

New York State Electric & Gas Corporation
Columbia County Transmission Project

Exhibit E-6

Effect on Transportation

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EXHIBIT E-6: EFFECT ON TRANSPORTATION

Following is a description of potential impacts of the proposed Project on transportation facilities, such as airports, railroads, roads, and pedestrian traffic.

E-6.1 Airports

Two public-use airports are located within the study area, Columbia County and Kline Kill. The Columbia County Airport consists of 1 paved runway, designated as 3/21, with associated hangars, tiedowns, and a Fixed Base Operator (FBO). The Columbia County Airport averages 53 operations per day. The Kline Kill Airport is privately-owned but open to the public and consists of one turf runway with associated tiedowns and hangars. The Kline Kill Airport averages 75 operations per month.

Burns & McDonnell performed a study of the preliminary routes to identify areas where the routes could potentially exceed obstruction standards. Potential structure locations in these identified areas were submitted to the FAA to perform a feasibility study for these locations at typical heights to determine if the structures would exceed obstruction standards. As previously described in Exhibit 3 Section 3.2 of this application, any routes that were determined by the FAA to be an obstruction were either removed from consideration or modified to avoid being an obstruction. Results of the FAA feasibility study can be found in Appendix A of this application.

The Project is not expected to have any adverse impact on either airport or navigable airspace. The proposed Ghent Switching Station and the associated 115-kV lines would be located north of Runway 3/21 at the Columbia County Airport. Based on the results of the FAA feasibility study, these structures are not likely to exceed obstruction standards and thus are not expected to impact the Columbia County Airport. The proposed route in the vicinity of the Kline Kill Airport will be located immediately adjacent to the existing Circuit #984 line. The existing structures for Circuit #984, which are located closer to the Kline Kill Airport than the proposed Circuit #726, are not an obstruction to navigable airspace. Because the proposed structures for Circuit #726 are approximately the same height as the existing structures for Circuit #984 and are located further from the airport they also would not be an obstruction to navigable airspace. Locations where the proposed line would pass immediately south of the Kline Kill Airport and

not adjacent to the existing transmission line were also studied by the FAA and determined not to exceed obstruction standards.

E-6.2 Railroads

The proposed transmission line does not parallel or cross any active railroads, so there will be no impact on railroads from the construction or operation of the proposed facilities.

E-6.3 Roads

The Project crosses a total of 11 state, county, or local roadways in Columbia County. The USGS maps (Figure 2-1) and aerial photographs (Figures 2-3a through 2-3j) depict the road network in the vicinity of Circuit #726. Table E-6-1 identifies the roadways crossed by Circuit #726 and provides a description of the roadway classification and the responsible jurisdiction at the location of the crossing. All of the identified 11 crossing locations will be overhead crossings.

Table E-6-1 – Roadway Crossings along Circuit #726

Road Name	Town	Classification	Jurisdiction
Shufelt Rd	Chatham	Local	Local
State Route 203	Chatham	Major Collector	State
County Route 22	Ghent	Local	County
Leggett Rd	Ghent	Local	Local
Letter S Rd	Ghent	Local	Local
Old Post Rd	Ghent	Local	Local
Schmidt Rd	Ghent	Local	Local
Snyder Rd	Ghent	Local	Local
Spook Rock Rd	Ghent	Local	Local
County Route 21	Ghent	Minor Collector	County
State Route 9H	Ghent	Principal Arterial	State

Source: NYSDOT 2000 Rural Functional Classification, Columbia County, Region 8. Dated 05/16/2006

Throughout construction, the right-of-way for Circuit #726 will be accessed at these public road crossings and potentially from new construction access roads. The specific location of access points to the right-of-way from local roadways will be developed with consideration for the maintenance of safe traffic operations. The final design will address traffic control measures, including temporary signs, construction entrance locations, procedures for the movement of equipment and materials to the rights-of-way, and potential road closure locations. The final design will also identify potential temporary storage locations for materials and equipment, such as on road shoulders, commercial driveways and parking lots. Traffic control measures will also address procedures for conductor stringing to ensure maintenance and protection of traffic (MPT).

The amount of trips generated by the crews for right-of-way clearing, structure erection, and conductor stringing will be minimal and short-term in nature. Construction traffic will primarily consist of equipment and material deliveries from laydown yards to structure locations and removal of debris from the right-of-way. Laydown yards and parking locations for contractors will be designated during the final design. Construction workers will likely arrive, and most construction traffic will be, outside of peak morning and evening travel periods. All oversized truck traffic will be scheduled during off-peak periods to minimize impacts to traffic patterns.

NYSDOT requires a Utility Work Permit application to be submitted for all utilities to be installed within or adjacent to NYSDOT rights-of-way. During final design, all locations requiring a NYSDOT Utility Work Permit will be identified and the applications submitted. NYSEG will fully comply with all permit conditions defined in the NYSDOT Utility Work Permit. In addition, NYSEG will implement BMPs to prevent the placement of materials onto local roadways, and all soil deposited outside of the limits of disturbance or on public roadways will be removed in a timely manner.

The project will cross State Route 9H and State Route 203, both in an overhead configuration. While NYSEG does not anticipate placing any structures within state highway rights-of-way, all work will be designed and performed in accordance with all applicable safety and traffic standards, including the requirements contained in 17 NYCRR Part 131 – Accommodation of Utilities within State Highway Right-of-Way, applicable standards from the American Association of State Highway and Transportation Officials (AASHTO); the Manual of Uniform

Traffic Control Devices (MUTCD); the Highway Design Manual; the Policy and Standards for Entrances to State Highways; the Accommodation Plan; and the NYSDOT 2012 Standard Specifications.

The county and towns have standards relative to the MPT and parking restrictions. NYSEG will comply with all applicable local codes pertaining to the MPT and parking restrictions, as outlined in Exhibit 7 of this application.

E-6.4 Pedestrian Traffic

The proposed transmission line crosses largely rural areas consisting primarily of large tracts of forested and agricultural land. The proposed Ghent Switching Station is located in a current agricultural field and is located away from roads. These areas are not heavily populated and do not experience a great deal of pedestrian traffic. The proposed facilities would have limited or no impact on pedestrian traffic within the area.

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