DODSON CREEK SOLAR

Exhibit L-1

Route Evaluation Study and Traffic Control Plan

Case No. 20-1814-EL-BGN

ROUTE EVALUATION STUDY

FOR THE:
DODSON CREEK SOLAR PROJECT
HIGHLAND COUNTY, OHIO

PREPARED FOR:
ENVIRONMENTAL DESIGN & RESEARCH, LANDSCAPE ARCHITECTURE, ENGINEERING & ENVIRONMENTAL SERVICES, D.P.C.
217 MONTGOMERY STREET, SUITE 1000
SYRACUSE, NEW YORK 13202

PREPARED BY:
HULL & ASSOCIATES, LLC
6397 EMERALD PARKWAY, SUITE 200
DUBLIN, OHIO 43016

MAY 2021

HULL
Environment / Energy / Infrastructure

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1.0 INTRODUCTION

1.1 Project Description and Purpose

This Route Evaluation Study has been prepared for Environmental Design & Research, Landscape Architecture, Engineering & Environmental Services, D.P.C. on behalf of Dodson Creek Solar, LLC who is planning development of an up to 117-megawatt AC (MW_{AC}) proposed utility-scale solar electric generation facility (Facility or Project). The Dodson Creek Solar Project is planned to include solar panel arrays and setbacks, along with associated infrastructure such as a fenceline, electrical collection lines, inverters, access roads, substation, operations and maintenance (O&M) building, weather stations, and laydown yards. The Project Area is located in Union, Hamer, and Dodson Townships in Highland County, Ohio. The overall Project Area is approximately 1,462 acres. A map of the Project Area is included in Appendix A.

The objective of this study is to support an application to the Ohio Power Siting Board (OPSB) for a Certification of Environmental Compatibility and Public Need (Certificate Application), as codified at Ohio Administrative Code (OAC) 4906, as follows:

1. OAC 4906-4-06(F)(3): 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.

2. OAC 4906-4-06(F)(4): 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.

For the purpose of this report, the following definitions have been used when describing the Project (based on OAC 4906-1-01):

- **Project Area** means all land within a contiguous geographic boundary that contains the facility, associated setbacks, and properties under lease or agreement that contain any components of the facility.

- **Facility** means the proposed major utility facility and all associated facilities.

- **Associated Facility** means, for an electric power generation plant or wind farm: rights-of-way, land, permanent access roads, structures, tanks, distribution lines and substations necessary to interconnect the facility to the electric grid, water lines, pollution control equipment, and other equipment used for the generation of electricity.

1.2 Methodology

Access to the Project Area for construction will be from State, county and township roads and, where necessary, new private gravel access roads. Construction of the Facility will cause temporary increases in truck traffic on area roadways due to the delivery of materials and equipment.

This evaluation identifies the probable public routes that can be used to construct and operate the Facility. It is assumed that vehicle traffic will originate from Interstate or 4-lane divided state highways. State highways include federal highways that are maintained by the state. From these routes, 2-lane state highways will be used to travel to the Project Area. State, county and township roads will be used for primary access within and near the Project Area. The probable routes were selected where state, county and township roads are adjacent to the Project Area or roads that would likely be used to travel to the Project Area. Use of state roads is prioritized over county and township roads, where possible.

For purposes of this evaluation, Interstate, 4-lane state highways, and 2-lane state highways were not evaluated because it is assumed that these roadways are sufficient to accommodate the construction and operational traffic with respect to load capacity, geometry and condition.

For the county and township roads, this evaluation includes a desktop study and an on-site visual assessment of the probable routes, bridges and culverts leading to and in the Project Area. This evaluation includes the general condition based on visual assessment of culverts and bridges, general pavement conditions, vertical changes in grade, and overhead height obstructions. If needed, this evaluation identifies locations where improvements to the road are likely to accommodate the size of the delivery and construction vehicles. A pavement condition index survey was not completed.

Potential access locations from the public roads to the project parcels were also identified. These locations are based on the location of existing driveways on the parcels. In the event existing driveways were not present, the potential access locations were noted where a driveway could be located based on lack of obstructions and relatively flat topography. Due to the relatively flat topography in the Project Area, many other locations are possible along the probable routes. Final driveway locations should take into consideration the location with respect to other driveways and roadways, topography, and vertical and horizontal sight distance.

Research for state permits that are necessary for hauling the materials and equipment is also included in the evaluation. Video was collected from all the reviewed probable routes as well as photographs of select features noted during the evaluation.

1.3 Vehicle Types

The size and types of vehicles needed to deliver construction equipment, construction materials and Facility components include flatbed or tractor-trailer equipment delivery vehicles and multi-axle dump trucks. In addition, typical automobiles and pickup trucks will be used to transport construction staff and for other incidental truck trips.

1.4 Design Vehicle Characteristics

Transportation of construction equipment and materials and Facility components will be completed using conventional transportation vehicles such as fixed-bed trucks or tractor-semi-trailers (AASHTO WB-50). Construction equipment such as excavators, bull dozers, and wheel tractor-scrapers will be transported to the site on fixed-bed or tractor-semi-trailer low-boy vehicles. Multi-axle dump trucks may also be used. The vast majority of vehicles will be below the maximum allowable size and weight. Some limited components such as switchgear or transformers for switchyards and substations may require the use of overweight/oversize vehicles.

2.0 PROBABLE ROUTE EVALUATION

2.1 Roadway Characteristics

An evaluation and visual assessment of the probable routes were conducted on December 10 and 11, 2020 and April 12 and 19, 2021 by traveling the roadways listed below. In addition, potential access locations to the Project Area along the probable routes were identified during the evaluation. See Figure 1 in Appendix A for location of probable routes and potential access locations.

The Ohio Department of Transportation (ODOT) Traffic Monitoring Management System (TMMS) was reviewed to determine if existing data on traffic volumes for the probable routes was available.[1] The Annual Average Daily Traffic (AADT) was obtained for each probable route road segment, if available. A detailed roadway capacity analysis was not completed for this study. Based on field observations, we do not expect construction or operation of the Facility to create any significant delays to the traveling public. Table 1 summarizes the existing conditions of the roadways.

TABLE 1
ROADWAY CHARACTERISTICS

Road	From	To	Pavement Width (ft)	No. of Lanes	Pavement Condition	Surface Type	AADT	Speed Limit
Abernathy Road	Roush Road	US50	Varies (~19'-9")	2	Fair	Asphalt	N/A	NP
Abernathy Road	Sherry Road	Roush Road	Varies (~19'-9")	2	Good	Asphalt	N/A	NP
Danville Road	US50	Sherry Road	Varies (~24'-0")	2	Good	Asphalt	1,654[A]	NP
Gibler Road	US50	Project Boundary	Varies (~16'-5")	2	Good	Chip & Seal	N/A	NP
Rammel Road	US50	Project Boundary	Varies (~16'-0")	2	Fair	Chip & Seal	N/A	NP
Roush Road	Danville Road	Abernathy Road	Varies (~18'-0")	2	Poor	Chip & Seal	N/A	NP
Sherry Road	Danville Road	Project Boundary	Varies (~17'-8")	2	Fair	Chip & Seal	N/A	NP
Spickard Road	US50	Project Boundary	Varies (~14'-0")	<2	Fair[B]	Chip & Seal	N/A	NP
Tedrick Road	Abernathy Road	Project Boundary	Varies (~18'-0")	2	Poor	Chip & Seal	N/A	NP

[1] Ohio Department of Transportation, Traffic Monitoring Management System, http://odot.ms2soft.com/

Notes:

A – Between Sherry Road and Roush Road (2020)

B – The 600 feet of road at the intersection with US50 was in poor condition.

AADT – Annual Average Daily Traffic

NP – not posted

N/A – not available

Lanes are assumed to be a minimum of 8.5 feet wide

Pavement Condition:

Excellent – recently paved.

Good – pavement appears stable with minor cracking and other pavement distress indicators.

Fair – pavement appears stable but may have a higher amount of transverse and longitudinal cracking and other distressed pavement indicators such as edge cracking, rutting, and weathering. Potholes may be present.

Poor – pavement is severely distressed with excessive cracks, potholes, rutting, and deterioration.

Abernathy Road

The road segment between US50 and Roush Road is in fair condition. This road segment exhibits a fair amount of aging with edge failure, longitudinal cracking, and transverse cracking throughout this road segment. This road does not have any striping. The road segment has relatively flat grades with no abrupt grade changes.

The road segment between Roush Road and Sherry Road is in good condition with normal aging. Minimal longitudinal and transverse cracks were noted throughout this road segment. This road does not have any striping. This road segment has relatively flat grades with no abrupt grade changes.

Danville Road

This road is in good condition with normal aging. Moderate longitudinal, transverse and block cracks were noted throughout this road segment. This road has a centerline and edge striping. The road has relatively flat grades with no abrupt grade changes.

Gibler Road

This road is in good condition with normal aging. This road has been recently chip and sealed and exhibits very minimal cracking. This road does not have any striping. The road has relatively flat grades with no abrupt grade changes.

Rammel Road

This road is in fair condition with moderate aging. This road segment exhibits edge failure, rutting, and minimal cracking. This road does not have any striping. This road has relatively flat grades with no abrupt grade changes.

Roush Road

This road is in poor condition with advanced aging. This road has areas of severe longitudinal and transverse cracking, rutting, and edge failure throughout the road segment. This road does not have any striping. The road has relatively flat grades with no abrupt grade changes.

Sherry Road

This road is in fair condition with moderate aging. This road segment exhibits a moderate amount of edge failure and transverse cracking throughout the road segment. This road does not have any striping. The road has relatively flat grades with no abrupt grade changes.

Spickard Road

This road is in fair condition due to several conditions including pavement bleeding, depressions, and edge failures. These conditions were typical throughout the portion of the road that was observed. Approximately 600 feet of the road at the intersection with US50 was in poor condition due to the same conditions as the remainder of the road and the addition of moderate to severe rutting. This road does not have any striping. The road has relatively flat grades with no abrupt grade changes.

Tedrick Road

This road is in poor condition with advanced aging. This road has areas of severe longitudinal and transverse cracking, rutting, and edge failure throughout the road segment. This road does not have any striping. The road has relatively flat grades with no abrupt grade changes.

Summary

All of these roads can be used for equipment delivery and construction traffic in their current condition. Depending on the final route selected prior to construction, it may be possible to select Sherry Road instead of Roush Road (due to its poor condition) for access to the Project Area. Example areas of concern for all the roads were photographed and are included in Appendix B.

2.2 Bridge and Road Load Restrictions

There were no posted load restrictions on the probable routes in the Project Area. There are five bridges on the probable routes in the Project Area as follows:

1. Bridge 3634574 is a concrete structure with concrete abutments. The bridge deck and abutments were in good condition.
2. Bridge 3630455 is a concrete box bridge on concrete abutments. The bridge deck and abutments were in good condition.
3. Bridge 3630064 is a concrete box bridge on concrete abutments. The bridge deck and abutments were in good condition.
4. Bridge 3631346 is a CMP culvert. The CMP culvert and embankments are in good condition. The pavement over the bridge exhibits longitudinal cracking.
5. Bridge 3634302 is a concrete box culvert. The box culvert and embankments are in good condition. The pavement over the bridge is distressed with edge failure, bleeding, and patching.

The Highland County Engineer's office was contacted to determine if there are any restrictions on bridges and roadways on the routes that were evaluated. The Highland County Engineer's office provided the following information:

1. There are no bridge or road weight restrictions.
2. There are potentially four culverts that may be replaced in the next two years. Three are located on Roush Road and one is located on Danville Road just north of Mt Zion Road.
3. There is no roadway construction planned in the next two years with the exception of possible paving on Danville Road in 2023.

2.3 Culvert Characteristics

Culverts (where visible) were visually examined to determine the condition and if adequate cover is present. For purposes of this evaluation, adequate cover means there is more than one foot of cover over the culvert (inclusive of the pavement). The condition of the culvert was limited to a visual review to determine if there is distortion in the shape (e.g., out of round) or evidence of corrosion (for steel culverts). The condition of concrete culverts is limited to evidence of cracking or surface spalling.

Abernathy Road

There were three corrugated metal pipe (CMP) and seven reinforced concrete pipe (RCP) culverts noted on this road. Most of the culverts were in good condition, had adequate cover, and the pavement above the culverts was in fair condition. One RCP was in poor condition. The pavement condition over one CMP and one RCP culvert was poor. Two CMP culverts did not have stable embankments. Two RCP and one CMP did not have adequate cover.

Danville Road

There were three high-density polyethylene (HDPE), one RCP and one concrete box culverts noted on this road. All the culverts were in good condition, had adequate cover, and the pavement above the culverts was in good condition. One culvert had some embankment erosion, but all the others had stable embankments.

Gibler Road

There was one HDPE and one CMP culvert noted on this road. Both the culverts were in good condition and had adequate cover. The pavement condition over the HDPE culvert was fair, while the condition over the CMP culvert was good.

Rammel Road

There was one concrete box culvert and one HDPE culvert noted on this road. Both culverts were in good condition and had a stable embankment. The box culvert had adequate cover and the road pavement was in good condition. The HDPE culvert did not have adequate cover and the road pavement was in fair condition.

Roush Road

There were two CMP culverts and four RCP culverts noted on this road. Most of the culverts had adequate cover and the pavement condition over the culverts was in fair condition. One CMP and two RCP culverts were in fair condition, one CMP culvert was in poor condition, and the remaining culverts were in good condition. One RCP pipe had poor pavement conditions. One RCP culvert did not have adequate cover and one CMP culvert did not have a stable embankment.

Sherry Road

There were six RCP culverts, two CMP culverts, and three HDPE. Most of the culverts were in fair condition, had adequate cover and the pavement over the culverts was in fair condition. Two CMP, one RCP and one HDPE culverts were in good condition and one HDPE was in poor condition. Two RCP, one CMP, and one HDPE culverts did not have adequate cover. The pavement condition over one HDPE culvert was poor.

Spickard Road

There were five HDPE and one CMP culverts noted on this road. All the culverts were in good condition except one HDPE culvert was in fair condition due to one end of the pipe that was damaged causing partial blockage. All the culverts had adequate cover and stable embankments. The pavement above all the culverts was in fair condition except for three of the HDPE culverts where the pavement was in poor condition due to depressed pavement over the top of the culverts.

Tedrick Road

There was one RCP culvert and one HDPE culvert noted on this road. The RCP culvert was in good condition, had adequate cover, and the pavement condition over the pipe was fair. The HDPE culvert was in fair condition, had adequate cover, and the pavement condition over the pipe was poor.

2.4 Overhead and Width Restrictions

The roads were also investigated for height limitations. Permanent structures that cross over the road and restrict the clearance for oversized loads (such as bridges and overpasses) were not found along the evaluated routes. There were no width restrictions noted on the probable routes.

For overhead cables, the national standard for minimum clearance over roads is 15.5 feet, and cables cross over the studied routes in numerous locations. The height of the cables was not measured; however, there were no overhead cables that appeared to be obstructive. In the event a cable presents an obstruction, utility providers can temporarily or permanently raise the cables and/or move the poles. Therefore, cables should not be a limiting feature for use of the roads.

2.5 Posted Caution Signs

There was one caution sign posted within the Project Area along Abernathy Road. The sign "Road May Flood" was posted approximately 1,500 ft south of the US50 intersection. Flood elevation markers were also noted in this area.

2.6 Local School and Public Transportation Information

The Facility would be located in Highland County and is in the Lynchburg-Clay Local School District. The following information was obtained from the Ohio Educational Directory System (OEDS) Website: [2]

[2] Ohio Department of Education Website, August 2020, https://oeds.ode.state.oh.us/SearchOrg

Lynchburg-Clay Elementary School
6760 State Route 134
Lynchburg Ohio 45142
K-5 – enrollment 556 students
Lynchburg-Clay Middle School
8250 State Route 134
Lynchburg Ohio 45142
6-8 – enrollment 324 students

Lynchburg-Clay High School
6762 State Route 134
Lynchburg Ohio 45142
9-12 – enrollment 346 students

The northwest boundary of the Project Area is 2.63 miles from the Lynchburg-Clay Middle School and the western boundary of the Project Area is 1.77 miles from the Lynchburg-Clay Elementary and High Schools. Due to the rural area, many of the students are transported by bus. While the Project Area is near the Lynchburg-Clay Local Schools, the number of buses and stops within the Project Area would be limited due to the total number of students and lower density of homes. Impacts to school bus routes would be minimal based on:

1. No planned road closings;
2. Many project deliveries would occur in the middle of the day; and
3. Wide loads requiring escorts are negligible.

There are no rail or bus public transit systems in the Project Area.

3.0 POTENTIAL IMPACTS TO ROADWAYS

The development of a solar electric generating facility has the potential to create transportation impacts because of short-term construction activities. The following sections estimate the traffic for construction vehicles during the project, summarize permitting and road use agreements, and outline steps for mitigating potential impacts to roadways.

3.1 Estimated Future Traffic

A final delivery route has not yet been finalized, but it is likely that delivery of Facility components to the Project Area will be from the north by way of I-71 to US68 to SR134 to SR135 to US50 that is adjacent to a portion of the Project Area. An alternate route is from the south by way of SR32 to SR134 to US50. Within the Project Area, State, county and township roads and new private gravel access roads will likely be used to deliver equipment and materials. The probable routes to the Project Area are shown on Figure 2 in Appendix A.

To deliver the construction equipment, materials and construction workers during the construction of the Facility, the probable routes will experience increased truck traffic. Historic data for construction of solar electric generating facilities indicate that there are approximately 17 to 18 vehicles per MW of power. This project is projected to be 117 MW; therefore, an estimated total of 1,989 to 2,106 vehicles are anticipated for construction of the project.

The vast majority of vehicles will be below the maximum allowable size and weight. Some limited components such as switchgear or transformers for switchyards and substations may require the use of overweight/oversize vehicles.

For the delivery vehicles that are below the state maximum allowable size and weight, no delays to local traffic should be experienced except where the delivery vehicles may need to travel on narrow roadways (less than 2 lanes in width). When delivery vehicles are travelling on narrow roadways or when there is an occasional oversized vehicle, traffic control will be utilized to manage local traffic. However, the delays to local traffic should be minimal due to the low traffic volume in the Project Area. Because this is an agricultural area, heavier use of roadways by local farmers during planting and harvest seasons will occur. Prior to construction, a Traffic Control Plan will be prepared that describes the procedures that will be used to manage traffic during construction.

During operation and maintenance of the Facility, there will be very little increase in traffic, as solar electric generation facilities require minimal staffing to accommodate daily operations and maintenance. There will be occasional maintenance vehicles and additional traffic will be negligible.

3.2 Permits and Agreements

Prior to construction, the contractor will obtain all necessary permits from ODOT and the County Engineer. The County Engineer may require a Road Use and Maintenance Agreement (RUMA) for construction activities. This agreement would include procedures for road repairs, temporary road closures, lane closures, road access restrictions and traffic control. For driveway access on County and Township roads, a permit will be required from the County Engineer.

Road crossings by underground or overhead electrical collection and transmission lines will require a permit from ODOT or the County Engineer.

Special Hauling Permits are required when loads exceed maximum dimensions or weights. Table 2 summarizes the characteristics of vehicle characteristics without Special Hauling Permits for State of Ohio highways.

For construction of the Facility, the vast majority of the vehicles will be below current maximum dimensions and weights. Therefore, Special Hauling Permits are only anticipated for a few vehicles that may exceed these criteria such as switchgear or transformers.

TABLE 2
DIMENSIONAL CRITERIA FOR VEHICLES WITHOUT SPECIAL HAULING PERMITS

Vehicle Characteristic	State Highway Limit
Width of vehicle, inclusive of load	8.5 Feet
Height of vehicle, inclusive of load	13.5 Feet
Length of vehicle, inclusive of load and bumpers	85 Feet
Total Weight of vehicle with 3 or more axles	80,000 Pounds

3.3 Proposed Mitigation

This study has determined that very little impact to roads associated with construction vehicles and material delivery is anticipated during the project. Final civil engineering design will be necessary prior to construction to ensure all transportation related activities are accounted for and approved by the County Engineer.

All roads should be monitored during construction for deterioration to ensure they are safe for local traffic. The volume and/or weight of construction traffic may cause accelerated pavement deterioration or stress on drainage structures that could necessitate temporary repairs. After completion of construction activities, there may be improvements required to return the roadways and drainage structures to pre-construction conditions. These requirements will be outlined in the RUMA with the County Engineer.

In the event impacts do occur, the following mitigation techniques will be utilized to avoid or minimize transportation-related impacts and/or to provide long-term improvement to the local road system:

3.3.1 Insufficient Roadway Width

- Rerouting over-width vehicles to wider roadways.

3.3.2 Insufficient Vertical Clearance

- Temporarily raising overhead utility lines.
- Rerouting over-height vehicles to roadways with sufficient vertical clearance.

3.3.3 Poor Pavement Condition or Insufficient Pavement Durability

- Roadside drainage improvements
- Pavement Patching
- Replacing pavement prior to construction (may include subgrade improvements).
- Replacing pavement during or after construction if damaged by construction traffic (may include subgrade improvements).
- Rerouting heavy-loaded vehicles to avoid insufficient pavement.

3.3.4 Insufficient Cover over Drainage Structures

- Adding temporary gravel and/or asphalt cover over structures.
- Using bridge jumpers to clear structures.
- Replacing structures during or after construction if damaged by construction traffic.
- Rerouting heavy-loaded vehicles to avoid structures.

3.3.5 Poor Structure Condition

- Replacing structure during or after construction if damaged by construction traffic.
- Using bridge jumpers to clear structures.
- Rerouting heavy-loaded vehicles to avoid structures.

3.3.6 Inadequate Bridge Capacity

- Using bridge jumpers to clear bridges.
- Rerouting heavy-loaded vehicles to avoid bridges.

3.3.7 Insufficient Roadway Geometry

- Rerouting over-sized vehicles to avoid insufficient roadway geometry.
- Profile adjustments to roadways with insufficient vertical geometry.
- Permanent or temporary plan adjustments to roadways with insufficient horizontal geometry.

4.0 CONCLUSIONS

Based on information collected during the field investigation, vehicle assumptions, and information available from ODOT, sufficient infrastructure exists via Interstate, State and local roads to construct the Facility. The vast majority of the vehicles transporting construction equipment, materials and workers are expected to be below load and dimensional limits. Some limited components such as switchgear or transformers for switchyards and substations may require overweight and/or oversize vehicles.

In the event overweight and/or oversized loads are necessary for construction, Special Hauling Permits will be obtained from the Ohio Department of Transportation (ODOT) or County Engineer. All work will be coordinated and approved by the appropriate regulatory agencies prior to delivery.

For the delivery vehicles that are below the maximum allowable size and weight, no delays to local traffic should be experienced except where the delivery vehicles may need to travel on narrow roadways. When delivery vehicles are travelling on narrow roadways or when there is an occasional oversized vehicle, traffic control will be utilized to manage local traffic. However, the delays to local traffic should be minimal due to the low number of oversized vehicles. Because this is an agricultural area, heavier use of roadways by local farmers during planting and harvest seasons will occur. Prior to construction, a Traffic Control Plan will be prepared that describes the procedures that will be used to manage traffic during construction, and it will be shared with local law enforcement, schools and local landowners.

A final delivery route has not yet been finalized, but it is likely that delivery of Facility components to the Project Area will be from the north by way of I-71 to US68 to SR134 to SR135 to US50 that is adjacent to a portion of the Project Area. An alternate route is from the south by way of SR32 to SR134 to US50. Within the Project Area, State, county and township roads and new private gravel access roads will likely be used to deliver equipment and materials.

Based on caution signs and flood elevation markers on Abernathy Road, this road may not be accessible during times of heavy precipitation. Depending on the final route selected prior to construction, consideration should be given to the use of Sherry Road instead of Roush Road (due to its poor condition) for access to the Project Area. These recommendations should be considered in the final route selection.

Once the final Facility layout is complete and the final vehicle characteristics can be determined, the final delivery routes will be finalized with the County Engineer and other local authorities as needed.

All roads should be monitored during construction for deterioration to ensure they remain safe for local traffic. The volume and/or weight of construction traffic may cause accelerated pavement deterioration or stress on drainage structures that could necessitate temporary repairs. After completion of construction activities, there may be improvements required to return the roadways and drainage structures to pre-construction conditions.

APPENDIX A

Project and Vicinity Maps

0 500 1,000 2,000 Feet
1:12,000

LYNCHBURG
GRANDVIEW AVE
GLENAVY DR
WEXFORD PL
LIMERICK DR
LIMERICK DR
HASTINGS DR
3631176
RAMMEL RD
3632010
QUARRY RD
JOHNSON RD
FAWLEY RD
3632024
HOMER HILL RD
ANDERSON RD
3630331
SPICKARD RD
UNION TOWNSHIP
3630560
RUSSELL RD
STATE ROUTE 135
DODSON TOWNSHIP
US HIGHWAY 50
3600653
GIBLER RD
3600696
3600734
3630455
3630412
NORTH ST
UNKNOWN
OLDAKER RD
3633632
BRIGGS RD
3634574
3632008
ABERNATHY RD
TEDRICK RD
ROUSH RD
3631346
DANVILLE RD
KESLER RD
3631842
Highland County
3630064
HASTINGS DR
PRICE RD
PENCE RD
SHERRY RD
3634302
3631540
3633780
HAMER TOWNSHIP
MOUNT ZION RD
SALEM TOWNSHIP
3631613
DAWSON RD
COCHRAN RD
3633772
CADWALLADER RD
3630439
WATSON RD
BRYANT RD
BARR CEMETERY RD

Dodson Creek Solar Project - Project Area
Dodson Creek Solar Project - Substation Purchase Option
County Boundary
Corporation Limits
Civil Township
State Route
County Road
Township Road
Probable Route
ODOT Bridges
Potential Access Locations
Photo Locations

Note:
The aerial photo was acquired through the Esri Imagery web service. Aerial photography dated 2019.

HULL
Environment / Energy / Infrastructure

6397 Emerald Pkwy
Suite 200
Dublin, Ohio 43016

Phone: (614) 793-8777
Fax: (614) 793-9070
www.hullinc.com

May 2021

Dodson Creek Solar Project
Route Evaluation Study

Project Map

Highland County, Ohio

Figure 1

Produced using ArcGIS 10.7

File Name: EVD004_01_Fig01_Transportation.mxd

Edited: 5/13/2021 By: rkaip

0 1.25 2.5 5 Miles

1:158,400

Warren County

Clinton County

Highland County

Clermont County

Brown County

Dodson Creek Solar Project - Project Area

County Boundary

Probable Route

HULL

Environment / Energy / Infrastructure

6397 Emerald Pkwy
Suite 200
Dublin, Ohio 43016

Phone: (614) 793-8777
Fax: (614) 793-9070
www.hullinc.com

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May 2021

Dodson Creek Solar Project
Route Evaluation Study

Vicinity Map

Highland County, Ohio

Figure 2

Produced Using Esri's ArcGIS Software

File Name: EVD004_01_Fig02_ProbableRoute11x17.mxd

Edited: 5/13/2021 By: rkaip

Summary: Application Application - Exhibit L-1 (Route Evaluation Traffic Control) electronically filed by Mr. Michael J. Settineri on behalf of Dodson Creek Solar, LLC