

North Fork Ridge Wind Project

Barton and Jasper Counties, Missouri



Project Progress Report No. 8

March 2020

****Indicates Confidential****

HC*Indicates Highly Confidential*HC

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1.0 Summary

Major efforts were focused on advancing civil works and foundations to prepare for turbine deliveries, which began on March 25th. Mortenson offloaded two full sets of turbine components as of the end of March. Coordination with the Missouri Department of Transportation began in earnest early in the month to ensure deliveries are made safely and on schedule. Mortenson notified the project of a potential Force Majeure event due to COVID-19, but has not requested any change to the schedule to date. The project is currently on schedule for completion before December 31, 2020.

2.0 Safety

As of March 31, 2020, there are 238 personnel on site, and cumulative man-hours worked are 88,896. There have been no OSHA-recordable incidents to date. The project reports the following safety incidents for the month of March:

Period	Near Miss	Property Damage	First Aid	OSHA Recordable
March 2020	3	6	4	0
To Date	5	7	4	0

Near misses:

- Motorist ignored flaggers where Mortenson was performing repairs to Highway 126 at the entrance to the batch plant. Flagger was nearly struck by vehicle.
- Vestas: Two incidents of tower delivery trucks slipping off of access roads due to site conditions.

Property damage:

- Concrete truck veered into a ditch, resulting in a low-speed rollover. Driver inexperience and distracted driving were factors in the incident. Mortenson instituted a number of measures as a result of this incident and other incidents involving trucks driven by suppliers.
- A load being carried on a truck shifted in transit, breaking the truck's rear window. Mortenson re-emphasized importance of properly securing loads.
- While using a strap to attempt to pull a truck from mud, the strap broke, snapping back and breaking the windshield of the vehicle that was stuck. Straps are no longer approved for this use on the project.
- While off-loading crane mats, a forklift operator was maneuvering with the forks in an elevated position. The forks struck a turbine blade staged at the site, causing damage. The damage was repaired by Vestas, and the forklift operator was re-trained in forklift operation.

- A crane operator was off-loading a section of the main erection crane boom when he struck a counterweight, damaging the boom lacing. Damaged sections of the lacing were replaced and inspected by a third-party inspector.
- To allow oncoming construction traffic to pass, a contractor's pickup truck pulled off into a resident's lawn, damaging their main water shutoff valve in the process. Restoration of damage to the lawn and water line were completed the following day at the contractor's expense.

First aid:

- A laborer suffered a small laceration to his hand while installing stayforms. The laborer was wearing proper PPE (leather gloves), but the edge of the form sliced through the glove. Mortenson instituted changes in the handling of stayforms.
- A worker slipped and bumped the right side of his head, bruising his earlobe. The incident was only reported by the worker to Mortenson five days later when the earlobe had become infected.
- A worker pulled a leg muscle trying to free himself from mud.
- A worker suffered a small laceration on his right hand while trying to stop himself from falling.

In an attempt to mitigate the risk posed to the project by the novel coronavirus, Mortenson implemented a site-specific plan consisting of measures meant to prevent the spread of the virus. The plan has been updated as dictated by increasing prevalence of infection in the local community as well as changes in CDC guidance. The plan was revised three times between original implementation and the end of the month. As of the end of March, two project personnel had been tested for the virus after exhibiting symptoms and were on paid leave in quarantine. Through contact tracing, Mortenson identified another twenty-seven employees who were also put on paid quarantine leave pending results of test results for the symptomatic employees. Since the end of March, both test results have been received – the first inconclusive, the second negative. Due to the length of time the first employee exhibited symptoms, the inconclusive test results, and the employee's medical history, it was presumed that pre-existing health concerns were the cause of the illness. All employees that were subject to quarantine have returned to work.

3.0 Project Schedule

Based on the change order to the EPC contract between North Fork Ridge Wind, LLC and Mortenson, substantial completion is scheduled to be achieved on September 18, 2020, marking the commencement of commercial operation. This has no impact to the schedule established in the Purchase and Sale Agreement.

On March 25th, Mortenson issued a Force Majeure notice to the project company regarding COVID-19. The impact to project schedule, if any, is not yet known, but Mortenson has indicated that a schedule change order will be requested, if appropriate. Mortenson's has implemented a project-specific COVID-19 prevention plan to mitigate the threat presented to project schedule.

4.0 Development Activities

The most significant development activity during March was the project's engagement with the Missouri Department of Transportation (MODOT). This relationship is critical to the project due to the large number of loads that must be delivered safely to the site on schedule. The project entered into a road maintenance agreement with MODOT that allows the project to perform maintenance on state highways and requires the project to restore the highways to good condition at completion of the project. The Project Company, Mortenson and MODOT held the first two bi-weekly coordination meetings required by the road maintenance agreement during March. A lot of ground was covered in these meetings, including updates on highway repairs, permits for radius improvements and the transformer delivery route. This discussion is especially important, as turbine deliveries began late in March, and the transformer is scheduled for delivery in early April.

5.0 Construction Activities

This is the status of construction activities as of the end of March:

- Access road construction:
 - Pioneering completed
 - Stabilization completed
 - Rocked: 52,689 LF (75% complete)
- Turbine foundations:
 - 59 foundations excavated (86% complete)
 - 35 foundations poured (51% complete)
 - 20 foundations backfilled (29% complete)
- Electrical activities:
 - Directional boring for collection: 12,419 LF (76% complete)
 - Collection cable plowing: 207,549 LF (98% complete)
- Equipment supply:
 - Main power transformer departed delivered to Asbury Power Plant rail spur
 - First turbine equipment delivery on March 25th
 - Turbine equipment received:
 - 2 towers
 - 3 nacelles
 - 2 hubs
 - 2 blade sets

The following major construction activities are planned for April:

- Construct crane pads at turbine sites
- Complete access road construction
- Complete foundation excavations
- Complete remaining foundations
- Offload 40 turbines
- Complete base-mid erection of 30 turbines
- Complete nacelle and blade preparation for 30 turbines
- Top out 17 turbines
- Electrical activities:
 - Generation tie line:
 - Start setting transmission structures and string conductor
 - Substation:
 - Receive and install main power transformer
 - Collection:
 - Finish directional boring and plowing of collection

Construction issues identified:

- COVID-19

6.0 Project Cost Report

Expenditures during February totaled ** _____ **. Project expenditures to date are ** _____ ** of the total budgeted expenditure of ** _____ **. Expenses for the month were negative due to reversal of accruals on the intercompany invoice and a payment from North Fork Ridge Wind, LLC to Empire for construction of the point of interconnection and associated network upgrades.

7.0 Progress Photos



Picture 1. Main power transformer on railcar at Asbury Power Plant.



Picture 2. Turbine hub delivery.



Picture 3. V 120 Turbine blade delivery.



Picture 4. Offloading a V120 nacelle.