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CHRISTINE M.T. PIRIK CPirik@dickinsonwright.com

October 28, 2022

Ms. Tanowa Troupe, Secretary Ohio Power Siting Board Docketing Division 180 East Broad Street, 11<sup>th</sup> Floor Columbus, Ohio 43215-3797

**Re:** Case Nos. 19-1881-EL-BGN and 21-508-EL-BGA - In the Matter of the Application of Madison Fields Solar Project, LLC for a Certificate of Environmental Compatibility and Public Need to Construct a Solar-Powered Electric Generation Facility in Madison County, Ohio.

### **Certificate Compliance Condition 19 – Traffic Plan**

Dear Ms. Troupe:

Madison Fields Solar Project, LLC's ("Applicant") is certified to construct a solar-powered electric generation facility in Madison County, Ohio, in accordance with the orders issued by the Ohio Power Siting Board ("OPSB") in Case Nos. 19-1881-EL-BGN and 21-508-EL-BGA on January 21, 2021, and October 21, 2021, respectively.

At this time, the Applicant is filing the attached Traffic Plan in compliance with Condition 19 of the Joint Stipulation and Recommendation approved by the OPSB's January 21, 2021 order in Case No. 19-1881-EL-BGN. This document was provided to the Staff of the OPSB on October 28, 2022.

We are available, at your convenience, to answer any questions you may have.

Respectfully submitted,

/s/ Christine M.T. Pirik Christine M.T. Pirik (0029759) Matthew C. McDonnell (0090164) Dickinson Wright PLLC 180 East Broad Street, Suite 3400 Columbus, Ohio 43215 (614) 591-5461 cpirik@dickinsonwright.com mmcdonnell@dickinsonwright.com

Attorneys for Madison Fields Solar Project, LLC

Cc: Matt Butler

4872-7908-8641 v1 [88534-2]



To:	Ms. Lauren Devine Oak Run Solar Project II C	From:	Courtney Dohoney Stantec Consulting Services Inc.
File:	Madison Fields Solar Project	Date:	October 24, 2022

### Reference: Traffic Plan for the Madison Fields Solar Project, Madison County, Ohio

Madison Fields Solar Project, LLC (Madison Fields) intends to commence construction in December 2022 of the Madison Fields Solar Project, a 180-megawatt (MW) photovoltaic (PV) solar energy facility located in Pike Township, Madison County, Ohio (Project). Madison Fields received an Ohio Power Siting Board (OPSB) Certificate of Environmental Compatibility and Public Need (Certificate) for construction and operation of the Project on January 21, 2021. The OPSB approved an amendment for the Project on October 21, 2021, which allowed for use of the entire 1,932-acre Project Area included in the original CECPN application. The Certificate and associated amendment include 23 conditions which must be satisfied prior to the start of construction, as well as commitments made by Madison Fields within the OPSB Certificate application. This document is intended to satisfy Condition #19 of the original Certificate, which requires development of a Traffic Plan to be submitted to OPSB Staff for review and confirmation.

### **PROJECT INTRODUCTION**

The Project is composed of photovoltaic solar modules mounted on a racking system, inverters, a medium voltage electrical collection system transferring power from the inverters to a new Project substation and switchyard, and internal access roads with a perimeter fence securing the area. Construction of driveways are also needed to connect internal access roads to site access points from public roadways. The Project area includes approximately 1,932 acres of private land, leased for the Project. The final site design has a footprint of approximately 1,305 acres.

### **TRAFFIC PLAN OBJECTIVE**

The objective of this Traffic Plan is to document the acquisition of applicable transportation permits prior to the commencement of construction activities, coordination efforts with the proper authorities regarding temporary and permanent road closures, lane closures, road access restrictions, driveway and entrance construction and traffic control for the construction and operation of the Project. Agency coordination will include the Pike Township officials, the Madison County engineer, and the Ohio Department of Transportation (ODOT).

### LOCAL AGENCY COORDINATION

Coordination with the Madison County engineer was initiated in Q2 2021, and conversations have continued throughout 2022. The discussions have mainly focused on the Road Use Maintenance Agreement (RUMA), but Madison Fields has also made an effort to keep the County engineer up to date on the status of the Project. Most recently, representatives from the Project's Engineering Procurement and Construction consultant, Kiewit Power Constructors Co. (Kiewit), and Madison Fields representatives met with the Madison County engineer on October 6, 2022. During this meeting, the County engineer was introduced to the updated laydown yard location in the northeast corner of the Project boundary. The updated location is intended to reduce truck traffic through the town of Rosedale and County staff was supportive of the design update. Coordination of road repairs was also discussed, as there are existing plans for the County to overlay a portion of Rosedale-Milford Center, which is adjacent to the Project and a designated haul route. Grading was also a

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focus of the meeting. As described below in the "Driveway Permits" section, there is information regarding grading and erosion and sediment controls that will be required to be submitted to the County prior to the issuance of driveway permits. Madison Fields is working to compile this information and get it submitted to the County engineer for review.

### **PROJECT AREA PUBLIC ROADS**

The public roads in and around the Project area fall under the jurisdiction of three public agencies. The Construction Route Study is attached as Exhibit A and describes the roadways in detail.

- Pike Township Route T-140 (Van Ness Road), Route T-85 (Irwin Road), Route T-84 (Bates Road)
- Madison County County Route 26 (CR 26; Irwin Road), County Route 11 (CR 11; Rosedale Milford Center Road), County Route 123 (CR 123; Rosedale Road/Finley Guy Road NW), County Route 25 (CR 25; Rosedale Road), County Route 122 (CR 122; Guy Cemetery Road)
- Ohio Department of Transportation (ODOT) State Route 161 (SR 161) and State Route 4 (SR 4)

### **PROJECT DRIVEWAYS**

There are six proposed access drives where vehicles will be able to access the Project site. Five of the proposed driveways will remain after construction to provide access for Operations and Maintenance (O&M) vehicles which will typically consist of pickup trucks, vans, mowing equipment on trailers and other relatively small vehicles. Loaded semi-trucks and dump trucks will not typically be used during the operational phase of the project.

There are three proposed access points on County Route 26 (Irwin Road), along the west edge of the Project. There is one temporary access point planned for the southern end of the Project area at County Route 25 (Rosedale Road) which is intended to serve the Project during construction, after which it may be removed and revegetated. Two access points are planned for County Route 11 (Rosedale-Milford Center Road) on the east edge of the Project area.

### CONSTRUCTION ACCESS DRIVEWAYS

During the construction phase of the Project, the access points listed above may be used for construction access, but the more northern of the two eastern entrances on CR 11 will be the primary point of construction access. The main laydown yard, including the truck check-in, is located off the more northern of the two eastern entrances on CR 11. The intention is to reduce truck traffic through the town of Rosedale.

The proposed driveway locations are shown on Exhibit B (Plan Sheet CM 302).

### HAUL ROUTES

In coordination with the Madison County Engineer, the following roadways have been selected as Designated Roads to be utilized for construction traffic as identified in Exhibit A of the RUMA:

- Rosedale-Milford Center Road (CR 11)
- Rosedale Road (CR 25)
- Rosedale-Mechanicsburg Road (CR 25)
- Irwin Road (CR 26)

Traffic is intended to reach the Project site from the north by way of State Route 161. The haul routes are further described in the Construction Route Study.

### **DRIVEWAY PERMITS**

Driveway Permits are required for each access point. Madison County's application is found on-line within the County's website at www.co.madison.oh.us/departments/county\_officials/engineer/driveway\_permits.php. These permits have been applied for and a sample application screen shot is attached as Exhibit C. The applications for Pike Township roadways also use the Madison County's on-line form.

In addition to the permit application, Madison County is also requiring the following information from Madison Fields before issuance of the driveway permits:

- 1. An estimated cost of the erosion and sediment controls so that a bond amount can be determined per the regulations.
- 2. A written, Professional Engineer (PE) stamped, justification for the amount of grading that is planned for the site, why it is necessary from an engineering perspective, why it is the minimum practical amount of grading to build the project, and what will be done to mitigate potential negative effects of the grading operations.
- 3. PE stamped stormwater calculations showing pre- and post-construction stormwater data and justification for any flow alterations of surface and subsurface waters.
- 4. A tile plan showing existing and proposed subsurface tile systems.

During the construction of the Project, traffic control warning devices will be installed in accordance with the Traffic Control Plan prepared by Kiewit. The Traffic Control Plan is attached as Exhibit D (plan sheet CM 101).

### **ROADWAY TRAFFIC IMPACTS**

Traffic impacts for solar projects are typically limited to a brief increase in trucking traffic including semi-trailers for the delivery of solar panels and trackers and standard dump trucks for the gravel materials used to build the access roads. There will also be a limited number of concrete trucks for construction of the transformer and inverter pads.

### **OVERSIZE / OVERWEIGHT VEHICLES**

Although the vast majority of the vehicles used throughout the construction phase will conform to applicable size and weight limits, the delivery of a limited amount of Project equipment will require an over-weight permit. Permits for overweight vehicles will be obtained from the Madison County Highway Department as well as ODOT. If roadways under the jurisdiction of any other agencies are used for the shipment of the transformer or other Project equipment/material that may exceed limits, oversized/overweight permits will be obtained from those agencies. It is currently anticipated that certain construction equipment will be oversized/overweight and require obtaining permits. Third-party haulers are intended to be utilized and will have responsibility for obtaining the oversized/overweight permits as the delivery timeline is finalized.

### ROAD USE AND RESTORATION AGREEMENT

A RUMA has been negotiated and is pending signature by and between the Madison County Board of Commissioners (County) and Madison Fields Solar Project, LLC (Madison Fields) to allow Madison Fields to use the roadways surrounding the Project area and assure the County that any damage to the roadways will be repaired in a timely manner.

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The RUMA provides for the establishment of a Performance Bond to cover the cost of any damages directly caused to the roadways surrounding the Project area during the construction of the Project which are not remedied in accordance with the terms of the RUMA.

The draft RUMA is attached as Exhibit E and the final, executed version will be provided upon final signatures.

### **INSPECTIONS AND REPAIRS**

The RUMA provides for the Inspection of the Project area roadways by a third-party inspector at various intervals during the construction process. If damage is found that was caused by a contractor of Madison Fields, the damage will be repaired by Madison Fields.

### COORDINATION

If you have any questions regarding the contents of this plan, please contact me at (703) 485-8554 or courtney.dohoney@stantec.com.

Stantec Consulting Services, Inc.

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Courtney Dohoney, PMP Project Manager

Phone: 703.485.8554

### Exhibits

- Exhibit A Construction Route Study
- Exhibit B Proposed Driveway Locations
- Exhibit C Driveway Permit Submittals
- Exhibit D Traffic Control Plan
- Exhibit E Draft Road Use Maintenance Agreement

October 24, 2022 Ms. Lauren Devine Page 5 of 9 Reference: Traffic Plan for the Madison Fields Solar Project, Madison County, Ohio

### EXHIBIT A CONSTRUCTION ROUTE STUDY





# Madison Fields Solar Project Construction Route Study



# **Savion Energy**

Madison Fields Solar Project Project No. 119430

> Revision 2 5/12/2020



# Madison Fields Solar Project Construction Route Study

prepared for

Savion Energy Madison Fields Solar Project Madison County, Ohio

**Project No. 119430** 

Revision 2 5/12/2020

prepared by

### Burns & McDonnell Engineering Company, Inc. Richmond, Virginia

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### 1.0 NARRATIVE

### **Project Description**

The Madison Fields Solar Project is located in Madison County, Ohio. As shown in Appendix A on the Exhibit 1 - Location Map, the project is located in Pike Township. The project boundary is shown in Appendix A. The footprint of the project is approximately 1,000 acres.

The purpose of this project is to harness the renewable energy of the sun in order to supply energy into the transmission and distribution power grid. The proposed construction brings with it the possibility of roadway damages, due to the increased construction traffic. This study has been prepared to satisfy the relevant portions of the Ohio Power Siting Board (OPSB) requirements specified in the Ohio Administrative Code, Sections 4906-4-06(F)(3) and 4906-4-06(F)(4).

Section 4906-4-06(F)(3) states: "The applicant shall evaluate and describe the anticipated impact to roads and bridges associated with construction vehicles and equipment delivery. Describe measures that will be taken to improve inadequate roads and repair roads and bridges to at least the condition present prior to the project."

Section 4906-4-06(F)(4) states: "The applicant shall list all transportation permits required for construction and operation of the project, and describe any necessary coordination with appropriate authorities for temporary or permanent road closures, lane closures, road access restrictions, and traffic control necessary for construction and operation of the proposed facility."

### Site Description

The Madison Fields Solar Project is on cultivated lands within the aforementioned jurisdictions. Construction of the solar arrays will require minimal clearing or grubbing of existing vegetation. The fields are relatively gentle sloping and rely on sheet flow into swales to convey stormwater runoff from the project site. The existing topography and drainage patterns will generally remain unchanged with addition of the project.

### Adjacent Property

The properties adjacent to the project area are mostly agricultural and residential. There are three water courses that surround the project. Little Darby Creek is located north of the project, while Barron Creek is to the east and Spring Fork is to the south. There are no planned direct discharges to any creek associated with this project.

It should be noted that there are several industrial operations in the area. Buckeye Concrete is located 17 miles southeast of the project boundary on State Highway 29. Shelly Materials operates the Ostrander Quarry located approximately 20 miles northeast of the project boundary and Martin Marietta operates Cedarville Quarry located approximately 40 miles southwest of the project boundary.

### **Transportation Access Points**

The developer has designated two (2) site access points for construction. One of the access points will be on County Road 11 (Rosedale Milford Center Road) with the other access point on County Route 25 (Rosedale Road). While it is possible for the construction equipment, concrete, aggregate, supplies, and general construction traffic to approach the project area from multiple directions, it is anticipated that the concentrated construction traffic will be limited to County Route 25 (Rosedale Road) and County Route 11 (Rosedale Milford Center Road). Proposed internal site access to the solar panels is shown on the exhibits in Appendix A.

The jurisdictions associated with the public roads proposed to be used for the project, as shown in Appendix A, are:

**Pike Township** – Route T-140 (Van Ness Road), Route T-85 (Irwin Road), Route T-84 (Bates Road)

**Madison County** – County Route 26 (Irwin Road), County Route 11 (Rosedale Milford Center Road), County Route 123 (Rosedale Road/Finley Guy Road NW), County Road 25 (Rosedale Road), County Road 122 (Guy Cemetery Road)

**Ohio Department of Transportation (ODOT)** – State Route 161, State Route 4

### 2.0 PRE-CONSTRUCTION ROADWAY CHARACTERISTICS

### Existing Data

Existing data on vehicle traffic volumes and crashes within the study area, defined on Exhibit 2 in Appendix A, was obtained from the ODOT Transportation Information Mapping System (TIMS) and is shown on Exhibit 3 in Appendix A. Annual Average Daily Traffic (AADT) for the State and County roads is listed within that data. Detailed capacity analysis was not completed for this study. However, field observation of the transportation network did not reveal any locations where traffic flow and/or capacity appeared to create undue delay for the traveling public.

Table 1: Traffic Conditions					
Roadway Name	Lanes	Total Road Widths	AADT*		
County Route 26 (Irwin Road)	2	18 feet	74		
Route T-243 (Van Ness Road)	2	12.5 feet	50		
State Route 4	2	24 feet	3775		
Township T-85 (Irwin Road)	2	18 feet	444		
State Route 161	2	24 feet	1514		
Township T-84 (Bates Road)	2	20 feet	323		
County Route 11 (Rosedale	2	20 feet	507		
Milford Center Road)	Z	20 1661	507		
County Route 25 (Rosedale Road)	2	20 feet	509		
County Route 123 (Rosedale	2	21 feet	707		
Road/Finley Guy Road NW)	2	21 1661	101		
County Route 122 (Guy Cemetery Road)	2	16 feet	74		

Revision 2

Table 1 below summarizes the traffic conditions on the roads within the study area.

\* AADT = Average Annual Daily Traffic

According to TIMS, in 2018 there were four (4) accidents within the study area. Two of the accidents occurred on State Route 161. One accident occurred on County Route 11 (Rosedale Milford Center Road), and one accident occurred on County Route 25 (Rosedale Road). One of the two accidents on State Route 161 was fatal.

The roadways within the project area have good sight distance along their alignment, are in rural areas, and do not carry a high volume of traffic. A standard level of care should be taken to properly construct and sign the proposed construction entrances per the ODOT Traffic Control in Work Zone Standards.

### School Bus Route and Mass Transit Systems

The public-school district for the project area is the Fairbanks Local School System. The high school, middle school, and elementary school are all located on the same campus, about 5 miles northeast of the project boundary. The transportation supervisor is Beth Wyckoff. Due to the geographic region served by the school system and the rural nature of the surrounding area, the students are picked-up/dropped-off individually at their place of residence. The number of stops and buses is limited due to the low density of houses within and around the project area. Ms. Wyckoff requested that deliveries for the project only occur between 7:30AM and 3:30PM during the school year.

There are no rail or bus mass transit systems in the project area.

### Route Load Bearing, Structural Rating and Other Route Restrictions

A field review of existing conditions along the roads within the project area was conducted by Burns & McDonnell on October 22 and 23, 2019.

### Road and Bridge Load Posting Restrictions

As shown in Appendix A, there are four (4) bridges along the transportation study roads. Bridge number 4930584 is located on Township Route T-243 (Van Ness Road). Bridge 4931491 is located on County Route 26 (Irwin Road). Bridges 4931033 and 4932609 are located on County Route 122 (Guy Cemetery Road). All bridges all appear to be in good condition and do not have posted loading restrictions.

There is a 60-inch corrugated metal pipe culvert under County Route 26 (Irwin Road). The culvert has adequate cover and is in good condition.

There is one permanently load restricted road in the project area. Township Route T-84 (Bates Road)/County Route 11 (Rosedale Milford Center Road) has a weight restriction of 11 tons. County Route 11 was surface treated in the Spring of 2019 and will be upgraded to 2-inch hot mix asphalt in 2021.

There are several temporarily load reduced roads in the project area. Township Road T-24 (Rosedale Plain City Road NW), County Route 25 (Rosedale Road), and County Route 123 (Finley Guy Road NW) have a 25% weight reduction for freeze-thaw observed from February 1 through June 1 depending on the weather. For this reason, transformer delivery should occur outside of this restriction.

### **Road Surface Type and Conditions**

The road surface types along the transport route are all asphalt. Table 2 summarizes the road conditions within the study area.

Table 2: Road Conditions				
Roadway Name	Road Condition			
County Route 26 (Invin Road)	County maintained surface treatment over plant mix surface,			
	good condition. New surface treatment in 2018.			
Route T-243 (Van Ness Road)	Township maintained surface treatment, good condition			
State Route 4	State maintained plant mix surface, good condition			
Township T-85 (Invin Road)	State maintained surface treatment over plant mix surface,			
	good condition			
State Route 161	State maintained plant mix surface, good condition			
Township T-84 (Bates Road)	Township maintained surface treatment, good condition.			
County Route 11 (Rosedale	Township maintained new surface treatment surface, good			
Milford Center Road)	condition			
County Route 25 (Rosedale	County maintained surface treatment surface, good			
Road)	condition			
County Route 123 (Rosedale	County maintained surface treatment over plant mix surface,			
Road)	good condition. New surface treatment in 2018.			
County Route 122 (Guy	County maintained surface treatment surface, good			
Cemetery Road)	condition			

The roadways within the study area are generally well-maintained rural routes. County Route 26 (Irwin Road) showed minor cracking, but no potholes and should be closely monitored to verify that no further cracking or potholes form. The other routes within the study area do not appear to exhibit any underlying issues, but rather normal aging that requires routine maintenance. Road Use Maintenance Agreements must be prepared between the County and the Developer prior to construction to address any potential issues with the existing roads. There are no significant concerns for the existing roads from a transportation perspective.

### Overhead Clearance

There should not be any issues with vehicle clearance to overhead electric crossings and tree overhang locations because the construction vehicles for the project will be legal heights and no intersection improvements are proposed.

### 3.0 PROJECT IMPACTS TO THE TRANSPORTATION NETWORK

### **Projected Future Traffic Conditions**

While construction vehicles are traveling along the project area and delivery route roadways, the existing traffic may experience minor delays to allow for the safe passage of these vehicles.

A Road Use Maintenance Agreement (RUMA) is required for Madison County. During development of the RUMA, the Developer or the Developer's Designee shall coordinate with Madison County to determine the applicable thresholds and procedures for implementing appropriate work zone measures for the safety of the commuting public and members of the construction team. As part of the RUMA, procedures for corrective action on any damaged elements of the roadway caused by vehicle trips generated by the construction of the site will be developed.

Roadway widths will be a challenge for the construction traffic. Drivers should be encouraged to stay on the pavement surface to minimize rutting of the shoulders and rutting or heaving of the pavement along the edges. Cold and wet conditions that correspond to winter construction could lead to premature pavement failures that would require remediation by the Developer.

During operation and maintenance, the facility will not generate a significant volume of traffic. Therefore, any projected additional future traffic will be negligible.

### Adequacy of the Road System to Accommodate Projected Traffic

Truck load assumptions are based on typical solar projects that will need to be finalized in conjunction with the Madison County RUMA. The planned construction entrances enter from roadways that appear to be well maintained and structurally sound, therefore no improvements beyond the construction entrance is required for access. An extra wide construction entrance should be utilized to support the roadway edge of pavement and allow for the wide swing of the trucks, allowing them to stay on the paved surface throughout the entire turn movement into the site. If construction traffic starts to utilize the load reduced roadways, the roads should be monitored for deterioration. Particular attention should be given to the intersections, where the larger tractor trailers tend to track off the pavement. These shoulder areas deteriorate quickly under the construction loadings. Other transport roads within the study area do not appear to exhibit any obvious structural issues, beyond normal aging requiring routine maintenance.

During development of the RUMA the applicant will coordinate with Madison County to determine any pre-construction road maintenance needed. However, there does not appear to be any areas of significant concern on the existing roads.

It is anticipated that the construction traffic will consist of WB-50s (8.5 feet wide x 42.5 feet long x 10 feet high), standard concrete trucks, standard dump trucks, and pick-up trucks. One overweight permit, submitted to Madison County, is expected for this project for transport and delivery of the transformer. The construction traffic, apart from the transformer delivery, should be legally loaded and not oversized.

Roads will need to be monitored during construction and reviewed again upon completion of construction to determine if repairs are required. Roads will be returned to pre-construction conditions or better. If work is scheduled during favorable weather patterns, the pavement structure remains supported along the edges, construction traffic is kept to the construction entrances noted in the report and off of the shoulders of the road, there should be minimal remedial asphalt removal, subgrade compaction, or asphalt patching required.

During operation and maintenance, the facility will not generate a significant volume of traffic. Therefore, improvements to the road system are not necessary to accommodate projected operations traffic.

### Traffic and Transportation Mitigation Measures

All roads should be monitored during construction for potholing and deterioration of the pavement to verify that they are safe for general construction and local roadway traffic. The volume and weight of the general construction traffic may cause accelerated distress that could require temporary repair, especially at the construction entrances. Constant monitoring of the roadway conditions is vital to minimizing damages. Identifying an issue and taking immediate temporary corrective action prior to failure can dramatically reduce final repair costs. After completion of construction activities, the temporary corrective measure may need to be removed and replaced with a permanent solution. Repairing the roadways to pre-construction conditions will be part of the RUMA.

### Road Use and Restoration Agreements

Special hauling permits, with the exception of transformer delivery, are not anticipated for the project because the construction vehicles will be legal heights, widths, and weights. As previously stated, a RUMA is required with Madison County where the County roads are being used for

delivery of equipment. There are no temporary or permanent road closures, lane closures, or road access restrictions expected with this project. All necessary traffic control for construction and operation of the proposed facility shall be in accordance with ODOT standards and specifications. A Driveway Permit from the County will be required for each of the two temporary construction access points to the project site. A Stormwater and Sediment Control Plan will be issued after approval of the Stormwater and Sediment Control plan. An overweight permit will be required for delivery of the Transformer. Although no work is anticipated, Work in Right-of-Way permits will be required for any work done in the right-of-way.

APPENDIX A - SITE LOCATION/ROAD STUDY MAP







# ROSEDALE ROAD

707

# GUY CEMETERY ROAD

# 

## **EXHIBIT 3**

511

AADT and Bridge Map Madison Fields Solar Project Madison County, OH

### **MADISON COUNTY**

MADISON COUNTY ENGINEERING AND PLANNING NATHAN ERNST OPERATIONS ENGINEER 825 US 42 NE LONDON, OH 43140 PHONE: 740-852-9404 EMAIL: NERNST@CO.MADISON.OH.US

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Local Contacts Madison Fields Solar Project Madison County, OH



maanson county statistic	
Area	467 Sq Miles
Populations (2005)	41,802
Road Mileage	
State and Federal	196.61
County	343.55
Township	127.43

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**APPENDIX B - SITE PICTURES** 











Madison County, OH













Madison Fields Solar Project Madison County, OH





















### CREATE AMAZING.



Burns & McDonnell World Headquarters 9400 Ward Parkway Kansas City, MO 64114 **O** 816-333-9400 **F** 816-333-3690 www.burnsmcd.com October 24, 2022 Ms. Lauren Devine Page 6 of 9 Reference: Traffic Plan for the Madison Fields Solar Project, Madison County, Ohio

### EXHIBIT B PROPOSED DRIVEWAY LOCATIONS



1012.36	FIP 1/2 GUIDER S7752
1015.43	PIPE 3/4
1015,81	FIP 5/8 GUIDER S 7752
1016.37	FIP 1/2 GUIDER S7752
1017.44	FIP 1/2 GUIDER S7752
1013,18	FIP 1/2 GUIDER S7752
1012,88	FIP 5/8 GUIDER S7752
1017.80	FN MAG
1015.92	FIP 5/8 GUIDER S 7752
1017,66	ZING
1015.56	PIPE 3/4
1012.41	FIP 5/8 GUIDER S 7752
1011.75	FIP 5/8 YELLOW MANGLED
1016.60	FIP 5/8

ROAD F	POINT T	ABLE				
EAS	TING	DES	CRIPTION	١		
1690·	459,13	PI CL	ACCESS	RD		
1691	675.01	PI CL	ACCESS	RD		
1692	430,89	PI CL	ACCESS	RD		
16930	049,92	PI CL	ACCESS	RD		
	DPERATING COMPA	ANY N [DE]			region DH-SD	AREA MARION
0' 0			FACILITY	Ý		
PRIOR	AC	UV CESS RE	ERALL SI AD HORIZ	TE P Zont <i>i</i>	'LAN Al Co	NTROL
	SAP NETWORK NO	].				DOC. ID REV.





ACCESS ROAD PROFILE STA 0+00 TO 6+00

) 10' 20' VERT SCALE IN FEET



**FirstEnergy** /15 / 2 SUE: FOR BID Energy Delivery Technical Services THIS DRAWING IS PRELIMINARY AND IS SUBJECT TO CHANGE TD THE FINAL RE∨ISIDN.

	TD CONNEC CROSSINGS	T ROAD UN PER DETA	IDERDRAINS TO ANY ENCE IL 4/4-17.	IUNTERE	D TILE	
<u>R</u> 0 0 0	EFERENCE DR -1246-04-02 -1246-04-16 -1246-04-17 -1246-04-18 -1246-04-19 -1246-04-20	AWINGS: ACCES ERDSII STORM PIPE ACCES ACCES	S ROAD KEY PLAN ON CONTROL DETAILS WATER DETAILS AND ACC TRENCH AND STAGING ARE S ROAD GRADING SECTION S ROAD GRADING SECTION	ESS RE EA DETA NS-SHEE NS-SHEE	JAD SECT AILS ET 1 ET 2	IDN
<u>.</u>	DIST. CODE:	DPERATING COMPANY	r [DE]	region DH-SD	area MARIO	N
s s	dist. code: scale: AS_NOTED size: 42×30	DPERATING COMPANY DHID EDISON	r [DE] FACILITY FINLEY	region DH-SD	AREA MARIO	N
s S	DIST. CODE: SCALE: AS NETED SIZE: 42×30 TE CHANGE PRIER	DPERATING COMPAN DHID EDISON	FACILITY FINLEY TITLE S ROAD GRADING PLA EROSION CONTR SHEET 1 OF 9	REGION DH-SD NAND 20L 9	PROFI	NE

2, LOCATION OF EXISTING DRAIN TILES UNKNOWN. CONTRACTOR

1. INSTALL CLEANDUTS EVERY 150' DF UNDERDRAIN PIPE AND AT ANY VERTICAL BENDS.



- 1. ODOT #2 (1.5 2.5 inch) stone or recycled concrete equivalent shall be placed at a minimum 6-inch
- 3. A geotextile shall be placed over the entire area prior to placing stone. It shall composed of strong
- 4. If needed, a pipe or culvert shall be constructed under the entrance to prevent surface water from 5. If needed, a water bar shall be constructed to prevent surface water from flowing along the length of

- 3. Ensure the ends of the temporary culvert pipe (if utilized) are not blocked and that the pipe is free of
- 2. Pull out all construction entrance material and properly dispose of off-site. Stone can be blended into

![](_page_48_Picture_13.jpeg)

# PERMANENT/TEMPORARY SEEDING, FERTILIZING, AND MULCHING:

- 1. ALL ACTIVITIES, MATERIALS, EQUIPMENT AND PERFORMANCE IN CONNECTION WITH ESTABLISHING TURF SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS. 2. PERMANENT SEEDING SPECIES AND RATES SHALL BE IN ACCORDANCE WITH THE SEEDING SPECIFICATION.
- 3. TEMPORARY TOPSOIL STOCKPILE SHALL BE SEEDED AT A RATE OF 150 POUNDS OF PURE LIVE SEED (PLS) PER ACRE IF LEFT UNDISTURBED FOR OVER 7 DAYS, SEEDING RATE SHALL BE 80 LBS/ACRE CEREAL RYE OR WHEAT PLUS 20 LBS/ACRE ANNUAL RYEGRASS.
- 4. ACTIVITIES ASSOCIATED WITH APPLICATION OF LIME, SEED, MULCH, COMPACTING, WATERING, MAINTENANCE AND PROTECTION SHALL BE IN ACCORDANCE WITH SPECIFICATIONS.
- 5. STABILIZATION SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLES.

AREAS REQUIRING PERMANENT STABILIZATION	TIME FRAME TO APPLY EROSION CONTROLS:
ANY AREAS THAT WILL LIE DORMANT FOR ONE (1) YEAR OR MORE	WITHIN SEVEN (7) DAYS OF THE MOST RECENT DISTURBANCE
ANY DISTURBED ARE WITHIN FIFTY (50) FEET DF A STREAM AND AT FINAL GRADE.	WITHIN TWO (2) DAYS OF REACHING FINAL GRADE.
ANY DTHER AREAS AT FINAL GRADE	WITHIN SEVEN (7) DAYS OF REACHING FINAL GRADE WITHIN THAT
NOTE: WHERE VEGETATIVE STABILIZATION TECHNIQUES MAY CAUSE STRUC STABILIZATION TECHNIQUES MUST BE EMPLOYED. THESE TECHNIQUES	TURAL INSTABILITY OR ARE OTHERWISE UNOBTAINABLE, ALTERNATIVE S MAY INCLUDE MULCHING OR EROSION MATTING.
TEMPORARY	STABILIZATION
AREAS REQUIRING TEMPORARY STABILIZATION	TIME FRAME TO APPLY EROSION CONTROLS:
ANY DISTURBED AREA WITHIN FIFTY (50) FEET OF A STREAM AND NOT AT FINAL GRADE.	WITHIN TWO (2) DAYS OF THE MOST RECENT DISTURBANCE IF AREA WILL REMAIN IDLE FOR MORE THAN FOURTEEN (14) DAY
FOR ALL CONSTRUCTION ACTIVITIES, ANY DISTURBED AREA, INCLUDING SOIL STOCKPILES THAT WILL BE DORMANT FOR MORE THAN FOURTEEN (14) DAYS BUT LESS THAN ONE YEAR AND NOT WITHIN FIFTY (50) FEET OF A STREAM	WITHIN SEVEN (7) DAYS OF THE MOST RECENT DISTURBANCE WITHIN THE AREA.

# GENERAL NOTES FOR SEDIMENT POLLUTANT CONTROLS:

1. PERIMETER SEDIMENT CONTROL MEASURES (FILTER SOCK) SHALL BE IMPLEMENTED AS THE FIRST STEP OF GRADING AND WITHIN SEVEN (7) DAYS FROM THE START OF GRUBBING AND SHALL CONTINUE TO FUNCTION UNTIL UPSLOPE AREAS DRAINING TO THEM ARE PERMANENTLY STABILIZED.

2, NO EROSION AND SEDIMENT CONTROL BMPS SHALL BE REMOVED FROM THE SITE PRIOR TO ADEQUATE PERMANENT STABILIZATION OF THE ASSOCIATED UPLAND DRAINAGE AREAS. ALL BMPS WILL BE MAINTAINED IN ACCORDANCE WITH OHIO EPA GENERAL NPDES PERMIT AUTHORIZATION FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITY. 3. THERE SHALL BE NO SEDIMENT-LADEN OR TURBID DISCHARGES TO WATER RESOURCES OR WETLANDS RESULTING FROM DEWATERING ACTIVITIES. IF TRENCH OR GROUNDWATER CONTAINS SEDIMENT, IT MUST PASS THROUGH A SEDIMENT TRAP OR OTHER EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE, PRIOR TO BEING DISCHARGED FROM THE CONSTRUCTION SITE. ALTERNATIVELY, SEDIMENT MAY BE REMOVED BY SETTLING IN PLACE OR BY DEWATERING INTO A SUMP PIT, FILTER BAG OR COMPARABLE PRACTICE, GROUND WATER DEWATERING WHICH DOES NOT CONTAIN SEDIMENT OR OTHER POLLUTANTS IS NOT

SOURCES, 4. STREETS DIRECTLY ADJACENT TO CONSTRUCTION ENTRANCES AND RECEIVING TRAFFIC FROM THE DEVELOPMENT AREA, SHALL BE CLEANED DAILY TO REMOVE SEDIMENT TRACKED OFF-SITE. IF APPLICABLE, THE CATCH BASINS ON THESE STREETS NEAREST TO THE CONSTRUCTION ENTRANCES SHALL ALSO BE CLEANED WEEKLY.

REQUIRED TO BE TREATED PRIOR TO DISCHARGE. HOWEVER, CARE MUST BE TAKEN WHEN DISCHARGING GROUND WATER TO

ENSURE THAT IT DOES NOT BECOME POLLUTANT-LADEN BY TRAVERSING OVER DISTURBED SOILS OR OTHER POLLUTANT

5. IT SHALL BE THE RESPONSIBILITY OF THE SUBCONTRACTOR, OR HIS/HER REPRESENTATIVE, TO INSPECT ALL CONTROLS ON THE SITE AT LEAST DNCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER ANY STORM EVENT GREATER THAN DNE-HALF INCH DF RAIN PER TWENTY-FDUR (24) HDUR PERIDD. WHEN INSPECTIONS REVEAL THE NEED FOR REPAIR, REPLACEMENT, OR INSTALLATION OF EROSION AND SEDIMENT CONTROL BMPS, THE FOLLOWING PROCEDURES SHALL BE FOLLOWED:

A. WHEN PRACTICES REQUIRE REPAIR OR MAINTENANCE: IF AN INTERNAL INSPECTION REVEALS THAT A CONTROL PRACTICE IS IN NEED OF REPAIR OR MAINTENANCE, WITH THE EXCEPTION OF A SEDIMENT-SETTLING POND, IT MUST BE REPAIRED OR MAINTAINED WITHIN THREE (3) DAYS OF THE INSPECTION. SEDIMENT-SETTLING PONDS MUST BE REPAIRED OR MAINTAINED WITHIN TEN (10) DAYS OF THE INSPECTION. B. WHEN PRACTICES FAIL TO PROVIDE THEIR INTENDED FUNCTION: IF AN INTERNAL INSPECTION REVEALS THAT A CONTROL PRACTICE FAILS TO PERFORM ITS INTENDED FUNCTION AS DETAILED IN THE SWP3 AND THAT ANOTHER, MORE APPROPRIATE CONTROL PRACTICE IS REQUIRED, THE SWP3 MUST BE AMENDED AND THE NEW CONTROL

PRACTICE MUST BE INSTALLED WITHIN TEN (10) DAYS OF THE INSPECTION. C. WHEN PRACTICES DEPICTED ON THE SWPPP ARE NOT INSTALLED: IF AN INTERNAL INSPECTION REVEALS THAT A CONTROL PRACTICE HAS NOT BEEN IMPLEMENTED IN ACCORDANCE WITH THE SCHEDULE, THE CONTROL PRACTICE MUST BE IMPLEMENTED WITHIN TEN (10) DAYS FROM THE DATE OF THE INSPECTION. IF THE INTERNAL INSPECTION REVEALS THAT THE PLANNED CONTROL PRACTICE IS NOT NEEDED, THE RECORD MUST CONTAIN A STATEMENT OF EXPLANATION AS TO WHY THE CONTROL PRACTICE IS NOT NEEDED. 6. THE APPLICANT SHALL MAINTAIN FOR THREE (3) YEARS FOLLOWING FINAL STABILIZATION THE RESULTS OF THESE

INSPECTIONS, THE NAMES AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTIONS, THE DATES OF INSPECTIONS, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE SWP3, A CERTIFICATION AS TO WHETHER THE FACILITY IS IN COMPLIANCE WITH THE SWP3, AND INFORMATION ON ANY INCIDENTS OF NON-COMPLIANCE DETERMINED BY THESE

7. ALL EROSION AND SEDIMENT CONTROL PRACTICES SPECIFIED ON THIS PLAN SHALL CONFORM WITH DETAILS AND SPECIFICATIONS DUTLINED IN THE CURRENT VERSION OF THE OHID DEPARTMENT OF NATURAL RESOURCES BOOKLET, "RAINWATER AND LAND DEVELOPMENT" OR OTHER STANDARDS ACCEPTABLE TO OHIO EPA. 8. EROSION AND SEDIMENT CONTROL PRACTICES NOT ALREADY SPECIFIED ON THIS PLAN MAY BE NECESSARY DUE TO UNFORESEEN ENVIRONMENTAL CONDITIONS AND/OR CHANGES IN DRAINAGE PATTERNS CAUSED BY EARTH-MOVING ACTIVITY. 9. NO STRUCTURAL SEDIMENT CONTROLS (E.G. FILTER SOCK, SEDIMENT TRAPS, ETC.) SHALL BE USED IN A WATER RESOURCE OR WETLAND, UNLESS THEIR USE IS SPECIFICALLY PROVIDED FOR WITHIN THE SITE'S APPROVED PLAN. 10. SDIL STOCKPILES, TOPSOIL OR OTHERWISE, SHALL BE SITUATED AWAY FROM STREETS, SWALES, OR OTHER WATERWAYS AND SHALL BE SEEDED AND/OR MULCHED IN ACCORDANCE WITH THE OHIO EPA TIMEFRAME FOR STABILIZATION. 11. DN-SITE PERSONNEL SHALL TAKE ALL NECESSARY MEASURES TO COMPLY WITH APPLICABLE REGULATIONS REGARDING FUGITIVE DUST EMISSIONS. FUGITIVE DUST EMISSIONS SHALL BE CONTROLLED IN ACCORDANCE WITH DAC-3745-17-08. 12. FINAL STABILIZATION REQUIREMENTS SHALL INCLUDE A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF AT LEAST 80% COVER FOR ALL UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES OR EQUIVALENT STABILIZATION MEASURES,

PERMANENT STABILIZATION

WHERE VEGETATIVE STABILIZATION TECHNIQUES MAY CAUSE STRUCTURAL INSTABILITY OR ARE OTHERWISE UNDBTAINABLE, ALTERNATIVE

STABILIZATION TECHNIQUES MUST BE EMPLOYED. THESE TECHNIQUES MAY INCLUDE MULCHING OR EROSION MATTING.

WITHIN TWO (2) DAYS OF THE MOST RECENT DISTURBANCE IF THAT

PRIOR TO THE ONSET OF WINTER WEATHER/NOVEMBER 1ST.

WITHIN SEVEN (7) DAYS OF REACHING FINAL GRADE WITHIN THAT AREA

GENERAL NOTES FOR NON-SEDIMENT POLLUTANT CONTROLS:

- 1. CONCRETE WASH WATER SHALL NOT BE ALLOWED TO FLOW TO STREAMS, DITCHES, STORM DRAINS, OR ANY OTHER WATER CONVEYANCE. A SUMP OR PIT WITH NO POTENTIAL FOR DISCHARGE SHALL BE CONSTRUCTED IF NEEDED TO CONTAIN CONCRETE WASH WATER. FIELD TILE OR OTHER SUBSURFACE DRAINAGE STRUCTURES WITHIN 10 FT. DF THE SUMP SHALL BE CUT AND PLUGGED, FDR SMALL PROJECTS, TRUCK CHUTES MAY BE RINSED AWAY FROM ANY WATER CONVEYANCES.
- 2. CONSTRUCTION MATERIALS THAT POSE A POTENTIAL CONTAMINATION THREAT TO STORM WATER SHALL BE MANAGED TO MINIMIZE EXPOSURE TO STORM WATER, MATERIALS SHALL BE KEPT IN SECURE CONTAINERS AND PROPERLY LABELED. SOLID AND LIQUID WASTE AND OTHER WASTES SHALL BE DISPOSED OF PROPERLY IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL DISPOSAL REQUIREMENTS, DISPUSAL SHALL BE CONSISTENT WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS AND SHALL PROVIDE FOR THE PROPER DISPOSAL OF CONTAMINATED SOILS TO THE EXTENT THESE ARE LOCATED WITHIN THE PERMITTED AREA.
- 3. HANDLING CONSTRUCTION CHEMICALS. MIXING, PUMPING, TRANSFERRING OR OTHER HANDLING OF CONSTRUCTION CHEMICALS SUCH AS FERTILIZER, LIME, ASPHALT, CONCRETE DRYING COMPOUNDS, AND ALL OTHER POTENTIALLY HAZARDOUS MATERIALS SHALL BE PERFORMED IN AN AREA AWAY FROM ANY WATERCOURSE, DITCH OR STORM DRAIN.
- 4. EQUIPMENT FUELING AND MAINTENANCE, DIL CHANGING, ETC., SHALL BE PERFORMED IN ACCORDANCE WITH THE SITE SPECIFIC SWP3 AND GENERAL PERMIT.
- 5. THE FOLLOWING GOOD HOUSEKEEPING PRACTICES WILL BE FOLLOWED ON SITE DURING THE CONSTRUCTION PROJECT:
  - A, AN EFFORT WILL BE MADE TO STORE ONLY ENOUGH PRODUCT REQUIRED TO DO THE JOB.
  - C. PRODUCTS WILL BE KEPT IN THEIR ORIGINAL CONTAINERS WITH THE MANUFACTURER'S LABEL. SUBSTANCES WILL NOT BE MIXED WITH ONE ANOTHER UNLESS RECOMMENDED BY THE MANUFACTURER.
  - D. WHENEVER POSSIBLE, ALL OF A PRODUCT WILL BE USED UP BEFORE DISPOSING OF THE
  - CONTAINER. E. THE MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL WILL BE FOLLOWED.
  - F. PROPER USE AND DISPOSAL OF MATERIALS ON SITE SHALL BE IN ACCORDANCE WITH THE SITE
- SPECIFIC SWP3. 6. IN ADDITION TO PREVIOUS NOTES, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL
- PREVENTION AND CLEAN-UP:
- A. SPILL CLEAN-UP AND PROCEDURES SHALL BE IN CONFORMANCE WITH THE SITE SPECIFIC SWP3.
- ON THE SITE IN ACCORDANCE WITH THE SITE SPECIFIC SWP3.
- C. ALL SPILLS WILL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY.
- D, SPILLS OF TOXIC OR HAZARDOUS MATERIALS SHALL BE ADDRESSED AND REPORTED IN CONFORMANCE WITH THE SITE SPECIFIC SWP3.
- E. THE SPILL PREVENTION PLAN WILL BE ADJUSTED TO INCLUDE MEASURES TO PREVENT THIS TYPE OF SPILL FROM REDCCURRING AND HOW TO CLEAN UP THE SPILL IF THERE IS ANOTHER DNE. A DESCRIPTION OF THE SPILL, WHAT CAUSED IT, AND THE CLEANUP MEASURES WILL ALSO BE INCLUDED.
- F. SPILL CONTROL AND CLEANUP AND SITE PERSONNEL AWARENESS SHALL BE IN CONFORMANCE WITH THE SITE SPECIFIC SWP3.

SOIL CLASSIFICATIONS: BKB BERKS CHANNERY SILT LOAM

- 3 TO 8 PERCENT SLOPES GROUP B
- BKC BERKS CHANNERY SILT LOAM
- 8 TO 15 PERCENT SLOPES
- GROUP B
- BKE BERKS CHANNERY SILT LOAM 25 TO 35 PERCENT SLOPES GROUP B
- GnB GILPIN SILT LOAM

3 TO 8 PERCENT SLOPES GROUP C

FirstEnergy

HIS DRAWING IS PRELIMINARY AND IS SUBJECT TO CHANG

TO THE FINAL REVISION.

Energy Delivery Technical Services

PER THE USDA NATURAL RESOURCES CONSERVATION SERVICE, THIS SOIL IS DEFINED AS FOLLOWS: GROUP B: SOILS HAVING A MODERATE INFILTRATION RATE WHEN THOROUGHLY WET. THESE CONSIST CHIEFLY OF MODERATELY DEEP OR DEEP, MODERATELY WELL DRAINED OR WELL DRAINED SOILS THAT HAVE MODERATELY FINE TEXTURE TO MODERATELY COARSE TEXTURE. THESE SOILS HAVE A MODERATE RATE OR WATER TRANSMISSION. GROUP C: SOILS HAVING A SLOW INFILTRATION RATE WHEN THOROUGHLY WET. THESE CONSIST CHIEFLY OF SOILS HAVING A LATER THAT IMPEDES THE DOWNWARD MOVEMENT OF WATER OR SOILS OF MODERATELY FINE TEXTURE O FINE TEXTURE. THESE SOILS HAVE A SLOW RATE OR WATER TRANSMISSION.

GROUP D: SOILS HAVING A VERY SLOW INFILTRATION RATE (HIGH RUNOFF POTENTIAL) WHEN THOROUGHLY WET.

THESE CONSIST CHIEFLY OF CLAYS THAT HAVE A HIGH SHRINK-SWELL POTENTIAL, SOILS THAT HAVE A HIGH

WATER TABLE, SDILS THAT HAVE A CLAYPAN OR CLAY LATER AT OR NEAR THE SURFACE, AND SDILS THAT ARE SHALLOW OVER NEARLY IMPERVIOUS MATERIAL. THESE SOILS HAVE A VERY SLOW RATE OF WATER TRANSMISSION.

B. ALL MATERIALS STORED ON SITE WILL BE STORED IN A NEAT, ORDERLY MANNER IN THEIR APPROPRIATE CONTAINERS AND, IF POSSIBLE, UNDER A ROOF OR OTHER ENCLOSURE.

B. MATERIALS AND EQUIPMENT NECESSARY FOR SPILL CLEANUP WILL BE KEPT READILY AVAILABLE

SEEDING SCHEDULE:	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	$\sim$	$\sim$	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	$\sim$	
TYPE 1 MIX - CUT AN	ID EMBANKMENT	FILL A	REAS	(NON-WET	r)/chann	IELS
BOTANICAL NAME	COMMON NAME	RATE DI	F PURE	LIVE SEED	(PLS) PER	_ACRE:
FESTUCA RUBRA	CREEPING RED FESO	CUE		40 LBS		
LOLIUM MULTIFORUM	ANNUAL RYEGRASS			20 LBS		
PDA PRATENSIS	KENTUCKY BLUEGRA	22		40 LBS		
		$\cdots$			$\cdots$	

REFERENCE DRAWINGS 0-1246-04-03 SUBSTATION GRADING PLAN/EROSION CONTROL

0-12	46-04-05	STO	RMWATER PL	_AN			
ΊV.	DIST. CODE:	DPERATING COMPANY	[DE]		REGION DH-EA	AREA MARION	١
© rvices	scale: NDNE size: 42×30			FACILITY FINLEY	·		
BJECT	TO CHANGE PRIOR		EROSION	CONTROL 1	DETAIL	S	
	RevisionNote	sap network nd. 17120959		0-	-1246-	04–16	<sup>rev.</sup> B

![](_page_49_Figure_0.jpeg)

# NOTES:

- 1. PROJECT COORDINATE SYSTEM IS NAD83 OHIO STATE PLANE, SOUTH CENTRAL ZONE, US FOOT.
- 2. SEE EROSION CONTROL DETAILS 'CD-SERIES' DRAWINGS FOR CONSTRUCTION ENTRANCE DETAILS AND EROSION CONTROL MEASURES.
- 3. CULVERTS ALONG PUBLIC ACCESS SHALL BE 15" MIN DIAMETER CMP WITH SOIL-TIGHT JOINTS SET TO MATCH GRADE AND ALIGNMENT OF EXISTING DITCH. DIAMETER SHALL MATCH NEAREST DOWNSTREAM CULVERT.
- 4. CONSTRUCTION FACILITIES AND LAUNCH POINT AREAS SHOWN SHALL BE SURFACED WITH A MINIMUM OF 4" OF AGGREGATE BASE INSTALLED OVER STABILIZED SUBGRADE.

![](_page_49_Figure_8.jpeg)

![](_page_49_Figure_9.jpeg)

 October 24, 2022

 Ms. Lauren Devine

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 Reference:
 Traffic Plan for the Madison Fields Solar Project, Madison County, Ohio

### EXHIBIT C DRIVEWAY PERMIT SUBMITTALS

![](_page_51_Picture_0.jpeg)

### Engineer

**Bid Announcements** 

Conference Room Availability

Citizen Request

**Driveway Permits** 

Employment

Mailbox Damage Report

Weight Reductions

Tax Map Department

Engineer home

## Driveway Permits

#### Aplication Type Contractor

![](_page_51_Picture_13.jpeg)

#### Contact Information

Name:	
John Tucker	1.
Address:	
8900 Renner Blvd	1.
Address Line 2:	
	1.
City or Town:	
Lonesa	1.
State or Province:	
KS	1.
Zip or Postal Code:	
66219	1.
Phane:	
(913) 689-4919	1.
Email:	
JohnTuckert@kiewt.com	1.

#### **Driveway Information**

![](_page_51_Picture_17.jpeg)

### **Aplication Type**

Contractor V 10/25/22

#### **Contact Information**

Name:

Michael Schuessler	
Address:	
9300 ward parkway	

#### Address Line 2:

1

#### City or Town:

kansas city

#### State or Province:

mo

### Zip or Postal Code:

64114			

#### Phone:

+1 (816) 782-6014

#### Email:

mfschuessler@burnsmcd.com

### **Driveway Information**

location doesn't have an address, these coordinates are the end of the road: 40° 4′54.62″<u>N</u>\_ 83°28′58.03″W

road will start on Irwin Rd, north of address 10565 Irwin Rd, Irwin, OH 43029. Driveway will run along the ditch until it turns left NE direction

![](_page_52_Picture_20.jpeg)

October 24, 2022 Ms. Lauren Devine Page 8 of 9 Reference: Traffic Plan for the

Traffic Plan for the Madison Fields Solar Project, Madison County, Ohio

### EXHIBIT D TRAFFIC CONTROL PLAN

![](_page_54_Figure_0.jpeg)

October 24, 2022 Ms. Lauren Devine Page 9 of 9 **Reference:** 

Traffic Plan for the Madison Fields Solar Project, Madison County, Ohio

### EXHIBIT E DRAFT ROAD USE MAINTENANCE AGREEMENT

### ROADWAY USE AND MAINTENANCE AGREEMENT

This Roadway Use and Maintenance Agreement ("**RUMA**") is entered into as of this \_\_\_\_\_ day of \_\_\_\_\_\_, 2022 (the "**Effective Date**") by and between the Madison County Board of Commissioners, a political subdivision in the State of Ohio whose mailing address is 1 North Main Street, London, Ohio 43140 (the "**County**"); and Union County Board of Commissioners, a political subdivision in the State of Ohio whose mailing address is 18000 State Route 4, Suite B, Marysville, OH 43040 ("**Union County**"); and Madison Fields Solar Project, LLC, a Delaware limited liability company whose mailing address is 422 Admiral Boulevard, Kansas City, Missouri 64106 (hereinafter "**Operator**"). The County and Union County and Operator are sometimes hereinafter referred to individually as a "**Party**" and collectively as the "**Parties**."

WHEREAS, Operator is proposing to develop, construct, operate and maintain an approximately 180 megawatt solar-powered electric generation facility, including associated substation facilities and improvements, located in Madison County, Ohio (the "**Project**").

WHEREAS, Operator is also seeking qualification of the Project for an exemption from the taxation of tangible personal property and real property under Ohio Revised Code Section ("**R.C.**") 5727.75, which requires, among other things, the Operator to "repair all roads, bridges, and culverts affected by construction as reasonably required to restore them to their preconstruction condition, as determined by the county engineer in consultation with the local jurisdiction responsible for the roads, bridges and culverts."

WHEREAS, in connection with the development, construction, operation and maintenance of the Project, it is expected that Operator and Operator's employees, suppliers, contractors, subcontractors, agents, and representatives, as well as their respective employees, agents, and representatives (collectively, "**Operator's Representatives**") will need to transport equipment and materials over and/or use certain roads, bridges, culverts, berms, shoulders, roadside ditches, guardrails, traffic control devices, and road markings/striping owned, operated and controlled by the County and Union County, which are identified on Exhibit A ("**Designated Roads**"), and the County and Union County hereby agree to permit the above activities on the terms and conditions set forth herein;

WHEREAS, the Parties wish to enter into this RUMA to set forth their mutual understanding and agreement regarding the activities described herein, financial security to be provided by Operator, and certain other issues relating to the use of Designated Roads by Operator and Operator's Representatives in connection with the construction of the Project.

NOW THEREFORE, in consideration of the good faith performance by each Party of the mutual covenants hereinafter set forth, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

### ROADWAYS

### **ROAD STUDY AND APPROVALS:**

With respect to the portion of any Designated Road that is identified in Exhibit A, the Operator will, at its expense, be required to determine the load capacity that will be required to accommodate any increased

traffic for the Project. Operator will then be required to core the existing pavement at reasonable intervals determined by the County Engineer and determine the existing load capacity; provided, however, that if any other project has previously performed geotechnical investigations of the same Designated Road that meet the requirements of this Agreement, the Operator shall be entitled to rely on such information and shall not be required to independently perform a new investigation.

If the existing load capacity is less than Ninety Percent (90%) of the needed load capacity, the Operator must determine appropriate mitigations to be carried out prior to the use of that portion of the Designated Road for the construction of the Project. If the existing load capacity is greater than or equal to Ninety Percent (90%) of the needed load capacity, then no mitigation is necessary.

All calculations and designs required as a part of this RUMA shall be stamped by a professional engineer licensed in the State of Ohio. Additionally, the Operator shall hire an independent third-party professional camera crew and videographer and will create a detailed video record and textual narrative of the preexisting condition of such Designated Road (the "Road Condition Report"). The Operator shall deliver the Road Condition Report to the County Engineer prior to the earlier of (i) Operator commencement of any improvement to such Designated Road or (ii) any use of such Designated Road for the operation of a motor vehicle or other equipment weighing more than ten (10) tons. The County Engineer or their designee may participate reasonably in production of the Road Condition Report; provided, that such participation shall not unreasonably delay the production of the Road Condition Report. The County Engineer shall have ten (10) business days after delivery to review the Road Condition Report. The County Engineer shall be deemed to have accepted the Road Condition Report except to the extent that, and only with respect to specifically stated objections on particular Designated Roads as to which, the County Engineer reasonably determines that the Road Condition Report is not a complete and accurate depiction of the pre-existing condition of the Designated Roads. If the County Engineer makes such a determination, the County Engineer shall, within such ten (10) business day period, provide in writing its specific objections to portions of the Road Condition Report detailing such determination, whereupon the Operator may provide reasonable further documentation of the condition of the Designated Roads. If the Operator disagrees with the County Engineer's determination, the County Engineer and Operator shall promptly meet to confer and attempt to reach agreement; provided further, that failure of the Operator and the County Engineer to reach agreement with respect to the condition of the portion of the Designated Roads to which the County Engineer has specifically objected shall not prevent the Operator from using other Designated Roads or portions thereof for which the Road Condition Report has been accepted by the County Engineer or delay the County Engineer's granting of any further permits, authorizations, or consents, except to the extent that construction of the Project would produce an immediate, material and adverse effect on any portions of the Designated Roads for which the Road Condition Report has not been accepted by the County Engineer.

If the County Engineer does not give written notice of any objection to the completeness and accuracy of the Road Condition Report within ten (10) business days, the Road Condition Report shall be deemed accepted by the County Engineer. For the sake of clarity, no approval of the County or the County Engineer or Union County other than any approval required under this paragraph is necessary prior to use of any such Designated Road by Operator or Operator's Representatives. Any new segments of county roads or township roads, or new bridges, to be included as part of this RUMA after the Effective Date shall be approved by the County Engineer (which approval shall not be unreasonably withheld, conditioned, or delayed) and incorporated into this RUMA as an amended Exhibit A.

### **ROAD USE:**

In connection with the development, construction, operation, and maintenance of the Project, Union County and the County hereby acknowledge and agree that Operator and Operator's Representatives may use the Designated Roads at any time, seven (7) days a week, 365 days a year, starting on the Effective Date. Notwithstanding the foregoing, Operator will endeavor, to the extent practical, to use the Designated Roads in a manner and at times to minimize the impact to and inconvenience of the traveling public.

### PRE-PROJECT ROAD MODIFICATIONS:

If the County Engineer and Operator mutually determine that any modifications and/or improvements are reasonably necessary to accommodate the transport of heavy equipment, materials, and/or multiple heavy loads, Operator agrees to submit stamped engineering drawings to the County Engineer for review and approval prior to commencement of the modifications and improvements, which approval shall not be unreasonably withheld, conditioned or delayed. Union County and the County consents to all such modifications and improvements approved by the County Engineer.

### **REDUCED LOAD AND SPEED LIMITS:**

Pursuant to R.C. 5577.07 and 5577.071, Union County and the County may reduce the maximum weight of vehicles and loads, or the maximum speed, on Designated Roads. Nothing in this RUMA relieves Operator or Operator's Representatives from adhering to such reduction designations.

#### DAMAGES AND REPAIRS:

In the event it is established by the County Engineer through comparison of the Road Condition Report to the Post-Construction Condition that Operator or Operator's Representatives directly caused any damage to the Designated Roads during the hauling of materials or equipment to the Project site, Operator shall repair (or cause to be repaired) such damage so that the Designated Roads are as close as reasonably practicable to the condition that existed immediately prior to such damage occurring.

The County Engineer may request that Operator engage a third-party inspector to inspect the Designated Roads for the County Engineer no more than once every three months during the Project's construction or after any transport of a load greater than fifteen (15) tons on the Designated Roads to identify damage caused by Project construction. Repair work by Operator shall be completed based upon standards set forth in the Ohio Department of Transportation's latest Construction and Materials specifications. Operator shall promptly notify the County Engineer of any road or bridge emergency conditions caused by Operator or its contractors. In the event such hazardous road or bridge condition directly arises out of Operator's use thereof and is not corrected by Operator within a reasonable time after the discovery of such hazardous road or bridge condition, the County Engineer may cause emergency road or bridge repair to be performed ("Emergency Repair"), and Operator shall promptly reimburse County and/or Union County for the reasonable repair costs incurred by the County and/or Union County for such Emergency Repairs upon receipt of documentation of such expenses. Following completion of any such repairs, the County Engineer and Operator shall jointly inspect the repair to confirm that it has been completed to the reasonable satisfaction of the County Engineer. The County understands and agrees that Operator is not responsible for any damage to any of the Designated Roads that is not caused by Operator or Operator's Representatives.

### **COMPLETION OF THE PROJECT:**

After completion of construction of the Project, the County Engineer will inspect the Designated Roads for damage caused by Operator within thirty (30) days of receiving notice of completion of the Project from the Operator. The County Engineer will provide a good faith list of damages, if any, caused by Operator or Operator's Representatives, and Operator shall make the necessary repairs based on applicable standards set forth in the Ohio Department of Transportation's latest Construction and Materials specifications. Necessary repairs will result in the Designated Roads' return, as close as reasonably practicable, to the condition that existed prior to Operator's use under this RUMA, normal wear and tear excepted; provided, however, Operator shall not be required to resurface an entire road as part of this RUMA.

Operator shall provide written notice to the County Engineer that any necessary repair work has been completed. Upon receipt of the repair completion notice, the County Engineer will have thirty (30) days to accept or reject the above work based upon applicable engineering standards. If the County Engineer tenders a rejection notice, Operator will promptly make the necessary repairs as identified in the rejection notice, or to the extent Operator disagrees as to the need for additional repairs, provide a written explanation as to why such repairs are not necessary. If no repairs are required or following the resolution and completion of any additional repairs and the County Engineer's acceptance of the repairs, any Party may terminate this Agreement by providing written notice of such termination to the other Parties.

If the Parties are unable to resolve any dispute regarding Road Repairs, the Parties will cooperate in good faith to (i) agree upon a third party professional engineer (the "**Engineer**") reasonably acceptable to the Parties, who is registered as a professional engineer in the State of Ohio and knowledgeable and experienced in county road design and maintenance; (ii) provide Road Condition Report and the Post-Construction Condition documentation to the Engineer; and (iii) promptly schedule and conduct an on-site inspection with the Engineer. In the event the Parties are unable to agree upon third party engineer, the County Engineer and Operator shall each select a third party professional engineer and those engineers will agree on a third engineer to serve as the Engineer. Based on the on-site inspection and review of Road Condition Report to the Post-Construction Condition documentation, the Engineer shall establish whether and what specific actions must be taken by Operator for Road Repairs.

### BASIC TERMS OF ROAD USE

### **OBEY ALL TRAFFIC LAWS:**

All vehicles driven by Operator or Operator's Representatives shall: (i) abide by applicable speed limits as posted, or if not posted, as otherwise applicable; and (ii) comply with all reasonable requests of the County Engineer to take necessary precautions to timely remove dirt, mud, dust, and debris carried onto the Designated Roads by trucks and trailers hauling material to/from the Project.

### SIGNAGE:

During construction of the Project, Operator or Operator's Representatives shall be responsible for placing and maintaining signage on the Designated Roads in compliance with applicable provisions of the Ohio Manual of Uniform Traffic Control Devices.

### ROAD CLOSURE NOTICE FOR REPAIRS:

This RUMA shall not prohibit the County from closing Designated Roads to any vehicle or combination of vehicles if such closing is authorized by law and is deemed necessary for public safety. In the event it becomes necessary for any of the Designated Roads to be closed for any reason relating to the construction of the Project, Operator shall provide reasonable advance notice of any such closure to County Engineer. Notwithstanding the foregoing, Operator shall provide no less than seven (7) days advance notice of any such closure when reasonably practicable. Operator shall furnish all materials reasonably necessary to close any of the Designated Roads as a result of the construction of the Project. Operator shall designate a person to coordinate the transportation related activities of Operator related to the Project.

### PERFORMANCE ASSURANCE BOND:

Prior to commencement of transportation of major equipment or materials to the Project, carrying loads in excess of fifteen (15) tons, on routes designated in Exhibit A, Operator shall post a bond or other surety (the "**Performance Bond**") to cover the cost of any damages directly caused to the Designated Roads by Operator or Operator's Representatives, and which are not remedied in accordance with the terms and conditions in this RUMA.

The amount of the Performance Bond shall be \_\_\_\_\_ Dollars and No Cents (\$\_\_\_\_\_).

Notwithstanding anything contained herein to the contrary, it is hereby agreed that the maximum amount of Operator's liability and obligation with respect to its obligations hereunder shall not exceed the amount of the Performance Bond (whether paid directly by Operator, as a result of drawing upon the Performance Bond, or otherwise).

The Performance Bond may be posted in the form of: (i) a surety bond made payable to the Madison County Board of Commissioners and issued by a corporation licensed to do business in Ohio; (ii) an irrevocable letter of credit, parental guarantee or other form of financial security reasonably acceptable to the County; or (iii) cash escrow. The Performance Bond shall remain in full force and effect during the term of this RUMA and shall be immediately released upon the completion of any necessary repair work under this RUMA, following construction of Operator's Project.

### **DRAW CONDITIONS:**

The County may draw upon the Performance Bond only if and to the extent that Operator fails or refuses to promptly perform repairs, or to pay the cost of performing repairs, as set forth in this RUMA, and after all of the following draw conditions have been satisfied: (i) the County certify that Operator failed or refused to perform required repairs or to pay the cost of performing repairs required under this RUMA in a reasonable period of time after notice and opportunity to cure; (ii) the County certifies that that the County performed such repairs (or caused such repair work to be performed); (iii) the County certifies that the the County incurred expenses for the performance of such repair work; and (iv) the County certifies that it actually submitted details of such expenses to Operator for reimbursement of such expenses without payment rendered. Any funds drawn upon by the County under the Performance Bond to cover such expenses shall be subject to all defenses available to the surety under law.

If the County draws upon the Performance Bond, the County shall provide a full accounting of the amount of the draw(s) and the cost of repairs to Operator.

### **GENERAL PROVISIONS**

### **RECITALS:**

The above Recitals are hereby incorporated into this RUMA in full and form and integral part hereof.

### **DEFAULT:**

Each of the Parties hereto covenant and agree that in the event of default of any of the terms, provisions or conditions of this RUMA by any Party (the "**Defaulting Party**"), which default is not caused by the Party seeking to enforce said provisions (the "**Non-Defaulting Party**") and after notice and a 30-day cure period has been provided to the Defaulting Party, then in such an event, the Non-Defaulting Party shall have the right to file a breach of contract claim, an action for declaratory relief, and/or to seek specific performance, mandamus and/or injunctive relief. Notwithstanding the foregoing, the County may, without notice, take remedial action if immediate hazards exist and the Operator is unable to or fails to take immediate action to make the Designated Roads safe for the motoring public through Emergency Repairs and any costs reasonably incurred by the County or Union County in such a circumstance shall be reimbursed to the County or Union County pursuant to the Damages and Repairs section above.

### INDEMNITY AND HOLD HARMLESS:

Operator shall indemnify, defend, and hold the County and Union County as well as their officials, officers, and employees harmless from any and all losses, claims, costs, expenses, judgments, suits, actions, proceedings, and damages, including reasonable attorneys' fees (collectively, "**Claims**") involving personal injury, death or damage to property and arising out of the performance or non-performance of the terms of this RUMA by Operator, except this indemnity provision shall not apply to the extent such Claims arise from or relate to the negligence or intentional misconduct of the County, Union County and their respective officials, officers, employees, and/or agents.

### **ASSIGNMENT:**

This RUMA may not be assigned without the written consent of the other Parties, which consent shall not be unreasonably withheld, conditioned or delayed. Notwithstanding the foregoing, Operator may assign all or any portion of its rights under this RUMA to any lender, mortgagee, investor, parent-subsidiary, purchaser of all or substantially all of the assets of the Project or other affiliated entity, all of which may be done without obtaining the consent of the other signatories to this RUMA.

### **GOVERNING LAW-STATE OF OHIO:**

This RUMA shall be governed by and construed in accordance with the laws of the State of Ohio, without regard to conflict of laws provisions in such state. A federal or state court in Ohio having jurisdiction in Madison County, Ohio shall decide any disputes arising under this RUMA.

### **PREVAILING WAGE:**

As it relates to any road repair work completed under this RUMA, Operator is required to comply with Ohio's prevailing wage requirements as applicable under Ohio law; however, the County shall be solely responsible for providing the prevailing wage coordinator.

### AMENDMENTS TO AGREEMENT:

This RUMA shall constitute the complete and entire RUMA between the Parties with respect to the subject matter hereof. No prior statement or agreement, oral or written, shall alter or modify the written terms herein. This RUMA may be amended only by written RUMA properly executed by the Parties.

### **AUTHORITY:**

Operator hereby represents and warrants that this RUMA has been duly authorized, executed and delivered on behalf of Operator. The County hereby represents and warrants that this RUMA has been duly authorized, executed and delivered on behalf of the County. Union County hereby represents and warrants that this RUMA has been duly authorized, executed and delivered on behalf of Union County. Union County hereby appoints the County Engineer of Madison County to act on its behalf in carrying out the provisions of this RUMA.

### **NOTICES:**

All notices, requests, demands and other communications required or permitted to be given by the Parties hereunder shall be in writing and shall be delivered in person, by mail, e-mail or facsimile to the address of the intended recipient as set forth below (or to such other address as any such Party shall designate in writing to the other Parties from time to time as provided herein):

### MADISON COUNTY AND UNION COUNTY

Bryan D. Dhume, P.E., P.S. Madison County Engineer 825 US 42 NE London, Ohio 43140 Phone: (740) 852-9404 Fax: (740) 852-9530 E-mail: engineer@madison.ohio.gov

### OPERATOR

Madison Fields Solar Project, LLC, 422 Admiral Boulevard, Kansas City, MO 64106 Phone: (816) 621-8926 E-mail: gparker@savionenergy.com

In addition to the written communications detailed above, the Parties agree that the individuals referenced above shall be the contact persons for any verbal communications regarding any concerns/issues that are associated with this RUMA.

### **RIGHTS AND WAIVERS:**

The failure of a Party to exercise any right under this RUMA shall not, unless otherwise provided or agreed to in writing, be deemed a waiver thereof; nor shall a waiver by a Party of any provision herein be deemed a waiver of any future compliance therewith, and such provisions shall remain in full force and effect.

### SEVERABILITY:

If any provision of this RUMA proves to be illegal, invalid, or unenforceable, the remainder of this RUMA will not be affected, impaired or invalidated by such finding and shall remain in full force and effect. To

the extent practicable, any provision of this RUMA that proves to be illegal, invalid, or unenforceable, shall be replaced with language as similar as possible to accurately reflect the intentions of the Parties and be legal, valid and enforceable.

### COUNTERPARTS:

This RUMA may be executed in any number of counterparts, each of which shall be deemed an original, with the same effect as if the signatures thereto and hereto were upon one and the same counterpart, and all such counterparts together shall constitute one and the same instrument. Delivery of an executed counterpart of a signature page to this RUMA by facsimile, .pdf or electronic mail shall be as effective as personal delivery of an originally signed counterpart to this RUMA.

### SUCCESSORS AND ASSIGNS:

This RUMA shall inure to the benefit of and shall be binding upon the Parties hereto, their respective successors, permitted assignees, and legal representatives.

### LIMITATION ON DAMAGES:

Notwithstanding any provision in this RUMA to the contrary, in no event shall the Parties be liable (including, without limitation under any indemnity hereunder) for any special, punitive, indirect, incidental or consequential damages (including, without limitation, any claims for lost profits and/or lost business opportunity) in connection with this RUMA, and all such damages are hereby waived.

### NO OBLIGATION TO CONSTRUCT:

Notwithstanding the foregoing, Operator shall have no obligation to construct or operate the Project. In the event that the Operator determines that it will not construct the Project prior to use of the Designated Roads as provided herein, Operator may terminate this RUMA by providing notice to the other Parties of same.

[Signatures on the following pages]

**IN TESTIMONY WHEREOF**, the Parties hereto have caused this RUMA to be executed by their respective duly authorized officers as of the day and year first above written.

### MADISON FIELDS SOLAR PROJECT, LLC

Ву:	
Name:	
Date:	_
Dv <i>r</i>	
Бу	_
Name:	
Date:	_
MADISON COUNTY ENGINEER	
Ву:	
Name:	_
Date:	
MADISON COUNTY BOARD OF COMN	IISSIONERS
Ву:	
Name:	
Date:	_
Ву:	
Name:	_
Date:	_

Dy
----

Name: \_\_\_\_\_\_

Date: \_\_\_\_\_

### APPROVED AS TO FORM

### MADISON COUNTY PROSECUTOR

Ву:\_\_\_\_\_

Name:

Date:			

### UNION COUNTY BOARD OF COMMISSIONERS

Ву:\_\_\_\_\_

Name: \_\_\_\_\_\_

Date: \_\_\_\_\_\_

Ву:\_\_\_\_\_

Name:			

Date:	

Name:			

Date: \_\_\_\_\_

APPROVED AS TO FORM

UNION COUNTY PROSECUTOR

Ву:\_\_\_\_\_

Name: \_\_\_\_\_

Date: \_\_\_\_\_

EXHIBIT A – DESIGNATED ROADS

## MADISON FIELDS SOLAR PROJECT

![](_page_68_Figure_1.jpeg)

The following companies and organizations provided data that contributed to the production of this map - CoreLogic, Inc., Environmental Systems Research Institute (ESRI), U.S. Department of Agriculture (USDA), U.S. Federal Aviation Administration (FAA), U.S. Geological Survey (USGS), WhiteStar Corporation, Ventyx, Inc., An ABB Company

![](_page_68_Picture_3.jpeg)

![](_page_68_Figure_4.jpeg)

 GREENE COUNTY
 FAYETTE
 PICKAWAY

 Xenia
 FAYETTE
 COUNTY

 PRELIMINARY DESIGN – NOT FOR CONSTRUCTION

DEVELOPER:	ENGINEER:
SAVION, LLC	
DATE:	SCALE:
9/9/2022	1 INCH : 1,750 FEET
NOTES:	

SHEET: RUMA DESIGNATED ROADS This foregoing document was electronically filed with the Public Utilities

Commission of Ohio Docketing Information System on

10/28/2022 1:28:09 PM

in

### Case No(s). 19-1881-EL-BGN, 21-0508-EL-BGA

Summary: Notice - Certificate Compliance Condition 19 – Traffic Plan electronically filed by Christine M.T. Pirik on behalf of Madison Fields Solar Project, LLC