

**From:** [Ron Maxwell](#)  
**To:** [Bjornsen, Alan](#); [Daryl Johnson](#)  
**Cc:** [Matthew Blakeslee](#)  
**Subject:** [External\_Sender] RE: RE: Cimarron Site, NE of SH 74 and SH 33  
**Date:** Thursday, October 27, 2016 2:49:34 PM  
**Attachments:** [image001.png](#)

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Alan,

I do not know the answer to that question, but below are two files that may assist you or at least provide a contact number.

I noticed SH 33 east of SH 74 was in red, but it may be due to a bridge structure that is miles east of your location.

It appears that the map is generated from highway junction to highway junction

[http://www.okladot.state.ok.us/bridge/lpb/pdfs/map\\_brd\\_envelop.pdf](http://www.okladot.state.ok.us/bridge/lpb/pdfs/map_brd_envelop.pdf)

[http://www.okladot.state.ok.us/bridge/lpb/pdfs/map\\_brd\\_overweight-truck-permit.pdf](http://www.okladot.state.ok.us/bridge/lpb/pdfs/map_brd_overweight-truck-permit.pdf)

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**From:** Bjornsen, Alan [mailto:[Alan.Bjornsen@nrc.gov](mailto:Alan.Bjornsen@nrc.gov)]  
**Sent:** Thursday, October 27, 2016 1:08 PM  
**To:** Ron Maxwell; Daryl Johnson  
**Cc:** Matthew Blakeslee  
**Subject:** RE: RE: Cimarron Site, NE of SH 74 and SH 33

Ron,

One further question – do these road segments have weight limits?

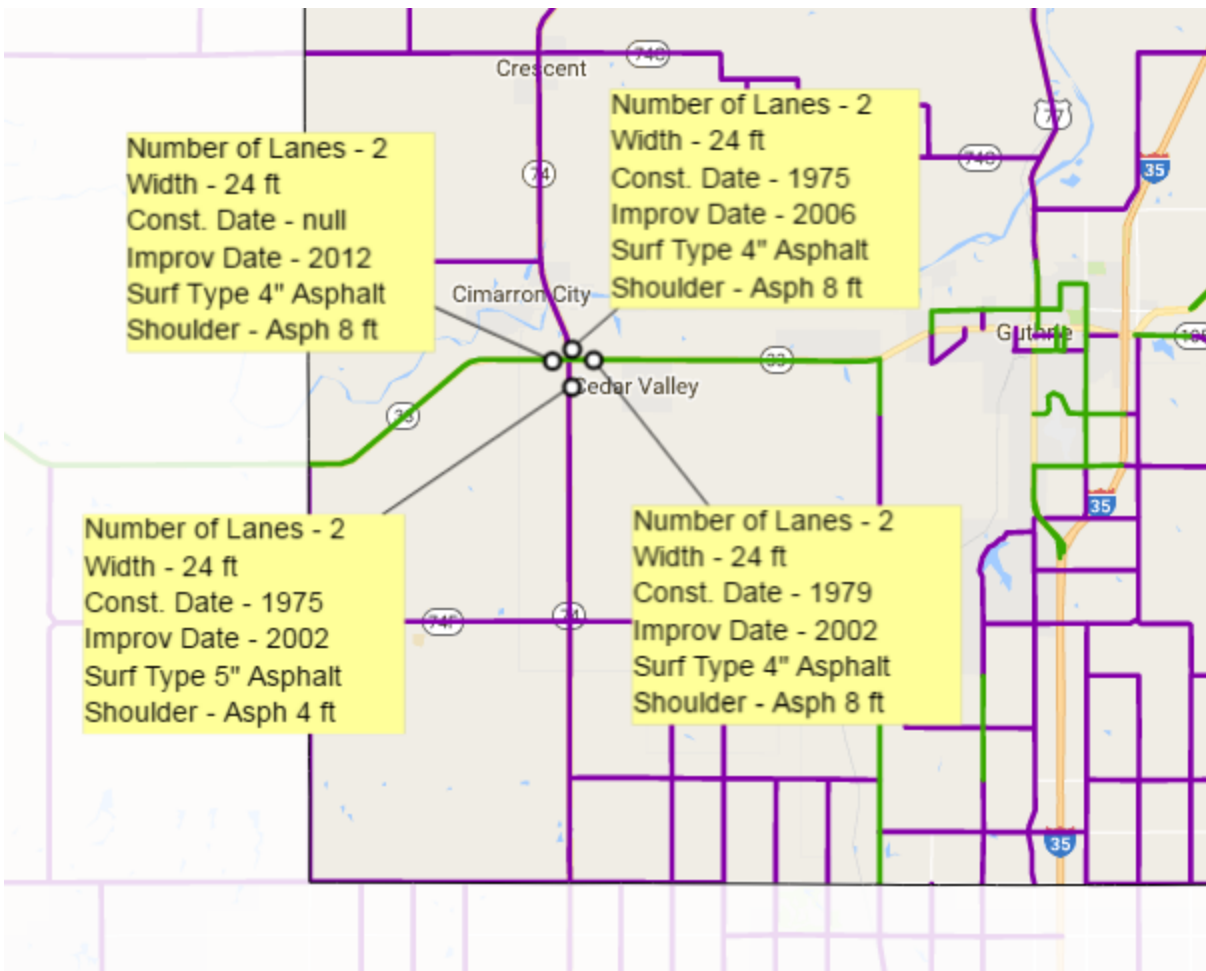
Thank you,  
Alan

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**From:** Ron Maxwell [mailto:[RMAXWELL@ODOT.ORG](mailto:RMAXWELL@ODOT.ORG)]  
**Sent:** Thursday, October 27, 2016 1:58 PM  
**To:** Daryl Johnson <[DJOHNSON@ODOT.ORG](mailto:DJOHNSON@ODOT.ORG)>; Bjornsen, Alan <[Alan.Bjornsen@nrc.gov](mailto:Alan.Bjornsen@nrc.gov)>  
**Cc:** Matthew Blakeslee <[MBLAKESLEE@ODOT.ORG](mailto:MBLAKESLEE@ODOT.ORG)>  
**Subject:** [External\_Sender] RE: Cimarron Site, NE of SH 74 and SH 33

Mr. Bjornsen,

Below is the additional information requested.



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**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](mailto:djohnson@odot.org)

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**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](mailto:alan.bjornsen@nrc.gov)