



Dolores Canyon Solar Road Use Plan

Addendum to Site Specific Development Plan
and
Land Development Agreement Application
Dolores County, Colorado
June 25, 2021

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1.0 OVERVIEW

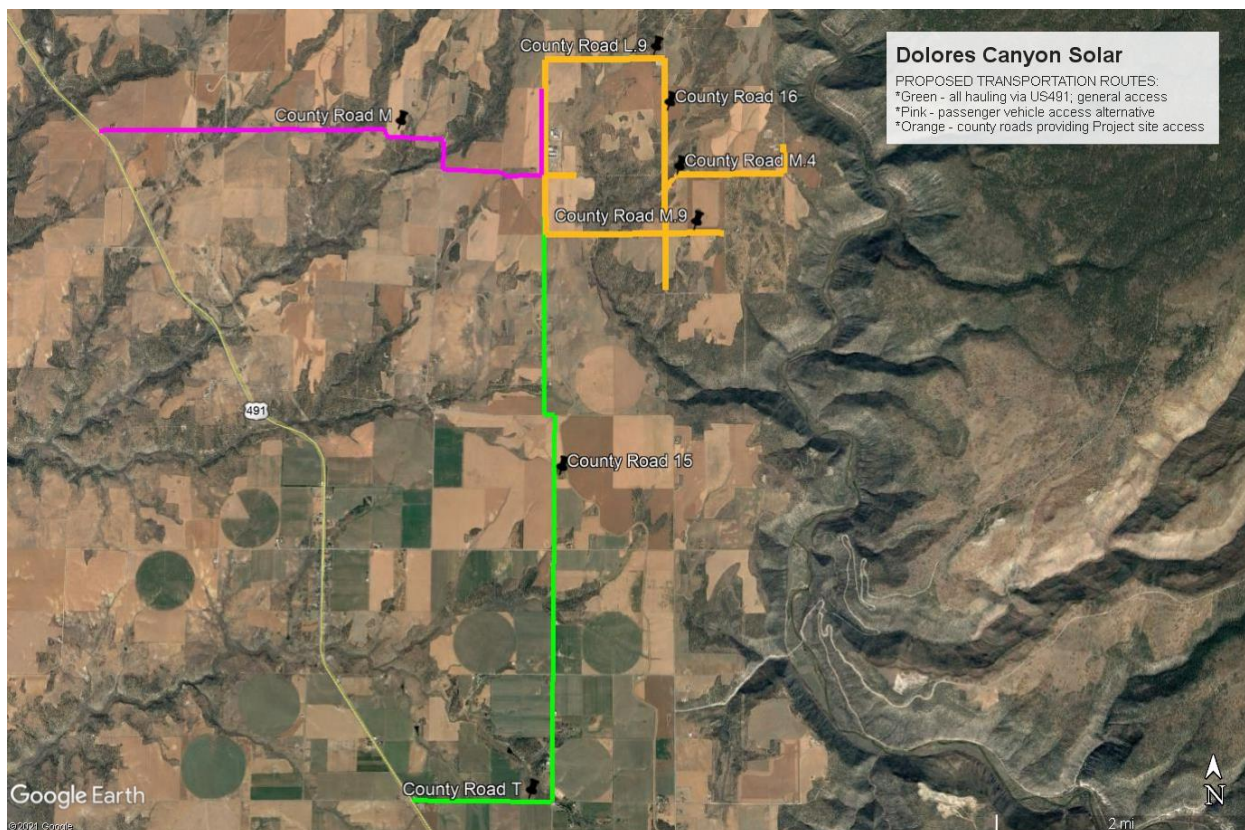
The purpose of this Plan is to detail the use of Dolores County rights-of-way for access to the proposed Dolores Canyon Solar project (“Project”), a proposed 110MW photovoltaic power generating station.

The Project, located in Dolores County northeast of Cahone, will consist of nine separate solar array areas. The Project substation will be connected via overhead transmission lines to the existing Cahone Substation, owned by Tri-State Generation and Transmission Association (“Tri-State”).

Construction is projected to commence in early 2022 and finish by mid-to-late 2023.

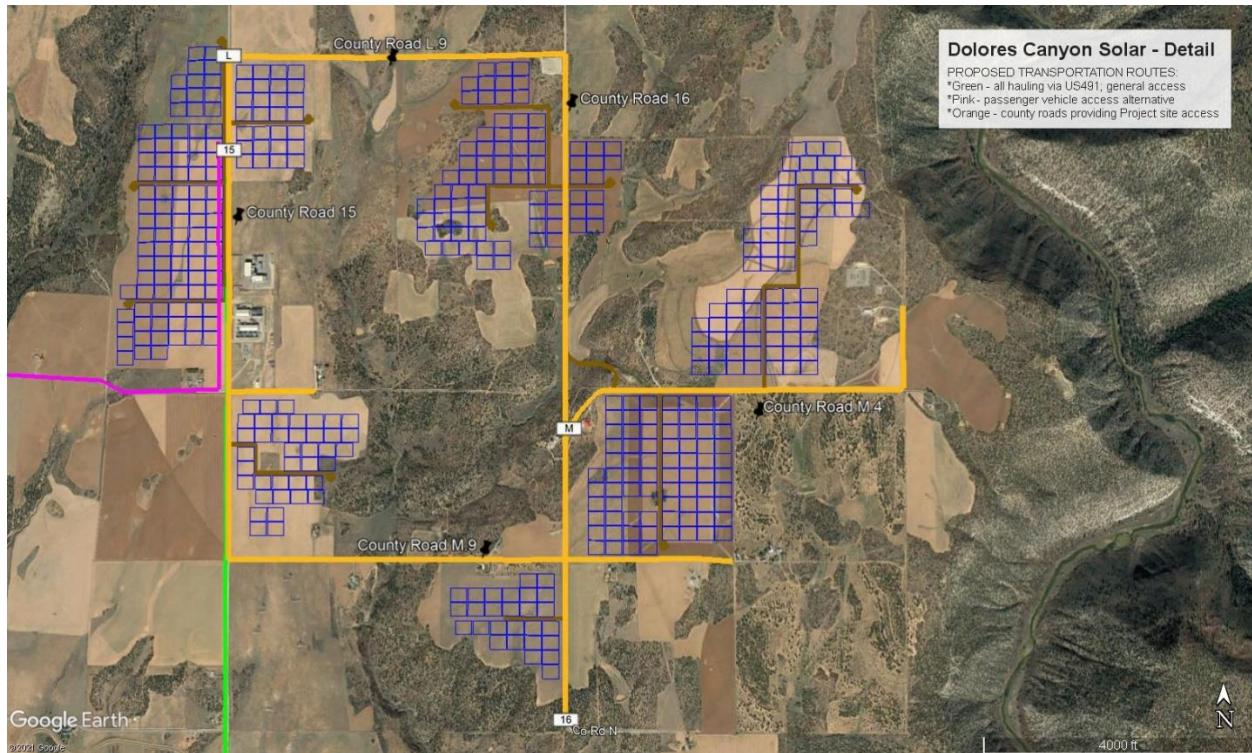
2.0 ACCESS

Discussions were held with both Dolores County Road & Bridge Supervisor Steve Davis as well as Montezuma County Road & Bridge Superintendent Rob Englehart to determine the best routes for both hauling and passenger vehicular traffic. Figure 1 illustrates the outcome of these discussions:



(Figure 1)

The Project area's proposed accesses will be from US Highway 491 via County Road M/M.4 to County Road 15 for passenger vehicles, and for delivery vehicles, via County Road T (aka Montezuma County Road FF) to County Road 15. From the intersection of County Road 15 and M, various other area county rights-of-way will provide access to and from the Project entrances. Figure 2 offers further detail:



(Figure 2)

In addition to County Roads T, 15, and M/M.4 for general area access, Project array specific access will utilize County Roads 15, L.9, 16, M.4, and M.9. All roads are composed of natural-surface materials.

Should alternate routes along other county ROWs become necessary due to unforeseen circumstances, the Company will coordinate with the Road & Bridge Department for guidance on alternate access methods.

Project array entrances

- The west side of CR 15, roughly 1000' south of CR L.4; this will be the construction headquarters area, with temporary trailer installation as well as other temporary business features during the construction time frame
- The east side of CR 15, roughly 1000' south of CR L.4
- The east side of CR 15, roughly 825' south of CR M.4

- The west side of CR 16, roughly 875' south of CR M.9
- The west side of CR 16, roughly 2000' south of CR L.4
- The east side of CR 16, roughly 2000' south of CR L.4
- The south side of CR M.4, roughly 1700' northeast of CR 16
- The north side of CR M.4, roughly 3200' northeast of CR 16

Per the standards of the Dolores County Road & Bridge Department, each access will need to be approved and permitted with an individual Driveway Permit and constructed to County specifications.

Internal roadways and staging areas

To provide accessibility within the site, gravel roads and material lay down areas will be constructed. Site roads will be engineered to a width of between 16 and 20 feet to support two-way traffic for initial material delivery and long-term operations and maintenance site access. Roadway deadends will terminate in 60'-radius cul-de-sacs. Consultation with Chief Kline of Dove Creek Volunteer Fire Department verified that 16' internal roadways meet Department standards.

Perimeter security fencing

The nine solar array areas and the Project substation will be separately fenced with an estimated six-foot high chain link fence. Access to the fenced solar array and substation areas will be secured by locked gates accessible via typical KnoxBox locks or similar fire department-ready devices.

3.0 TRAFFIC

Estimated Project-based traffic along these roads during the ~18-month construction period can be divided into three stages:

- 1) Site Preparation.** Approximately 4-6 months of site preparation including installation of access driveways with culverts, erecting fencing, as well as performing civil engineering work to survey, stake, and prepare the surface as necessary for the construction of the facility. This phase of construction will require an average of 20-40 pickup trucks per day and 20 tractor-trailers per day delivering equipment or materials.
- 2) Primary Construction.** Approximately 11 months of primary construction including delivery of solar modules and racking, installation of racking and modules, as well as electric work. This phase of construction will entail an average of 150-200 pickup truck trips per day and 10-15 tractor-trailer loads per day with equipment or materials at the height of construction.

- 3) Preparing for Operation.** Approximately 2 months of final work, connection, commissioning, and site cleanup. This phase of the Project will involve an average of 20-40 pickup trucks per day but just one tractor-trailer load per week.
- 4) Operational Phase.** Traffic volumes will reduce significantly at the end of Project construction. During the operational life of the Project, it is expected operation and maintenance traffic would be in the range of ~5 vehicle trips per month via pickup trucks or other delivery vehicles, as needed.

Please refer to Appendix item 1.

Traffic flow

None of the Project's array entrances are accessed from County Road M.9, and as such, the Company has chosen to take haul truck traffic on a longer route that avoids many non-participant neighbors living on M.9. Specifically, ingress haul traffic will be directed toward the Project main entrance on County Road 15, then east on County Road L.9, then south on County Road 16, and then split either east on County Road M.4 or continue south on 16. Egress from the Project areas will follow this same pattern, in reverse.

One notable aspect of this plan will be the use of a private easement on Parcel 505929200122 in the vicinity of the intersection of County Roads 16 and M.4, thereby avoiding both a challenging intersection for large trucks and avoiding travel past a non-participating residence.

Please refer to Appendix 2.

Schools

The areas where Project traffic routes will pass, though rural and not fronting actual school buildings, lie within the Dolores County School District RE-2J boundary.

The Company will coordinate construction traffic safety protocols with Superintendent Gray to establish safe and timely operations of the District's school bus system.

Oversize Loads

The Company will coordinate with the Road & Bridge Department and obtain necessary Special Transport Permits for the infrequent instances of oversize loads that will be transported, e.g. substation equipment, transmission poles, et cetera.

4.0 ROAD QUALITY

The Company has retained the services of AECOM, a large international civil engineering and environmental consulting firm, to conduct a Road Conditions Analysis. AECOM's Salt Lake City office was in the field the week of June 22nd to analyze the present conditions of all county-owned ROWs impacted by the Project (as listed elsewhere in this document). The AECOM final report will capture the road condition baseline which the Company and Dolores County can use to establish the construction and post-construction road quality expectations.

Once the report is finalized, the Company will share this document with the County. Following discussions with the Road & Bridge Department, this current Road Use Plan will be updated to reflect Company responsibilities that will be incorporated into the Site Specific Development Plan – Land Development Agreement to be presented before the Board of County Commissioners at the Project's public hearing (date to be determined; anticipated to occur in September, 2021).

Pertaining to the Project's use of County roads, the Company will coordinate with the Road & Bridge Department to minimize road damage as well as travel delays. Should acute damage occur due to Project impacts during construction, the Company will assess the damage, coordinate with the Road & Bridge Department, and if necessary, conduct repairs as soon as feasible. All necessary Dolores County Right of Way Permits for work to be performed to maintain the Project-affected county road network will be obtained prior to commencing such work.

**** This Road Use Plan is designed to address transportation routes during construction and over the lifetime of the Project given current roadway dynamics. As Dolores County changes over the 35-year lifespan of the Project, this Plan may need to be refreshed accordingly via mutual agreement between Dolores County and the Company.***