

Traffic Management Plan

Waterford Solar

117 Oil Mill Road, Waterford, Connecticut

PREPARED FOR
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PREPARED BY



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Table of Contents

1	Introduction.....	1
2	Purpose of This Plan	2
3	Project Description.....	3
3.1	Project Schedule.....	3
3.2	Construction Entrance	3
3.3	Construction Traffic.....	4
3.3.1	Employees.....	4
3.3.2	Truck/Equipment Deliveries.....	4
3.3.3	Construction Restrictions.....	4
3.3.4	Traffic Control.....	4
4	Work Zone Assessment.....	5
4.1	Sight Distance Evaluation	5
4.2	Additional Circumstances.....	6
5	Work Zone Impact Strategies.....	7
6	Emergency Response & Contact Info	8



1

Introduction

This Traffic Management Plan (TMP) has been prepared to fulfill the requirements of 2(i) of the Decision and Order (D&O) on the Waterford Solar Project issued by the Connecticut Siting Council (CSC) on November 5, 2020. The purpose of the TMP is to describe traffic management practices during the construction of the Project.

This Plan was prepared by VHB in association with GRE GacruX, LLC.



2

Purpose of This Plan

A TMP lays out a set of strategies for managing the work zone of a construction project. Work Zone Objectives are:

- › Provide a high level of safety for workers and the public
- › Minimize congestion and community impacts
- › Provide contractor adequate access to the roadway to facilitate work.

This TMP includes:

- › Project Description
- › Work Zone Impact Assessment
- › Work Zone Impact Strategies
- › Emergency Response & Contact Info



3

Project Description

The Waterford Solar Project is a 15.3 megawatt solar farm on existing woodland as well as associated utilities, access paths, fencing, and landscaping to support this use.

3.1 Project Schedule

Project construction is expected to begin in the spring of 2021 and be completed by the end of 2022.

3.2 Construction Entrance

The sole construction entrance will be located on the east side of Oil Mill Road, approximately 3,000 feet to the north of its intersection with Waterford Parkway North. It is anticipated that the primary construction trailer and staging area will be located to the south of the on-site access road, approximately 1,000 feet to the east of Oil Mill Road.

Oil Mill Road is a two-lane collector roadway with a posted speed limit of 30 miles per hour in the vicinity of the site. A double yellow centerline is striped on the road. No shoulder lines or sidewalks are provided on the road adjacent to the construction site.

Oil Mill Road is a Town-owned roadway. No access to the site will be provided directly from any State road. Therefore, obtaining an encroachment permit from the Connecticut Department of Transportation (CTDOT) is not required.

3.3 Construction Traffic

The following traffic is anticipated at the site during construction:

3.3.1 Employees

20 employees per day are projected on the site during the first month of construction. After the first month, up to 100 employees per day are expected on site. Employees are expected to arrive at the site at approximately 6:30am and depart the site at 5:00pm. It is anticipated that the majority of employees will park their personal vehicles in the designated staging area on the site. No parking for employees shall be permitted within the right-of-way of Oil Mill Road.

3.3.2 Truck/Equipment Deliveries

Grading equipment (i.e. earth movers, bulldozers, excavators, front end loaders, sheep foot rollers) will be delivered during the first month of construction. Truck deliveries are expected to peak at up to 20 per day during the second and third months of construction. Additionally, one daily FedEx delivery is anticipated. In the event of a wide load trailer handling a delivery to or from the site, the use of escort vehicles shall be employed.

3.3.3 Construction Restrictions

Construction activities such as excavation/grading and installation of the solar panel systems will typically be limited to normal daytime working hours. Construction activities beyond normal daytime work hours would be minimized to the extent practicable.

3.3.4 Traffic Control

A police officer and trained construction flagging personnel shall be employed in the event that the normal flow of traffic on Oil Mill Road is anticipated to be impeded. For other times, primarily due to the low volume of native traffic on Oil Mill Road, the use of flagmen and police is not warranted provided that sight lines are maintained and traffic on Oil Mill Road is not impeded.



4

Work Zone Assessment

VHB and GRE GACRUX, LLC completed a traffic engineering investigation to evaluate access to the site from Oil Mill Road in Waterford, Connecticut.

4.1 Sight Distance Evaluation

A representative of GRE GACRUX, LLC visited the site on January 7, 2021 to measure the available sight distance from the driveway location at a distance of 15 feet from the traveled edge of Oil Mill Road along the site frontage and to observe other potential conditions that may affect the safety and operation of site access during construction. The available sight distance was compared with the sight distance requirements outlined in the CTDOT Highway Design Manual. The minimum required sight distances were calculated based on a conservative design speed of 40 miles per hour on Oil Mill Road (10 miles per hour above the posted speed limit). The results of the sight distance investigation are summarized below.

Intersection Sight Distances

	Available Sight Distance			Meets Standard	
	Left (south)	Right (north)	Minimum	Left (south)	Right (north)
Edge of Oil Mill Road	650'	790'	N/A	N/A	N/A
15' back from Oil Mill Road	240'	180'	445'	NO	NO

As noted in the table above, adequate sight distance at a distance of 15 feet from the traveled edge is not currently provided along Oil Mill Road from the driveway location. However, recorded sight distances from the traveled edge at the driveway location display that sight distances are in fact achievable if not obscured by vegetation.

Trees within the right-of-way will be trimmed as needed during construction to maintain minimum sight distances from the driveway location in accordance with CTDOT guidelines.

4.2 Additional Circumstances

All truck/equipment deliveries will be directed to access and exit the site from the south on Oil Mill Road in an effort to decrease the amount of construction traffic through residential neighborhoods.



5

Work Zone Impact Strategies

As shown on the attached plan, the following measures are proposed for Maintenance and Protection of Traffic during construction:

- › Install "Trucks Entering" signs in both directions on Oil Mill Road in advance of the site to alert motorists that there will be increased truck traffic during construction.
- › Limits of selective tree trimming/clearing to achieve sight line distances are depicted for reference.

Following implementation of the Maintenance and Protection of Traffic Plan, traffic patterns will be observed for performance and safety issues. Should any observed conditions warrant it, the Maintenance and Protection of Traffic Plan will be re-assessed and revised to address the observed conditions.



6

Emergency Response & Contact Info

The Waterford Solar project will have an emergency response plan during construction. Emergency contacts are listed below:

GRE GACRUX, LLC Construction Project Manager

Chip Florio
(860) 839-2256
cflorio@greenskies.com

GRE GACRUX, LLC Development Director

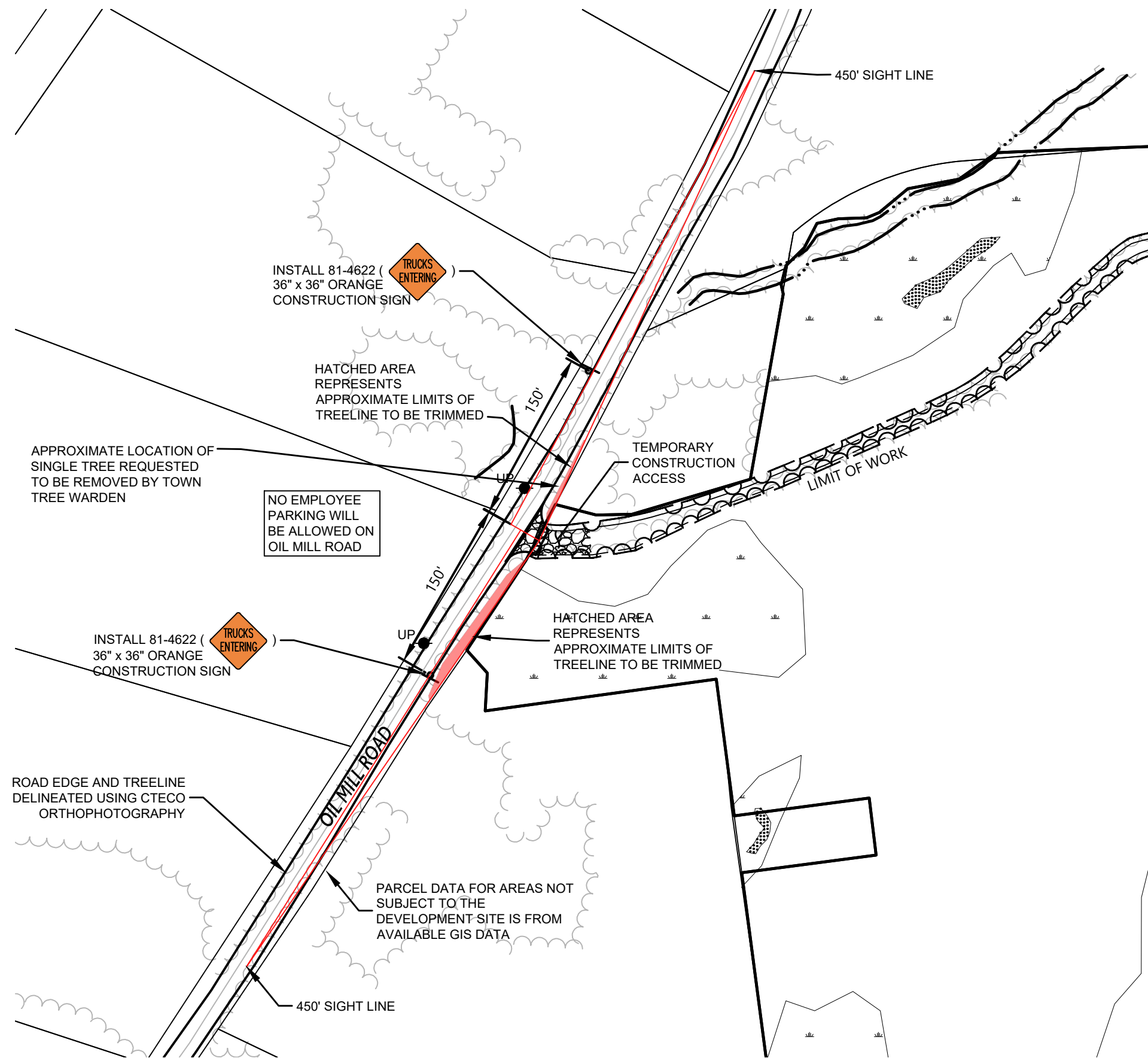
Jean-Paul LaMarche
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EPC Superintendent and Project Manager

To be determined
Information to be provided when available

Urgent Emergencies

Dial 911



Photovoltaic Installation

117 Oil Mill Road
Waterford, Connecticut

No.	Revision	Date	Appvd.

Designed by	Checked by

Issued for	Date
Final Approvals	January 29, 2021

Drawing Title

Maintenance and Protection of Traffic Plan

Drawing Number

MPT-1

Sheet 1 of 1

Project Number
42496.00

