



Chipmunk Solar

Exhibit K

Route Evaluation and Traffic Control Plan

**Filing 2 of 2**

**Case No. 21-0960 EL BGN**

## **APPENDIX B**

Photo Pages



PHOTO 1: Intersection of Walston Road and Williamsport Crownover Mill Road, looking south.



PHOTO 2: Typical pavement distress (edge cracking and failure) on Walston Road looking north.


	<p>Chipmunk Solar Project Route Evaluation Study</p> <p><b>Roadway Photographs</b></p> <p>Pickaway County, Ohio</p>	<p>Date Photo Taken:</p> <p><b>October 2021</b></p>
		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 3: Pavement distress (transverse and longitudinal cracking) at Walston-Crownover intersection looking east.



PHOTO 4: Pavement distress (block and transverse cracking) on Walston Road, looking north.


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PHOTO 5: Typical pavement distress (debonding) on Walston Road, looking north.



PHOTO 6: Pavement distress (longitudinal cracking) on Walston Road, looking north, typical of roadway.





PHOTO 7: Intersection of SR56 and Justus O Neal Road, looking north.



PHOTO 8: Gas pipeline maker crossing Justus O Neal Road, looking east.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 9: Transverse cracking over bridge 6531004 on Justus O Neal Road, looking south.



PHOTO 10: View of bridge 6531004, looking south.


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		<p>Project Number: EVD034</p> <p>File Name: EVD034.0001.xlsx</p>





PHOTO 11: Unstable embankment at culvert on Walston Road, looking east.



PHOTO 12: Minimal edge failure, typical of Road, on Justus O Neal Road, looking south.


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		<p>Project Number: EVD034</p> <p>File Name: EVD034.0001.xlsx</p>





PHOTO 13: Typical pavement bleeding on Justus O Neal Road, looking south.



PHOTO 14: Transverse crack over culvert on Justus O Neal Road, looking south.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 15: Pavement transition and longitudinal cracking over culvert on Justus O Neal Road, looking south.



PHOTO 16: Pavement distress (longitudinal and transverse cracking) on Justus O Neal Road, looking south.


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		<p>Project Number: EVD034</p>
		<p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 17: Walston Road transition from 2 lanes to 1 lane, looking north.



PHOTO 18: End of Walston Road, looking north.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 19: Typical edge cracking on Justus O Neal Road, looking north.



PHOTO 20: Patching over culvert on Justus O Neal Road, looking south.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 21: Patching and cracking over culvert on Justus O Neal Road, looking south.



PHOTO 22: Patching and cracking over culvert on Justus O Neal Road, looking south.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 23: Petroleum pipeline marker on Justus O Neal Road, looking east.



PHOTO 24: Three (3) gas pipeline markers crossing Justus O Neal Road, looking south.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 25: Petroleum pipeline marker on Justus O Neal Road, looking west.



PHOTO 26: Gas pipeline marker crossing Justus O Neal Road, looking west.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 27: Pavement distress (longitudinal and transverse cracking) over pipelines on Justus O Neal Road, looking south.



PHOTO 28: View of bridge 6532403, looking west.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 29: Transverse cracking over bridge 6532403 on Justus O Neal Road, looking south.



PHOTO 30: Rutting at intersection on Justus O Neal Road, looking north.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 31: Patching over culvert on Justus O Neal Road, looking south.



PHOTO 32: Transverse cracking over bridge on Justus O Neal Road, looking south.


	<p>Chipmunk Solar Project Route Evaluation Study</p> <p>Roadway Photographs</p> <p>Pickaway County, Ohio</p>	<p>Date Photo Taken:</p> <p>October 2021</p>
		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 33: Edge cracking and patching on Justus O Neal Road, looking north.



PHOTO 34: Patching and cracking over culvert on Justus O Neal Road, looking south.


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		<p>Project Number: EVD034</p>
		<p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 35: Failed edge patching on Justus O Neal Road, looking north.



PHOTO 36: Transverse cracking over culvert on Justus O Neal Road, looking south.


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		<p>Project Number: EVD034</p>
		<p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 37: Minimal transverse cracking over culvert on Justus O Neal Road, looking south.



PHOTO 38: Patching and cracking over culvert on Justus O Neal Road, looking south.


	<p>Chipmunk Solar Project Route Evaluation Study</p> <p>Roadway Photographs</p> <p>Pickaway County, Ohio</p>	<p>October 2021</p>
		<p>Project Number: EVD034</p> <p>File Name: EVD034.0001.xlsx</p>





PHOTO 39: Typical pavement bleeding on Williamsport Crownover Mill Road, looking east.



PHOTO 40: Pavement distress (pothole) on Williamsport Crownover Road, looking east.


	<p>Chipmunk Solar Project Route Evaluation Study</p> <p>Roadway Photographs</p> <p>Pickaway County, Ohio</p>	<p>Date Photo Taken:</p> <p>October 2021</p>
		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 41: Box culvert across Williamsport Crownover Mill Road, looking north.



PHOTO 42: Pavement damage on Williamsport Crownover Mill Road, looking east.

	<p>Chipmunk Solar Project Route Evaluation Study</p> <p>Roadway Photographs</p> <p>Pickaway County, Ohio</p>	<p>Date Photo Taken:</p> <p>October 2021</p>
		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 43: Pavement distress (debonding) on Williamsport Crossover Road, looking south.



PHOTO 44: Typical edge failure on Williamsport Crossover Mill Road, looking south.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 45: Intersection of Williamsport Crownover Mill Road and US Route 22, looking south.



PHOTO 46: Bleeding on Williamsport Crownover Mill Road near intersection, looking south.

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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 47: Pavement distress (shoulder failure and alligator cracking) at intersection of Williamsport Crownover Mill Road and US Route 22, looking south.



PHOTO 48: Intersection of US Route 22 and Water Street, looking south.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 49: Pavement distress (transverse cracking) at intersection of US Route 22 and Water Street, looking south.



PHOTO 50: Pavement distress (longitudinal cracking) at intersection of US Route 22 and Water Street, looking south.





PHOTO 51: Intersection of Pherson Pike and Yankeetown Pike, looking west.



PHOTO 52: 'Fresh Tar', 'Loose Stone', and 'Unmarked Passing Zone' signs on Pherson Pike, looking north.


	<p>Chipmunk Solar Project Route Evaluation Study</p> <p>Roadway Photographs</p> <p>Pickaway County, Ohio</p>	<p>Date Photo Taken:</p> <p>October 2021</p>
		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 53: Pavement distress (longitudinal and transverse cracking) on Water Street, looking north, typical of roadway section.



PHOTO 54: Pavement distress (edge cracking) on Water Street, looking north, typical of roadway.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 55: Intersection of Yankeetown Road and Stonerock Road, looking south.



PHOTO 56: Typical pavement distress (transverse cracking) on Stonerock Road, looking north.


	<p>Chipmunk Solar Project Route Evaluation Study</p> <p>Roadway Photographs</p> <p>Pickaway County, Ohio</p>	<p>Date Photo Taken:</p> <p>October 2021</p>
		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 57: Typical edge cracking and crack sealing deficiency on Stonerock Road, looking north.



PHOTO 58: Typical longitudinal cracking on Stonerock Road, looking north.


	<p>Chipmunk Solar Project Route Evaluation Study</p>		Date Photo Taken:
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	<p>Pickaway County, Ohio</p>		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 59: Intersection of Chilicothe Pike and Yankeetown Pike, looking north.



PHOTO 60: Pavement distress (longitudinal cracking) at the intersection of Chilicothe Pike and Yankeetown Pike, looking south.


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		<p>Project Number: EVD034</p>
	<p>Pickaway County, Ohio</p>	<p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 61: Pavement distress (rutting) at the intersection of Chilicothe Pike and Yankeetown Pike, looking north.



PHOTO 62: Pavement distress (longitudinal cracking) at the intersection of Chilicothe Pike and Yankeetown Pike, looking east.


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		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 63: Slightly damaged HDPE culvert across Water Street, looking east.



PHOTO 64: Collapsed Culvert on Stonerock Road, looking north.


	<p>Chipmunk Solar Project Route Evaluation Study</p> <p>Roadway Photographs</p>	<p>Date Photo Taken:</p> <p>October 2021</p>
	<p>Pickaway County, Ohio</p>	<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 65: Patching and cracking over culvert on Stonerock Road, looking south.



PHOTO 66: Crack Sealing Deficiency on Stonerock Road, looking south.


	<p>Chipmunk Solar Project Route Evaluation Study</p> <p>Roadway Photographs</p> <p>Pickaway County, Ohio</p>	<p>Date Photo Taken:</p> <p>October 2021</p>
		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>





PHOTO 67: Block and transverse cracking over culvert on Stonerock Road, looking south.



PHOTO 68: Water main cover on Water Street.


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	<p>Roadway Photographs</p>		October 2021
	<p>Pickaway County, Ohio</p>		<p>Project Number: EVD034</p> <p>File Name: EVD034.0001.xlsx</p>





PHOTO 69: Water main cover outside of Water Street.



PHOTO 70: Gas pipelines markers on Stonerock Road, looking west.


	<p>Chipmunk Solar Project Route Evaluation Study</p> <p>Roadway Photographs</p> <p>Pickaway County, Ohio</p>	<p>Date Photo Taken:</p> <p>October 2021</p>
		<p>Project Number: EVD034</p> <p>File Name:</p> <p>EVD034.0001.xlsx</p>






PHOTO 71: Patching and cracking over culvert on Stonerock Road, looking south.



PHOTO 72: Intersection of Grime Road and Stonerock Road, looking west.

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# **TRAFFIC CONTROL PLAN**

FOR THE:  
**CHIPMUNK SOLAR PROJECT**  
**PICKAWAY COUNTY, OHIO**

PREPARED FOR:  
**ENVIRONMENTAL DESIGN & RESEARCH, LANDSCAPE ARCHITECTURE,  
ENGINEERING & ENVIRONMENTAL SERVICES, D.P.C.**  
**MIDWEST REGION**  
**5 E. LONG STREET, SUITE 700**  
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**6397 EMERALD PARKWAY, SUITE 200**  
**DUBLIN, OHIO 43016**

**DECEMBER 2021**



## TABLE OF CONTENTS

	PAGE
1.0 INTRODUCTION .....	2
2.0 LEADERSHIP AND ADMINISTRATION .....	3
3.0 SAFETY PROCEDURES .....	5
4.0 PERSONAL PROTECTIVE EQUIPMENT .....	6
5.0 GENERAL PROJECT GUIDELINES FOR TEMPORARY TRAFFIC CONTROL PERSON(S).....	7
6.0 PROJECT SPECIFIC CONSIDERATIONS.....	10
7.0 PERMITS AND GENERAL CONSIDERATIONS FOR TRAFFIC CONTROL.....	11
8.0 MATERIAL DELIVERY AND TRUCKING ROUTES.....	12



## 1.0 INTRODUCTION

This Traffic Control Plan (Plan) has been prepared for Environmental Design & Research, Landscape Architecture, Engineering & Environmental Services, D.P.C. on behalf of Chipmunk Solar LLC for an up to 400-megawatt (MW) proposed solar energy facility to be located in rural Pickaway County, Ohio. The Chipmunk Solar study area is approximately 3,684 acres that is planned to include solar panels, along with associated infrastructure such as access pathways, electrical collection lines, and a project substation.

This Plan was prepared by Hull & Associates, LLC (Hull). This Plan will be submitted as part of Chipmunk Solar LLC's application for a Certification of Environmental Compatibility and Public Need. This Plan will be reviewed and updated upon receipt of the final Facility layout and upon determination of final transportation routes.

Chipmunk Solar LLC has developed this Plan to:

- Provide roadway users with adequate knowledge of regulations, warnings and guidance needed for the uniform and efficient operation
- Provide protection for workers who may be endangered by vehicular traffic
- Provide written instruction for Temporary Traffic Control Person(s)(TTCP)
- Protect vehicular and/or pedestrian traffic that may travel on these probable routes:
  - Chillicothe Pike
  - Pherson Pike
  - Yankeetown Pike
  - Walston Road
  - Williamsport Crownover Mill Road
  - Stonerock Road
  - Grice Road
  - Justus O Neal Road
- Provide consideration to the most convenient route for vehicular and/or pedestrian traffic throughout the duration of this project
- Provide the five basic requirements for an effective traffic control device
  - Fulfill a need
  - Command attention
  - Convey a clear, simple meaning
  - Command respect from road users
  - Give adequate time for proper response

The material in this document reflects Hull's professional judgement considering the scope, schedule and other limitations stated in the document. The information is subject to change based on constructability and site conditions.



## **2.0 LEADERSHIP AND ADMINISTRATION**

The purpose of this section is to define the responsibilities of the construction contractor, subcontractor and any workers who will directly oversee or perform any temporary traffic control operations on this project. It is the responsibility of the contractor and the subcontractor to ensure that all workers in their respected areas have been oriented to this Plan. In addition, all personnel involved with temporary traffic control operations shall have necessary training records.

Every employer shall develop and implement a Plan for any worker that may be exposed to hazards from vehicular traffic.

The Plan:

- shall specify the vehicular traffic hazards and the measures described to protect workers
- shall be kept at the project site and made available to an inspector or a worker upon request.

The contractor is responsible for maintaining the following traffic control principles:

- Traffic movement should be disrupted as little as possible
- Road users shall be guided in a clear and positive manner while approaching and within construction, maintenance, and utility work areas
- Routine inspections and maintenance of traffic control elements should be performed both day and night.
- Both the local agency and the contractor should assign at least one person on each project to have day-to-day responsibility for assuring that the traffic control elements are operating effectively, and any needed operational changes are brought to the attention of their supervisors.

### **WORKER (TEMPORARY TRAFFIC CONTROL PERSON) RESPONSIBILITIES**

This section applies with respect to directing vehicular traffic that may be a hazard to workers on a public way.

- A worker shall not direct vehicular traffic for more than one lane in the same direction
- A worker shall not direct vehicular traffic if the normal posted speed limit of the public way is more than 55 Miles per hour.
- A worker who is required to direct vehicular traffic,
  - shall be a competent worker
  - shall not perform any other work while directing vehicular traffic
  - shall be positioned in such a way that he or she is endangered as little as possible by vehicular traffic
  - shall be given adequate written and oral instructions, in a language that he or she understands, with respect to directing vehicular traffic, and those instructions shall include a description of the signals that are to be used.

All workers shall be knowledgeable of this project-specific Plan, the standards, and guidelines provided within. In addition, all workers who serve as TTCP on this project will be responsible for immediately reporting to the Project Superintendent any contravention(s) or concern(s) with the project-specific Plan.



Please refer to the Ohio Manual of Uniform Traffic Control Devices<sup>1</sup>. If the TTCP cannot perform the work as noted, the contractor shall develop a plan to eliminate the hazards (change the route) or implement a device (light or police-directed traffic) to safely complete the job.

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<sup>1</sup>[https://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/traffic/OhioMUTCD/Pages/OMUTCD2012\\_current\\_default.aspx](https://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/traffic/OhioMUTCD/Pages/OMUTCD2012_current_default.aspx)



### 3.0 SAFETY PROCEDURES

One of the most important things to consider throughout construction is safety. The following is a list of key points that every worker should be familiar with.

- **Be seen.** Make sure you wear high visibility clothing, including a vest and hard hat.
- **Communicate.** If you are working near construction vehicles and equipment, make sure the operator/ driver knows where you are located. DO NOT assume he/she can see you.
- **Stay back.** Do not approach moving equipment. Communicate with the driver using a radio, hand signals, etc. Only approach the vehicle once the operator has stopped operations.
- **Plan.** Set up a plan or procedure — some call it an "internal traffic control plan" — to separate workers from the paths of vehicles and equipment. Make sure vehicles operators know where workers are located, and workers know where equipment is operating.
- **Look out for other workers.** Use a whistle, air-horn, or other device to warn fellow workers when they are in danger.
- **Positive Separation.** Separate workers from traffic using "positive separation," such as barriers, road closures, shadow vehicles, and buffer space. Remember, this separation is important for BOTH roadway traffic and construction vehicles.
- **Backing a Vehicle.** All drivers are required to have a spotter when/if they are backing their vehicle on the project site.

#### FLAGGERS AND DIRECTING TRAFFIC

- **Get trained.** Do not accept an assignment to be a flagger unless you have been properly trained. You must know where to stand, how to dress, and how to properly communicate with motorists.
- **Wear high visibility clothing.** Know what type of clothing you should wear depending on the speed of traffic, the time of day, and the complexity of your surroundings.
- **Stay focused.** Keep your eyes on oncoming traffic. Make sure your signals are clear and do not conflict with other traffic control signals.
- **Plan an escape.** Plan a route so you can move quickly to safety if a motorist does not appear to heed your signals.
- **Warn fellow workers.** Make sure you have a way to quickly warn other workers when vehicles do not respond to your signals.
- **Respect motorists.** Be courteous. Do not respond to abusive drivers. Notify law enforcement if necessary.



## **4.0 PERSONAL PROTECTIVE EQUIPMENT**

The purpose of personal protective equipment (PPE) is to minimize exposure to hazards that can cause serious workplace injuries and illnesses. These injuries and illnesses may result from contact with chemical, radiological, physical, electrical, mechanical, or other workplace hazards. PPE may include items such as gloves, safety glasses and shoes, earplugs or muffs, hard hats, respirators, or coveralls, vests, and full body suits. The contractor is responsible for equipping any onsite personnel with the minimum required PPE. In addition, the contractor is responsible to ensure that all workers have been equipped with task-specific PPE and has received the proper training.

### **TASK-SPECIFIC PPE FOR TEMPORARY TRAFFIC CONTROL PERSON(S)**

General PPE for Work Zone and Traffic Control workers includes:

- Hard hat for overhead impact or electrical hazards
- Eye protection with side shields
- Gloves chosen for job hazards expected
- ANSI-approved protective footwear
- Respiratory protection as necessary – N, R, or P95, filtering facepieces may be used for nuisance dusts and mold. Filters with a charcoal layer may be used for odors.
- High Visibility Clothing - For daytime, flaggers shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2004 publication entitled "American National Standard for High Visibility Apparel and Headwear" and labelled as meeting the ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. The apparel background (outer) material color shall be fluorescent orange-red, fluorescent yellow-green, or a combination of the two as defined in the ANSI standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1000 feet. The retroreflective safety apparel shall be designed to clearly identify the wearer as a person.

### **TASK-SPECIFIC TOOLS/EQUIPMENT FOR TEMPORARY TRAFFIC CONTROL PERSON(S)**

As outlined in the Ohio Department of Transportation, Guidelines for Traffic Control in Work Zones.

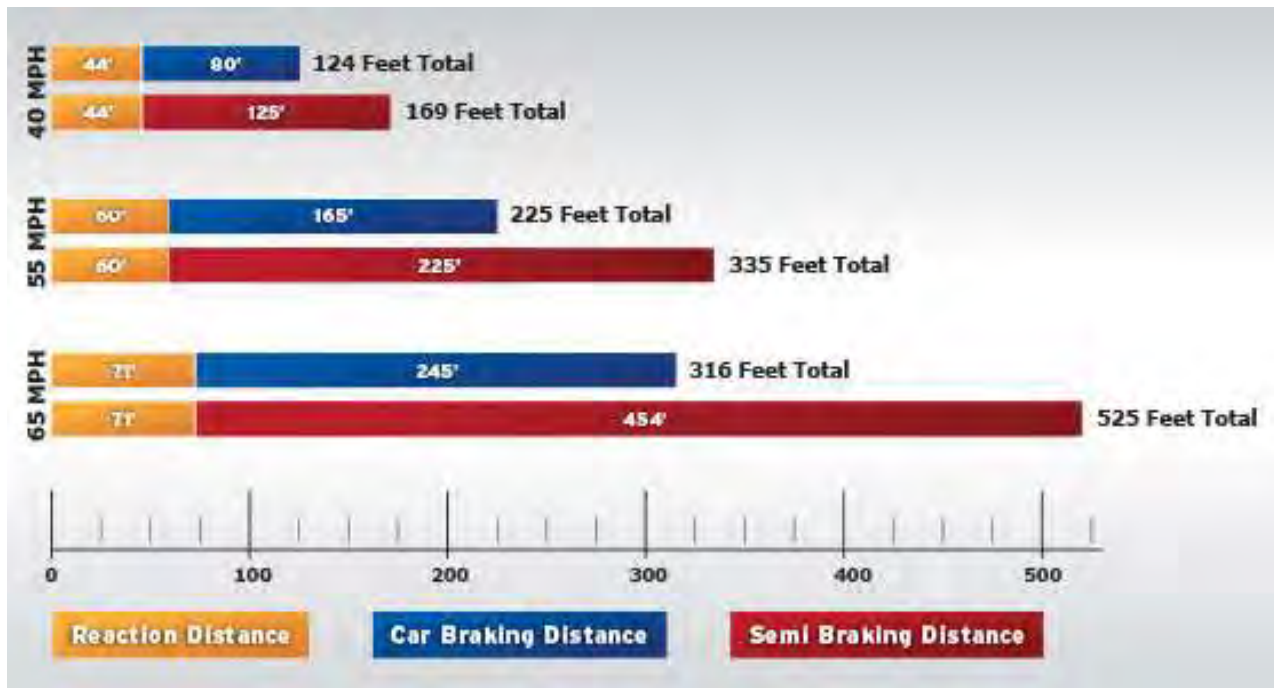


## 5.0 GENERAL PROJECT GUIDELINES FOR TEMPORARY TRAFFIC CONTROL PERSON(S)

The TTCP will follow these general project requirements:

- Health and safety are a top priority. At all times, the workers must be mindful of their environment when directing/assisting vehicular and pedestrian traffic.
- Plan an emergency exit strategy that is free of obstructions and potential slip/trip hazards if you need to react quickly. Obstructions could include, but are not limited to:
  - Jersey barriers, guardrails, traffic delineation devices, fencing.
  - Parked vehicles, equipment, or machinery
  - Stockpiled materials; and
  - Fixed/temporary structures such as existing buildings or gate sheds.
- Be alert and stand while on duty. Never sit down as this could impede your response time and ability to react to avoid personal injury caused by vehicles and/or equipment. The use of personal phones, radios or other electronic devices is strictly prohibited while on duty.
- Always face oncoming traffic and never turn your back to moving vehicles and/or equipment.
- Workers shall be mindful of the environment in which they are working and shall consider how it may impede the reaction time of any motorists, pedestrians, or operators. Examples include but are not limited to:
  - Curves in the roadway
  - Hills before or after your assigned position
  - Posted speed limits on the roadway or intended path of travel
  - Weather conditions (wet/slippery roads from rain/snow/ice vs dry conditions) and
  - Lighting (consider potential glare caused by sunrise and sunset).

The following illustrates how long it takes to stop an average-sized vehicle:





- Traffic speed can be reduced to ensure the safety of TTCP if adequate sight distance cannot be achieved. If a reduction in traffic speed is warranted, signage shall be used to notify drivers that the speed has changed.
- When possible, ensure that you are standing alone and avoid mingling with other workers on the project as this may cause motorists, pedestrians, or operators to lose sight of your signals and/or direction.
- Position yourself just outside of the traffic lane or intended path of travel to avoid potential injuries.
- Consider potential blind spots of motorists, pedestrians or operators while giving signals. Always maintain eye contact with the motorist or operator you are directing to ensure understanding and compliance with your signals and/or direction.
- Verify that the appropriate temporary traffic control signage is in place prior to taking your position on any public roadway. The signage required is referred to as a TC-21 (as shown in the ODOT Traffic Control & Maintenance of Traffic Standard Drawings) and must be removed or covered when a TTCP is not present to control traffic. This includes break periods.
- Be alert for any oncoming emergency vehicles that have priority rights. Take the necessary actions to allow them to safely pass through your designated area as quickly as possible.
- Since this is an agricultural area there will be heavier use of roadways by local farmers during planting and harvest seasons. Be alert at all times for the potential of any such traffic due to the size of equipment and possible slowdown as these vehicles do not necessarily travel at the posted speed limits.
- Be aware of high pedestrian traffic areas such as school bus/public transit stops. Remember that most of these utilize a consistent schedule through the week.
- Coordinate your operations with any nearby traffic control signal systems like railway crossings, pedestrian crosswalks, and intersection lighting to avoid conflicting with them.
- Scheduled break periods are to be coordinated with your immediate supervisor. Only another competent worker that has been adequately trained and who is wearing the appropriate task specific PPE for a TTCP can relieve you of this position.
- DO NOT leave your designated traffic control position unattended at any time.
- Visitors, Delivery Drivers and Vendors entering the project must be directed to the construction contractor's project office. This is required to ensure that they sign-in and sign-out and report to the responsible primary contact on the project.
- Anyone entering the prescribed area in which PPE is required, must comply with the Project Safety Plan. As a TTCP, you have the authority to withhold workers and visitors from entering the project without the minimum PPE requirements.
- The project perimeter fencing is to be maintained as per the project Plot Plan (see section 6.0). The set-up and design of the perimeter fencing is to be established to maintain project security at all times.
- Complete a daily review of the Plan, Traffic Safety Map, and daily Job Safety Analysis (JSA) to ensure you are knowledgeable of current project conditions, hazards, and controls.
- Designated gates are to be kept closed unless there is a steady flow of traffic in/out of the project.
- In the event of an emergency, immediately contact your supervisor. Depending on the nature of the emergency or incident, there may be a requirement to clear the area or direct vehicular or pedestrian traffic to an alternate location. Follow the direction of your immediate supervisor.



- In the event that you are subjected to any form of workplace violence, harassment, discrimination or issues pertaining to compliance with this project specific Plan by any worker, visitor, vendor or member of the general public, contact your immediate supervisor. DO NOT engage or provoke the situation any further. You will be held accountable for your actions.
- Remember that while working as a TTCP on this project, you could be required to directly interact with the general public. Be cautious of any gestures or comments made while on duty as you represent your company and will be held accountable for your actions at all time

## **TRAFFIC CONTROL ON PUBLIC ROADS**

Workers can be endangered on projects adjacent to, or on, public roads. The main hazards involve placing traffic control devices on the roadway and working alongside moving traffic. The best way to prevent hazards from the motoring public is to plan the work site carefully beforehand. Consider traffic control devices, access and egress, signage, timing of work, and worker training.

## **TRAFFIC CONTROL DEVICES**

Signs will be posted at entrances to advise drivers and operators that a signaler will be required to guide vehicles wherever the view of the intended path is obstructed, or workers may be in danger.

Please refer to the ODOT Traffic Control and Maintenance of Traffic Standard Drawings<sup>2</sup> for proper guidance and layout of the traffic control for this project.

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<sup>2</sup><https://www.dot.state.oh.us/SCDs/Pages/traffic.aspx>



## **6.0 PROJECT SPECIFIC CONSIDERATIONS**

The following section has been developed to outline project-specific details including:

- Primary Route(s) and intersection(s) - See the Route Evaluation Study Report

### **PROJECT PLOT PLAN/PROJECT SPECIFIC TRAFFIC PLAN**

A Traffic Safety Map should be developed for the project upon receipt of the final Facility layout. This map will communicate the following to all workers and visitors:

- Adjacent streets or intersections
- Access gates
- Perimeter fencing configuration
- Emergency assembly area(s)/muster point(s)
- Contractor's project office and Subcontractor offices (if applicable)
- First aid kits
- Spill kit(s)
- Designated storage / laydown area (if applicable)
- Project-specific information

A copy of the project-specific Traffic Safety Map is to be posted on the project safety bulletin board.



## **7.0 PERMITS AND GENERAL CONSIDERATIONS FOR TRAFFIC CONTROL**

### **CHECKLIST BEFORE ANY DELIVERY**

- 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. Coordination shall include, but not be limited to, the County Engineer, the Ohio Department of Transportation, local law enforcement, and health and safety officials.

This information will be provided as part of a Final Traffic Control Plan.

- Criteria to be taken into consideration:
  - School Bus Routes
  - Emergency Service Responder Information / Emergency Response Plan
  - Traffic Routes Load Bearing and Structural Rating Information
  - Road Surface Type and Widths
  - Culvert Cover and Conditions
  - Posted Signs of Caution
  - Overhead Clearance
  - Traffic and Transportation Mitigation Measures
  - Monitoring of Roads during construction to assess potholing and deterioration and address repairs/ improvements
  - Road Use and Maintenance Agreements (RUMA)

## **8.0 MATERIAL DELIVERY AND TRUCKING ROUTES**

### **TRUCKING ROUTES (SUBJECT TO CHANGE)**

- Prior to all deliveries, a detailed investigation will be conducted of road integrity along the designated routes. Reporting any damage and commencing repairs shall be coordinated with the agency having jurisdiction.
- Prior to all deliveries, a route analysis of overhead obstructions, particularly the clearance of electrical lines, shall be performed.
- The contractor shall notify the County Highway Superintendent in advance of any oversize loads.
- If road closures are required, the construction contractor must give minimum advance notice of 24 hours to the County Engineer.
- The contractor will set up the delivery routes to the laydown areas. To coordinate the delivery to the correct gates, the contractor will highlight a map and communicate to the routes to the delivery company.
- All major deliveries will be directed to the highlighted gate markers. All gates will have a contractor representative standing by to perform the delivery orientation and coordinate the delivery.
- All drivers are required to have a spotter when/if they are backing their vehicle on the project site.
- Major delivery routes will be coordinated using:
  - Chillicothe Pike
  - Pherson Pike
  - Yankeetown Pike
  - Walston Road
  - Williamsport Crownover Mill Road
  - Stonerock Road
  - Grice Road
  - Justus O Neal Road
- Roadway maintenance will be completed (as needed) during construction. Maintenance items may include:
  - Mud cleaning/street cleaning
  - Sign removal or damage repair
  - Dust control
  - Snow Clearing
- The delivery driver will have ample notice of where he/she is going. The notice will be completed by email or phone call. Giving ample notice for direction will reduce the chances of missed exits, causing delays in delivery and inconvenience to the neighboring community roads.
- Once the driver has arrived at the site, he/she will be met by one of the contractor's employees for further direction. Upon leaving the driver will be given exit instructions.
- The driver will also have instructions, from the vendor, in advance to where he/she will be asked to wait/park for the construction contractor's direction. At this time, the driver will
  - Receive orientation
  - Sign in
  - Be provided a delivery slip for the shipment



- The driver is not to start offloading or drive onto the site until he/she is directed by offloading sub-trade. After offloading is complete, the driver will sign out and exit the site.

**This foregoing document was electronically filed with the Public Utilities  
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**in**

**Case No(s). 21-0960-EL-BGN**

Summary: Application Exhibit K (Route Evaluation Traffic Control, 2 of 2)  
electronically filed by Mr. Michael J. Settineri on behalf of Chipmunk Solar LLC