Chokecherry and Sierra Madre Wind Energy Project

Winter Access Plan

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1.0 INTRODUCTION

Power Company of Wyoming LLC (PCW) proposes to construct, operate, maintain and decommission the Chokecherry and Sierra Madre Wind Energy Project (CCSM Project), located in Carbon County, Wyoming. The CCSM Project consists of up to 1,000 wind turbines capable of generating approximately 2,000 to 3,000 megawatts (MW) of clean, renewable wind energy. The primary components of the CCSM Project include the wind turbine generators, an internal road network, a rail facility, a quarry, an internal electrical collection and transmission system, substations, and operations and maintenance buildings.

The CCSM Project is located south of the city of Rawlins, primarily within the bounds of the Overland Trail Ranch (Ranch). The Ranch is owned and operated by PCW affiliate, The Overland Trail Cattle Company LLC (TOTCO). The Ranch is situated within an area of alternating sections of private and federal lands commonly referred to as the "checkerboard." The vast majority of the private lands are owned by TOTCO and the federal lands are administered by the Bureau of Land Management (BLM) Rawlins Field Office (RFO). A small percentage of the land within the Ranch is owned by the State of Wyoming and is administered by the State Board of Land Commissioners. Finally, Anadarko Land Corporation owns some sections located on the periphery of the northwest boundary of the Ranch.

In 2008, PCW applied to BLM for right-of-way grants to construct, operate, maintain and decommission the CCSM Project on federal lands within the CCSM Project Site. On June 29, 2012, the Notice of Availability for the Final EIS concerning the CCSM Project was published in the Federal Register (77 FR 63328). On October 9, 2012 the Secretary of the Interior signed the Record of Decision (ROD). In the ROD, BLM determined that over 200,000 acres within the CCSM Project Site are suitable for wind energy development subject to the requirements described under the Selected Alternative in the ROD. The area that was determined to be suitable for wind energy development consists of two wind development areas (WDAs) in which turbines would be located. The northern WDA is known as Chokecherry and the southern WDA is known as Sierra Madre. The WDAs are located approximately 9 miles apart.

Prior to issuing right-of-way grants for the CCSM Project, BLM will conduct subsequent environmental analysis of site-specific plans of development submitted by PCW. The site-specific plans of development will be screened against the analysis conducted in the EIS and the requirements described under the Selected Alternative in the ROD. PCW anticipates submitting five (5) site-specific plans of development to BLM, consisting of the following:

1. Phase I Haul Road and Facilities
2. West Sinclair Rail Facility
3. Road Rock Quarry
4. Phase I Wind Development
5. Phase II Wind Development (including Phase II Haul Road and Facilities)

This Winter Access Plan (Plan) describes PCW's strategy for maintaining access to the CCSM Project components listed above during winter conditions. During the winter months, the CCSM

Project Site is known to have periods of significant snowfall and drifting. To effectively operate and maintain the CCSM Project, some limited access to the CCSM Project components will be required during winter conditions. PCW intends to first minimize the need for winter access and then use the methods and strategies described below to access the CCSM Project components as required. PCW will update and modify this Plan as needed to address the changing conditions and requirements of the CCSM Project. PCW will apply adaptive management principles to winter access, using any lessons learned in subsequent plan updates.

2.0 STRATEGY

To provide access to the CCSM Project components during winter conditions while minimizing impacts, PCW will apply the following strategies:

1. Conduct preventative maintenance prior to winter;
2. Stage winter access vehicles (snow cats or equivalent) in strategic locations (e.g. Lower Miller Hill) to provide access without snow removal;
3. Equip select CCSM Project pick-up trucks with snow plows; and
4. Perform snow removal on roads only as needed.

3.0 METHODS

The primary method for maintaining access to CCSM Project components during winter conditions is to clear snow from road and facility surfaces. PCW will use pick-ups, as well as larger snow plow trucks (Ford F-650 or similar) when needed, to clear snow from roads and facilities.

When snow is removed from the driving surface of a road, PCW will attempt to maintain at least a 24 foot clearance on haul-class roads, a 16-feet clearance on arterial, turbine, and facility-class roads, and 12-foot clearance on structure-class roads. Snow removed from roads will be pushed to the shoulder of the road along the edge of the driving surface where possible. When snow piled along the shoulder of the road becomes sufficiently deep, escape openings for big game will be provided every one-quarter mile or less. For snow removal at facilities, snow will be pushed to a location within the facility site where it will not interfere with access.

As an alternative to snow removal, winter access to some CCSM Project components will be accomplished using winter access vehicles, such as snow cats, snow machines (snowmobiles), or equivalent. PCW will use winter access vehicles where access is required over a relatively short distance (5 miles or less). Winter access vehicles will only be used when sufficient snow cover exists to allow the machines to operate effectively; if snow cover is not sufficient, PCW will clear snow as described above.

Over time, operating experience on the CCSM Project will identify locations where snow drifts are likely to occur. PCW may elect to place snow fences upwind of these locations to limit drifting and reduce snow clearing requirements. If snow fences are used, they will be limited to segments of one-quarter mile or less to facilitate the exit of big game.

4.0 IMPLEMENTATION

PCW will implement the winter access strategy and methods for the CCSM Project components as described in Table 1. As PCW gains operating experience on the CCSM Project Site, the measures and strategies listed for each component will be reviewed and updated as required to accomplish efficient and safe winter access to the CCSM Project components.

Table 1. Component-specific Winter Access Measures

Component	Measure
Wind Turbines and Pads	PCW will schedule preventative maintenance for wind turbines prior to winter, to the extent practicable. If preventative maintenance cannot feasibly be completed prior to winter, PCW will attempt to schedule winter maintenance for turbines in areas that are easier to access during winter conditions. For wind turbine work during winter conditions, turbine pads will only be cleared to the extent required to support the activities. Unless required by the work activities, snow clearing would be limited to that required to access the turbine and would not include the entire turbine pad.
Haul Road	The Haul Road is the primary access route for the CCSM Project Site; as such, PCW will clear snow from the Haul Road throughout the winter as appropriate to the road conditions and activity level on-site.
'Other Roads'	Arterial, turbine, facility, and structure-class roads will only be cleared to provide access to turbines and other project elements when required; however, some arterial roads that provide access to large portions of the CCSM Project Site may be cleared more proactively, similar to the Haul Road.
Buildings	All buildings for the CCSM Project (Operations Center, Chokecherry Maintenance Building and Sierra Madre Maintenance Building) are located along or near the Haul Road and/or public roads. Access to each building will be maintained throughout the winter. Since access to the CCSM Project buildings will be maintained, snow plows and winter access vehicles will likely be stored at each location to facilitate winter access throughout the remainder of the CCSM Project.
West Sinclair Rail Facility	When the West Sinclair Rail Facility is in operation during winter conditions, access will be maintained by clearing snow from the access road and active portions of the facility similar to the Haul Road and buildings. When the West Sinclair Rail Facility is not in operation, access to the facility during winter conditions will be established and maintained only as needed.
Road Rock Quarry	PCW does not anticipate that the Road Rock Quarry will operate during winter conditions; however, if the Road Rock Quarry is operated during the winter, access will be maintained by clearing snow from the access road and active portions of the facility similar to the Haul Road and buildings. When the quarry is not in operation, access to the facility during winter conditions will be established and maintained only as needed.
Substations	PCW will maintain access to the CCSM Project substations throughout the winter, similar to the Haul Road and Buildings, for safety.
Water Stations	PCW will keep at least one CCSM Project water station functional during the winter; access will be established only as needed.
North Platte River Extraction	The river extraction facility will not be operated during the winter; therefore River Road will not be cleared and no access will be available.