

**POSEY SOLAR, LLC**  
**TRANSPORTATION PLAN**

**PURPOSE**

This Transportation Plan has been prepared for the Posey County Area Plan Commission & Posey County Department of Transportation (Authority Having Jurisdiction or AHJ) by Posey Solar, LLC (Applicant) for the proposed Posey Solar Project (Project). Once construction of the Project is complete, operations and maintenance activities will be conducted by CenterPoint Energy (Off-taker). The purpose of this plan is to identify and mitigate potential impacts on existing transportation infrastructure and traffic associated with the construction and operation of the Project, and to provide recommendations to minimize effects.

**SUMMARY**

The Project includes the construction, operation, maintenance, of an (approximately) 200-megawatt (MW) alternating current (MWac) photovoltaic (PV) solar project and ancillary facilities on (approximately) 1,400 acres of private property. The solar field is divided into multiple smaller work areas which can be seen on the site plan submitted as part of the Final Development Application. Project components include on-site, off-site, and temporary facilities needed during Project construction.

Electricity generated by the Project would be interconnected to the Off-taker's transmission system via overhead generation tie (gen-tie) lines extending from the Project substation to Off-taker's switching station located adjacent (to the east) to the Project. The proposed gen-tie lines would consist of a 345 kilovolt (kV) circuit for delivery of 200-MW to Off-taker. The proposed on-site facilities include 345 kV overhead and underground collector lines, substation, internal access roads, perimeter fencing, drainage control features, and improvements to the existing Off-taker's facilities to support interconnection.

Multiple regional and local roadway facilities are in the Project area (refer to Exhibit 1). The Applicant and AHJ are entering into a Road Use Agreement ("RUA") for roadways under the control of the AHJ. This plan includes information regarding how the project will comply with the agreed upon form of the RUA. The Project also consists of several miles of site access roads internal of the project perimeter fence. These internal roads are not contemplated in this plan or in the RUA. Exhibit 1 also shows the anticipated access points off existing public roads to access the site. Prior to issuance of the Improvement Location Permit, the Project will coordinate with the County to comply with and execute the agreed to RUA.

**ACCESS TO THE SITE**

Regional access to the Project will be via State Highway 62. State Highway 62 is an east/west divided highway in the vicinity of the Project. It is anticipated that during construction most of the onsite labor will commute daily from the Evansville or Mt. Vernon area. Exhibit 1 outlines the local roadway network which will be used to access to the various work area entrances. As part of the RUA implementation and execution, the Applicant will work with the AHJ to finalize the Haul Route, Heavy Equipment Delivery routes, and access locations, to be included as an updated Exhibit in the RUA.

Site access points will be designed and built to meet the requirements set forth by the Posey County Zoning Ordinance. Site access point locations will be subject to the review and approval of the Highway

Superintendent at time of Improvement Location Permit regarding their proximity to intersections to ensure the safety of workers and the public. The Applicant will make reasonable efforts to avoid locating site access points near non-participating landowner residential driveways and will require approval from the Highway Superintendent for any location that is less than 75 feet from centerline of entrance to centerline of non-participating landowner residential driveway.

As fencing is installed to secure project areas, locks will be installed at gate entrance locations to prevent unauthorized access.

### **IMPACTS DURING CONSTRUCTION**

It is estimated that the total duration of substantive construction work on-site will be fourteen months. Minor activities such as limited tree clearing and assorted studies or surveys are expected to occur before mobilization. The preliminary construction schedule and equipment required for each construction activity were analyzed and it has been determined that there will be overlapping work in many of the work areas at the same time.

Heavy construction equipment would be moved on-site at the beginning of construction and would remain on-site throughout construction, as needed. These trips are accounted for as part of delivery truck trips, which would deliver materials and construction equipment to the site. It is anticipated that daily vehicle traffic would be primarily comprised of worker's passenger cars/light trucks, worker shuttles, delivery trucks, dump trucks, water trucks, waste hauling trucks, concrete trucks, and porta let trucks. The highest number of trips would be from construction workers traveling to and from the site each day.

Construction of the Project could occur seven days a week during daylight hours, or during 7:00am to 5:00 pm during the time of the year when the days are shorter. While not anticipated, off-hour work could potentially happen in an emergency or to protect the safety of the workers, the general public or property. The number of construction workers on-site at any time will vary but could be as high as 500.

Exhibit 2 attached shows the Posey Right-of-Way (ROW) that the project plans to utilize. It identifies the locations of right of way required for parcel contiguity and right-of-way crossings based on the Final Development Plan. This is representative of the maximum amount of public ROW the project may utilize and could be reduced as part of the design optimization. Exhibit 3 is a representative detail drawing for one specific reference location where facilities are proposed within a public right-of-way. This plan shows public right-of-way, existing utilities, proposed infrastructure, and a cross section detail.

### **IMPACTS DURING OPERATIONS & MAINTENANCE**

The solar facility would operate 7 days a week. Workers would live off-site but would commute to the site daily to conduct security, maintenance, and repairs. It is anticipated that the facility would undergo quarterly inspections for the first year, and then annually henceforth. Operation and maintenance of the Project site would require vehicles and equipment such as crane trucks (limited), forklifts, manlifts (limited), and pickup trucks. No heavy equipment would be used during normal facility operation. Access roads will be created inside the fence of the project, and they will be maintained by CenterPoint, the project Off-taker. Access roads are considered as part of the drainage plan approval will comply with the County drainage ordinance.

## **IMPACTS TO EMERGENCY SERVICES**

Emergency vehicles currently using roadway facilities in the Project area include ambulances, sheriff, State Highway Patrol, and fire departments. As noted in the analysis of construction traffic, Project construction would not result in any unsatisfactory level of service (i.e., worse than before the Project), therefore, emergency services would not be hindered due to traffic congestion. Additionally, minimal traffic will be accessing the Project during the operation & maintenance phase so there should be no impact on service.

## **MITIGATION MEASURES**

**Road Repairs** – The Applicant will conduct a pre-construction road condition assessment along all anticipated construction routes ahead of mobilization as described in the RUA. The pre-construction road condition assessment will include photographs and video recording documenting the existing conditions. Following construction, the Applicant will conduct a post-construction road assessment. If damage to roads occurs because of construction traffic, the Applicant will coordinate with the AHJ to develop a plan (and timeline) for repairs. In accordance with the RUA, the project will submit a construction surety bond together with an escrow payment to the Auditor of Posey County and credited to the Posey County Highway Department during construction and for a period of three (3) years after construction is complete. In the event that there is continued work during the bond period on any future planned capital or maintenance work, an updated increased operations bond shall be submitted to the County.

**Offsite Staging** – At limited times throughout construction, the Project will generate a considerable number of concurrent delivery vehicles. The Applicant will coordinate with the construction contractor to utilize off-site staging areas such as near-by truck stops.

**Construction Area Signs** – There may be static and variable message signs used to inform motorists that there may be delays or trucks entering traffic due to construction. Examples of this signage will be included as part of submittals for the Improvement Location Permit prior to construction start.

**Trespassing** – The Applicant will strictly enforce the policy that workers do not enter the property of non-participating landowners and that they stay in the public right-of-way when traveling to and from the working areas. Violations of this policy will be reviewed by the applicant and contractor and disciplinary action will be taken.

**Traffic Control** – Temporary traffic control measures such as flaggers, escort vehicles or barricades may be utilized during the delivery of any oversized or wide-load equipment. Further, the construction of work area entrances (where the entrances tie into the existing public roadway) may necessitate lane closures or the use of flaggers. Regardless, all traffic control measures will be consistent with the requirements in the latest adapted version of the Manual of Uniform Traffic Control Devices. The Applicant is also working with the Mount Vernon School District to obtain bus schedules and will work to minimize disruption to student bus routes. The Applicant has coordinated with the Director of Building, Grounds & Transportation as well as the superintendent of the MSD of Mount Vernon School District and have agreed to meet again to discuss future communication and bus routing prior to Improvement Location Permit (“ILP”) when project layout has been finalized.

Construction Track out Mitigation – During construction of the Facility, the Project will limit the amount of debris tracked onto public roads by use track-out pads for vehicles on each entrance and following environmental best management practice requirements. The Project will be responsible for road cleaning, as required, if caused by construction.

Dust Control – The Project may use water or county approved dust control chemicals to control dust debris. The use of these mitigation methods will be concentrated in active construction areas where dust may occur.

Carpooling – Carpooling can reduce the total number of trips entering the site, and the number of trips entering the overall roadway network. The Applicant will coordinate with the construction contractor and work force to implement measures which encourage carpooling to the site.

Public Outreach – While minimal impacts to traffic and roadways is anticipated; should the need arise for road closures or traffic control changes during construction; the Applicant will work with the construction contractor to ensure adequate communication to the County Dispatcher, the MSD of Mount Vernon School District, and local farming supply companies such as Posey County Co-op. The applicant will notify the public via the Posey Solar Facebook page, as well as the e-mail list which can be signed up for by clicking “Get Project Updates” on the home page of PoseySolar.com. The Applicant will add an additional option on the website for the public to sign up for text notifications, in addition to e-mails.

#### **EXHIBITS**

1. Exhibit 1 - RUA (Road Use Agreement) Haul Routes
2. Exhibit 2 -Public ROW (Right-of-Way) Easements
3. Exhibit 3 –Public ROW (Right-of-Way) Detail



Exhibit 2  
Public ROW Easements





