



Clinton Wind Repowering Project

Matter No. 23-03032

1100-2.17 Exhibit 16

Effect on Transportation

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EXHIBIT 16 EFFECT ON TRANSPORTATION

As described throughout this Siting Permit Application, the existing 100.5-megawatt (MW) Clinton wind facility has been operating since 2008. The existing facility has had a Road Use Agreement (RUA) in place with both the Town of Clinton and the Clinton County Highway Department since 2006, with which it has been in compliance since its inception, including instituting required repairs and remediation measures to any roads damaged during construction and operation of the existing facility. The Applicant has initiated conversations with the Town of Clinton and the Clinton County Highway Department regarding RUAs for the proposed Facility, which will replace the existing 67 turbines and repower with up to 29 new wind turbines. The proposed Facility will utilize access roads of the existing facility where feasible to minimize the extent of additional disturbance with improvements or extensions proposed where necessary.

On behalf of the Applicant, Kimley-Horn Engineering and Landscape Architecture of NY, P.C. (KH) prepared Traffic Control Plans, Sight Distance Analysis, identified turbine component delivery vehicle information, and used publicly available traffic data information to identify and characterize anticipated haul routes, document existing conditions of public roads, estimate the vehicular trips generated by the construction and operations of the proposed Facility, and identify potential traffic impacts. The methodology and results of the findings are further described in Appendix 16-A, Appendix 16-B, Appendix 16-C and summarized herein.

(a) Conceptual Site Plan

The Civil Design Drawings for this Facility (Appendix 5-A) identify all access road locations and geometry, including those associated with the proposed turbines, meteorological (MET) towers, temporary laydown yards, as well as the existing collection substation and point of interconnection (POI) switchyard. No permanent traffic control devices are proposed as part of the Facility. The Applicant may use temporary traffic control signage during construction and/or decommissioning of the Facility, as outlined in the traffic control plan (Appendix 16-A). The traffic control devices follow MUTCD standards and include tubular markers, "ROAD WORK AHEAD" signs, and flaggers. These devices are used to mitigate the speed and traffic in the project area for the safety and protection of the communities involved and the construction staff. No extended road closures are anticipated at this time, however, should the selected turbine manufacturer require closures at the time of delivery, the Applicant will develop a temporary detour plan. Information on public road constraints, including the number of approach lanes, is provided in Appendix 16-A. A sight distance analysis for proposed access road driveways is provided in Appendix 16-B.

(b) Description of the Pre-construction Characteristics of Roads in the Area

This Exhibit includes an analysis of existing road and traffic conditions in the vicinity of the Facility Site. Data on traffic volumes and accident frequency, school bus and emergency responder routes, and load-restricted bridges and culverts are provided below. The area in the vicinity of the Facility Site includes the roads outlined in the delivery flow plan (see Appendix 5-A and Appendix 16-A) to be used for component delivery and internal roads to the Facility Site that could be used for lighter construction traffic. The vicinity of the

Facility Site is further defined as the roads adjacent to the Facility Site that could see traffic increases as a direct or indirect result of the construction and operation of the Facility.

(c) Traffic Volume and Accident Data

Traffic volume data along proposed haul routes for the Facility were obtained from the New York State Department of Transportation (NYSDOT) Traffic Data Viewer and Highway Services website and field investigations. The NYSDOT Traffic Data Online Viewer has available traffic volume data for both county and state roads, while local roads were evaluated by desktop and field observations. Published traffic volume data is available for the following roads:

- Ford Street Extension – Annual Average Daily Trips (AADT) of 7,763
- New York State Highway 37 (NYS-37) – AADT of 15,076
- New York State Highway 131 (NYS-131) – AADT of 1,958
- New York State Highway 122 (NYS-122) – AADT of 2,503
- US Route 11 (US 11) – Annual Average Daily Trips (AADT) of 4,340
- Star Road (NY 190) – AADT of 1,087
- Lost Nation Road (CR 9) – AADT of 104
- Ryan Road – AADT of 195
- Campbell Road (CR 7) – AADT of 136
- Looby Road – AADT of 269.

No published traffic data is available for County Line Road, Number Five Road, or Whalen Road. Overall, county roads with published traffic volume data in the vicinity of the Facility Site appear to operate below vehicle capacity due to low traffic volumes, while US Route 11 has comparatively high daily traffic volumes.

Crash data for Clinton County from the Department of Health and the Traffic Safety Statistical Repository spanning from 2014 to 2023 were reviewed to identify are any crash patterns or safety concerns on roads within the Facility Site and adjacent to it that may be used by lighter construction traffic (e.g., pickup trucks) or community members should they desire to circumnavigate the Facility Site (the Study Area). The most comprehensive data available is from the Department of Health's 2014 summarized crash data. In 2014, Clinton County experienced 3,911 vehicular accidents. Specific information on the location of crash occurrence is not publicly available for Clinton County. However, in the perspective of the 4,340 AADT seen on US-11, this data can be used to approximate that less than 0.5% of the vehicular accidents in Clinton County occurred on US Route 11 within the Facility Site. Based on this available data, Clinton County experiences vehicular accidents due to the following factors:

- Driver distraction (16.7%)
- Following too close (16.2%)
- Failure to yield (16.0%)
- Passing/lane violations (7.6%)
- Traffic control disregarded (3.2%)

A breakdown of the accident data as well as age, gender, injury, etc. is available via the New York State Department of Health.¹

(d) Transit Facilities and Routes

Transit service in the area is provided by Clinton County Public Transit (CCPT). CCPT includes a transit route from Plattsburgh to Ellenburg along Military Turnpike. Service along this route runs Monday through Friday, 7am to 9am and 2pm –to 4pm. Transit service is not provided in the vicinity of the Facility Site. During the construction of the Facility, construction operations will be conducted with careful consideration to help minimize any potential impacts on the transit service.

The proposed haul routes travel through Chateaugay Central School District and the Northern Adirondack Central School District. The Applicant reached out to each school district to identify routes that will also be used during construction, and the timing that school buses are expected in these areas. Turbine deliveries will be coordinated with both school districts prior to delivery. The Applicant will make efforts to avoid delivery of heavy vehicles during morning school bus pick-up and afternoon drop-off hours to avoid disruption of school bus service.

(e) Emergency Service Providers

The emergency service provider stations in the vicinity of the Facility include the Churubusco Volunteer Fire Company, Chateaugay Fire Company Incorporated, and the Ellenburg Center Volunteer Fire Department. The Safety Response Plan (Appendix 6-B) includes a map that provides the locations of these emergency service providers.

The Applicant has commenced consultations with emergency service providers to minimize potential impacts to emergency service routes throughout the construction process. On November 15, 2024, the Applicant delivered hardcopies of the Site Security Plan (Appendix 6-A) and Safety Response Plan (Appendix 6-B) to local first responders requesting review of the plans and for any comments or questions. In addition to the letters, the Applicant hosted a meeting with representatives from the Franklin and Clinton County Office(s) of Emergency Services, Churubusco Fire Department, Ellenburg Depot Fire Department, and Foothills EMS on December 19, 2024, to review the draft Safety Response and Site Security Plans. During the meeting, the Applicant discussed safety and emergency response plans for the repower, timing for construction and solicited general feedback on safety of the existing operations. The Applicant also requested additional feedback from such local emergency service providers before the plans are finalized for the Article VIII Application submittal. If any transportation issues are identified by any of these emergency service providers during continued consultation efforts, those will be addressed and the Safety Response Plan and Site Security Plan will be updated accordingly, as needed. Local emergency service providers will be notified in advance of any road closures. Therefore, it is anticipated that there will be minimal to no impacts to local emergency service routes. Figure 1 of Appendix 6-B provides a map of the

¹ Available at: https://www.health.ny.gov/statistics/prevention/injury_prevention/traffic/county/clinton/index.htm

emergency service provider locations, as well as public roads that may be used to access the site in the case of an emergency.

The Applicant provided the Safety Response Plan (Appendix 6-B) to town supervisors and emergency service providers in the area. The Safety Response Plan includes detailed instructions and guidelines to be followed by site personnel and emergency responders in the event of a major emergency (see Appendix 2-B for documented correspondence with these parties). The Applicant will have employees on-site trained in responding to emergency situations. Please see Exhibit 6 for a detailed discussion of the consultations completed by the Applicant to date, on-site training, and emergency response procedures.

(f) Available Load Bearing and Structural Rating Information

The transportation study identified and evaluated bridges along the proposed haul routes. There are 10 bridges located along the proposed haul routes along NYS-37, one (1) bridge along NYS-131, three (3) bridges along NYS-122 and US-11 and no bridges along County Line Road. These sites were screened through the NYS GIS Clearinghouse Data and found that all the bridges along the haul route are in good or fair condition. These bridges have historically been sufficient for construction and component deliveries associated with the existing Facility. Throughout the life of the Facility, any bridges should be monitored for any unusual cracking or noticeable changes.

Additionally, the Applicant provided copies of draft RUA and preliminary haul route mapping to Town Supervisors and Town Highway Superintendents at each respective Town Board Meeting on November 11, 2024. Following receipt of comments on the RUAs and haul routes, the Applicant will work with the Town Supervisors and Town Highway Superintendents to address any concerns. Copies of the final haul routes and maps will also be provided to the appropriate representatives once a turbine has been selected. Small culverts exist along the proposed haul routes, but desktop investigations conducted on January 7, 2025, did not indicate that any culverts would present an issue along the proposed delivery route. As indicated in the Culvert Recommendation Map provided in Appendix 16-D, 19 culverts located along the proposed haul routes will need to be protected and monitored. Additional inspections of this culvert will be conducted as needed during construction and turbine delivery. Continued discussion with Town/County representatives is expected. Culverts will be inspected prior to construction and will be monitored during materials delivery, as necessary. It is not expected that culvert findings will impact or necessitate a change in the proposed haul routes. However, the Applicant will continue to consult with local and county highway supervisors, and it is anticipated that town highway supervisors will provide more information on the conditions of town road culverts.

(g) Facility Trip Generation Characteristics

(1) NUMBER, FREQUENCY, AND TIMING OF VEHICLE TRIP

Exact scheduling of construction work and required vehicles will be determined by the Applicant's contractor prior to construction; however, the transportation of Facility components will involve numerous conventional and specialized transportation vehicles. Due to the nature of wind projects, it

is understood that while trip generation may be low during typical operation of the Facility, construction of the Facility may result in higher levels of trip generation. Therefore, trip generation was estimated during construction of the Facility based on number of truck trips required for preparation of each turbine location, delivery vehicles to and from each turbine site, as well as construction vehicles required for intersection improvements. A summary of the types of construction vehicles that are anticipated to be used to transport the Facility components and construction materials/equipment is provided in Table 16-1. Trucks and cars for transporting construction workers, small equipment, and tools are not included in this table because of their minimal impact on traffic volume and road integrity.

Table 16-1. Estimated Total Number of Heavy Vehicle Trips Required for Project Construction

Component/ Truck Type	Assumption	Truck Type and Approximate Gross Weight	Approximate Vehicle Dimensions	Trips per Site (One- Way)	Total Trips (Two- Way)
Turbine Components	Includes 3 blades, 1 nacelle, 5 tower sections	Variable (see Appendix 16-C)	Variable (see Appendix 16-C)	9	504
Foundation Steel	Includes rebar, embed rings, and anchor bolts	Flatbed, 5 axles, 30 ton	60' L x 8.5' W x 8" H	5	280
Road Construction	25,840 linear feet of new road at 8" profile and 16' width	Triaxle, 35 ton	25' L x 9' W x 10.5' H	52	2,912
Crane	16 Base/Mid Crane pieces, 40 topout crane pieces, 4 miscellaneous	Flatbed, max 22 tons per axle	100' L x 10' W x 14' H 70' L x 10' W x 14' H	120	6,720
Concrete	1050 Cubic Yards at 10 Cubic Yards per Truck	Mixer truck, 35 ton	26' L x 9' W x 10.5' H	54	3,024
Radius Improvements	Assumed fill for average intersection widening	Triaxle, 35 ton	25' L x 9' W x 10.5' H	100	4,200
Subtotal for Turbine Locations				340	17,640
Laydown Yard	Gravel and equipment for establishment of yard	Triaxle, 35 ton	25' L x 9' W x 10.5' H	650	1,300
Batch Plant Laydown Yard	Gravel and equipment for establishment of yard	Triaxle, 35 ton	25' L x 9' W x 10.5' H	1,179	2,358
Substation Expansion	Assumed fill, gravel, and concrete for substation expansion and delivery of equipment and structures	Variable ¹	Variable ¹	2,360	4,720
Total Heavy Vehicle Trips Generated					26,018

¹ A combination of triaxle, 35-ton; mixer trucks, 35-ton; and flatbed (max 22-tons per axle) trucks are expected to be utilized. 35-ton vehicles were used in calculations to provide a conservative estimate.

Typical daily operational traffic information was determined based on the anticipated number of employees for operation of the Facility. During the operational phase of the Facility, six to eight employees are expected to operate the site daily. Anticipating all employees arrive separately and leave the Facility once during the day, this would result in 32 additional daily trips, or at most, eight additional peak hour trips.

The Applicant has requested waivers from the construction hours requirements for the Town of Clinton (see Exhibit 24 [Local Laws and Ordinances]). The Applicant is seeking to have uniform construction hours applied across all the host Towns in accordance with the construction hour limits in 16 NYCRR Section 1100-6.4(a) to optimize the delivery of turbine components and minimize the overall time frame required to complete the delivery of the turbine components.

(h) Cut and Fill Activity

During the design process, every effort has been made to attempt to balance the earthwork on a per access road basis so that all materials removed during construction are reused on-site, thereby eliminating the necessity for external transportation. Any remaining cut-fill material used for access roads will be redistributed across the Facility Site, minimizing the need for external transport. As a result, it is not anticipated that the access road grading to be performed would result in the transport of significant quantities of removed or imported material over roads evaluated in the Traffic Control Plan (Appendix 16-A).

A total of 429,800 cubic yards of cut activity and 216,550 cubic yards of fill activity is expected for the proposed Facility. More information regarding cut and fill activity at the Facility is provided in Exhibit 5 and in the Civil Design Drawings (Appendix 5-A).

(i) Conceptual Haul Routes and Approach and Departure Routes for Workers and Employees

Appendix 16-A shows the proposed Facility Site routes and approaches. During construction, employees and workers accessing the site with heavy haul/construction equipment (e.g., dump trucks or larger), or anything that exceeds the posted weight limits on public roads, will follow final haul routes. Final haul routes will be developed in consultation with the host municipalities and state, county, and municipal highway officials in coordination with the turbine manufacturer. In accordance with the pre-construction compliance filing requirements outlined in 16 NYCRR Section 1100-10.2(e)(8), final haul routes shall be accurately depicted in drawings submitted with a Traffic Control Plan before construction begins.

Any workers and employees in regular vehicles (pick-up truck size and smaller) will access the construction site and worker parking areas through use of whichever public road route is most logical and efficient for the respective individual.

(j) Traffic and Transportation Impact Analysis

(1) COMPARISON OF TRAFFIC WITH AND WITHOUT THE PROJECT

The Facility is not within a congested urbanized area as indicated in the traffic volume data. Therefore, a calculation and comparison of the level of service for each representative intersection are not included in this Application.

Traffic Without the Facility

The roads evaluated within the Facility haul routes (defined as roads planned to be used for heavy construction traffic or component delivery) carry relatively low levels of traffic (see Section 16(b)(1)). Although NYS-37 has moderate traffic use for a rural road, other local roadways in the vicinity of the Facility (defined as roads adjacent to the Facility that may be used by lighter construction traffic like pickup trucks) carry relatively low traffic volumes. While US 11 is the busiest road in the vicinity of the Facility Site, its estimated AADT is equal to 4,340. Therefore, US-11 is not generally considered a busy road based on NYSDOT data. Historical traffic volume data found in the latest version of the Traffic Data Report published by the NYSDOT indicates that traffic volume growth rates have been flat or even negative for some roadways. If the repowered Facility was not built, traffic levels could be expected to remain at these levels.

Traffic During Facility Construction

During peak traffic periods, construction deliveries are estimated to result in approximately 105 trucks entering and exiting the Facility Site on a given day. Traffic associated with these deliveries and connected construction activities will occur on roads identified in the Traffic Control Plan but will be concentrated in areas where access roads or foundations are being installed and the marshalling yard areas, which includes the temporary concrete batch plant and laydown yards. In regard to construction at the substation expansion, there is higher traffic expected on Ryan Road between the substation area and turbine [T-1, T-2 and T-3] entrance. Refer to Section 16(c)(2) for further discussions regarding cut and fill related traffic.

Traffic Increases from Facility Construction

As described in Section 16(c)(1), during the peak construction traffic weeks, traffic levels will increase. The increase in traffic will be temporary and should not cause more than minor delays for drivers that normally use these roads. Based on the methodology provided in the NYSDOT Highway Design Manual, US-11 is currently classified as a "Level of Service C" or better and will continue to be considered so throughout construction and operation of the Facility.

Overall, due to the already low traffic volumes in the vicinity of the Facility Site, and the fact that construction traffic will be spread over a large geographic area, increased traffic volumes associated with Facility construction will not cause a significant impact to the area residents.

Traffic Increases during Facility Operation

Traffic projections were prepared for the 2028 expected year of completion. Historical traffic volume data found in the latest version of the Traffic Data Report, published by the NYSDOT, indicates that traffic volume growth rates on roadways utilized have been flat or even negative for some roadways. Therefore, to provide a conservative analysis, traffic projections were prepared for the anticipated year of completion by applying a 0.5% per year growth rate to the existing traffic volumes. While operation of the Facility is expected to result in approximately 32 additional daily trips, even under a conservative analysis, this increase will not substantially increase the AADT and, therefore, will not surpass a "level of service" threshold. As such, no significant impact is anticipated on traffic operations. Likewise, the

increased traffic will consist almost exclusively of cars and light-duty trucks associated with ongoing operation and maintenance activities.

(k) Evaluation of the Road System to Accommodate Projected Traffic

A descriptive evaluation of the state, county, and local roads considered for use as part of a construction transportation route and/or routes for Facility access are outlined below. Traffic interferences are not anticipated along these routes during the construction or operation phases of the Facility.

As noted in this Exhibit, the majority of the roads in the Study Area appear to operate below vehicle capacity due to low traffic volumes. A detailed capacity analysis was not conducted; however, field observation of the transportation network did not indicate any locations where traffic flow and/or capacity created undue delays. During construction, the increased truck traffic from workers, construction vehicles, and delivery vehicles could present the opportunity for traffic interferences. Construction workers will likely arrive by 7 a.m. and leave by 8 p.m., although departure times may vary seasonally, depending on daylight hours. This timing for worker departures should prevent the peak of construction worker traffic from impacting typical peak rush hour traffic on nearby roadways.

A descriptive evaluation of the state, county, and town roads considered for use as haul routes, construction vehicle routes, and/or routes for Facility access are outlined below. Potential delivery routes between the proximate interstate highways and the turbine locations within the Facility were examined. While the turbine component manufacturer has not yet provided their final routing, and will not be provided until closer to construction, a route from Ford Street to NYS-37 to NYS-131 to NYS-37 to NYS-122 to US-11 to County Line Road to laydown area has been identified as the most logical delivery route. This route has been analyzed generally as gradual curves and minimal road improvements leading to the laydown yards. While reviewing other routes off major roadways, such as NYS-37, there were concerns of low bridge clearance (15'4" clearance available). Another route via Canada Highway has at least seven improvements of which one improvement is within Canada. Thus, the route from Ford Street to NYS-37 to NYS-131 to NYS-37 to NYS-122 to US-11 to County Line Road to the laydown yards is currently defined as the proposed route into the Facility Site for component delivery.² Evaluations of turbine component delivery to the Facility's laydown and marshalling yards are provided in Appendix 16-E.

These evaluations included desktop review of publicly available traffic data and the completion of high-level transportation analysis site visit(s) to identify local roads for use by construction and delivery vehicles to access each of the turbine locations. Intersections with acute angle turns and significant grade changes were avoided, to the extent possible. Road conditions and existing geometries were reviewed to identify workable routes. GIS data available through the New York State GIS Clearinghouse was used to identify any load restrictions at bridges or known utility crossings along the route. Limited availability of street-level imagery for many of the local roadways in the region necessitated further field investigations to assess the

² Following the final selection of a turbine supplier, the original equipment manufacturer (OEM) for the turbines may require changes to the delivery flow plan. The Applicant will work with the Office of Renewable Energy Siting and Electric Transmission (ORES) to permit any changes to the delivery flow plan required by the OEM.

conditions of all roadways. The site visit was used to note items such as power poles and signage to be avoided or temporarily removed as well as reviewing the condition of the roads. Based on these efforts and observed conditions in the field, a feasible routing was refined to exclude problematic intersections and roadway segments at which implementation of necessary temporary roadway widening and improvements would be challenging. The refined recommended routing for construction and materials delivery is shown in the Civil Design Drawings (Appendix 5-A). A formal study will be conducted prior to construction and will be coordinated with the local municipalities to confirm that the roads can handle the construction traffic.

State and county roads will be utilized as much as possible for construction traffic within the proposed haul routes. Where necessary, local roads will be used as the last point of access to the wind turbine locations. Please see Appendix 5-A for a map of the proposed transportation routes.

(I) Over-sized Deliveries

Existing roadway restrictions (height, width, weight) and deficient intersection radius locations were observed in the field, researched from NYSDOT resources, and evaluated based on aerial imagery during the preparation of the Traffic Control Plan (Appendix 16-A). Detailed maps of intersection turning movements on aerial imagery are included in the Civil Design Drawings (Appendix 5-A).

Construction of the Facility will require the use of large delivery vehicles to deliver turbine blades. All components delivered to the Facility Site will be within legal NYSDOT per axle loads for all roads and structures encountered. The Traffic Control Plan utilizes the largest turbine model being considered for the Facility to inform the conservative analysis of the adequacy of the evaluated roadway systems. The analysis assumed oversized/overweight (OS/OW) vehicles will require paved roadways that are at least 15 feet wide and a minimum inside turn radius (with roadway widening) of up to 250 feet. Additionally, the largest turbine model being considered would require a slewing area free of above grade obstructions with an inside radius of up to 450 feet during delivery. To accommodate delivery vehicles of this size, some form of roadway widening and/or vegetation clearing will be required at most intersections where vehicles must make turns.

A total of eight intersections along the recommended delivery route that are not directly tied to Facility access roads or other infrastructure are found to require some level of temporary intersection improvements. These intersections include a combination of improvement on private land and public rights-of-way (ROW). Many of the improvements on private land are located within the Facility Site and the Applicant has initiated discussions with all the applicable landowners. The intersections or roadway segment improvements will generally require widening of the paved roadway and/or clearance of above ground obstructions, such as utility poles, shrubbery, or trees. The owners of the overhead wires that have insufficient clearance for OS/OW traffic will be contacted prior to construction to determine the appropriate course of action for providing the appropriate clearance. All clearance issues will be reviewed by the Applicant's contractor.

As described above, satellite imagery, GIS data available through the New York State GIS Clearinghouse, and field investigations were utilized to identify workable routes and avoid intersections with acute angle turns, significant grade changes, any load restrictions at bridges, or known utility crossings along the route.

Based on these efforts and observed conditions in the field, a feasible routing was refined to exclude problematic intersections and roadway segments where improvements would be necessary or challenging.

The “Public Intersection Improvements” section of the Civil Design Drawings (Appendix 5-A, C500 series) provides a depiction of all the proposed roadway and intersection improvements. Additionally, the drawings show the location of these improvements and detailed figures showing anticipated intersection turning movements. All improvements identified in this Exhibit will require verification and/or update after the final turbine supplier is identified.

(m) Measures to Mitigate for Impacts to Traffic and Transportation

As outlined in Appendix 16-B, there are some areas on public roadways where speed limit signage along the road is lacking. If a 55-mph speed limit is assumed, horizontal and vertical sight distance requirements may not be met in some locations. It is the Applicant’s recommendation that signage (either a lower speed limit sign, or a “ROAD AHEAD” sign) be installed in these areas to enhance the safety of residents throughout the community, and those operating and maintaining the Facility. No permanent capacity improvements (e.g., lighting or signage to control traffic volume) are projected to be required to accommodate the operation of the Facility as traffic volume is not expected to significantly increase.

Roadway turn improvements are proposed for the Facility to ensure that all construction deliveries and other vehicles will be able to navigate to the Facility’s access roads, which will be made at the Applicant’s expense prior to the arrival of any oversized or overweight construction vehicles. Appendix 5-A identifies locations where turn improvements will likely be necessary.

Final transportation routing will be developed in consultation with the original equipment manufacturer (OEM) of the turbine components. The Clinton and Franklin County Highway Departments and representatives from the Towns of Clinton, Chateaugay, and Ellenburg will be consulted throughout this process to ensure the approved haul routes avoid and/or minimize safety issues. If damage to local, county, or state roads is caused by construction of the Facility, the Applicant will make repairs in accordance with the proposed RUAs and/or local laws at no expense to the town(s), county, or state. See Exhibit 24 for a discussion on local road requirements. Repairs to the approved haul routes sustained during the construction of the Facility will be completed to a condition equal to or better than the roadway’s condition prior to the Facility construction.

Following the completion of construction, repair of damage to roadways along the delivery route caused by heavy vehicles may be required. The Applicant will discuss with all involved parties to determine the exact extent and method of roadway repair necessary. Damage may be repaired utilizing one of the following methods:

- If the roadway was originally of gravel construction, the Applicant will re-grade the roadway back to its original cross slope and then topcoat the damaged areas as needed, with up to 12 inches of crushed stone and a geotextile stabilization fabric, or as specified by local officials.

- If the roadway was originally asphalt, damaged areas will mill to a depth where the damage is removed and then repaved with asphalt, matching the existing pavement lift thicknesses and composition, or as specified by local officials.

The Applicant will also follow all NYSDOT standards for any construction traffic that involves slow-moving vehicles and work on roadsides. Town roads that are expected to be used as haul routes vary in width from 18 to 20 feet wide. Roadside hazards in these locations are minimal, similar to county roads in the vicinity which accommodate heavy equipment travel often. Therefore, it is not anticipated that vehicles passing during construction of the Facility will encounter any issues.

Before construction begins and throughout the construction process, the Applicant will coordinate with the local bus companies, local school districts, and local emergency service providers to avoid impacts and delays. They will also be advised in advance of any road closures and if it is deemed necessary to develop an alternative route. Additionally, most of the traffic for the Facility construction will be during off-peak hours. The Traffic Control Plan will be provided as a pre-construction compliance filing as required by 16 NYCRR Section 1100-10.2(e)(8). The Traffic Control Plan will be in effect during Facility construction and will include protocols to ensure that emergency services and school transportation are not prevented from traveling on public roads and will provide notifications in the event of a temporary road closure, route restriction, or detour. It is expected that overall impacts to local bus companies, local school districts, and local emergency service providers will be minimal and no significant mitigation beyond coordination during construction is necessary.

(n) Impact of the Facility on Mass Transit Systems

Transit service in the area is provided by the Clinton County Public Transit. During the construction of the Facility, construction operations will be conducted with careful consideration to help minimize any potential impacts on the transit service.

There are no private or public airports located within a 12-mile radius of the Facility Site.

As discussed in Section 16(f), the impact of the Facility on military and civilian air space, including military training and operations and other airport/heliport operations, are addressed by the Federal Aviation Administration (FAA) as part of its hazard review process. This process includes outreach through the U.S. Department of Defense's Siting Clearinghouse to evaluate the impact of potential aviation obstructions on military readiness. Neither the construction nor the operation of the Facility is anticipated to affect aviation.

(o) Federal Aviation Administration Review

In administering Title 14 of the Code of Federal Regulations Part 77, the prime objectives of the FAA are to promote air safety and the efficient use of navigable airspace. To accomplish this mission, aeronautical studies are conducted based on information provided by proponents on an FAA Form 7460-1, Notice of Proposed Construction or Alteration. The submission of wind energy turbines and meteorological tower locations to the FAA for review initiates aeronautical studies of the location of each proposed turbine and

permanent tower that includes outreach to other agencies. The FAA can issue two types of determinations, one that identifies a potential hazard and another that identifies no hazard. If the proposed structure is over 499 feet or if a potential hazard to air navigation is identified based on the structure's location and/or height, then a Notice of Presumed Hazard (NPH) is issued that must be publicly circulated prior to a final FAA determination. This notification identifies a potential hazard that must be further studied and/or mitigated in some manner. A Determination of No Hazard (DNH) will be issued if the FAA determines that the proposed structure will not pose a risk to aviation, including a review of potential aviation impacts to local airports.

The Applicant submitted a Notice of Proposed Construction or Alteration for each of the proposed wind turbine locations and for the proposed permanent MET tower to the FAA on October 15, 2024. This submission initiated formal consultation and the aeronautical studies described above. The FAA issued Determinations of No Hazard for all proposed turbines on January 28, 2025, and for the proposed MET towers on December 3, 2024 (see Appendix 20-H).

The Applicant has also filed a request to the FAA on January 21, 2025, to seek a determination approving the use of a shared Aircraft Detection Lighting System (ADLS) tower as part of the Ellenburg Wind Repowering Project [Matter No. 23-03033]. Once approved and constructed, the Ellenburg ADLS tower will also be utilized as a light mitigation technology for the neighboring Clinton Wind Repowering Project and the Chateaugay Wind Repowering Project (Matter No. 23-03033). ADLS utilizes one or more surveillance radar(s) to track aircraft in proximity to the wind turbines. If an aircraft flies toward, or through an area around the Facility, then the obstruction lights on each wind turbine will be activated. Without the use of an ADLS, the obstruction lighting on all wind turbines must operate during nighttime hours and periods of reduced visibilities because they will exceed 499 feet in height (as per Sections 13.5 and 13.6 of FAA Advisory Circular AC 70/7460-1M). See Exhibit 8 for additional discussion on the use of ADLS.

(1) CONSULTATION WITH THE DEPARTMENT OF DEFENSE

As part of the FAA Form 7460-1, Notice of Proposed Construction or Alteration, the Applicant received Formal Review, per CFR Title 32 Part 211, of the wind turbine and MET tower locations from the Army, Navy, Air Force, DoD, and DHS. Following review from these departments, the DoD Clearinghouse determined that the Project does not present an unacceptable risk to national security and therefore did not issue a Notice of Presumed Risk (NPR). The Determinations of No Hazard, issued by the FAA, confirm this review and are evidence of the DoD's positive determination to the FAA (see Appendix 20-H [FAA Determination of No Hazard]).

(2) CONSULTATION WITH NEARBY AIRPORTS/HELIPORTS

Section 1100-2.17(f)(2) of ORES's Article VIII regulations requires the Applicant to consult with the operators of commercial, cargo, public use, or military airports within 1) 12 miles that have runways exceeding 3,200 feet; 2) within 6 miles with runways less than 3,200 feet; and 3) heliports within 3 miles. There are no airports or heliports within 12 miles of the Facility.

Since there are no military airports located within the 12-mile threshold for outreach set forth in the applicable regulations, the Applicant did not reach out directly to any military airports/heliports. However, as previously noted, a Determination of No Hazard to Air Navigation was issued by the FAA (see Appendix 20-H).