
TRAFFIC CONTROL PLAN – ECHANIS WIND PROJECT

The following is a description of the policy and procedures to be followed in order to manage and control the traffic on-site for the Echanis Wind Project. The plan also covers procedures for access and Traffic Control on the transmission line right of way on private and publicly-owned lands.

Introduction

The site. (See Map)

Vehicle traffic within the project site will consist of heavy earth moving equipment, construction equipment, ready-mix concrete delivery trucks, large and small cranes, service trucks, specialized transportation tractor-trailer units for over-length, over-width, over-height and heavy haul applications, forklifts, pickup trucks and SUV's and on occasion automobiles. Each of these vehicles have distinct operating characteristics including normal operating speed, stopping distance, maneuverability, field of vision, primary direction of travel (forward or reverse), etc. Intermixed with these vehicles is a significant amount of pedestrian traffic that is required to work directly adjacent to these vehicles.

Due to the access limitations of the site it is planned to restrict access from the general public during the construction of the project (anticipated May to December). The construction team will coordinate with the various agencies requiring access to the site to provide the necessary access.

The transmission line right of way (ROW).

Vehicles required for construction of the transmission line will consist of pole trucks, cable trucks, auger trucks and general work and transport vehicles. It is not anticipated that heavy earth moving vehicles will be required anywhere along the transmission line outside of the restricted project site. Very little of the work being done on the transmission line occurs in proximity to public roads, but if work is to be done in or from public roads, flaggers and caution signs will be put in place to alert the public to workers in the area. The public will not be permitted to access the route on private or publicly-owned lands without authorization of the appropriate landowner or the BLM and notification of appropriate Echanis and construction personnel.

Purpose

This Traffic Control Plan (TCP) has been developed to:

- Establish formal protocols to enhance personal and vehicle safety
- Maintain site security

- Normalize traffic flows
- Coordinate and manage high use points to promote the overall project schedule
- Establish machinery and equipment delivery procedures that
 - o Enhance inventory control
 - o Reduce potential for accidents
- Minimize the impact of traffic related activities on site neighbors
- Minimize impacts and deterioration of public motorways.

Procedure: on site

The site is accessed by a private road located south of Ham Brown Lane in Diamond, Oregon. Signage at the point of access will indicate access is not open to the public. Due to the remote location and low volumes of traffic normally occurring in the area, it is not anticipated that significant numbers of non-authorized vehicles will attempt to enter the site. Any who do so will be stopped at the control point on site where there is ample space for vehicles to turn around and be directed off site.

Deliveries will be directed to the project control point on private land, on site. The access road beyond this point will be gated, with security personnel on duty 24/7 during construction. In the operation phase, the gate will be locked outside of normal business hours.

Direction for those entering the site will be accomplished by signs strategically placed at locations along the access road. Additional signage will be provided throughout the site identifying each turbine location by number, string roads by name, and additional strategic locations to aid the communication throughout the site.

The main checkpoint will be a controlled entry point. Security will be provided at the intersection of State Highway 20 and Echanis Road. All vehicles will be required to stop and check in at the main checkpoint security station. All on-site contractors, subcontractors and suppliers must prepare a listing of the expected deliveries for the day and provide this list to security at the beginning of the day. All unannounced or unplanned deliveries will be held at security until an authorized representative of the party ordering the delivery can appear at security and vouch for the delivery. All persons regardless of employer that are on-site will receive an orientation that describes the on-site traffic rules. The exception to this rule is delivery truck drivers that do not leave the cab of their vehicle and do not leave the marshalling area. All persons who receive orientation will be given a unique identification sign. This sign must be displayed prominently on the dash of the vehicle. A vehicle with the appropriate sign will be allowed to pass through security.

During the orientation, each person will receive a site map (see sample) that describes the on-site traffic rules. The map will include emergency evacuation

procedures and emergency notification numbers. Emergency procedures will be detailed during orientation.

Radio communication between the checkpoints and the site managers will be utilized in the coordination of all deliveries. Radio communication will also be used to maintain control of the traffic utilizing Echanis Road throughout construction. Prior to the start of construction a radio study will be performed to indentify where radio repeaters will be placed to provide adequate coverage.

An on-site speed limit of 15 MPH when workers are present, 25 MPH when they are not, will be established. The speed limit on public motorways will be as posted. Violation of the speed limit will result in warnings and possibly termination of site access privileges.

When two vehicles are traveling in the same direction, the rear vehicle may not pass the front vehicle until the front vehicle has stopped.

Smaller and more maneuverable vehicles must yield to larger less maneuverable vehicles.

Driving under a load is prohibited.

Seat belts are required any time a vehicle is in motion.

At each daily meeting, road use requirements will be an agenda item. All participants will provide a description of their road use requirements for the following day. During this discussion, potential time and location conflicts will be identified. Working cooperatively, all parties will determine the appropriate schedule for activities that minimizes schedule delays and road use conflicts.

At each daily meeting, projected deliveries will be an agenda item. All participants will provide a listing of expected deliveries for her following day. This information will be provided to security.

Flaggers and temporary signage will be provided as follows:

- Flaggers on public motorways:
 - o During the delivery of oversized machinery, equipment and materials

Procedure: on transmission line ROW

The ROW is generally located in remote areas with limited intersections with public roads. Such public roads as exist in the area of the ROW are generally lightly traveled. There will be no public access on the private portions of the ROW without

authorization of the landowner and prior notification of Echanis (during construction of the transmission line).

Vehicles will obey all posted speed limits on public roads and will not exceed 25 MPH on the ROW. Special care will be exercised in Over the Ground transit to operate at safe speeds and stay within the ROW.

Work will proceed along the ROW (beyond the project site) in accordance with plans in the Plan of Development. It is anticipated that the transmission line will be completed in 4 – 8 months, depending on several factors.

Work will be conducted along the ROW in stages, beginning with deliveries to staging areas, digging holes and setting poles, etc. A temporary marshalling point will be established for the transmission line construction crew on private land in a location convenient to the project. The project manager will notify landowners (private or public) in advance when work will begin on a given property and when it is expected to be completed.

The Echanis Wind Project

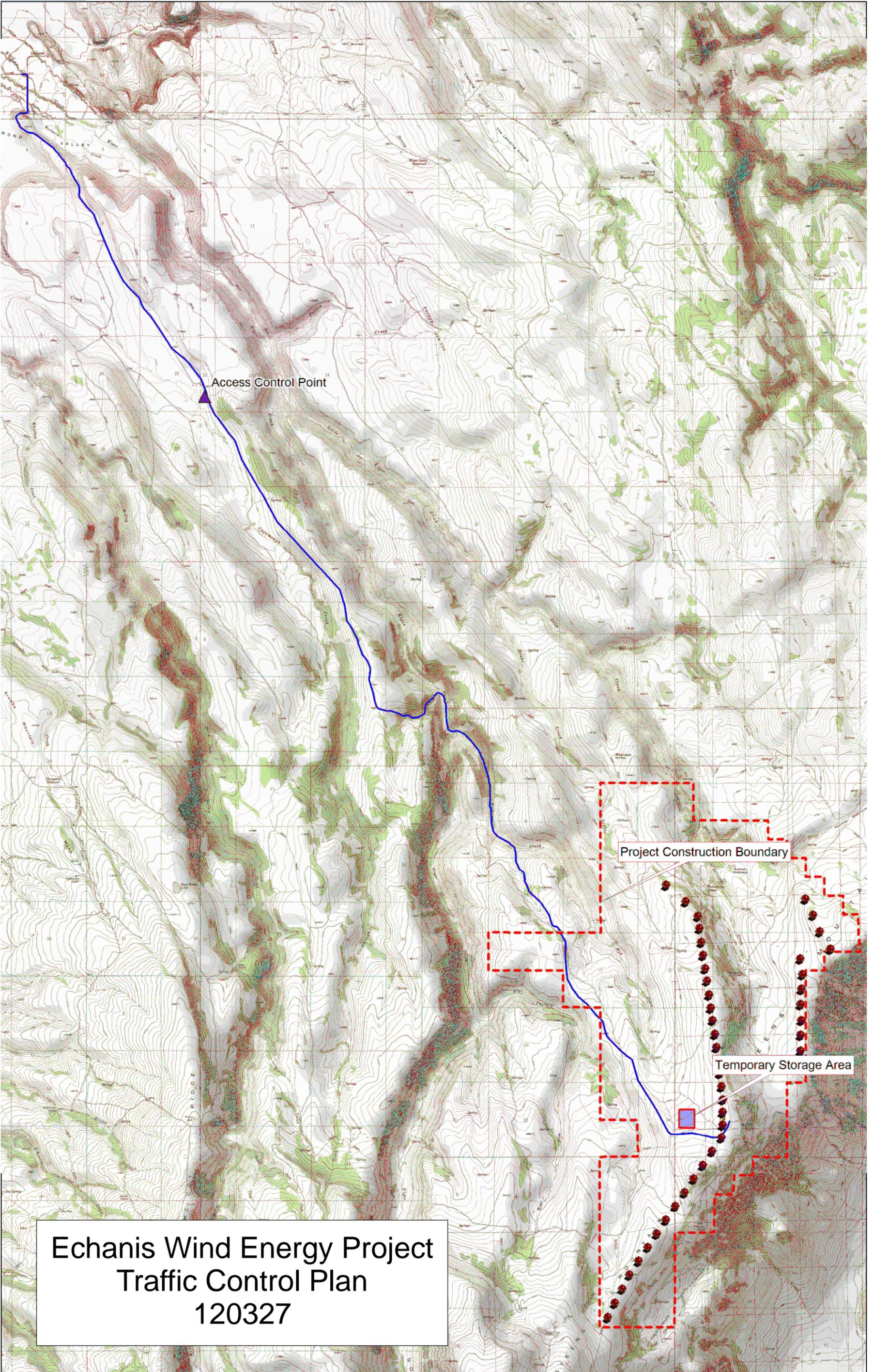
JOB SITE RULES

Safety Rules

- ◆ Hard hats and safety glasses required at all times
- ◆ High visibility vests required on all personnel
- ◆ Stretch and Bend required daily with full PPE
- ◆ 100% fall protection required above 6 feet
- ◆ Ropes on site for high work
- ◆ On-site speed limit is 15 MPH
- ◆ County Road / State Road speed limits must be obeyed
- ◆ Construction vehicles must yield to traffic on public roads
- ◆ GFCI on all temporary power
- ◆ All power cords and ladders will be inspected quarterly and marked for identification
- ◆ Safety permits: Hot Work, Confined Space, Critical Lift, Scaffold, Dig, Blast
- ◆ Fire extinguishers required for all work trucks
- ◆ Pre-task planning cards are required, re-do if change in work or plan
- ◆ Tag lines required on all lifts
- ◆ Daily inspection on rigging
- ◆ No work inside towers alone
- ◆ No riding in back of pickup trucks
- ◆ Injuries / Incidents reported IMMEDIATELY
- ◆ Near Miss and Hazard Recognition reported daily
- ◆ Hazard Communication Program available to you at all times
- ◆ Project site Safety Committee participation
- ◆ Post accident investigations
- ◆ Group “toolbox” safety talks daily
- ◆ Daily safety audits
- ◆ Operator certifications: Forklifts, Aerial Lifts, Cranes
- ◆ Trained CPR/First aid individuals on site
- ◆ MANDATORY Mortenson provided training required for all workers beginning First Day/First Hour

Site Rules

- ◆ Parking and laydown in designated areas only
- ◆ Park to allow a forward exit from parking space
- ◆ All vehicles must stay inside construction work areas
- ◆ No Smoking outside of vehicles unless in a designated area
- ◆ Deposit trash and cigarette butts in designated containers
- ◆ Avoid archeological, environmental, wetland areas as required
- ◆ Violation of marked environmental zones will result in termination
- ◆ Report ALL injuries and Near Misses



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