Article 10 Application

Alle-Catt Wind Farm

Case 17-F-0282

Allegany, Cattaraugus, and Wyoming Counties, New York

1001.25 Exhibit 25

Effect on Transportation

Invenergy

Contents

Exhibit 25 Effect on Transportation

25.a Facility Roads

25.a.1 Horizontal and Vertical Geometry

Not applicable for wind energy facilities.

25.a.2 Access Road Locations and Widths

Figure Exhibit 3-1 shows the Facility layout, including planned access roads. Further access road details are shown on the Site Plans (Appendix 11a). Table 25-1 summarizes access road entrances from public roads.

ACWE's proposed access roads and public road intersections will have a minimum inside diameter of 200 feet, which, based on materials provided by turbine vendors, will be sufficient to allow delivery of blades for a 137m rotor wind turbine.

Table 25-1. Access Road Entrances

Road Owner	Number of Access Road Entrances	Names of Public Roads Intersected
State of New York	7	2 x SR 243, 5 x SR 39
Wyoming County	0	
Allegany County	4	1 x CR 36, 3 x CR 3
Cattaraugus County	3	1 x CR 80, 1 x CR 90, 1 x CR 23
Town of Arcade	5	1 x Bray, 2 x Genesee
Town of Centerville	21	4 x Centerville, 1 x County Line, 2 x Dow, 1 x E. Townline, 3 x Findley, 2 x Fitch Farm, 2 x Hopkins, 1 x McElroy, 1 x Rushford, 1 x Vossburg Cross, 2 x Williams, 1 x W. Centerville
Town of Rushford	2	1 x Cream Ridge, 1 x Townline
Town of Freedom	15	2 x Baird, 2 x Bray, 3 x Brown School House, 1 x Cheesman Hill, 4 x Galen Hill, 1 x Hooper Corners, 1 x North, 1 x Osmun, 1 x Sandbank
Town of Farmersville	9	1 x Cutting, 1 x Darling, 1 x Hess, 1 x Huyck, 1 x Pigeon Hill, 1 x Reynolds, 2 x Tarbell, 1 x W. Branch
TOTAL	66	

Notes: The number followed by "x" is the number of access roads intersecting the specified road. Bray Road assumed to be maintained by Freedom west of Sunrise Lane, by Arcade east of this point.

ACWE has selected the access road locations to minimize impacts to wetlands, farm fields, and other landowner uses.

The Site Plans (Exhibit 11, Appendix 11a) and the Local Road Survey (Appendix 25b) show the planned configuration for the access road entrances. ACWE will construct these to allow room for large-radius WTG delivery vehicles to turn from the public roadway onto the access road. In most cases, a larger turning radius on the access road will help vehicles make these turns. But in some instances, where room is not

available for larger radius entrances, ACWE is planning for larger swing out areas across the road from the access road.

The Site Plans show the typical configuration ACWE proposes for an access road entrance. This configuration assumes the access road must cross a roadside drainage ditch, which is likely for most of access roads. To ensure the roadside ditches continue to function as intended, ACWE would install an extended culvert to allow water to flow through the ditch after the access road is installed.

25.b Pre-Construction Characteristics of Roadways

25.b.1 Vehicle Traffic, Use Levels, and Accidents

Table 25-2 lists traffic data for Project Area roads from a New York State Department of Transportation (DOT) website. Table 25-3 summarizes vehicle county crash statistics for 2017, the most recent year with complete statistics, from New York's on-line Traffic Safety Statistical Repository provides by county[1].

Table 25-2. Existing Traffic Data

Road	AADT	Notes	Year
Route 243	2692 2166	Route 98 to Fairview Road Fairview Road to Upper St	2014 2014
NYS 98	4060 2506 617 1308	Bray Road to Freedom Road (through Sandusky) Freedom Road to Route 243 Route 243 to County Hwy 21 Highway 16 to County Hwy 21	2013 2013 2013 2012
NYS 39	506	Water Street to Route 362	2010
Bixby Hill Road	1055	Wyoming County Line to California Hill Road	2015
Marble Springs Road	1164	California Hill Road to Lake St	2015
Pigeon Hill Road	999 508 449	Lake Street to Strong Road Strong Road to Farmersville Townline Farmersville Townline to Laidlaw St	2015 2012 2015
Laidlaw Street	322	Highway 98 to Elton Road	2013
Elton Road	472 139	Strong Road to Siloam Road Laidlaw St to Church St	2013 2013
Elton Farmersville Road	338	Siloam Road to Laidlaw Road	2013
County Hwy 21	80	Church St to Hwy 98	2011
Delevan Elton Road	992 360 600 1281	Delevan Village Line to Cagwin Road Cagwin Road to Freedom Townline Freedom Townline to Lake St Lake Street to Marble Springs Road	2013 2011 2014 2014
Lime Lake Elton Road	819 633	Yorkshire Townline to Freedom Townline Freedom Townline to Delevan Elton Road	2011 2013
Church St	430	Hwy 98 to Siloam Road	2015
Freedom Road	842 1280 1262	Route 98 to Witt Road Witt Road to McMurry Road McMurry Road to E County Line road	2014 2014 2012

[1] https://www.itsmr.org/TSSR/

Buffalo Road	668 665	E County Line Road to N Hill Road N Hill Road to Stickles Road	2011 2011
Pike Road	506 361	N Hill Road to Wyoming County Line Fairview Road to County Road 3	2010 2010

Notes:

1. AADT = Annual Average Daily Traffic, the estimated average daily traffic volume on a road.
2. When separate counts are available for different segments of a road, the AADT column presents an approximate average. Actual segment counts are shown in the notes column where available.

Table 25-3. Crash Statistics

County	Crash Resulting in Property Damage	Crash Resulting in Personal Injury	Crash Resulting in Fatality
Allegany	790	212	2
Cattaraugus	1,159	358	9
Wyoming	864	188	5

25.b.2 Transit Facilities and Routes

Public Transportation

Allegany and Cattaraugus counties do not provide bus service to the Study Area.

RTS Wyoming provides limited bus service in Wyoming County; one route runs through the northern portion of the Study Area. Route 223: Arcade Commuter makes seven trips from 5:30 AM to 6:30 AM from the town of Arcade to the town of Warsaw and returns seven times between 3:15 PM to 4:35 PM.

School Buses

The Pioneer School District operates several buses that transport students to and from the Facility Site:

- Lane #13, #21, #23, and #26 buses pick up K-4 students from Facility Site areas mostly in the Town of Freedom during the period from approximately 7:55 to 8:40 am.
- Lane #1, #4, #7, #14, #15, #17, and #26 buses pick up high school and middle school students from Facility Site areas mostly in the Town of Freedom during the period from approximately 6:30 to 7:05 am.

Similar schedules are likely maintained by other school districts serving the Facility Site, but these districts do not post their schedules. ACWE expects school busses will also be operate in the Facility Site from approximately 3:00 and 5:00 pm.

Amish Schools and Traffic

Amish residents operate three privately-owned schools in the Project Area. Typically, students walk to these schools along the public roadways.

In Farmersville, the schools are in the southern portion of the Facility Site on Rogers Road and Older Hill Road, near the locations of several Amish residences. No wind turbine sites are proposed for either of these roads, and the Local Road Study does not recommend either of these roads as haul routes for wind turbine components. To minimize risk to students travelling to these schools, ACWE will restrict all Project-related traffic from Rogers Road (between Olde Hill Road and Laidlaw Road) and Older Hill Road

(between Elton Road and Rogers Road. This restriction will apply to all delivery trucks, workers' vehicles, and supervisors' trucks. The image below shows the location of these two Amish schools and the roads ACWE proposed to avoid.

Amish Schools in Farmersville

The third Amish school is located in Centerville on East Centerville Road. This school is along a route that the Local Road Study recommends be used for delivery of wind turbine components. Based on discussions with Centerville residents, the school typically has approximately 20 students that attend school from 9am – 3pm, during the months from September through April. ACWE expects the majority of construction will occur during months with students will not be attending school, and thus impacts will be minimized. If Facility construction requires heavy hauling on the road past the school when school is in session, ACWE will confer with the school teacher on alternatives to minimize risk to students travelling to and from school. Options could include scheduling deliveries for times outside of school travel hours and providing transportation to students.

25.b.3 Approach and Departure Routes for Emergency Responders

Figure 15-1 maps locations of the fire departments that serve the Facility Site. The nearest emergency medical center is the Bertrand Chaffee Hospital in Springville, as further identified in Exhibit 15. Figure 15-1 shows the location of this medical center relative to the Facility and the routes emergency responders are most likely to use.

25.b.4 Load Bearing and Structural Ratings

ACWE hired an engineering company to survey the condition of local roads likely to be used to construct the Facility. The survey, which looked at the condition of pavement, bridges, and culverts, is documented in Appendix 25b (the Local Road Survey).

Road Surfaces
As stated in the Local Road Survey, the town and county roads proposed for haul routes are mostly paved. Based on a site visit and discussions with highway superintendents, the Local Road Survey concluded the local roads should be able to carry Project traffic but that some roads might be slightly rutted by the traffic. As discussed in Section 25.d.5, ACWE is proposing road agreements with the towns and the counties that would require restoration of local roads if construction damages local roads.

Bridge Limits
The Local Road Survey identified four bridges in the Project with posted limits. A Project Area delivery route was developed to avoid these bridges. The Local Road Survey recommends deliveries travel to the Project Area from Interstate I-86 along state highways SR 19 and SR 243. This route crosses over seventeen (17) bridges, but none of which have posted weight limits.

Culverts
Interviews with town highway superintendents did not identify any culverts vulnerable to construction traffic. Any such culverts, though, would be identified in pre-construction surveys required by road agreements, and ACWE will consult with high officials on appropriate measures, such as steel plate reinforcement, appropriate to avoid impacts.

25.b.5 24-Hour Traffic Volume Counts for Urban Areas

Not applicable.

25.c Traffic Generation Characteristics of the Facility

25.c.1 Estimated Vehicle Trips

Construction Vehicle Trips
Figure 25-1 charts average truck deliveries per week to the Facility Site for every week of construction. The estimate accounts for turbine-specific and other activities (i.e., construction of the laydown yard, electrical yards, interconnection line, electrical collection system, and O&M building) by the following truck types:

- Flatbed trucks and Lowboy trailers. These are standard tractor trailer trucks with a flatbed or lowboy trailers that will be used to deliver re-bar, excavators, bulldozers, and smaller equipment (e.g., pad-mount transformers). These generally have multiple axles and do not exceed standard highway size or weight limits.
- Dump trucks. Dump trucks hired to transport aggregate from local quarries to the turbine sites.
- Concrete trucks. Standard “ready mix” concrete trucks to transport concrete to sites of turbine foundations, electrical yards, and the O&M building.

- Oversize trucks. Trucks that deliver the wind turbine blades, tower sections, and nacelles that exceed the standard highway weight and dimensional limits. Typical specifications for these trucks are given in the Local Road Survey.

Note that Figure 25-1 does not chart trips by standard pick trucks used by workers, supervisors, or inspectors.

Dump trucks hauling aggregate for access roads and crane pads generate the largest volume of traffic. While the number of these deliveries is high, because construction activities will take place throughout the widespread Facility Site, the deliveries will be dispersed throughout the Project Area and consequently only a few locations will experience deliveries occurring over an extended period. On a typical town road that might see deliveries for 10 turbines, the deliveries would likely occur over a one or two-week period.

The number of wind turbine components delivered over specific road segments is estimated in the delivery route map provided in the Local Road Survey (Appendix 25b).

Operation Vehicle Trips

During operation, the Facility will generate traffic from permanent O&M employees reporting to work and from the employees driving from the O&M building to WTG sites for routine maintenance activities. The trips to service WTG are typically done by two employees in a large pickup truck outfitted with a utility cab and they are dispersed over the full Project Area. On average, ACWE estimates the Facility will generate 48-72 vehicle trips per day (this estimate assumes two commuting trips per employee plus 2-4 trips per employee to visit WTG sites).

25.c.2 Approach and Departure Routes for Vehicles Carrying Water, Fuel, and Hazardous Materials

Construction

Water may be used for dust control and would be drawn from a local source as discussed in Exhibit 23. Therefore, no additional truck trips into the Facility Site are anticipated for the purposes of importing water.

Fuel will be required to power the construction equipment used to construct roads, foundations, turbines, and other facilities. Delivery trucks are assumed to be fueled by their operators at the source of their deliveries. However, ACWE's contractor will likely hire fuel trucks to supply fuel to equipment operating at the Facility Site. ACWE estimates that during the busiest construction weeks its contractors' trucks will consume between 1,500 and 2,200 gallons of diesel fuel per day, which is enough to require a fuel delivery 1-3 times per week, depending on the size of the delivery truck. This fuel would be delivered by a fuel delivery truck using a route that would arrive at the Facility Site via one of the state highways that serve the area.

Construction will require few, if any, hazardous chemicals to be delivered to the Facility Site.

Operation

Facility operation will not require any significant regular deliveries of fuel, water, chemicals, or other hazardous materials.

25.c.3 Hauling for Major Cut and Fill Activities

As discussed in Exhibit 21, Section 21c, ACWE does not anticipate any major cut and fill that would necessitate transport of significant quantities of removed material over local roads. Where excavation is required, ACWE will distribute the material near the excavation to balance the site.

25.c.4 Approach and Departure Routes for Workers

Workers Commuting for Construction

As discussed in Exhibit 27, Section 27a, ACWE anticipates that during peak construction weeks the Facility will employ 430 workers, and on average between April and November it will have approximately 250 workers on site. ACWE expects all the workers will drive to drive to the Facility Site. Many may drive in their own vehicles, but others who are renting rooms in common locations can be expected to ride to the site together. For this reason, ACWE anticipates the number of vehicles per day for worker commuting will be less than the number of workers expected to be on site.

Many of the workers will park at the construction laydown yard, but others will drive to their work site for the day (e.g., a WTG assembly area) and would park their vehicles near the work area. ACWE will instruct contractors to not allow workers to park in undisturbed areas or along the sides of public roads where they might pose a risk to drivers.

Most workers driving to work at the Facility Site will arrive on one of state highways that serve the area.

Operation

O&M employees will travel to the O&M Building near the intersection of SR 98 and Osmun Road. Their routes to arrive at the intersection of these two roads will depend on where they start their commute.

25.d Traffic Impacts

25.d.1 Comparison of Traffic with and without the Facility

Traffic Without the Facility

As shown by Table 25-2, Project Area roads carry relatively low levels of traffic. The two state highways that run through the Project Area, SR 243 and 98, carry the most traffic, averaging between 2,000 and 4,000 vehicles per day, with traffic being on the higher end of this range north near the Village of Arcade and on the lower end of the range toward the south and the Town of Rushford. County and town roads carry less traffic, averaging approximately between 200 and 1,000 vehicles per day, or 500 a typical average. If the Facility were not built, traffic levels could be expected to remain at these levels.

Traffic During Construction

As shown in Figure 25-1, ACWE estimates that during Facility construction the peak level of truck traffic will occur during mid-summer, when deliveries are occurring simultaneously for access road aggregate, foundation concrete, WTG components, and main erection crane components. During the peak week, ACWE estimates these deliveries could total approximately 250 to 300 trips per day.

Construction traffic will be dispersed throughout roads serving the Facility Site, but on any given day truck traffic will be highest in areas where access roads or foundations are being installed and near the batch plant.

Traffic Increases from Construction

During the peak construction traffic week(s), if all estimated traffic were to use one of the state highways, traffic levels would be increased 6-15%, and if the traffic were divided among the two main state highways, increases would be approximately half this. While these increases would be a noticeable change on these roads, it would be a temporary change and not one that should cause significant delays for drivers that normally use these roads.

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

Traffic Increases from Facility Operation

ACWE's estimated traffic level during operation would be an increase of approximately 2-4% if it all occurred on one of the state roads, and an increase of up to 10-20% if it all occurred on one of the lightly travelled county or town roads. As with construction traffic, actual operations traffic will be dispersed across the Facility Site, except for the roads near the O&M building.

Increased Collision Risk

During construction, the increased truck traffic from dump trucks, equipment delivery trucks, concrete trucks, and WTG delivery vehicles will present an additional collision risk on Project Area roads. To minimize the risk of accidents ACWE will require contractors to drive at safe speeds and install warning signs for oncoming traffic in areas where construction or local traffic is particularly high (e.g., the entrance to the construction laydown yard).

25.d.2 Adequacy of Road System for Project Traffic

Project Area roads are lightly travelled as indicated by the traffic data provided in Table 25-2. As discussed in Section 25.d.1, traffic impacts to regular road users should be minimal during construction and almost negligible during operation. Therefore, from a volume perspective, the local road system is adequate for the Facility's traffic.

Sections 25.d.3 and 25.b discuss the adequacy of the road system to accommodate oversize vehicles and additional loads from construction vehicles.

25.d.3 Over-Size Load Deliveries

WTG Delivery Routes

The Local Road Survey (Appendix 25b) shows the routes ACWE expects haulers will use to deliver oversize WTG components to the WTG sites. ACWE has used these delivery routes to plan driveway turning radii and potential intersection modifications.

Intersection Modifications to Accommodate Over-Size Load Deliveries

Based on the planned WTG delivery routes, ACWE expects several public road intersections will require modifications to accommodate large-radius delivery vehicles. The Local Road Survey (Appendix 25b) lists and shows plans for the proposed intersection modifications.

ACWE would modify the intersections as part of the construction process, generally starting the modifications one to three weeks before the start of WTG deliveries. ACWE does not anticipate any of the modifications will require more than two full days of effort to complete. Basic steps would include relocating utility poles in coordination with their owners, clearing of any topsoil, grading, and adding aggregate. If any signs require removal, as part of the modifications ACWE would remove the road sign and re-install it on a temporary base or use other techniques that would allow it to be moved temporarily during deliveries and replaced after the delivery vehicle as passed.

After WTG deliveries are completed, ACWE will remove installed aggregate and re-install road signs. However, if for specific intersections the local jurisdictions owning the roads express a preference for leaving the modifications in place, ACWE will do so.

Impacts of Intersection Modifications

The impacts from the intersection modifications will include minor traffic delays and potential wetland impacts that are discussed in Exhibit 22.

Minor traffic delays could occur as the oversize WTG delivery vehicles navigate intersections in the Project Area. The modifications proposed in the Local Road Survey (Appendix 25b) will enable the deliveries to pass through intersections with minimal delays. The longest delays typically occur the first time an oversize vehicle passes through the intersection. In subsequent passes, the drivers and crews are familiar with the most efficient way to navigate the intersection, and they pass through with little to no delay. ACWE estimates delays of up to 10 minutes may occur on the first pass through each intersection.

25.d.4 Practicable Mitigation Measures Regarding Traffic

To minimize impacts of traffic delays caused by over-size load deliveries navigating intersections, ACWE will modify the intersections to ensure deliveries can occur with minimal delays. ACWE will employ escort vehicles, flag persons, or temporary traffic signals to warn drivers of these activities and minimize safety risks.

Damage to public roads in the Project Area resulting from Project construction vehicles, will be addressed pursuant to road use agreements which ACWE will enter into with the county and towns.

25.d.5 Road Use and Restoration Agreements

ACWE has proposed road agreements with the towns and county, and it intends to finalize terms for these agreements in the next 12 months. The basic premises of ACWE's proposed agreement includes requirements that ACWE (i) check roadways before and after construction to verify that the roadways are in a condition no worse than what existed immediately prior to Project construction, and (ii) repair or resurface roads that are shown to have been damaged by Project construction. The proposed road agreements also would require ACWE's pre-construction survey identify bridges or weak road spots where it might be appropriate for ACWE to install steel plating or other reinforcements to minimize road impacts during construction.

25.e Impacts on Airports and Mass Transit System

Mass Transit Systems

ACWE has not identified any mass transit systems expected to be impacted by the Facility.

Commercial and Military Aircraft

Section 25.f discusses potential impacts to commercial airports and military airfields.

Private Airstrips

Using an FAA on-line database, ACWE identified airports and air strips located in Wyoming, Cattaraugus, and Allegany Counties. Table 25-4 lists the facilities from this search that are within 12 miles of a proposed wind turbine (plus the Perry-Warsaw Airport which is the next closest General Aviation (Public Use) airport after Cattaraugus County - Olean Airport).

One General Aviation (Public Use) airport exists within 12 miles of the nearest proposed turbine site: the Cattaraugus County-Olean Airport. Section 25f discusses ACWE's consultation with owner of this airport.

Three private facilities are within 12 miles of proposed turbines. Two are only available for private use. The third, the Arcade Tri-County Airport, is available for public use, but it is not listed as a general aviation airport by the FAA in its most recent National Plan of Integrated Airport Systems (NPIAS). Presumably, the most frequently used runway at this Arcade Tri-County Airport is its one paved runway. This runway runs along a WSW-ENE axis, and there are no proposed turbine sites along this axis. Facility wind turbines would be perpendicular to the axis of this runway, and therefore ACWE assumes impacts to operations would be minimal.

Table 25-4. Airports and Heliports Within 12 miles of Proposed WTG Sites

FAA Location ID	OLE	D23	NY79	NK27	01G
Name	Cattaraugus County-Olean Airport	Arcade Tri-County Airport	[Keysa]	Hedge Hop Field	Perry-Warsaw Airport
Owner	City of Olean	Private owner	Private owner	Private Owner	Towns of Perry and Warsaw
Distance from Nearest Proposed WTG Site	10 miles	2 miles	3.5 miles	10.5 miles	19 miles
NPIAS Service Classification	General Aviation (Public Use)	None	None	None	General Aviation (Public Use)
Daily Operations	70	67	No info (private)	No info (private)	40
Runways >3,200 ft	4,800 ft, paved	3,220 ft, gravel	None	None	3,429 ft, paved
Runways <3,200 ft	2,117 ft, turf	2,710 ft, turf	1,860 ft, turf	2,200 ft, turf	1,806 ft, turf
PSL 1001.25(f)2 Category	(i)	None (Note 4)	None (Note 4)	None (Note 4)	None (>12 miles away)

Notes:

1. Distance is the shortest distance between one of the airport runways and a proposed wind turbine site.

2. Owner, runway, and daily operations information are from www.airnav.com.

3. Service classification is from the National Plan of Integrated Airport Systems (NPIAS) Report to Congress by the U.S. Department of Transportation, FAA for the period 2019 – 2023.

4. PSL 1001.25(f)2 categories apply to commercial service, cargo service, reliever, or general aviation (public use) airports or military airports.

25.f Federal Aviation Administration (FAA) Reviews

Federal regulations in 14 CFR 77.9 require ACWE to submit Notices of Proposed Construction to the FAA that document the planned location and height of each wind turbine. The FAA reviews the notices and identifies potential impacts to air navigation. Generally, within 90 day of submittal the FAA will complete its evaluation and issue a Determination of No Hazard, Determination of No Hazard with Conditions, or Determination of Presumed Hazard. Because modern wind turbines exceed height limits in 14 CFR 77.17(a), FAA standard practice is to judge wind turbines as a Presumed Hazard and to require they be lit in accordance with FAA Advisory Circular AC 70/7460, Chapter 13 which provides guidance on which turbines in a wind farm should have flashing red obstruction lights. ACWE's plan for FAA lighting is discussed further in Exhibit 18.

25.f.1 DoD Reviews

Informal DoD Review

ACWE has completed an informal DOD review in accordance with 32 Code of Federal Regulations, Section 211.7. On October 1, 2018, ACWE submitted the project details to the Military Aviation and Installation Assurance Siting Clearinghouse. On October 24, 2018 ACWE the clearinghouse provided feedback of a potential impact to the North American Aerospace Defense Command (NORAD) national defense radar and requested that an ACWE representative follow up directly with NORAD. Subsequent review by NORAD determined that there would be "minor but acceptable impact on NORAD missions" and that NORAD would not object during the formal FAA OEAAA review.

Formal DoD Review

ACWE is submitting notices (FAA form 7460-1) to the FAA for each turbine location in December 2018. FAA submittals initiate a formal DoD Clearinghouse review under 32 CFR 211.6. ACWE has not yet been contacted by DoD officials as part of this formal review. ACWE anticipates the FAA will issue a response of Presumed Hazard for all the Project wind turbines, requiring installation of FAA obstructions lights.

25.f.2 Airport Consultations

As shown by Table 25-4 the Cattaraugus County-Olean Airport is the only airport that meets the PSL 1001.25(f)2 requirements for further consultation. In November 30, 2018, ACWE discussed the proposed project with the manager of the Cattaraugus County-Olean Airport to introduce the project and collect feedback. ACWE offered a map of proposed wind turbine sites, described likely turbine heights, and described the planned construction schedule.

25.f.3 Results of Airport Consultations

The manager of the Cattaraugus County-Olean Airport was aware of the proposed Project and that the FAA reviews would appropriately request feedback and evaluate potential impacts to the approach paths at his airport. No other specific concerns were raised during ACWE's discussion. ACWE will conduct a follow-up meeting after FAA submittals are made and the application layout is available for review.

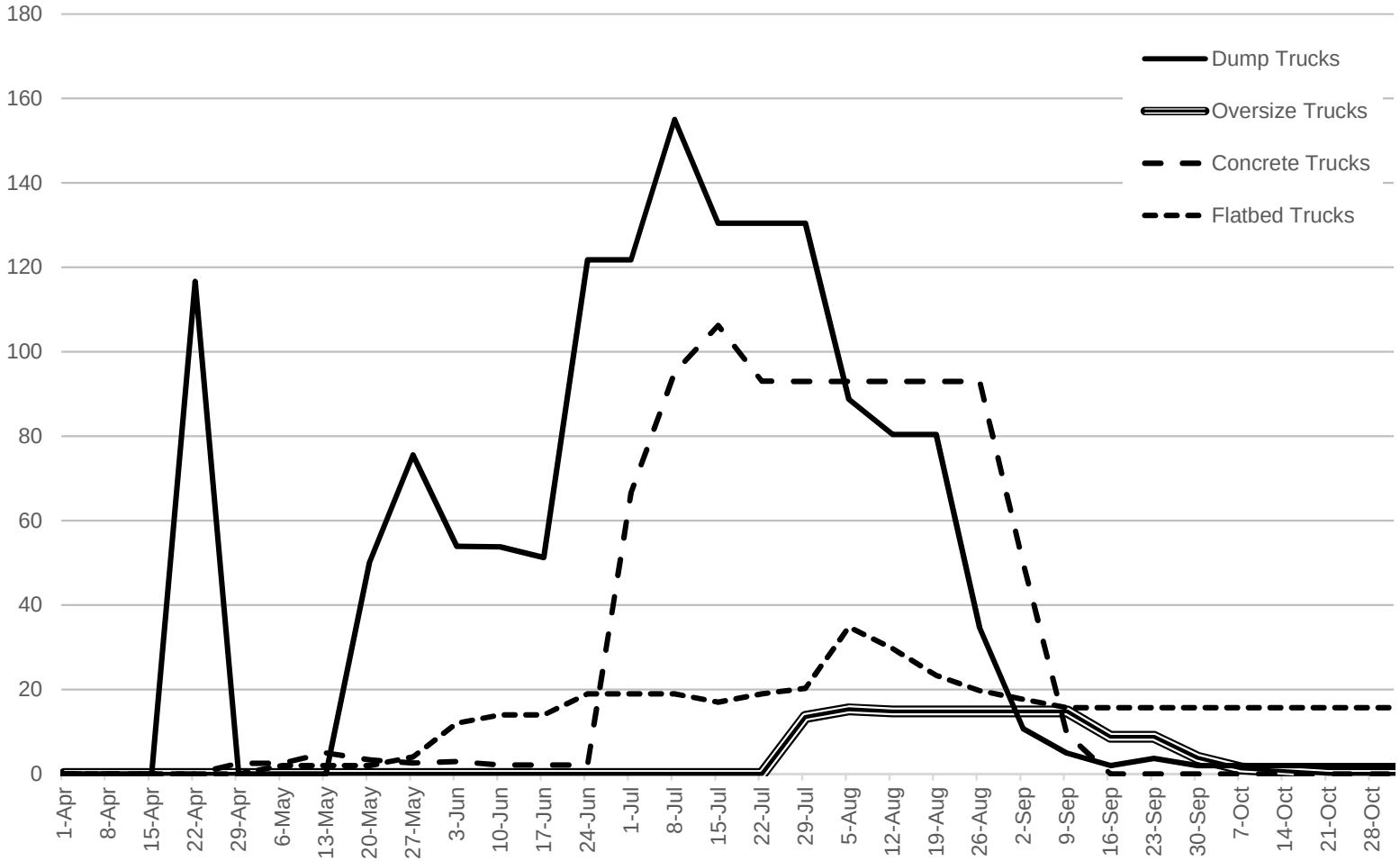

Figure 25-1. Estimated Daily Truck Traffic at Facility Site

Notes:

1. Assumes construction of 100 turbines, each 3.6 or 2.3 MW each, with total capacity of 340 MW. Assumes 6" gravel on access roads on construction laydown yard, 10" gravel at electrical yards, 605 cubic yards of concrete per foundation, 10 acre construction laydown yard, 6 work days per week.
2. Assumes 50% of dump trucks are to be tri-axle trucks able to haul 24 tons of material and the remainder are two-axle trucks able to haul 14 tons of material.
3. Assumes concrete trucks haul 10 cubic yards of concrete.