

Appendix L

Framework Traffic and Transportation Monitoring Plan Gateway West Transmission Line Project

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1.0 INTRODUCTION

Rocky Mountain Power and Idaho Power Company (Companies) are proposing to construct and operate approximately 1,000 miles of new 230-kilovolt (kV), 345-kV and 500-kV alternating current (AC) electric transmission system consisting of 10 segments between the Windstar Substation at Glenrock, Wyoming, and the Hemingway Substation approximately 30 miles southwest of Boise, Idaho. The proposed transmission line is needed to supplement existing transmission lines in order to relieve operating limitations, increase capacity, and improve reliability in the existing electric transmission grid, allowing for the delivery of up to 1,500 megawatts (MW) of additional energy for the Companies' larger service areas and to other interconnected systems. The Project includes ground-disturbing activities associated with the construction of above-ground, single-circuit transmission lines involving towers, access roads, staging areas, fly yards, pulling sites as well as associated substations, communication sites, and electrical supply distribution lines. The Project crosses private land and public lands administered by the Bureau of Land Management (BLM), U.S. Forest Service (USFS), and the states of Idaho and Wyoming.

This Framework Traffic and Transportation Management Plan addresses regulatory compliance, traffic management practices, levels of right-of-way access, and protection measures to help reduce impacts related to transportation and the construction of temporary and long-term access within the vicinity of the Gateway West Transmission Line Project (Project). This document provides a template for a detailed Traffic and Transportation Management Plan to be developed by the Construction Contractor.

2.0 PURPOSE

The purpose of this plan is to provide the Bureau of Land Management (BLM) and other public agencies and the Construction Contractor with a description of the type of access associated with the construction, operation, and maintenance of this Project, and to make evident the potential impacts which could be created by construction and operation of the Project. The goal of this plan is to ensure that impacts from construction of the transmission line and any associated access are kept to a minimum through the use of management practices and mitigation measures described throughout this appendix. These practices and measures are intended to mitigate the effects of transportation on environmental resources, roads, traffic, travel, and road safety.

3.0 REGULATORY

A number of agencies have jurisdiction over the transportation-related components of the Project. These include the BLM, the Wyoming Department of Transportation, Idaho Transportation Department, Federal Highway Administration, local law enforcement and road departments and local highway districts in the counties crossed by the Project. Encroachment permit applications will need to be filed with appropriate road agencies for those areas where the transmission line crosses public roads prior to construction.

Other permits and approvals not directly related to transportation could affect the construction, use, and/or maintenance of roads in certain areas. Persons responsible for Project transportation activities must be familiar with all relevant sections of Project's Plan of Development (POD).

4.0 TRAFFIC MANAGEMENT PRACTICES

Ground travel will be the primary means of transporting construction and maintenance crews and equipment during Project construction. Helicopters will be used as deemed necessary. All vehicles will obey jurisdictional traffic speed regulations and the posted speed limit. Speeds along access roads and spur roads within the right-of-way may be limited to 15 mph in some areas to prevent excessive amounts of construction related dust, as necessary.

Before construction, authorized access routes will be clearly marked in the field with signs or flagging. The Construction Contractor will review the location of permitted access and will be responsible for ensuring construction travel is limited to designated areas that clearly identify the limits of disturbance.

All field personnel will attend an environmental training program. Through this program, field personnel will be instructed to use only approved access roads, drive within the delineated road limits, and obey jurisdictional and posted speed limits to minimize potential impacts to biological, paleontological, and cultural resources.

Every effort will be made to minimize the effects of the Project construction activities on public transportation and to provide for public safety. The Construction Contractor and all environmental monitors will maintain a communications network that consists of one or both of the following devices: two-way radios or cellular phones. This will allow for coordination of equipment traffic along existing access roads so public safety, traffic impacts, and resource impacts are minimized. In addition, any necessary permits for the movement of equipment and materials will be obtained and complied with.

In general, the number of construction vehicles needed for the Project is not expected to substantially increase traffic volumes. Similarly, road and land closures are anticipated to be minimal, and will most likely occur during conductor stringing activities or during blasting. If road and lane closures are needed, the appropriate regulatory agencies, affected parties, and emergency service providers will be notified in advance.

Although construction traffic is not expected to disrupt access to residences along the right-of-way, adjacent landowners will be notified of the construction schedule (where appropriate). Signs will be posted in the Project area to notify landowners and others of the construction activity. Flagging will be maintained until final cleanup and/or reclamation is completed, after which they will be removed.

- A flagging scheme will be included in the final plan covering:
 - Project access road;
 - Temporary work areas (pulling sites, material yards, etc.);
 - Protected animals/plants or sensitive environmental areas;
 - Invasive weed cleaning stations;
 - Proposed structure locations;
 - Structure offsets;
 - Outside edge of permitted right-of-way or centerline; and
 - Cadastral survey monument

1 Construction crews will park only in designated areas and will be shuttled to the
2 appropriate work sites if necessary.

3 **5.0 LEVELS OF RIGHT-OF-WAY ACCESS**

4 Access to the Project right-of-way and other areas (e.g., multi-purpose areas), will be
5 needed for Project construction, operation, and maintenance activities. Listed below are
6 five types of roadways that will be used for this transmission line.

7 **5.1 Paved Roads**

8 These roads are typically highways and state routes and will be used for travel to
9 existing and new dirt roads to access the right-of-way. No staking will be required for
10 this type of access.

11 **5.2 Existing Unpaved Roads Not Requiring Improvements**

12 These are existing dirt or gravel roads that generally will not require any improvements
13 to support construction vehicles to access the right-of-way. Regular maintenance for
14 construction (regarding wash-out areas, graveling, and installation of gravel pads for
15 controlling trackout) is allowed in these areas. The outer edge of existing dirt access
16 roads that have been approved for the Project will be staked. If it is determined that one
17 of these roads does need improvement, the Companies must be notified and any
18 change approved through the variance process described the Environmental
19 Compliance and Management Plan – Appendix C to this POD.

20 **5.3 Existing Unpaved Roads Requiring Improvements**

21 These are existing dirt or gravel roads that may require improvements to support
22 construction vehicles to access the right-of-way, and may be widened to a minimum of
23 14 feet wide travel way and 16- to 20-foot-wide road width in turns. Improvements to
24 these existing roads may include road widening, road straightening/realignment,
25 mowing, blading, tree removal, and bridge/culvert construction. These roads will require
26 reclamation to pre-construction condition if they are not identified as service roads for
27 future operation and maintenance of the transmission line. The required road
28 disturbance area and travel way in areas of rolling to hilly terrain will require a wider
29 disturbance to account for cuts and fills, turning radii, and/or where vehicles are
30 required to pass one another while traveling in opposite directions. The amount of
31 disturbance due to hilly terrain conditions is described in Transmission Line and
32 Substation Components – Appendix B.

33 **5.4 New Access Roads**

34 Development of new roads begins with tree removal and grading to create a horizontal
35 and vertical alignment suitable for passage of construction vehicles. These are new
36 roads are generally a minimum of 14 feet wide travel way and 16- to 20-foot-wide road
37 width in turns and may bridge/culvert installation. These roads will require reclamation
38 to pre-construction condition if they are not identified as service roads for future
39 operation and maintenance of the transmission line. The required road disturbance area
40 and travel way in areas of rolling to hilly terrain will require a wider disturbance to
41 account for cuts and fills, turning radii, and/or where vehicles are required to pass one
42 another while traveling in opposite directions. The amount of disturbance due to hilly

1 terrain conditions is described in Transmission Line and Substation Components –
2 Appendix B.

3 **5.5 Temporary Roads**

4 Roads will be constructed to temporary facilities such as multi-purpose areas and fly
5 yards. They may comprise existing or new roads. In either case these roads will require
6 reclamation to pre-construction condition once construction is complete.

7 **6.0 MITIGATION MEASURES**

8 Protection measures to avoid or reduce impacts associated with access to and from the
9 transmission line are listed in Appendix Z of the POD.

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