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Via Electronic Filing

Ms. Tanowa Troupe
Administration/Docketing
Ohio Power Siting Board
180 East Broad Street, 11th Floor
Columbus, Ohio 43215-3793

**Re: Guernsey Power Station, LLC,
OPSB Case No. 16-2443-EL-BGN**

Dear Ms. Troupe:

The October 5, 2017, Opinion, Order, and Certificate (“Certificate”) approving Guernsey Power Station, LLC (“GPS”) Certificate of Environmental Compatibility and Public Need to Construct the Guernsey Power Station approved the Stipulation which set forth a set of conditions as part of the Certificate.

Within this set of conditions, **Condition No. 21** requires that:

Applicant shall coordinate with the appropriate authority regarding any temporary or permanent road closures, lane closures, road access restrictions, and traffic control necessary for construction and operation of the proposed facility.

In compliance with Condition No. 21, attached is a copy of GPS’s Traffic Management Plan dated August 2019. This Traffic Management Plan is to update and replace Appendix G filed in the initial certificate application on March 16, 2017.

If you have any questions please do not hesitate to contact me.

Sincerely,

Dylan F. Borchers

Attachment

cc: Robert Holderbaum (w/Attachment)



TRAFFIC MANAGEMENT PLAN

Guernsey Power Station

Guernsey County, Ohio

August 2019

Prepared for:

Guernsey Power Station, LLC

Prepared by:

Gemma Power Systems, LLC

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ACRONYMS/ABBREVIATIONS

GPS	Guernsey Power Station, LLC
the Facility	Guernsey Power Station
the Facility Site	A property that is the proposed location of the Guernsey Power Station, located entirely within Valley Township, Guernsey County, Ohio
Laydown and Parking Area	A property that is the proposed location of the construction laydown and parking for the Guernsey Power Station, located just north of the Facility Site within Jackson Township, Guernsey County, Ohio
I-77	Interstate 77
I-70	Interstate 70
OEM	Original Equipment Manager
OPSB	Ohio Power Siting Board
EPC	Engineering, Procurement and Construction
RUMA	Road Use and Maintenance Agreement

1. PROJECT BACKGROUND

Guernsey Power Station, LLC (“GPS”) is developing the Guernsey Power Station (the “Facility”) in Guernsey County, Ohio. The Facility is a state-of-the-art combined cycle natural gas-fired electric generating facility designed in three 1x1x1 single shaft power train configurations with a net generating capacity of 1,650 megawatts. The proposed Facility, which includes combustion turbine generators, heat recovery steam generators, steam turbine generators, transformers, a Facility switchyard, and the other ancillary equipment, will be located within a property that is located entirely within Valley Township, Guernsey County, Ohio (the “Facility Site”) (Figure 1).

The Facility Site is adjacent to Interstate 77 (“I-77”) to the east, and approximately 4.5 miles south of Interstate 70 (“I-70”). Wills Creek, a tributary of the Muskingum River, forms the southern boundary of the Facility Site. The Facility Site is bordered to the west by a privately-owned parcel and a privately-owned rail road spur. The Facility Site is bordered to the north by Seneca Lane, although the area to the north of Seneca Lane will be used for construction laydown and parking.

GPS has retained Gemma Power Systems, LLC as the Engineering, Procurement, and Construction (“EPC”) contractor for the Facility. Construction on the Facility will begin in August 2019 and is expected to be operational in October of 2022.

Beginning with the initial site work and continuing throughout construction of the Facility, traffic will increase in the area and will occasionally include oversized loads. This Traffic Management Plan was prepared to meet the requirements of the Ohio Power Siting Board (“OPSB”), and to be used for information for Valley Township, Jackson Township, and Guernsey County.

2. TRAFFIC EXPECTATIONS

2.1. CONSTRUCTION TRAFFIC

Most of the traffic entering and exiting the Facility Site during construction will be typical vehicular traffic associated with construction activities, including personal vehicles, commercial

vehicles, and semi-trailers providing material and supplies. The initial construction traffic will include equipment and materials for site preparation of the Facility Site, and Laydown and Parking Area. Once the Facility Site is graded, equipment related to pouring foundations and construction of the buildings, power generation, and associated facilities will be brought to the Facility Site. Once foundations have commenced, delivery of heavy loads would include equipment related to the generation facility, such as turbines/generators, stack sections, or other oversized/overweight equipment.

The construction period is anticipated to occur over 37 months, beginning in August 2019. It is anticipated that the peak construction work force will include approximately 1,000 construction workers. Construction parking will be located to the north of the Facility Site in the designated Laydown and Parking Area (Figure 3).

The following is the proposed phased Maintenance of Traffic Plan at the intersection of Seneca Lane and Marietta Road (SR-821) associated with the proposed site construction by Gemma Power Systems (EPC Contractor) for the Guernsey Power Station.

Phase I:

Site Preparation (Approximately 15-months to begin September 2019) 100+ people on-site

24-hr Portable Message Board indicating 'SLOW DOWN' 'Construction Traffic Ahead' located north of intersection approx. 500-ft

Phase II:

Facility Construction (Approximately 12-months to begin November 2020) 450+ people on-site

24-hr Portable Message Board indicating 'SLOW DOWN' 'Construction Traffic Ahead' located north of intersection approx. 500-ft

Law Enforcement Officers to provide intersection control for the two (2) major workforce shift changes (AM & PM)

Phase III:

Construction Completions (Approximately 12-months to begin November 2021)

100+ people on-site

24-hr Portable Message Board indicating 'SLOW DOWN' 'Construction Traffic Ahead' located north of intersection approx. 500-ft

2.2. OPERATIONAL TRAFFIC

During operations, beginning in late 2022, vehicle traffic will consist primarily of employee vehicles and occasional deliveries by truck. The Facility will operate during three shifts over a 24-hour day, 7 days a week with a peak of approximately 25 full-time employees during the normal work day.

3. PERMITS AND SITE ACCESS

Due to the proximity of two major interstates (I-77 and I-70), the majority of construction traffic – particularly oversized and heavy loads – will utilize these roadways, minimizing traffic on local roadways. The Facility Site location with respect to state roads is shown in Figure 2. After exiting

the interstates, access to the Facility will be via state and local roads.

3.1. LOCAL COORDINATION

Coordination efforts have been initiated with the Guernsey County Engineer's office and Township Trustees prior to initiation of construction. This included a review of anticipated delivery routing, proposed improvements to Seneca Lane, and a commitment for restoration of inadvertently damaged transportation infrastructure.

3.2. SPECIAL HAULING PERMITS

Heavy haul or wide loads on state and interstate highways will require a state permit and coordination with the County Engineer for potential county or local permits. Per Ohio Revised Code, Sections 5577.04 and 5577.05, vehicles may not exceed 80,000 pounds gross weight or height in excess of 13 feet, 6 inches. Vehicles in excess of these weight and dimensional restrictions will require an Ohio Special Hauling Permit. As shown on Figure 3, the primary route will utilize interstate highway I-77. Applicable Ohio Special Hauling Permits (and Guernsey County, if applicable) will be obtained prior to the need for such deliveries.

3.3. CONSTRUCTION ACCESS

Construction access for non-local workers and deliveries to the Facility Site, and Laydown and Parking Area will predominantly be off I-77. Vehicles approaching from the north and south are expected to exit I-77 at exit 37 to State Road (OH-) 313 (Clay Pike Road). Vehicles will travel west on OH-313 (Clay Pike Road), turn northward onto OH-821 (Marietta Road), and turn eastward onto local roadway Seneca Lane to the proposed construction entrance off Puritan Street for Facility Site Access. Vehicles accessing the Laydown and Parking Area will turn left off Seneca lane directly into the Laydown and Parking Area. The construction entrance will be installed off Puritan Street at the northern end of the Facility Site and will be converted into a permanent entrance once construction activities are completed.

Alternative access routes from I-70 and alternative exits along I-77 were considered and are available; however, the proposed route maximizes use of interstate highways and minimizes use of local roadways.

3.4. EMPLOYEE PARKING

3.4.1. CONSTRUCTION EMPLOYEE PARKING

Construction employee parking will be provided for workers at the Laydown and Parking Area, just north of the Facility Site. The parking area will provide sufficient parking for each phase of construction, as needed. Access to the Laydown and Parking Area will be via Seneca Lane.

3.4.2. OPERATIONAL EMPLOYEE PARKING

Operational employee parking will be provided for workers at the Facility Site. The parking area will provide parking for a sufficient number of employees and visitor spaces. Access to the Facility Site will be via the Facility entrance off Puritan Street.

3.5. PROPOSED ROAD ROUTES

Due to the proximity of the Facility Site to a major interstate highway (I-77), one road route was identified for both southbound and northbound traffic. This route minimizes vehicle traffic on local roadways.

I-77 Southbound: Vehicles will exit I-77 at Exit 37 for OH-313 West (Clay Pike Road) for 1.35 miles, turn right onto OH-821 North (Marietta Road) for 1.1 miles, and turn right (east) onto Seneca Lane. Vehicles will travel approximately 0.75 miles on Seneca Lane and then turn right onto Puritan Street or left onto the Laydown and Parking Area. The Facility Site entrance will be on Puritan Street, approximately 200 feet south of Seneca Lane.

Traffic returning to I-77 southbound will reverse the same route: exit Puritan Street, turn left onto Seneca Lane (or turn right on Seneca Lane if leaving the Laydown and Parking Area), turn left onto OH-821 South (Marietta Road), turn left onto OH-313 East (Clay Pike Road), and turn right to merge onto I-77 South.

I-77 Northbound: Vehicles will exit I-77 at Exit 37 for OH-313 toward Pleasant City/Senecaville, and turn left onto OH-313 West (Clay Pike Road) for 1.35 miles, turn right onto OH-821 North (Marietta Road) for 1.1 miles, and turn right (east) onto Seneca Lane. Vehicles will travel approximately 0.75 miles on Seneca Lane, and turn right onto Puritan Street. The Facility Site entrance will be on Puritan Street, approximately 200 feet south of Seneca Lane.

Traffic returning to I-77 northbound will reverse the same route: exit Puritan Street, turn left onto Seneca Lane (or turn right on Seneca Lane if leaving the Laydown and Parking Area), turn left onto OH-821 South (Marietta Road), turn left onto OH-313 East (Clay Pike Road), and turn left to merge onto I-77 North.

As previously noted in Section 3.3., Construction Access, the proposed route maximizes the use of interstate highways and minimizes use to local roads. Alternative routes originating from I-70 or alternative exits along I-77 will be considered as necessary (e.g., in the event of road or exit closure).

Figure 3 presents the proposed road route.

4. RAIL ACCESS

Activities associated with the above-ground construction of the Facility has the potential to utilize rail transportation for larger equipment, as considered appropriate by Gemma Power Systems, LLC, and/or the OEM provider, GE Energy Infrastructure. A private railroad spur, formerly owned by the Cleveland and Marietta Railroad/Pennsylvania Railroad, extends west of the Facility Site between Byesville and Derwent. Should the use of rail delivery be determined to be feasible, it would eliminate heavy load deliveries on several local roads, but would involve negotiation with the private owner of the rail line, and consideration of appropriate unloading facilities. Should this be contemplated, additional information would be provided prior to any modifications required for implementation of rail use.

5. ROAD USE AND MAINTENANCE AGREEMENT

Guernsey Power Station will be making modifications to Seneca Lane, including full-depth reclamation, widening, and repaving of this road. Upon completion of the construction project, Seneca Lane will further be patched and/or sealed, as required, to repair construction-related damage. Due to the extent of these modifications and the significant resulting upgrade to the road condition, a Road Use and Maintenance Agreement (“RUMA”) is not required for Seneca lane or any other county/township road.

Figure 1 – Facility Location

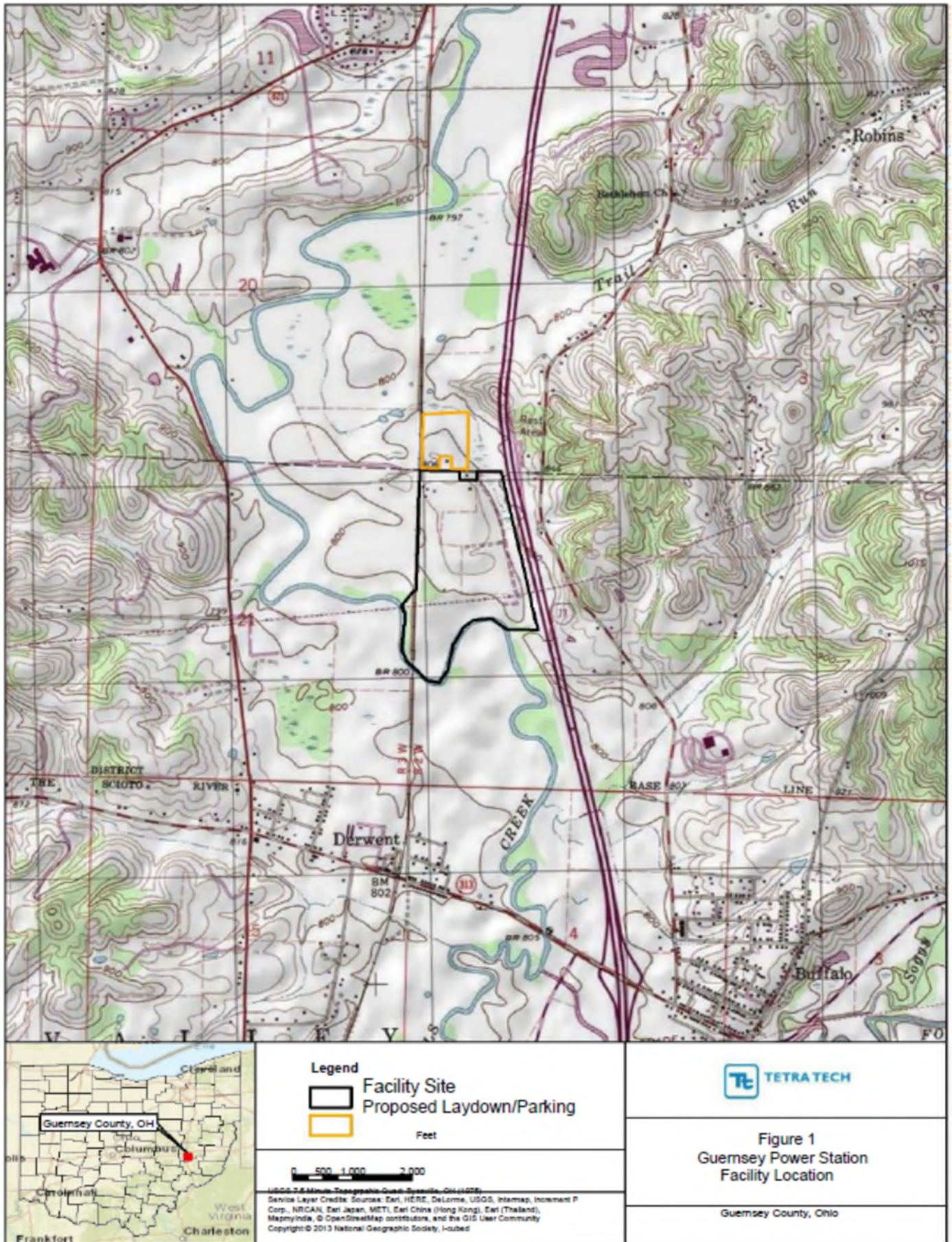


Figure 2 - Location of Facility Site and Major Roadways

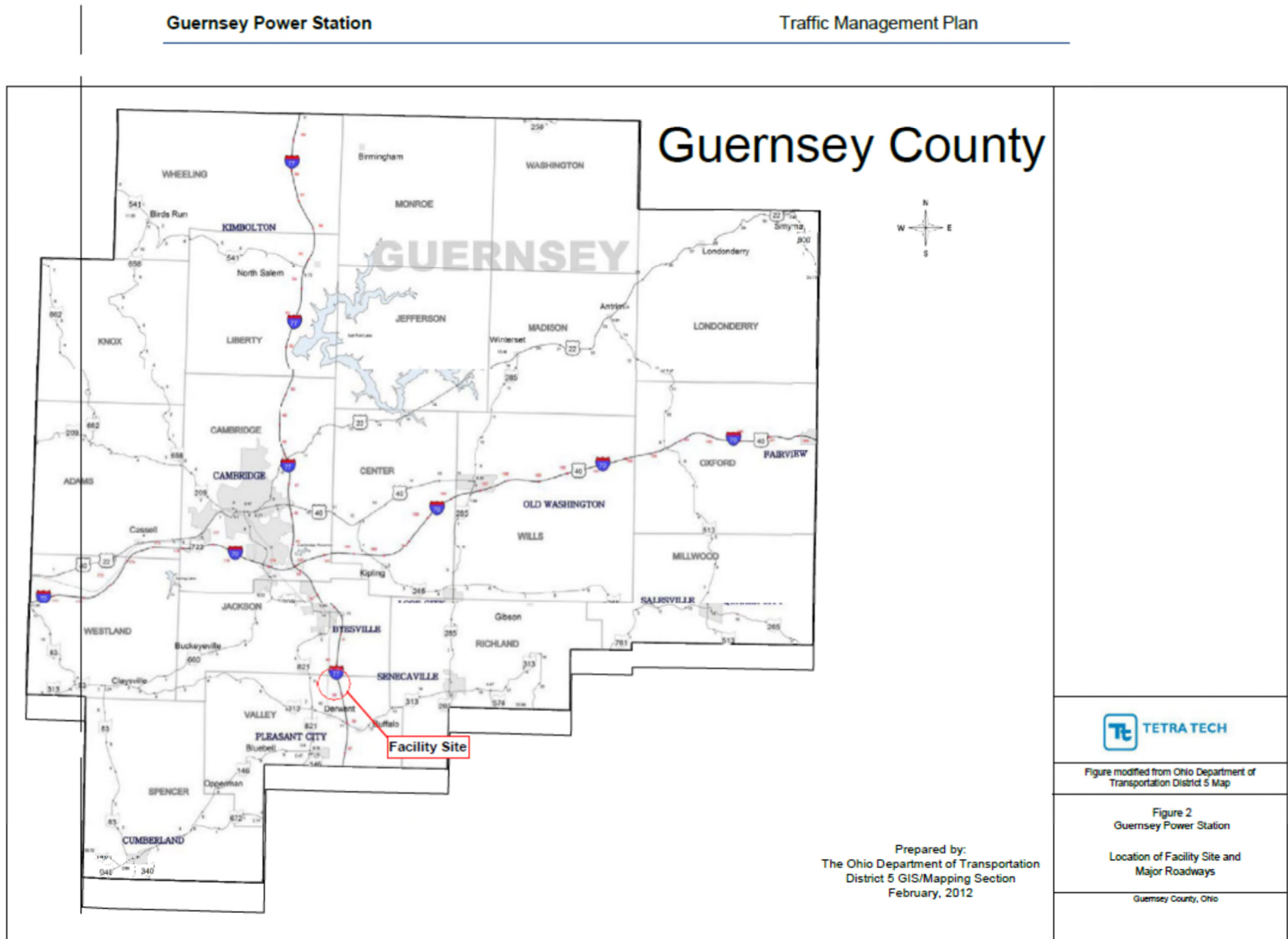
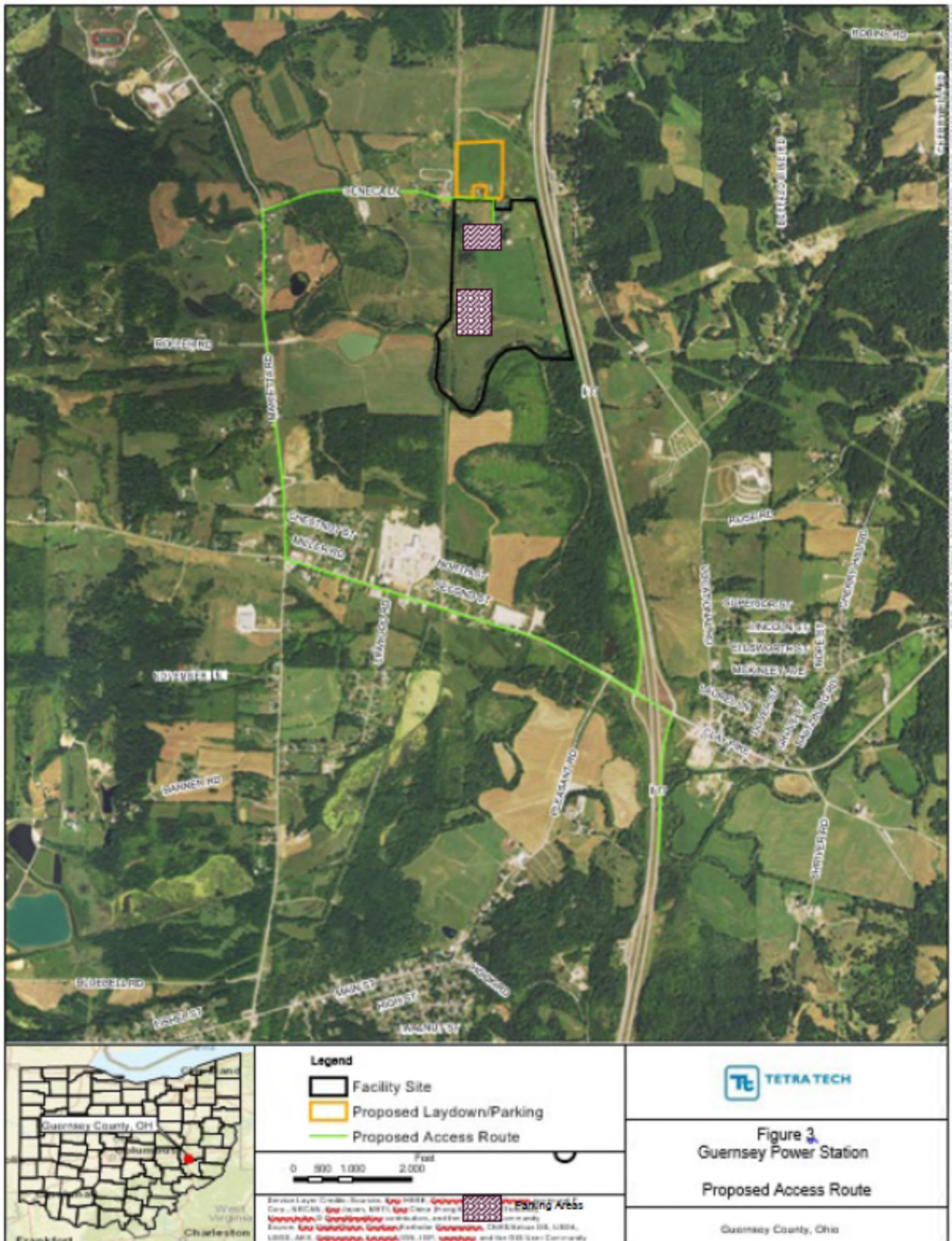


Figure 3 – Proposed Access Route



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Case No(s). 16-2443-EL-BGN

Summary: Correspondence of Guernsey Power Station, LLC in Compliance with Condition No. 21 electronically filed by Teresa Orahood on behalf of Dylan F. Borchers