules:**

- a) All truck traffic on site is directed by the loader operator via CB radio channel 5.
- b) Trucks will be instructed when to proceed up the hill to the loading area via CB radio.
- c) All truck traffic is to proceed around the loading loop road in a counter-clockwise direction which will be indicated by signage at all times.
- d) Heavy equipment has right-of-way over all other traffic.
- e) Loads have right-of-way down the hill and over the single lane bridge when exiting the quarry.
- f) Truck drivers will be notified by quarry personnel that truck engines must be turned off at any time that trucks are not either traveling through the quarry or being actively loaded.
- g) Speed within the quarry is restricted to 10 mph, and speed limits signs are to be maintained throughout the quarry haul road at all times.
- h) Trucks are to remain on designated haul roads and within designated loading areas at all times unless explicit approval from quarry personnel has been granted.

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- i) Truck drivers are to remain in their trucks during loading.

### **Opening and Closing Procedures:**

- a) ERP personnel will be present on the Carmichael Road entry (between the gate and the Preston Fall City Road) with a visible barrier (cones, etc.) to prevent any trucks from attempting to queue outside the gate before 7:00am. This barrier will remain in place from 6:40am to 7:00am to discourage early arrivals.
- b) Trucks entering between 7:00am and 7:30am are staged in the loading area and/or at the scale road to wait until loading commences at 7:30am.
- c) ERP personnel will remain at the quarry entrance each morning monitoring and directing traffic until opening traffic generally subsides, and for certainty, until there are less than 6 trucks within the quarry waiting to be loaded.
- d) Any truck entering after 3:45pm is turned away empty in order for outgoing loads to be complete by 4:00pm.
- e) At 4:00pm the gate is closed.

### **Additional Congestion Mitigation Measures:**

- a) ERP employees will monitor incoming truck volume throughout the day, watching for traffic surges, and observing the number of trucks in the quarry waiting to be loaded.
- b) During any periods where there are more than six trucks in the quarry waiting to be loaded, quarry personnel will be sent out to monitor and direct traffic at the entrance to the quarry to ensure that traffic is not queueing on Carmichael Road between Preston Fall City Road and the bridge.
- c) In the event that quarry personnel determine that trucks may begin to queue on Carmichael Road outside the quarry gate before entering, a physical barrier (vehicle with hazard flashers, cones, etc.) will be put in place to block any additional trucks from entering onto Carmichael Road, and quarry personnel will waive any incoming trucks on to prevent any stopping on the Preston-Fall City Road.

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*The objective of this operational plan is to establish operational goals and training procedures designed to ensure compliance with relevant King County code provisions, King County DPER established site specific permit conditions, and to mitigate potential environmental impacts of this mining operation. Mining sites are inherently dynamic in nature and unforeseen circumstances can arise. Eastside Rock Products reserves the right to employ alternate methods not specified in these plans in order to achieve established operational goals and benchmarks and to revise these operating plans accordingly.*

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