

Section 6.0 Traffic Control Plan

6.1 Traffic Safety Measures

See Attachment 6 for a copy of the Traffic Management Plan which is summarized in this section. The Traffic Management Plan contains a summary description of the traffic safety measures and other methods planned to address traffic control issues caused by construction activities, minimum road design standards, and other stipulations required by the State of Montana and Carbon County.

The Traffic Management Plan is preliminary in nature and is a general guidance plan for the Project's traffic management. This plan will be supplemented and replaced by more detailed plans developed by the turbine supply contractor and the construction contractor who will be required to provide detailed traffic plans based on the final design, equipment configurations, and delivery schedules for major components for the project.

Public access to the Project construction area on the Private lands will be restricted. Public access to the State of Montana leases will have limited access restriction for public safety during the construction phase of the project. Access will be restricted within the general Easement areas where active construction is taking place. Numerous hazards exist, both to the workers and those traveling through or near the site on public access roads from construction related traffic, including the use of off road dump trucks, large machinery, redi-mix trucks and general delivery trucks and crew vehicles. Therefore, warning signs will be posted at the entry points to the internal project access roads indicating the dates of construction activities informing the public about the restricted access period.

At the lay down areas where supplies, including those deemed hazardous, and equipment will be stored, the project contractors will provide security guards to check incoming loads and direct visitors to the office trailers.

Areas with construction in progress will be secured so that no one without proper safety training will be able to access them. Wind turbine generator access doors and the substation will remain locked at all times. General traffic safety measures that will be taken are:

- Public access along all county roads will continue during construction.
- Signs warning the public of areas of congestion, truck traffic and travel Railbed Road, Pryor Mountain Road restrictions will posted at the access points and along public right of way.
- Permanent gates will be installed on all internal access roads.
- Speed limits for all Project roads including all country roads will be 25 MPH.
- All super loads on State Highways and County Roads will have escort vehicles.
- All incoming super loads will be permitted in accordance with appropriate regulations.
- All contractors will be required to establish formal protocols to enhance personal and vehicle safety.
- Major construction traffic and super loads will be scheduled to avoid major commute times of 7 AM to 8 AM and 4 PM to 6 PM in the city of Bridger.

6.2 Use of Existing Roads

See Section 5.2.3 for a discussion of the primary and secondary access roads. See Section 7 for a description of the types of loads and frequency of use of existing roads. See Attachment 7 for an analysis of traffic levels on US Highway 310 and the MDOT requirements for Approach Permits and System Impact Process evaluations regarding the effect of construction traffic and approach improvements at key intersections with Montana Highway 310. The following existing public roads will be used by the project.

- Highway 310: Montana Highway 310 will be the primary access road for all construction deliveries. The primary route for equipment and material deliveries will be via US Highway 212 to US Highway 310 from I-90. The majority of the deliveries will use this route and travel through communities of Silesia, Edgar, and Bridger. Any deliveries coming from Wyoming routes will also use US Highway 310 to access the project.
- The Quarry Road intersection with Highway 310 will be the primary access entry for 100% of all super loads. Approximately 0.2 of a mile of Quarry road will be utilized to access Railbed Road. Approximately 1.5 miles of Quarry road will be utilized to access areas of the Loyning Ranch wind lease area.
- Railbed Road is a county road and will be used as the primary delivery route the majority of large loads and the majority of the material deliveries and travel between the batch plant and the wind turbine foundations at each project in Phase I Phase II and 50% of the turbines in Phase III.
- Pryor Mountain Road is a County Road. Pryor Mountain route from State Highway 310 to the Project area is approximately 10 miles long. Pryor Mountain road will not be used as a material delivery route. Pryor Mountain Road will experience impacts from increased traffic from construction crews access the project site and from light load deliveries and exiting truck traffic.
- Cottonwood Road is a county road and will be used as a primary access route to the transmission line corridor west of Highway 310. Approximately 0.2 miles of Cottonwood Road will be used to access the existing transmission line corridor and its service roads.

There are numerous private ranch roads in the project area. Project related road improvements will branch off of the existing county roads. All project related roads will be private roads with controlled access gates. Some of the existing private roads are well developed gravel surface all weather roads and others are just single track dirt roads. All private road improvements will have lockable gates. The following existing private roads will be used by the project:

- Bowler Flat Ranch Road: The private ranch roads on Bowler Flat Ranch will be utilized to access locations in Phase I and Phase III.
- Olsen Ranch Road: The private ranch road easement to Olsen Ranch will be used to access locations in Phase II.
- Crosby Ranch Road: The private ranch roads on the Crosby Ranch will be utilized to access locations in Phase II.
- Cothron Residence Driveway: The private drive into the Cothron residence will be rebuilt to access locations in Phase III.

Approximately 16 private access roads will be constructed to facilitate the construction and operations of the Project. To the extent feasible, existing ranch entry points, when utilized will require widening and other improvements. All new and modified entry points will obtain Carbon County Approach Permits from the Carbon County Road Department prior to construction.

6.3 Other County Roads

There are a number of private entry roads and public roads along both Railbed Road and Pryor Mountain Road which will be affected by increased vehicle traffic. The following private ranch entry roads have intersections with Railbed Road in the project area and will be incorporated into the projects road system.

- Bowler Flat Ranch
- Crosby Ranch
- Olsen Ranch
- Cothron Residence
- Prewett Ranch

The following County roads have intersections with Pryor Mountain Road between State Highway 310 and the Project entrance:

- Zentner Road
- Pfeifer Road
- Wahl Lane

All construction traffic will be directed away from the eastern segments of Pryor Mountain Road which lead to the Big Horn County boundary. The Applicants will instruct contractors to limit vehicle traffic to lighter duty trucks, pickups and personal vehicles of workers on the western segments of Pryor Mountain Road leading to Highway 310. Additional warning signs such as “Truck Traffic” and other similar warning signs will be posed at the major intersections during construction.

6.4 Material Stock Piles and Process Areas

Temporary stock piling of materials in each of the Project areas will occur during construction. Material stock piling will include:

- Top Soil. Top soil will be stripped from the construction area and temporarily stock piled along the new access roads until it can be re-spread. Top soil stock piles will be temporary in nature and generally be stock piled in any one location for no longer than 2 weeks before being spread as part of the site disturbance reclamation activities.
- Trench Excavation. Material excavated from the power collection system trenches will be side cast when the trench is constructed. This material will be used to refill the trenched area upon completion of power cable installation.
- Thermal Material Storage: Thermal material such as crush limestone will be imported to the project area and stock piled at various locations along the route of the power collection system. This material is used as the initial back fill of the trench to provide adequate thermal head dispensation.
- Batch Plant Material. The project construction contractors will set up mobile concrete batch plant which will require material stock piles of sand. The batch plant locations will be near the wind turbine construction area co-located with existing facilities at Quarry Road and on Bowler Flat Ranch.
- Gravel Piles. Temporary storage of gravel will occur at the substation location and at each wind turbine site. These temporary gravel piles will be spread on location.

Material processing, such as rock crushing, batch plant operations and general material processing will occur on the Project Easement. The majority of material handling equipment traffic will occur within each project phase's construction area. Cross traffic carrying cut and fill material will largely be confined to within project phase areas and avoid using county roads when possible. No material process other than material excavation and handling will occur near existing residences.

6.5 Vehicle Parking Area

Vehicle parking will be allowed only within the Project area. Construction crews will not be allowed to park along County roads. All construction, operations and maintenance crews and equipment will use designated parking areas within the Project Area.

The project will utilize temporary trailer buildings for the project office during construction. . During operations, crews on the Project site will park on the crane pads next to the wind turbines or at the substation pad when conducting maintenance operations. Access to all project facilities will be via locked gates.

During the construction phase, construction equipment parking will occur at several locations.

- Each Project's lay down areas will be near the project access point off Pryor Mountain Road and Railbed Road. These locations will be used for lay down of construction supplies, and location of construction office trailers. Crews coming into the project area will use these sites for parking. Equipment not being used on a daily basis for construction will also be parked at this location.
- Construction Areas: During construction, various types of earth moving equipment and cranes will be parked along the interior Project area road ways and wind turbine construction sites during construction. Large earth moving equipment and cranes will park along the project construction zone.
- Wind Turbine Sites: The wind turbine sites will be major equipment staging areas. Equipment will routinely be parked at these locations during the construction phase.
- Substations: The substation sites will be the major staging area for the construction of the project substations. Crews and equipment used in the construction area of the substation for parking.