

# Construction Traffic Management Plan & Transportation Plan

**674 - Ocotillo Express LLC**

**Ocotillo, CA**

**For submittal to:**  
BLM / Imperial County

**Prepared by:**  
Blattner Energy, Inc.

**April 2012**

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**Attachments**

- 1 Construction Traffic Map Notice**
- 2 Gravel and Concrete Haul Routes**
- 3 Turbine Component Delivery Route/Turbine Blade Delivery Route (See ATS Report)**

**CONFIDENTIAL**

## INTRODUCTION

This Construction Traffic and Transportation Plan has been prepared by Blattner Energy, Inc. (BEI) to describe how our organization will safely and effectively control, maintain and minimize impacts from the Ocotillo Express Wind Project within the community of Ocotillo and Imperial County.

This plan has also been developed to satisfy all the mitigation measures set forth by the California Occupational Health Administration and the construction commitments outlined in Section 5.2.2 of the Plan of Development.

As stated in Section 5.2.2 the following plans are required to be developed:

- A Transportation Plan shall be developed, particularly for the transport of turbine components, main assembly cranes, and other large pieces of equipment that may be necessary to complete the project. The plan shall consider specific object sizes, weights, origin, destination, and unique handling requirements and shall evaluate alternative transportation approaches. Once a transportation approach is selected, the procedures outlined in the California Department of Transportation Permits Manual would be followed if applicable. In addition, the process that would be used to comply with any unique state requirements and to obtain the required permits or variances would be clearly identified and followed. This plan would be submitted to the BLM and Imperial County Department of Public Works for review and approval, and would be in place prior to the transportation of any turbine components
- A Traffic Management Plan shall be prepared for the site access roads to ensure that no hazards would result from the increased truck traffic and that traffic flow would not be adversely impacted. Under this plan, informational signs would be used to inform the public of temporary traffic hazards, flaggers would be employed when equipment would block throughways, and traffic cones would be used to identify any temporary changes in lane configuration necessary to minimize traffic impacts. This plan would be submitted to the BLM and Imperial County Department of Public Works for review and approval prior to construction.

The following Construction Traffic Management and Transportation Plan has been prepared in accordance with the construction commitments outlined above.

## PROJECT DESCRIPTION

The Ocotillo Express Wind Project consists of the construction a wind energy facility within an approximately 12,000-acre project area near the community of Ocotillo, Imperial County, California. Facilities for the project would consist of 112 wind turbine generators (WTGs), above-ground and below-ground electrical transmission/collection systems for collecting the power generated by each WTG, an electrical substation, interconnection switchyard, access roads, two meteorological towers, a biological monitoring observation tower, and an O&M building. In addition to these activities, there will be small vehicular and large equipment transportation of project materials and turbine components throughout the project roads.

The project is located entirely on BLM-administered land. The main roads for accessing the project will be Evan Hewes Highway (also known as (aka) Old Highway 80), Imperial Highway (aka County Route (CR) S2), Yuha Cutoff (aka State Route (SR) 98), and Interstate 8 (I-8). The northern portion of the study area is generally situated north of I-8, from the Imperial/San Diego County border of its western edge to approximately 1.5 miles northeast of the community of Ocotillo on its eastern edge. Imperial Highway bisects the northern project area, and I-8 passes through the southern portion of the northern project area. The southern area is much smaller than the northern area and the majority is south of SR 98. Due to the oversized loads needed to deliver materials to the site; suitable and safe protocols for ingress/egress need to be in place. Construction activities will require the use of county roads by construction material suppliers and turbine component deliveries. The county roads provide connection with smaller paved and dirt access roads leading to the turbine sites.

## **TRAFFIC CONTROL PLAN**

During the course of the Ocotillo Express Wind Project, BEI will provide signage and / or traffic control to the extent deemed necessary by the conditions and amount of traffic using or accessing the county roads. BEI will provide traffic control when haul traffic or oversized loads are entering or using the county roads. These signs will inform, control, warn, shift, or stop traffic on all county roads affected by project truck traffic. Traffic control will be provided.

A traffic monitoring plan has been developed and will be implemented consistent with the size and scope of the project construction activity. The following mitigation measures as deemed necessary by the California Department of Transportation (Caltrans) Permit Department, Imperial County, and the California Highway Patrol (CHP), will be included in the traffic monitoring and control plan:

- Traffic speeds on unpaved roads shall be limited to no more than 15 miles per hour. Traffic speed signs shall be displayed prominently at all site entrances and at egress point(s) from the central maintenance complex.
- Use appropriate signs, equipment, and traffic control measures that conform to the provisions in the Caltrans Traffic Manual and the Manual of the Uniform Control Devices
- Limit vehicular traffic to designated access roads, construction laydown areas, worker parking areas, and the project site.
- Provide employee and contractor orientation and briefing information on the desired construction traffic access route (see Attachment 1 for proposed route).
- Schedule the heavy deliveries consistent with the agreement with Imperial County, Caltrans and the CHP for routes, escorts and road closures.
- All damaged, destroyed, or modified pavement legends, traffic control devices, signing, and striping associated with the proposed development shall be replaced as required prior to issuance of a Certificate of Occupancy.
- Construction signing, lighting and barricading shall be provided during all phases of construction as required. As a minimum, all construction signing, lighting and

barricading shall be in accordance with Part 6 “Temporary Traffic Control” of the California Manual on Uniform Traffic Control Devices for Streets and Highways, dated September 26, 2006, or subsequent editions in force at the time of construction.

- An Emergency Response Liaison shall be appointed to coordinate the reduction of construction-related traffic for the duration of any emergency at or nearby the project site. The BLM, Imperial County Fire Department, Imperial County Sherriff’s Office, and the CHP shall be provided with the construction schedule and the on-site contact information for the Liaison prior to construction. The Liaison shall be immediately reachable at all times during project construction. The Liaison shall have radio contact with project construction vehicles at all times to coordinate traffic reduction measures. In addition, the Liaison shall coordinate with the BLM, Imperial County Fire Department, the Imperial County Sherriff’s Office and the CHP to establish emergency procedures for access to the project site in the event of an emergency.
- Blattner shall also provide temporary signs at public and site access road intersections to provide direction to turbine locations; and at the appropriate locations on public roads to indicate that no wind project traffic is allowed along these roads. These signs shall remain in place throughout the construction period

### **Main Access Points**

BEI will use Evan Hewes Hwy to connect to the private mine by-pass road on BLM-administered lands (By-Pass Road) from I-8 as the main access point. BEI will not utilize the By-Pass Road until permission is granted from the property owner. Ocotillo Express, LLC has committed to a cost-sharing arrangement with Pyramid and the other mining and construction companies under which Ocotillo Express, LLC will also repair any damage its construction equipment causes to the road and to ongoing maintenance costs. A small portion of the project will use Imperial Hwy / Yuha Cutoff to access approximately 11 WTG south of I-8. Additionally, Evan Hewes Hwy west of Ocotillo, California will be utilized to access the west portion of the project. Construction traffic will be routed around the community of Ocotillo via the private mine road. A standard informational sign will be located along these roads to direct construction traffic and to notify passing motorists of construction traffic and temporary delays that may result. Prior to the oversized loads arriving at the access point, traffic will be stopped in both directions for a short time period, allowing the transport to turn into the project access route safely per the discretion of the CHP (see Turbine Delivery Plan below for details).

### **Material Delivery**

#### **Concrete Trucks**

- The concrete batch plant will be located in Company’s quarry which is accessed using the private mine road. All concrete trucks will follow the highlighted yellow roads on the site map.

#### **Gravel Trucks**

- The gravel quarry is located north of the project boundaries in quarry which is accessed using the private mine road. All gravel trucks will follow the highlighted yellow roads on the site map.

## Water Trucks

- Water trucks will utilize the three access areas described above, and depicted as North, West, and East in Attachment 2, Gravel and Concrete Haul Routes. Two sources of water have been identified. The primary well is located and the secondary source is located in the.

## Turbine Delivery Plan

To successfully complete this project, large wind turbine components have to be delivered to the project site near the community of Ocotillo from a proposed rail yard to be built in Plaster City, and a second proposed rail yard to be built in Glamis.. The delivery routes were specifically selected through consultation with Caltrans Transportation Permit Section, Imperial County Public Works, and the CHP to reduce unnecessary traffic.

Delivery trucks will leave the Plaster City yard and will approach the I-8 on-ramp driving south on Dunaway Road and will turn right (west) onto I-8. This will require approximately 30 seconds of blocked traffic in both directions while the truck swings wide to make the turn. This turn will also require that one sign is temporarily removed (see Attachment 3 for plans and photos). The trucks will exit the westbound I-8 off-ramp onto Imperial Highway in Ocotillo. The trucks will make a right turn (north) onto Imperial Highway. This will involve approximately 15 minutes of blocked traffic for each occurrence while the truck swings wide to make the turn. Five CHP officers will be on location for each occurrence to block the intersection and provide traffic control. This turn will also require that up to five signs are removed temporarily (see Attachment 3 for plans and photos). The trucks will then take an immediate right turn (east) onto CR-S80. The CHP officers will keep the road blocked until the trucks complete the turn onto CR-S80. This turn will also require that approximately 20 feet of the existing fence in the ROW is removed and three signs are temporarily removed (see attached plan and photos). In order to deliver to the 11 turbines on the south side of I-8, the delivery trucks will turnaround on the north side of I-8 and proceed south on Imperial Highway. The trucks will need to make a right turn (west) onto SR 98. This will involve approximately 30 seconds of blocked road in both directions and that two signs are temporarily removed (see Attachment 3 for plans and photos).

The blades will be stored and trucked to the project site near the community of Ocotillo. The loaded trucks will drive west on Hwy 78 from Glamis and turn south on Hwy 115 to reach the I-8 westbound. The trucks will then exit in Ocotillo and follow the same delivery route and plan as described above.

## WORKING IN STATE AND COUNTY RIGHT-OF-WAY

Encroachment permits will be applied for with the County and Caltrans for the required turbine turning radii. The Caltrans Permit Department has approved the turbine delivery routes from to

Ocotillo and to Ocotillo. An agreement has been made with CHP to have five full-time officers on site to assist with escorting delivery trucks and traffic control at the intersection in Ocotillo. The trucks carrying the mid section, top section and blades will have CHP escorts.

Turbine deliveries are scheduled to begin in August 2012 at a rate of one per day, Monday thru Saturday, concluding in November 2012. The first two turbine components of the day will consist of the base section and nacelle from the Plaster City staging yard to the project site. These do not require CHP escorts. Upon arriving to Ocotillo, the five CHP officers will close the I-8 off-ramp/Imperial Highway intersection in the community of Ocotillo for approximately 15 minutes to allow the trucks to make the necessary wide turn. Following the delivery of the first two trucks, the CHP officers will escort the trucks carrying the top section and the mid section from Plaster City to Ocotillo. Upon arrival to Ocotillo, the CHP officers will close the intersection for approximately 15 minutes to allow the trucks to gain access to the project site. After delivery of the mid and top sections, the CHP officers will escort the trucks transporting the blades from Glamis to Ocotillo and will subsequently close the intersection as stated above. This procedure will result in the closure of the I-8 off-ramp/Imperial Highway intersection three times per day, lasting approximately 15 minutes each.

#### **TRAFFIC AWARENESS TRAINING**

The mitigations measures imposed by Imperial County and Caltrans have been incorporated into the planning and scheduling of oversized deliveries for the project. Blattner will also implement the traffic monitoring control plan during our mandatory site specific training for all employees, subcontractors, vendors and suppliers.

Construction Employees will access the project from I-8. They will use the highlighted yellow roads on the site map (see Attachment 2). Workers are expected to begin work between 5/4/12 and 5/10/12. During peak construction, 235 workers are expected. All employees will receive a traffic route map during orientation and will be encouraged to carpool. The main employee parking lot will be at the laydown yard at the project site.

#### **VEHICLE SITE SAFETY PLAN**

To ensure safety of the general public, all heavy equipment and building materials will follow the guidelines stated below:

1. All construction work hours, heavy equipment deliveries, and timing of building materials will generally be outside peak traffic hours (between 9 am and 4 pm).
2. During construction, access to adjacent properties will be maintained and will not be restricted. Use of the Mine By-Pass Road allows for all private property entrances to be completely avoided for most construction activities. For activities adjacent to I-8

- frontage, access to property will be coordinated with the affected landowners prior to blocking access in these areas.
3. Temporary closure of travel lanes or disruptions to street segments and intersections during materials delivery, or any other utility connections are not expected to exceed 15 minutes of disruption to traffic per instance.
  4. BEI will work with Imperial County, vendors, and subcontractors to route trucks for the minimization of construction traffic during the AM and PM peak hours. These hours shall be determined by the onsite CHP officers. BEI will route construction traffic around the community of Ocotillo by utilizing the private mine road east of Ocotillo, California and will avoid residential neighborhoods to the maximum extent feasible.

### **EMERGENCY PERSONNEL ACCESS**

Upon notification, the Site Manager, Safety Coordinator/Emergency Liaison and Trade Superintendent's will respond to the emergency scene and manage emergency operations in accordance with the Emergency Response Plan (April 2012). As outlined in the Emergency Response Plan, in the event of a major medical emergency, the Imperial County Emergency Center will be notified and an ambulance and emergency medical team will respond to the scene. The person in charge of the emergency scene will dispatch someone to the site access point nearest the scene to direct and lead arriving outside responders. In the event of a minor medical case, the affected employee will be transported via a company vehicle by a superintendent, foreman, or field engineer to:

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