

## Appendix E: Transportation Management Plan

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## Transportation Management Plan – Nestlewood Solar

Nestlewood Solar I LLC expects that access to the site for construction traffic will be from Ohio State Routes 125 and 774. From the state routes, local roads (county and township) will be used to access the construction site.

From Ohio Route 774, traffic is expected to be routed approximately 1 mile northwest on Bethel-Maple Road to the Project Area. Traffic from Ohio Route 774 may also be directed northeast on Leonard Road for approximately 1.25 miles from Bethel-Maple Road to access other parcels in the Project Area.

From Ohio Route 125, traffic is expected to be routed south approximately 1.25 miles on either Oak Corner Road or Liming Lake Road. Traffic using Oak Corner Road may be further directed west approximately  $\frac{3}{4}$  mile on Bethel-Maple Road or east on Vandament Road approximately  $\frac{1}{2}$  mile to access the Project Area. Traffic using Liming Lake Road may be further directed southwest on Leonard Road approximately  $\frac{3}{4}$  mile or west on Vandament Road approximately  $\frac{1}{4}$  mile to access other parcels in the Project Area.

Following is a listing of the local roads and whether the road is a county or township road.

<b>Road</b>	<b>County or Township Responsibility</b>
Bethel-Maple Road	Clermont County
Oak Corner Road	Clermont County
Leonard Road	Tate Township/Clark Township
Vandament Road	Tate Township/Clark Township
Liming Lake Road	Clark Township

During the construction phase, several types of light and medium construction vehicles will travel to and from the site. Private vehicles will also be used by construction personnel. At this time, the Applicant estimates the below truck trips distributed throughout the construction period:

**Table 1 – Truck Trips During Construction**

<b>Item</b>	<b>Number</b>	<b>Truck Type</b>
Module Deliveries	447	semi-trucks
Inverter/Transformer Pads	89	concrete trucks
Module Racking	1,341	semi-trucks
Electrical	894	semi-trucks
Access Roads	1,073	dump trucks
<b>Total Truck Loads</b>	<b>3,844</b>	

The highest traffic volume will occur during peak construction periods when the rack foundation posts, rack, and module assembly are taking place in parallel. Oversize and overweight loads are only expected for delivery of the generator step-up transformer that will be placed in the Project Substation.

Given the current condition of all roads to be used and the nature of the construction traffic, no material adverse impact to the roads from construction vehicles or equipment delivery is anticipated to occur. Regardless, a pre-construction survey of local roads will be conducted. The pre-construction road survey will create a baseline assessment for road conditions and identify any possible impacts and mitigation measures during construction activities. The pre-construction survey will inform the final transportation management plan and may include a road use agreement with the applicable local authority. Given that there will be little to no traffic during operation of the project, the pre-construction road survey will focus on traffic and impacts during construction only. In the event public roads and bridges are damaged due to construction traffic (which is not anticipated at this time), the road or bridge would be repaired to original condition.

New service roads on private property will facilitate access within the Project site (see OPSB Figure 03-3). The roads will be approximately 20 feet wide and have aggregate as cover, adequate to support the size and weight of construction, maintenance, and rescue vehicles.

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Summary: Application Appendix E electronically filed by Mr. Michael J. Settineri on behalf of Nestlewood Solar I LLC