Appendix 16-A
Route Evaluation Study
Revision 1

WEB Addison Solar

Towns of Addison, Campbell, and Erwin
Steuben County, New York

Matter No. 23-03015



ROUTE EVALUATION STUDY

FOR

Addison Solar Project

Town of Addison, Steuben County, New York
Town of Erwin, Steuben County, New York
Town of Campbell, Steuben County, New York

For:

WEB Addison Solar, LLC

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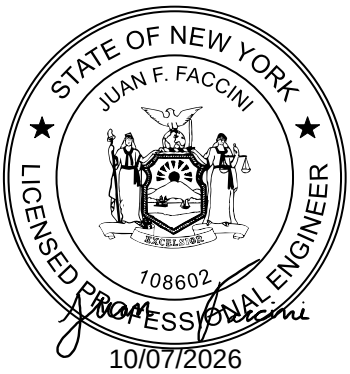

Prepared By:

FISHER ASSOCIATES

FA. Number 230374

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I. Project Overview

Fisher Associates, P.E., L.S., L.A., D.P.C. (Fisher) has been contracted by the developer to complete a Route Evaluation Study (Study) for the proposed Addison Solar Project (Project).

The Study Area is located in the Towns of Addison, Erwin, and Campbell in Steuben County, New York, as depicted in Figure 1 of Appendix A. The Project is a proposed solar project that includes installing and operating multiple solar arrays and associated underground electrical collection lines, access roads, and a collection substation. The collective area within which all Project components will be located is defined as the Project Area as depicted in Figure 1. The Route Evaluation Study Area (Study Area) encompasses various transportation routes South of US-86, West of US-99, and north of Hwy-417, as shown in Figure 1.

The purpose of this study is to:

- Identify a feasible route for delivering solar panel components to and throughout the Project Area;
- Document the condition of local roads, including pavement condition and the location of culverts or bridges that could be affected by oversize and overweight (OS/OW) deliveries;
- Describe trip generation characteristics, with a focus on OS/OW deliveries;
- Summarize the conceptual transportation and approach/departure routes for solar components and construction materials/equipment.
- Assess traffic and transportation impacts and identify potential mitigation measures, including the role of road use and restoration agreements;
- Summarize State, County, and local transportation-related permits required;
- Analyze traffic and accident data along the proposed transport routes.

Fisher Associates drove all potential arrival and departure routes within the Study Area that could be access routes to solar array sites and identified road conditions and potential obstacles to the delivery of solar components during construction (e.g., road width, road condition, presence and condition of bridges and culverts, presence of steep slopes, etc.). Section II of this Study details the field evaluation of the potential delivery and construction vehicle transportation routes within the Study Area between August 3rd and 4th, 2023, with additional photos taken on August 24th, 2026. The condition of the roads was noted by visual inspection. A formal study will be conducted consistent with the agreement coordinated with the local municipalities to determine if roads can handle construction traffic, if necessary. Additionally, roadside features, bridge, and roadway horizontal/vertical restrictions, bridge/culvert locations, and possible restricted intersection radii locations were also included in the evaluation.

II. Existing Road Conditions

A field review of existing conditions along the transportation route and other roads in the Study Area was conducted by Fisher Associates. Road widths and types, culvert type and diameter, culvert cover and condition, underground utilities, sign locations, and bridge and road load postings were data collected during the field review. This data is included in Appendix A, Figures 2, 3, and 4.

A. Bridges and Load Posting Restrictions

Existing load-restricted bridge data for the proposed approach and departure routes within the Study Area were acquired from the New York State Department of Transportation (NYSDOT) Posted Bridges online website on August 3, 2023 (https://www.dot.ny.gov/postedbridges). In addition, Fisher drove all potential transportation routes in the Study Area to identify load-restricted bridges and/or roadways along the proposed approach and departure routes for the Project. Posted bridges have a specific weight limit in tons that is posted on a sign, whereas R-Posted bridges have no posted weight limit but cannot safely carry vehicles over legal weight limits. According to the NYSDOT's Posted Bridges website, there are 2 Posted bridges or R-Posted bridges within the Study Area.

BIN	Location	Owner	Posted Load
3332800	2.1 Mi NW of Cooper Plans	Steuben	N/A
2216880	In Coopers Plains	Town of Erwin	N/A

U.S. Department of Transportation, Federal Highway Administration Infobridge website was also searched, and the following bridges were found to be in the project area. The complete table is included as part of Appendix B.

Structure Number	Owner	Condition	Operating Rating
3369750	Steuben County	Good	80
3369760	Steuben County	Good	80
3332820	Steuben County	Fair	59
3332810	Steuben County	Fair	52
3332800	Steuben County	Poor	51
2216890	Town of Addison	Good	88
1011262	NYSDOT	Fair	80
1011261	NYSDOT	Fair	88

Bridges observed in the field visit are also shown in Figure 5.

The Applicant has consulted with local and County highway supervisors to obtain additional information on the type, thickness, widths, and restrictions of roads within the towns, as well as conditions of town road culverts and all bridges on town roads that are under the jurisdiction of the County. Such consultations will continue throughout the Article VIII process and prior to construction.

B. Road Surfaces and Width

As depicted in Figure 3, the surface of most roads along the transportation route is gravel or chip and seal. Figure 3 also indicates the approximate width of each road segment.

C. Culvert Cover and Conditions

Within the Study Area, 45 small (smaller than 36" diameter) and 9 large (36" diameter and larger) culverts were observed along the potential transportation routes. Based on the site evaluation, approximately 5 of these culverts have less than 2 feet of cover over them. It is assumed that any culvert with less than 2 feet of cover may be susceptible to damage from the transportation of heavy loads during construction.

The culvert inspections do not include load ratings or sufficiency ratings, which are typically only available for bridges. These locations will be further analyzed during final engineering to determine if improvements are necessary prior to using the routes for the delivery of Project components and construction materials. Any necessary improvements, as well as restoration of culverts damaged during delivery, will be addressed in Road Use Agreements (RUAs) with local municipalities.

Figure 4 shows the location and lists the size, condition, and cover for culverts observed under public roads along the planned delivery routes within the Study Area. Most of the culverts are in fair to good condition, with most having sufficient cover. However, those culverts in poor condition or sizes 36-inches and larger or with less than 2 feet of cover could be vulnerable to damage by Project traffic if steps are not taken beforehand to improve or protect them (e.g., using steel plates) and will require additional study to determine whether they can withstand Project traffic. The culverts that may warrant this attention are:

- Stapleton Road:
  - 2 culverts with less than 2' of cover
- Irish Hill Road:
  - 2 culverts with less than 2' of cover
  - 1 large culvert
- Curtis Hollow Road (CR-4):
  - 1 culvert with less than 2' of cover
  - 4 large culverts
- Beeman Hollow
  - 4 large culverts

D. Route Segment Assessment

No State Routes were studied for this route evaluation study. It is assumed that the roadways are adequate to handle heavy loads associated with delivering solar components and other materials for constructing a solar energy generating facility.

Curtis Hollow Rd (CR-4) was evaluated as part of this study. CR-4 has mostly chip-and-seal roadway surfaces (see Figure 3 for details regarding roadway surfaces). The road widths range from 18 feet to 24 feet. The shoulder widths vary from 1 foot to 2 feet along these roads; shoulder material is gravel or dirt. The terrain for these roads is mostly rolling hills. Roadside hazards are minimal.

The town roads along the evaluated routes have mostly chip-and-seal or gravel roadway surfaces (see Figure 3 for details regarding roadway surfaces). The road widths range from 18 feet to 20 feet. The shoulder widths vary from 0 feet to 2 feet along these roads; shoulder material is gravel or dirt. The terrain for these roads is rolling hills. Roadside hazards are minimal. The town roads should generally require local repairs with some road widening. A breakdown of town road widths is listed below:

- Balcom Rd: 18 feet wide/No shoulder
- Stapleton Rd: 14 feet wide/No shoulder
- John Rial: 20 feet wide/No shoulder
- Irish Hill Rd: 20 feet wide/ No shoulder
- Beeman Hollow Rd: 16 to 20 feet wide/ With Gravel Shoulder

State roads will be utilized as much as possible for construction traffic within the Study Area. Where necessary, town roads will be used as the last point of access to the Project Site.

III. Project Trip Generation Characteristics

A. Number, Frequency, and Timing of Vehicle Trips

Conventional trucks will be used to transport materials to the project site. For the purposes of impact calculations, it is assumed that 261,120 solar panels will be constructed. A summary of the types of construction vehicles that will be used to transport the components and construction materials/equipment is provided below.

Solar Panel Equipment:

- Solar Panels – Panels are transported on 53-foot flatbed trucks (WB-67). As currently proposed, the facility will include 261,120 solar panels. Each truck can carry up to 720 panels which equates to approximately 370 truck deliveries for solar panels.
- Various Components – Other components needed include transformers, racking, piles, and wire. It is estimated that the remaining equipment would add approximately 150 or more truck deliveries using similar or smaller-sized vehicles.

Construction Equipment and Materials:

- Gravel trucks with a capacity of approximately 10 cubic yards (cy) per truck and estimated gross weight of 75,000 pounds (lbs.) (including anticipated truck weight) for access road construction. Currently, the total length of the access roads is approximately 13.12 miles and a minimum of 20-feet wide, with gravel 12 inches deep. Gravel will also be utilized for the substation pad, which is 67,000 square feet.
- It is anticipated that site earthwork will have a balanced cut/fill ratio; therefore, dump trucks to import or remove soil were not included.
- Concrete trucks with a capacity of approximately 10 cy per truck and an estimated gross weight of 96,000 lbs. (including anticipated truck weight). Generally, concrete will only be utilized for the electrical equipment pads and substation foundations. It is estimated that there will be 21 equipment pads at 400 sf each and an additional amount for the substation foundations. Approximately 10,000 sf of concrete will be required for the Project, which will be 12 inches thick on average.
- Variety of conventional vehicles carrying water, fuel, or chemicals for construction of the Project.

Trucks and cars for transporting construction workers, small equipment, and tools are not included in the above list because of their minimal impact on traffic volume and road integrity.

As noted above, the delivery trucks described are not rated as OS/OW vehicles. However, they are considered heavy traffic. The only OS/OW vehicle that we expect in the area is the truck delivering the substation main power transformer.

The following table provides estimates of the total number of trips for all heavy vehicles entering the Study Area.

Table 2. Estimated Total Number of Heavy Vehicle Trips Required for Project Construction

Component/Truck Type	Assumption	Trips
Solar Panels/WB-67 semi-trailer	**261,120 Solar Panels at 720 per Truck**	**370**
Various Components (transformer, tracker, piles, wire)/WB-67 or smaller	**150 Deliveries**	**150**
Gravel/Dump Truck	**Gravel trucks, 10 cubic yards per truck, plus other construction equipment**	**5,400**
Concrete/Concrete Truck	**Concrete trucks, 10 cubic yards per truck, plus other construction equipment**	**37**
Miscellaneous Deliveries (fuel, water, chemicals)	**100 trips**	**100**
Total Heavy Vehicle Trips		**6,057**

Note: A trip is defined as entry and exit from the Project Area

While OS/OW and heavy vehicles are traveling along the delivery route and within the Project Site, the existing traffic may experience minor delays as escort vehicles and/or flag persons stop traffic to allow safe passage. Maps of the access routes can be found in Figure 2 of the Route Evaluation Study.

B. Approach and Departure Routes for Trucks Carrying Water, Fuels, or Chemicals

The construction of this Project will involve relatively few trucks carrying water, fuels, or chemicals, particularly when compared to the construction of conventional power plants. All trucks carrying water, fuels, or chemicals during Project construction will utilize the same transportation routes used by other construction vehicles/component delivery haulers.

C. Approach / Departure Routes for Workers and Employees

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/vehicle. Employees and workers accessing the site with heavy haul/construction equipment (i.e., dump trucks or larger), or anything that exceeds the posted weight limits on public roads, will follow the final transportation routes.

D. Driveway and Roadway Intersection

All State and County roadways are in good condition and anticipate meeting the minimum sight distance triangles established by NYDOT for safe turning as they are currently operational. The line of sight at the entrances is documented in Appendix C, and no obstructions for safe turning were observed; however, proper road maintenance must be maintained to avoid potential obstructions by overgrown tree foliage.

E. Approach / Departure Routes for Emergency Services

The locations of emergency service provider stations near the Project, which include Steuben County Sheriff, Addison Police Department, Thurston Fire Department, Campbell Fire Department, East Campbell Fire Department, Corning Fire Department, Guthrie Corning Hospital, and AMR American Medical Response have been mapped on Figure 7. A map of all emergency service provider locations and routes will be posted in the Project's O&M building and provided to the emergency service providers. The Applicant will coordinate with the local emergency service providers to recognize any road closures throughout the construction process. Potential approach and departure routes to and from the facility for emergency responders are included in Figure 5.

IV. Traffic and Transportation Impacts

A. Overview

Once the Project is commissioned and construction activities are officially concluded, traffic will be negligible. What traffic there is will be associated with Project employees traveling to and from the project site and between arrays. Each array typically requires routine maintenance visits once every 3 months. In addition, arrays or other project components will require periods of more frequent service if maintenance issues arise. Service visits typically involve one to two pick-up trucks. Accordingly, public road use associated with routine maintenance will be limited. If major maintenance is needed (e.g., the delivery of major components), the language in the Road Use Agreement between WEB Addison Solar, LLC and the host communities will dictate the procedures to be followed to ensure that any impacts to public roads are avoided or mitigated.

B. Over-sized Deliveries

As previously noted, existing roadway restrictions (height, width and weight) and deficient intersection radius locations were observed in the field and researched from NYSDOT resources during the preparation of this Route Evaluation Study. Fisher drove all potentially impacted roads to identify physical restrictions/hazards.

Although there are no weight restrictions along county roads, local roads may have load postings that will be determined by the town highway supervisor at the time the road is needed as a transportation route.

C. Measures to Mitigate for Impacts to Traffic and Transportation

Measures to mitigate impacts to traffic and transportation are summarized below.

(i) Roads

Construction of the Project may necessitate road improvements to accommodate OS/OW vehicles. Along the potential access routes, road surface widths vary from approximately 18 feet to 24 feet. All State and county roads are rated in good condition and will not require significant repairs.

Road improvements will be made at the developer's expense prior to the arrival of OS/OW vehicles, if necessary. Final transportation routing will not be determined until after a certificate has been issued, which will allow the developer to determine which mitigation measures, if any, must be implemented. Final transportation routing will ultimately be designed in consultation with each town's Highway Superintendent to avoid/minimize, to the extent practical, safety issues associated with using the approved transportation routes, which will confine the heavy truck travel to a few select roads.

The developer will work with the Town and/or County to determine if and how any roads affected by construction within the approved transportation route will be repaired. It is

anticipated that these repairs or improvements could include repaving with asphalt, adding gravel stone, and/or temporary traffic signs, and may be stipulated as a condition of a Road Use Agreement (RUA) with local municipalities.

(ii) Culverts and Bridges

As discussed, a preliminary assessment of culverts, including the visual condition of the culvert itself and the amount of cover under the roadway and over the culvert, was conducted as part of the review of all potentially impacted roadways. Necessary improvements will be addressed in the final RUA with local municipalities prior to construction.

Preferred access routes have been selected to bypass deficient bridges and large culverts where possible to avoid potential mitigation. During the Special Hauling Permit application process, the NYSDOT and Steuben County Public Works Department will be required to review and approve all bridges and culverts to be traversed along the access routes in the construction phase.

(iii) Utilities and Traffic Control Devices

Along construction transportation routes, there may be low overhead wires present that will possibly need to be raised to accommodate the transport material heights of OS/OW delivery vehicles. If necessary, permits to raise the wires will be obtained through coordination with local utility companies.

No new permanent traffic control devices (signs, lights, etc.) are anticipated to be necessary.

For work performed on the side of the roadway and for any construction traffic that involves slow-moving vehicles, NYDOT standards are to be followed (Appendix D)

D. Road Use and Restoration Agreements

The Applicant has consulted with local and County highway supervisors to obtain additional information on the type, thickness, widths, and restrictions of roads within the towns, as well as conditions of town road culverts and all bridges on town roads that are under the jurisdiction of the County. Such consultations will continue throughout the Article VIII process and prior to construction to establish Road Use Agreements (RUA) with each of the local municipalities as required.

A special hauling permit will be required for the main transformer delivery to the Project. The permit required will depend on the characteristics of the vehicle and its cargo, the number of trips, the distance traveled, and the duration. Refer to NYSDOT Subpart 154-2 Divisible Load Overweight Permits for specific permit information and truck limitations. Note that the contractor and/or delivery company(s) are responsible for obtaining all necessary Oversized or Overweight permits prior to construction.

Transportation carriers will utilize the NYS One Stop Credentialing and Registration (OSCAR) site (www.oscar.ny.gov) to obtain the proper permits. WEB Addison Solar, LLC or other responsible party will need to set up an account to complete the permit process. Highway Work Permits will be required from the respective municipalities for intersection and roadway improvements within the NYSDOT (PERM 33 Form), county and town rights-of-way.

See the following Table of Roadway Agreements and Permits for a list of state, county, and town requirements.

Table 4. Roadway Agreements and Permits

Government Agency	Road Use Agreement	Highway Work Permit to Work Within ROW	Highway Utility Permit to Work Within ROW	Special Haul Permit for Oversized/ Overweight Vehicles	Permit to Exceed Posted Weight Limit Roads	Divisible Load Overweight Permit	Contact Information
Town of Addison	X	X					Jeffery BeGell Highway Superintendent (607) 368-5240 Jeff.BeGell@ Townofaddison.info
Town of Erwin	X	X					Daniel Hamilton Highway Superintendent toewebmaster@erwinny.org (607) 962-0821
Town of Campbell	X	X					Tom Austin Highway Superintendent Highway-department@stny.rr.com (585) 243-2585
Steuben County	X	X	X	X			Eric Rose Commissioner of Public Works (607) 664-2474 publicworks1@co.steuben.ny.us
NYSDOT		X	X	X	X	X	Jim Rusak Acting Regional Director (Region 6) 107 Broadway Hornell, NY 14843 (607) 324-8404

V. Project Impact on Mass Transit

No rail or bus mass transit systems are expected to be significantly impacted by the proposed Project. The Steuben County Transportation System has fixed bus routes within Steuben County; however, the routes are outside of the project area. Requests can be made for route deviations to accommodate people not directly on the routes. The buses may experience a minor delay if they encounter delivery vehicles. Refer to Appendix B for Steuben County Transit System bus routes and schedules.

B&H Rail Corporation Railroad runs through the project area, parallel to Hwy-86. It is expected that construction traffic will cross the railroad as they approach the project site, however, the rail schedule won't have any impacts caused by such traffic.

Approximately 29 airports and airstrips are located within a 30-mile radius of the Study Area. The Tower Farm Airport (2NY7) is about 3.0 miles South of the facility site, and Corning-Painted Post Airport (7N1) is 5 Miles East. The nearest heliport, the Erwin Heliport in Painted Post, is approximately 5.91 miles from the Study Area. Construction traffic is expected to have an insignificant impact on the traffic heading to or away from the area's airports, airstrips, and heliports.

VI. Traffic and Accident Data

Existing data on vehicle traffic volumes within the Study Area was obtained from the NYSDOT Traffic Data Viewer and Highway Data Services Website. This data is summarized in Appendix B. A select few of the local and County roads have Annual Average Daily Traffic (AADT) data. Although not all roads have any published traffic volume data, the roads in the Study Area appear to operate below vehicle capacity due to the low traffic volumes. A detailed capacity analysis was not completed for this study. However, field observation of the transportation network did not reveal any locations where traffic flow and/or capacity appeared to create an undue delay for the traveling public.

The table below summarizes the traffic conditions on local and County roads specific to the segments of roads that are within the Study Area.

Table 5. Local and County Road Traffic Conditions

Roadway Name	Jurisdiction	AADT	Year	From	To
Curtis Hollow Road (CR-4)	Steuben County	215	2019	Campbell	Tannery Rd
Curtis Hollow Road (CR-4)	Steuben County	124	2019	CR-1	Campbell
Beeman Hollow Rd	Town of Addison	151	2019	Curtis Hollow Road (CR-4)	Irish Hill Rd

*AADT = Average Annual Daily Trips

A Freedom of Information Law (FOIL) request was submitted on August 4, 2023, to the NYSDOT Region 6 in Hornell for information on accident data in the towns of Addison, Erwin, and Campbell. The existing accident data received is from the years 2020 to 2022. The accident data within the project study limits is included in Appendix B of this report, and the accidents' locations are included in Figure 6 of Appendix A.

Because the accidents that occurred are primarily due to deer, wet or snowy surfaces, or driver negligence, there should be very little concern for potential accidents that would result from the existing roadway or intersection conditions with this Project.

VII. School District Bus Routes

There are possible transportation roads needed for delivery trucks and construction vehicles to travel through the Corning-Painted Post Area School District, Addison Central School District, and Campbell-Savona Central School District. The Applicant will coordinate with the local school districts to avoid impacts and delays to bus routes throughout the construction process. Local school districts will be notified in advance of any road closures should the need arise. However, there are no anticipated road closures required at this time. School district transportation contact information and normal hours of operation are noted below:

School District	Contact Information	Normal Hours of Operations
Corning-Painted Post Area School District	Larry Eccleston Director leccleston@cppasd.com Phone: (607) 962-2493	N/A
Addison Central School District	Leo Eldridge Director of Transportation leldridge@addisoncsd.org Phone: (607) 359-2415	• 6 AM – 8 AM • 2 PM – 4:30PM
Campbell-Savona Central School District	Sarah Burgess Transportation Supervisor Phone: (607) 527-9800, ext. 1516 Email: sburgess@cscsd.org	• County Route 4 – 6:45am to 7:25am / Afternoon route. 3:30pm to 4:20pm • Curtis Coopers Rd. – 7:15am to 7:20am / Afternoon route. 3:45pm to 3:50pm • Beeman Hollow Rd. – 7:05am – 7:10am / Afternoon Route. 3:45 to 3:55pm

APPENDIX A

FISHER ASSOCIATES

FIGURE 1: LOCATION
ADDISON SOLAR
STEUBEN COUNTY, NY

- Proposed Access Roads
- Railroad
- State Route
- County Road
- Town Road
- Array Area
- Substation
- Facility Site
- Municipal Boundary
- County Boundary

Project USGS Quad(s):

Addison, Campbell

Map Revision Date: 9/10/2026 | Map Author: MT

0 1,750 3,500 Feet



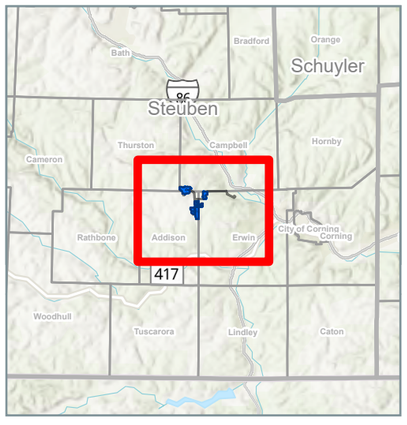

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FIGURE 2 - TRANSPORTATION ROUTES
ADDISON SOLAR
STEUBEN COUNTY, NY

- State Highway Exit
- Transportation Route
- Proposed Transmission Line
- State Route
- County Road
- Town Road
- Access Road
- Railroad
- Substation
- Array Area
- Facility Site
- Municipal Boundary
- County Boundary

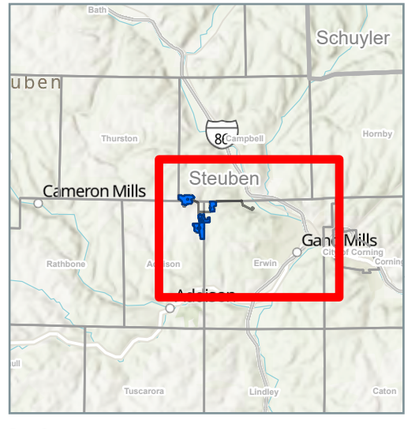
Project USGS Quad(s):

Addison, Campbell

Map Revision Date: 9/10/2026 | Map Author: MT

0 0.25 0.5 Miles





Data Sources:

Roads - https://gis.ny.gov/

Basemaps - https://gis.apfo.usda.gov/arcgis/rest/services

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FIGURE 3 - ROAD TYPE AND WIDTH
ADDISON SOLAR
STEUBEN COUNTY, NY

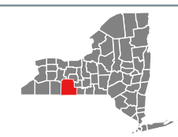
- Chip and Seal
- Dirt
- Gravel
- Asphalt
- State Route
- County Road
- Town Road
- Railroad
- Substation
- Array Area
- Facility Site
- Municipal Boundary
- County Boundary

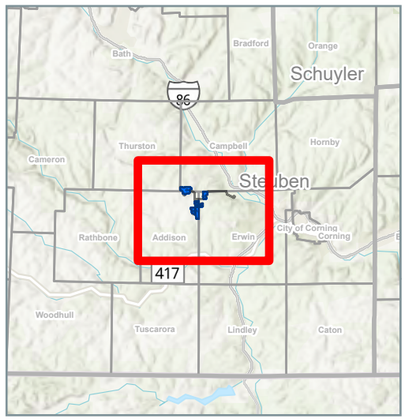
Project USGS Quad(s):

Addison, Campbell

Map Revision Date: 9/10/2026 | Map Author: MT

0 0.25 0.5 Miles





Data Sources:

Roads - https://gis.ny.gov/

Basemaps - https://gis.apfo.usda.gov/arcgis/rest/services

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FIGURE 4 - CULVERT TYPE AND CONDITION
ADDISON SOLAR
STEUBEN COUNTY, NY

Culvert Condition

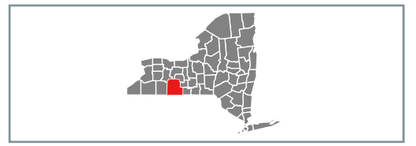
- Requires Immediate Attention
- Serious Deterioration
- Moderate Deterioration
- No Deterioration
- Railroad
- State Route
- County Road
- Town Road
- Substation
- Array Area
- Facility Site
- Municipal Boundary
- County Boundary

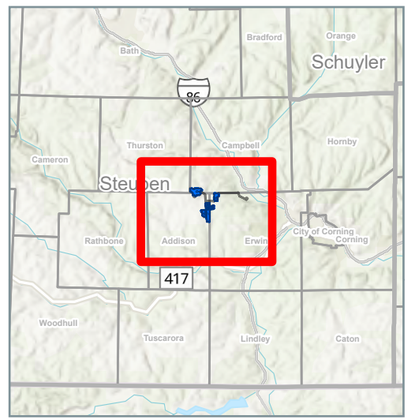
Project USGS Quad(s):

Addison, Campbell

Map Revision Date: 9/10/2026 | Map Author: MT

0 0.25 0.5 Miles





Data Sources:

Roads - https://gis.ny.gov/

Basemaps - https://gis.apfo.usda.gov/arcgis/rest/services

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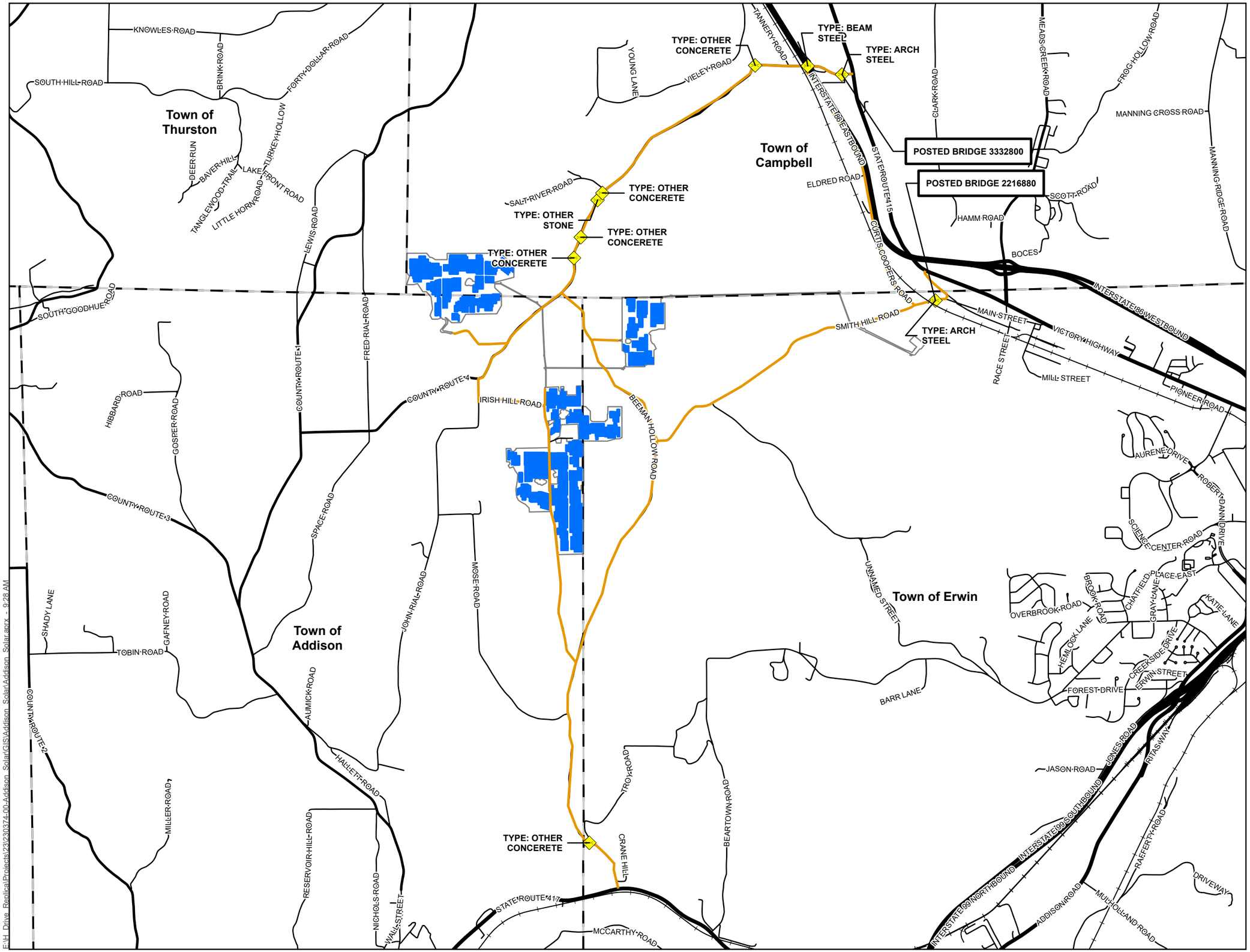
FISHER ASSOCIATES

FIGURE 5 - BRIDGE LOCATIONS
ADDISON SOLAR
STEUBEN COUNTY, NY



Bridges Survey Data Locations
Study Road
State Route
County Road
Town Road
Railroad
Array Area
Facility Site
Municipal Boundary
County Boundary

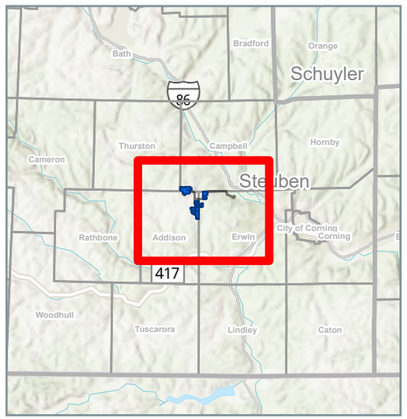
Project USGS Quad(s):

Addison, Campbell

Map Revision Date: 9/10/2026 | Map Author: MT

0 0.25 0.5 Miles





Data Sources:

Roads - https://gis.ny.gov/

Basemaps - https://gis.apfo.usda.gov/arcgis/rest/services

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FISHER ASSOCIATES

FIGURE 6 - ACCIDENTS
ADDISON SOLAR
STEUBEN COUNTY, NY

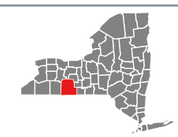
Crash Type
- Coll. W/Earth Ele./ Rock Cut/Ditch
- Collision with Deer
- Collision with Fence
- Collision with Guide Rail
- Collision with Motor Vehicle
- Collision with Other
- Study Road
- State Route
- County Road
- Town Road
- Railroad
- Substation
- Array Area
- Facility Site
- Municipal Boundary
- County Boundary

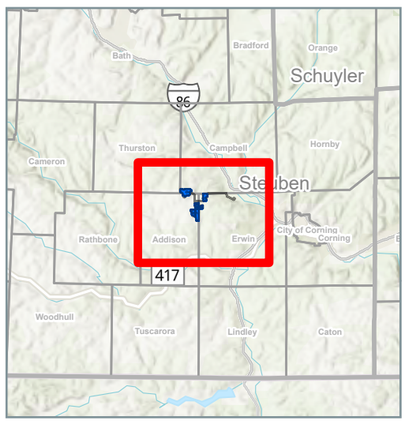
Project USGS Quad(s):

Addison, Campbell

Map Revision Date: 9/10/2026 | Map Author: MT

0 0.25 0.5 Miles





Data Sources:

Roads - https://gis.ny.gov/

Basemaps - https://gis.apfo.usda.gov/arcgis/rest/services

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FISHER ASSOCIATES

FIGURE 7 - EMERGENCY SERVICES
ADDISON SOLAR
STEUBEN COUNTY, NY

Emergency Services

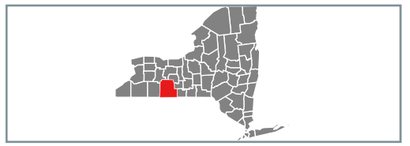
- Ambulance
- Fire Department
- Hospital
- Police Station
- State Route
- County Road
- Town Road
- Railroad
- Substation
- Array Area
- Facility Site
- Municipal Boundary
- County Boundary

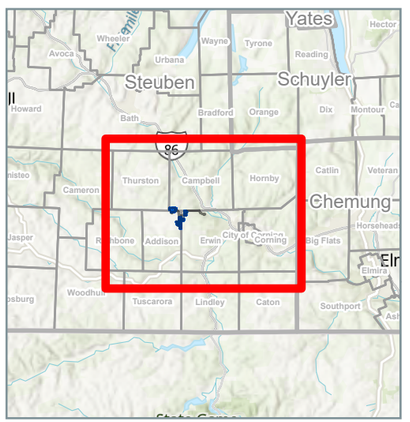
Project USGS Quad(s):

Addison, Campbell

Map Revision Date: 9/10/2026 | Map Author: MT

0 0.75 1.5 Miles





Data Sources:

Roads - https://gis.ny.gov/

Basemaps - https://gis.apfo.usda.gov/arcgis/rest/services

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APPENDIX B

Crash Level Details

Case Number	Max Injury in Crash	Crash Severity	Case Year	Collision Type
38267371		PROPERTY DAMAGE	2020	OTHER
38422850		PROPERTY DAMAGE	2020	OTHER
38544904		PROPERTY DAMAGE	2020	LEFT TURN (AGAINST OTHER CAR)
38933458		PROPERTY DAMAGE	2021	OTHER
39027287		PROPERTY DAMAGE	2021	RIGHT ANGLE
39088388		PROPERTY DAMAGE	2021	OTHER
39224554		PROPERTY DAMAGE	2022	OTHER
39285934		PROPERTY DAMAGE	2022	OTHER
39324779		PROPERTY DAMAGE	2022	RIGHT TURN (WITH OTHER CAR)
39514287	U - UNKNOWN	PROPERTY DAMAGE	2022	OTHER

Crash Date	Crash Time	Crash Type	Light Conditions
2020-01-01T00:00:00	4:25 AM	COLL. W/EARTH ELE./ROCK CUT/DITCH	DARK-ROAD UNLIGHTED
2020-05-24T00:00:00	1:00 PM	COLLISION WITH DEER	DAYLIGHT
2020-09-08T00:00:00	12:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
2021-07-07T00:00:00	6:45 AM	COLLISION WITH OTHER	DAYLIGHT
2021-09-22T00:00:00	2:35 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
2021-11-04T00:00:00	5:50 AM	COLLISION WITH DEER	DARK-ROAD UNLIGHTED
2022-02-03T00:00:00	6:00 AM	COLLISION WITH FENCE	DARK-ROAD UNLIGHTED
2022-03-26T00:00:00	12:29 PM	COLLISION WITH GUIDE RAIL	DAYLIGHT
2022-03-09T00:00:00	10:47 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
2022-09-19T00:00:00	6:40 AM	COLLISION WITH DEER	DAWN

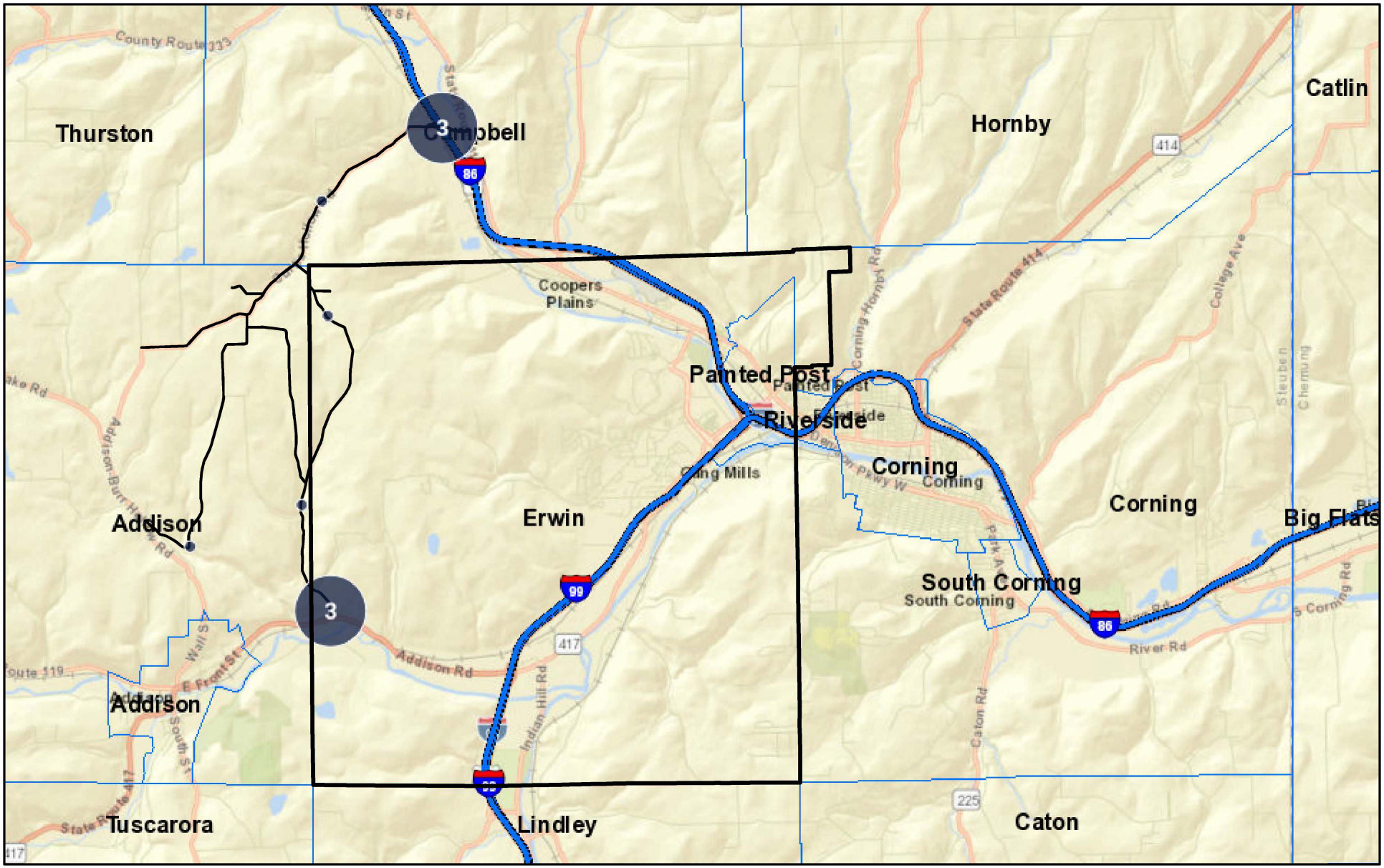
Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way
CURVE AND LEVEL	SNOW/ICE	NONE	NOT ENTERED
STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED
STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED
STRAIGHT/ GRADE	WET	UNKNOWN	NOT ENTERED
CURVE AND LEVEL	WET	NONE	NOT ENTERED
STRAIGHT AND LEVEL	DRY	NO PASSING ZONE	NOT ENTERED
STRAIGHT AND LEVEL	WET	NONE	TWO-WAY,NOT DIVIDED
CURVE AND GRADE	DRY	NONE	NOT ENTERED
STRAIGHT AND LEVEL	SNOW/ICE	STOP SIGN	NOT ENTERED
STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED

Weather Conditions	# of Fatalities	# of Injuries	# of Other Injuries	# of Serious Injuries	
SNOW		0	0	0	0
CLEAR		0	0	0	0
CLEAR		0	0	0	0
FOG/SMOG/SMOKE		0	0	0	0
RAIN		0	0	0	0
CLOUDY		0	0	0	0
SLEET/HAIL/FREEZING RAIN		0	0	0	0
CLOUDY		0	0	0	0
SNOW		0	0	0	0
CLOUDY		0	0	0	0

# of Vehicles	Closest Cross Street	County	Municipality	On Street	Road Name
1	Irish Hill Rd	Steuben	Addison	BEEMAN HOLLOW RD	BEEMAN HOLLOW RD
1	BEEMAN HOLLOW RD	Steuben	Erwin	STATE ROUTE 417	
2	County Route 4	Steuben	Campbell	STATE ROUTE 415	
1	BEEMAN HOLLOW RD	Steuben	Erwin	[Route] 417	
2	Troy Rd	Steuben	Erwin	BEEMAN HOLLOW RD	BEEMAN HOLLOW RD
1	Salt River Rd	Steuben	Campbell	COUNTY ROUTE 4	CURTISS HOLLOW
1	Tannery Rd	Steuben	Campbell	COUNTY ROUTE 4	CURTISS HOLLOW
1	Driveway	Steuben	Addison	JOHN RIAL RD	JOHN RIAL RD
2	[Route] 4	Steuben	Campbell	TANNERY RD	TANNERY RD
1		Steuben	Erwin	BEEMAN HOLLOW ROAD	BEEMAN HOLLOW RD

Posted Speed	Apparent Contributing Factor
	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE)
55	V1:(ANIMALS ACTION,NOT APPLICABLE)
55	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
55	V1:(NOT ENTERED,NOT ENTERED)
	V1:(UNSAFE SPEED,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
55	V1:(ANIMALS ACTION,NOT APPLICABLE)
55	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE)
	V1:(PASSING OR LANE USAGE IMPROPERLY,TIRE FAILURE/INADEQUATE)
	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
	V1:(ANIMALS ACTION,NOT APPLICABLE)

FMO-23-21784 MAP



8/7/2023

Results Layer

Red: Band_1

Green: Band_2

Blue: Band_3

Interstates

US Highways

CityTown

County

1:144,448

0 0.75 1.5 3 mi

0 1.5 3 6 km

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),

Juan Faccini

From: Eldridge, Leo <leldridge@addisoncsd.org>
Sent: Friday, September 22, 2023 10:22 AM
To: Juan Faccini
Subject: RE: Addison Solar construction traffic

***EXTERNAL EMAIL**: Use caution when opening attachments, clicking links or responding to requests for information.*

Good morning,

Yes, we do have buses that would be affected.

Normal AM operation is 6 AM – 8 AM
Normal PM operation is 2 PM – 4:30PM

Thank you for reaching out!

Leo

Leo Eldridge
Transportation Supervisor
Addison Central School District
14 Cleveland Drive
Addison, NY 14801
(607) 359-2415

From: Juan Faccini <jfaccini@fisherassoc.com>
Sent: Friday, September 22, 2023 11:03 AM
To: Eldridge, Leo <leldridge@addisoncsd.org>
Subject: Addison Solar construction traffic

You don't often get email from jfaccini@fisherassoc.com. Learn why this is important

CAUTION: This message was sent from outside our district email system. Be cautious when clicking on links or replying to any unsolicited requests for information.

Good morning,

My name is Juan Faccini, I'm working on a transportation plan for a future solar development, and we understand that Addison Central School District may have school buses in the area. Could you take a look at the attached PDF and let me

know if any of the highlighted roads may affect your school's buses and, if so, the regular bus hours so we can note it in the report?

Thanks in advance

Juan Faccini, PE*
Project Manager

FISHER ASSOCIATES

(281) 201-6421 ext 702 (Office)
(713) 478-2259 (mobile)

14090 Southwest Freeway Ste. 103
Sugar Land, TX, 77478

jfaccini@fisherassoc.com
www.fisherassoc.com

*Licensed Professional Engineer (TX, GA, OK, NV, CO, MD)

Juan Faccini

From: Burgess, Sarah <sburgess@cscsd.org>
Sent: Friday, September 22, 2023 1:40 PM
To: Juan Faccini
Subject: RE: Addison Solar construction traffic

***EXTERNAL EMAIL**: Use caution when opening attachments, clicking links or responding to requests for information.*

Hello Juan,

Thank you for reaching out! Yes, I do have buses on those roads. County route 4, Curtis Coopers rd., and Beeman Hollow rd.

The times we would be on those roads are:

County Route 4 – 6:45am to 7:25am / Afternoon route. 3:30pm to 4:20pm

Curtis Coopers Rd. – 7:15am to 7:20am / Afternoon route. 3:45pm to 3:50pm

Beeman Hollow Rd. – 7:05am – 7:10am / Afternoon Route. 3:45 to 3:55pm

Please reach out if you need anything further.
I can be reached via cell if needed: 607-329-2505

Sarah Burgess

From: Juan Faccini <jfaccini@fisherassoc.com>
Sent: Friday, September 22, 2023 10:59 AM
To: Burgess, Sarah <sburgess@cscsd.org>
Subject: FW: Addison Solar construction traffic

You don't often get email from jfaccini@fisherassoc.com. Learn why this is important

CAUTION: This message was sent from outside our district email system. Be cautious when clicking on links or replying to any unsolicited requests for information.

Good morning,

My name is Juan Faccini, I'm working on a transportation plan for a future solar development, and we understand that Campbell-Savona Central School District may have school buses in the area. Could you look at the attached PDF and let me know if any of the highlighted roads may affect your school's buses and if so, the regular bus hours so we can note it in the report?

Thanks in advance

Juan Faccini, PE*
Project Manager

FISHER ASSOCIATES

(281) 201-6421 ext 702 (Office)
(713) 478-2259 (mobile)

14090 Southwest Freeway Ste. 103
Sugar Land, TX, 77478

jfaccini@fisherassoc.com
www.fisherassoc.com

*Licensed Professional Engineer (TX, GA, OK, NV, CO, MD)

Juan Faccini

From: PublicWorks1 <PublicWorks@SteubenCountyNY.gov>
Sent: Monday, September 25, 2023 6:49 AM
To: Juan Faccini
Cc: Barbato, Andrew; Rose, Eric A
Subject: FW: Addison Solar construction traffic
Attachments: Addison Roads.pdf

***EXTERNAL EMAIL**: Use caution when opening attachments, clicking links or responding to requests for information.*

Juan,

You will need a road use agreement with Steuben County to travel County owned roads for this project and any further projects that may arise in the future. I have included Andy Barbato as he will be the person you will be working with to complete the road use agreement.

Thank you for reaching out to Steuben County,

Todd Housel
Deputy Commissioner of Public Works
Steuben County Office Building
3 East Pulteney Square
Bath NY 14810
Phone: (607) 664-2460
Fax: (607) 664-2167

From: Juan Faccini [mailto:jfaccini@fisherassoc.com]
Sent: Friday, September 22, 2023 1:58 PM
To: PublicWorks1
Subject: Addison Solar construction traffic

Good afternoon,

My name is Juan Faccini; I'm working on a transportation plan for future solar development. Per our preliminary transportation report, we will be using some County roads shown in the attached PDF; we wanted to reach out to you to obtain any structural information you can provide and to check if there were any concerns about the roads we are planning to use.

Thanks in advance,

Juan Faccini, PE*
Project Manager

FISHER ASSOCIATES

(281) 201-6421 ext 702 (Office)
(713) 478-2259 (mobile)

14090 Southwest Freeway Ste. 103
Sugar Land, TX, 77478

jfaccini@fisherassoc.com
www.fisherassoc.com

*Licensed Professional Engineer (TX, GA, OK, NV, CO, MD)

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Juan Faccini

From: Eric Prutsman <tuqcconsulting@gmail.com>
Sent: Tuesday, October 3, 2023 11:07 AM
To: Juan Faccini
Cc: townmanager@erwinny.org; ehighwaygarage@erwinny.org
Subject: Town of Erwin request for highway use

EXTERNAL EMAIL: Use caution when opening attachments, clicking links or responding to requests for information.

Good afternoon Mr. Faccini!
I represent the Town of Erwin with regard to highway access. The Town of Erwin has a local law requiring a Town of Erwin Highway Work Permit, as a Road Use Agreement. However, in order to determine your level of responsibility there is a vast amount of information you would need to supply.

Fisher should provide an estimate for vehicle volume, sizes and axel loads that covers everything from pickup trucks to "R" Permits. They should also propose a time frame for the project scope since the changing seasons also directly impact the structural stability of the roads. Additionally, according to the Fisher mapping you intend to use Smith Hill via Coopers Plains, that will be a small problem with a missing bridge (construction2024). I believe the bridge truss on CR4 may be restricted to "R" Permit vehicles and it will be under excessive traffic because it is the detour for the Smith Hill Bridge Project. The aforementioned factors are some of the items that may determine how the Town of Erwin should proceed.

FYI - It appears that Fisher has a solar development project off Balcom Road in the Town of Erwin. The tax map parcel is #270.00-01–007.000 and the reputed owner is Edward J. Clark JR.. The Town of Erwin would like to inform you that you will need Site Plan approval in order to developer the project. The forms and pertinent statutes are available on our website at www.erwinny.org .

Please feel free to contact me with any questions you may have!

Eric

Sent from my iPad

STEUBEN COUNTY TRANSIT SYSTEM

Village of Bath

Monthly Pass: Unlimited ridership on any fixed routes within the month for which the pass is valid. Pass must be displayed each time you board and must remain in your possession for the entire trip. Pass may be used by any member of your family.

Tokens: Tokens may be purchased at:
First Transit, Inc.
1201 Clemens Center Parkway
Elmira, NY 14901

Tokens may be used in place of a dollar fee.

Children: Children 5 years and under ride free if they are accompanied by an adult (limit 3 children per adult).

Disabled/Senior Citizen/Medicare Fare Programs

Riders who have a disability, who are 60 years of age or older, or who hold a Medicare card, can ride for half the regular fare on regular route service and/or Route Deviation/Demand Response Service.

Disabled Riders: To ride for half the regular fare, a Half Fare I.D. card is required. To acquire a Half Fare I.D. card, a note from a qualified health care physician stating your disability must be obtained. A Half Fare I.D. card can be purchased at the Chemung County Transit office, 1201 Clemens Center Parkway, Elmira, NY. The cost of the I.D. is $2.00.

Senior Citizens: A picture I.D. card (driver's license or other picture I.D. with proof of age) must be shown each time you board.

Medicare: Persons on Medicare must show their Medicare card each time you board.

Route Deviation/Demand Response Service Program: Steuben County Transit System offers curbside pick-up service through its Route Deviation/Demand Response Service Program. If you are a person living within 3/4 of a mile of a bus route, you may qualify for curbside service. The fare for Route Deviation is double the regular fixed route fare.

Trip Scheduling for Route Deviation: To schedule a Route Deviation trip, call our Customer Service Department at 607-734-5211 between 8:00am and 5:00pm for next day service. Your request must be made by 5:00pm the day before.

Service Appeals: If your request for Route Deviation service is denied, you may appeal the denial by registering a complaint with the Steuben County Transit System by calling 607-734-5211 to register your complaint.

Route & Stop Announcements: The Americans with Disabilities Act of 1990 (ADA) requires the announcement of all time points and transfer points. Steuben County Transit Bus Operators will announce all such time points and transfer points listed on public schedules approximately 1/2 block in advance. Where more than one route serves the same stop, an announcement of that route by the Bus Operator will be made before the bus departs such point. Such stops are the Bath Transfer Station and the Corning Transportation Center.

On Request Stop Service: An On Request Stop Service is available on selected routes. Places such as nursing and/or health care facilities, schools, apartment complexes, and other institutions have been established as "on request" stops. To use the On Request Stop Service, riders can either direct their request to the Bus Operator upon boarding the bus for their trip or by calling our Customer Service Department at 607-734-5211. Phone requests must be made two (2) hours in advance.

Safety Tips: Take a seat as quickly as possible. Never change seats while the bus is moving. Wait until the bus departs your stop before crossing the street. Refrain from engaging in unnecessary conversation with the driver. No pets, except service animals.

Suggestions or Complaints/Title VI Civil Rights Act: Suggestions or complaints about Steuben County Transit should be directed to customer service department at (607) 734-5211 or online at ridesteuben.com. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Title VI complaints should be directed to the Steuben County Deputy County Manager Chris Brewer at 607-664-2245. Also, you have the right to file your Title VI complaint directly with the Federal Transit Administration at: USDOT Federal Transit Administration, Region II, Regional Civil Rights Officer, One Bowling Green, Room 429, New York, NY 1004-1415.

Fares for Regular Route Service:

Cash Fare Each Boarding $1.00

Disabled Fare Each Boarding.....$0.50
(Half Fare I.D. Card required)

Senior Citizen Fare Each Boarding $0.50
(Picture I.D., driver's license or other picture I.D. with proof of age is required each time you board).

Medicare Card Fare Each Boarding.....$0.50

Monthly Pass $36.00

Monthly Pass Outlets: Steuben County Office, 2nd floor; Corning Transportation Center

Corning Community College Semester Pass.... $112.00

A Semester Pass/sticker is available for students at the CCC Bookstore (August thru December/January thru May)

Fare for Route Deviation/Demand Response Service

Cash Fare Each Boarding $2.00

Disabled Fare Each Boarding..... $1.00
(Half Fare I.D. Card required)

Senior Citizen Fare Each Boarding $1.00
(Picture I.D., driver's license or other picture I.D. with proof of age is required each time you board).

Medicare Card Fare Each Boarding..... $1.00

Holidays: No transit service is operating on the following holidays: New Year's Day, Easter Sunday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Monthly or Semester Passes do not apply toward payment for Route Deviation Service.

(Bus Operators are not allowed to handle money or give change.)

Operated By:
First Transit, Inc. 1201 Clemens Center Parkway, Elmira, NY 14901

Service Area:

Bath County Office Building
Mountain View Apartments
Lake Country Estates
ProAction Building (E. Steuben St.)
TOPS Plaza
Salvation Army
Spring Meadow Apartments
Kmart/Save-A-Lot/Tractor Supply
Bath VA

607-734-5211

STEUBEN COUNTY TRANSIT SYSTEM



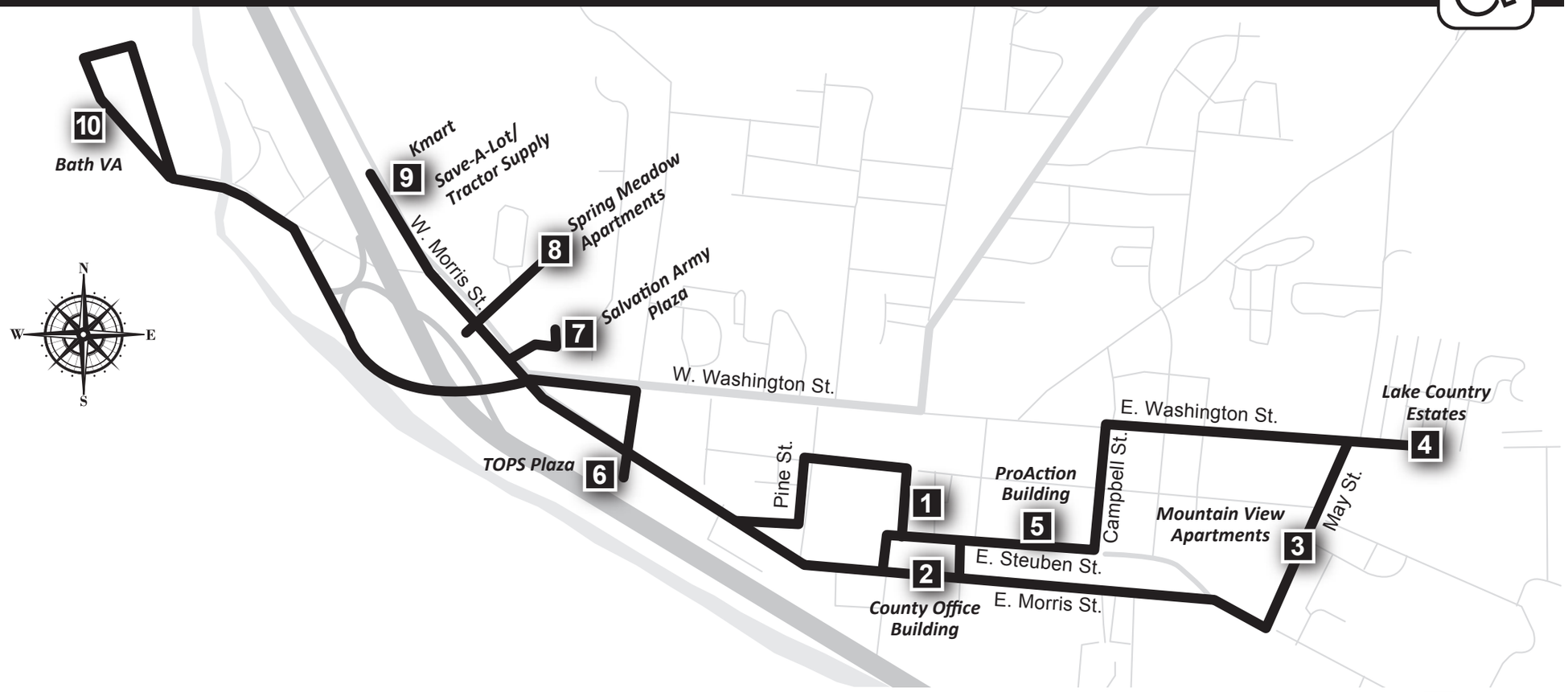
Schedules also available for printing at
www.ridesteuben.com
Updated November 2018

Information in this schedule is subject to change. Traffic conditions and weather can affect running time.

2 – Village of Bath

Bus Route

Numbered Timepoint



1	2	3	4	5	6	7	8	9	10	9	8	6	2	1
DEPART Bath Transfer Station	Bath County Office Building	Mountain View Apts.	Lake Country Estates	ProAction Bldg (E. Steuben St)	TOPS Plaza	Salvation Army	Spring Meadow Apts	Kmart/ Save-A-Lot/ Tractor Supply	Bath VA	Kmart/ Save-A-Lot/ Tractor Supply	Spring Meadow Apts	TOPS Plaza	Bath County Office Building	**ARRIVE** Bath Transfer Station
7:15	7:17	7:20	7:24	7:31	7:35	7:37	7:41	7:43	7:50	7:55	7:58	8:00	8:05	8:10
9:15	9:17	9:20	9:24	9:31	9:35	9:37	9:41	9:43	9:50	9:55	9:58	10:00	10:05	10:10
11:15	11:17	11:20	11:24	11:31	11:35	11:37	11:41	11:43	11:50	11:55	11:58	12:00	12:05	12:10
1:15	1:17	1:20	1:24	1:31	1:35	1:37	1:41	1:43	1:50	1:55	1:58	2:00	2:05	2:10
3:15	3:17	3:20	3:24	3:31	3:35	3:37	3:41	3:43	3:50	3:55	3:58	4:00	4:05	4:10
5:15	5:17	5:20	5:24	5:31	5:35	5:37	5:41	5:43	5:50	5:55	5:58	6:00	6:05	6:10

MON. – FRI.

STEUBEN COUNTY TRANSIT SYSTEM

Bath-Corning-Bath

Monthly Pass: Unlimited ridership on any fixed routes within the month for which the pass is valid. Pass must be displayed each time you board and must remain in your possession for the entire trip. Pass may be used by any member of your family.

Tokens: Tokens may be purchased at:
First Transit, Inc.
1201 Clemens Center Parkway
Elmira, NY 14901

Tokens may be used in place of a dollar fee.

Children: Children 5 years and under ride free if they are accompanied by an adult (limit 3 children per adult).

Disabled/Senior Citizen/Medicare Fare Programs

Riders who have a disability, who are 60 years of age or older, or who hold a Medicare card, can ride for half the regular fare on regular route service and/or Route Deviation/Demand Response Service.

Disabled Riders: To ride for half the regular fare, a Half Fare I.D. card is required. To acquire a Half Fare I.D. card, a note from a qualified health care physician stating your disability must be obtained. A Half Fare I.D. card can be purchased at the Chemung County Transit office, 1201 Clemens Center Parkway, Elmira, NY. The cost of the I.D. is $2.00.

Senior Citizens: A picture I.D. card (driver's license or other picture I.D. with proof of age) must be shown each time you board.

Medicare: Persons on Medicare must show their Medicare card each time you board.

Route Deviation/Demand Response Service Program: Steuben County Transit System offers curbside pick-up service through its Route Deviation/Demand Response Service Program. If you are a person living within 3/4 of a mile of a bus route, you may qualify for curbside service. The fare for Route Deviation is double the regular fixed route fare.

Trip Scheduling for Route Deviation: To schedule a Route Deviation trip, call our Customer Service Department at 607-734-5211 between 8:00am and 5:00pm for next day service. Your request must be made by 5:00pm the day before.

Service Appeals: If your request for Route Deviation service is denied, you may appeal the denial by registering a complaint with the Steuben County Transit System by calling 607-734-5211 to register your complaint.

Route & Stop Announcements: The Americans with Disabilities Act of 1990 (ADA) requires the announcement of all time points and transfer points. Steuben County Transit Bus Operators will announce all such time points and transfer points listed on public schedules approximately 1/2 block in advance. Where more than one route serves the same stop, an announcement of that route by the Bus Operator will be made before the bus departs such point. Such stops are the Bath Transfer Station and the Corning Transportation Center.

On Request Stop Service: An On Request Stop Service is available on selected routes. Places such as nursing and/or health care facilities, schools, apartment complexes, and other institutions have been established as "on request" stops. To use the On Request Stop Service, riders can either direct their request to the Bus Operator upon boarding the bus for their trip or by calling our Customer Service Department at 607-734-5211. Phone requests must be made two (2) hours in advance.

Safety Tips: Take a seat as quickly as possible. Never change seats while the bus is moving. Wait until the bus departs your stop before crossing the street. Refrain from engaging in unnecessary conversation with the driver. No pets, except service animals.

Suggestions or Complaints/Title VI Civil Rights Act: Suggestions or complaints about Steuben County Transit should be directed to customer service department at (607) 734-5211 or online at ridesteuben.com. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Title VI complaints should be directed to the Steuben County Deputy County Manager Chris Brewer at 607-664-2245. Also, you have the right to file your Title VI complaint directly with the Federal Transit Administration at: USDOT Federal Transit Administration, Region II, Regional Civil Rights Officer, One Bowling Green, Room 429, New York, NY 1004-1415.

Fares for Regular Route Service:

Cash Fare Each Boarding $1.00

Disabled Fare Each Boarding.....$0.50
(Half Fare I.D. Card required)

Senior Citizen Fare Each Boarding $0.50
(Picture I.D., driver's license or other picture I.D. with proof of age is required each time you board).

Medicare Card Fare Each Boarding.....$0.50

Monthly Pass $36.00

Monthly Pass Outlets: Steuben County Office, 2nd floor; Corning Transportation Center

Corning Community College Semester Pass.... $112.00

A Semester Pass/sticker is available for students at the CCC Bookstore (August thru December/January thru May)

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Monthly or Semester Passes do not apply toward payment for Route Deviation Service.

(Bus Operators are not allowed to handle money or give change.)

Operated By:
First Transit, Inc. 1201 Clemens Center Parkway, Elmira, NY 14901

Service Area:

Bath

Savona

Corning

TOPS Plaza Corning

607-734-5211

STEUBEN COUNTY TRANSIT SYSTEM



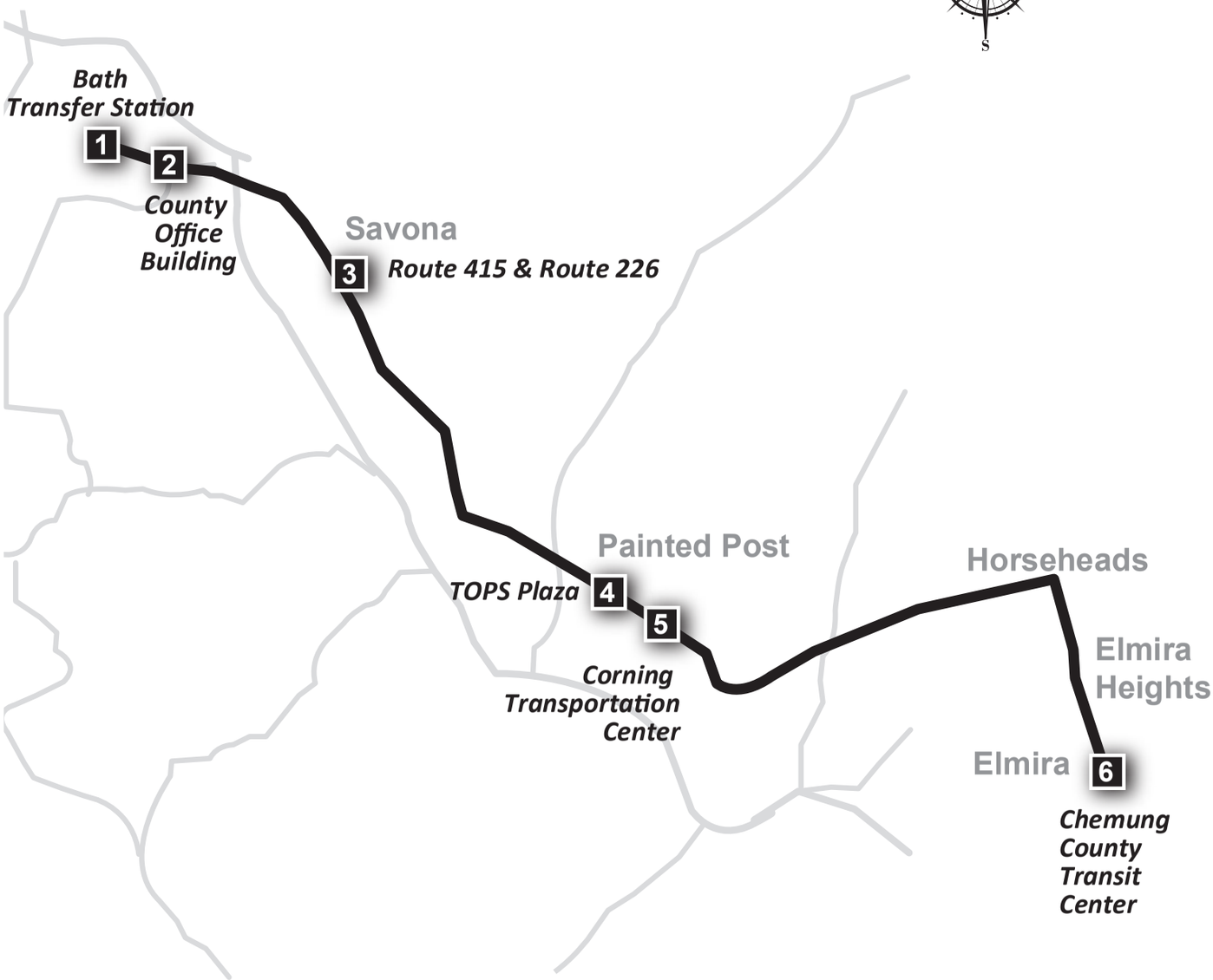
Schedules also available for printing at
www.ridesteuben.com
Updated November 2018

Information in this schedule is subject to change. Traffic conditions and weather can affect running time.

1 – Bath-Corning-Bath

Bus Route

Timepoint



MON. - FRI.

1	2	3	4	5	6	5	4	3	2	1
DEPART Bath Transfer Station	Bath County Office Building	Savona Rt 415 & 226	TOPS Plaza Corning	Corning Transportation Center	Chemung County Transit Center	Corning Transportation Center	TOPS Plaza Corning	Savona Rt 415 & 226	Bath County Office Building	**ARRIVE** Bath Transfer Station
****	****	****	****	****	5:00	5:30	5:40	6:00	6:08	6:10
****	****	****	****	****	5:30	6:00	6:10	6:30	6:38	6:40
6:40	6:48	6:55	7:15	7:20	****	7:20	7:30	7:50	7:58	8:00
8:00	8:03	8:10	8:30	8:40	****	8:45	8:55	9:15	9:23	9:25
9:30	9:33	9:40	10:00	10:10	****	10:15	10:25	10:45	10:53	10:55
11:00	11:03	11:10	11:30	11:40	****	11:45	11:55	12:15	12:23	12:25
12:30	12:33	12:40	1:00	1:10	****	1:15	1:25	1:45	1:53	1:55
2:00	2:03	2:10	2:30	2:40	****	2:45	2:55	3:15	3:23	3:25
3:30	3:33	3:40	4:00	4:10	****	4:30	4:40	5:00	5:08	5:10
5:10	5:13	5:20	5:40	5:50	****	5:50	6:00	6:20	6:28	6:30
6:30	ETC	ETC	ETC	7:00	7:30	****	****	****	****	****
7:00	ETE	ETE	ETE	ETE	7:45	****	****	****	****	****

ETS = Express to Elmira ETC = Express to Corning

STEUBEN COUNTY TRANSIT SYSTEM

Hammondsport

Monthly Pass: Unlimited ridership on any fixed routes within the month for which the pass is valid. Pass must be displayed each time you board and must remain in your possession for the entire trip. Pass may be used by any member of your family.

Tokens: Tokens may be purchased at:
First Transit, Inc.
1201 Clemens Center Parkway
Elmira, NY 14901

Tokens may be used in place of a dollar fee.

Children: Children 5 years and under ride free if they are accompanied by an adult (limit 3 children per adult).

Disabled/Senior Citizen/Medicare Fare Programs

Riders who have a disability, who are 60 years of age or older, or who hold a Medicare card, can ride for half the regular fare on regular route service and/or Route Deviation/Demand Response Service.

Disabled Riders: To ride for half the regular fare, a Half Fare I.D. card is required. To acquire a Half Fare I.D. card, a note from a qualified health care physician stating your disability must be obtained. A Half Fare I.D. card can be purchased at the Chemung County Transit office, 1201 Clemens Center Parkway, Elmira, NY. The cost of the I.D. is $2.00.

Senior Citizens: A picture I.D. card (driver's license or other picture I.D. with proof of age) must be shown each time you board.

Medicare: Persons on Medicare must show their Medicare card each time you board.

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(Bus Operators are not allowed to handle money or give change.)

Operated By:
First Transit, Inc. 1201 Clemens Center Parkway, Elmira, NY 14901

Service Area:

Lakeview Apartments

Dollar General

IRA Davenport Hospital

Lake Street

607-734-5211

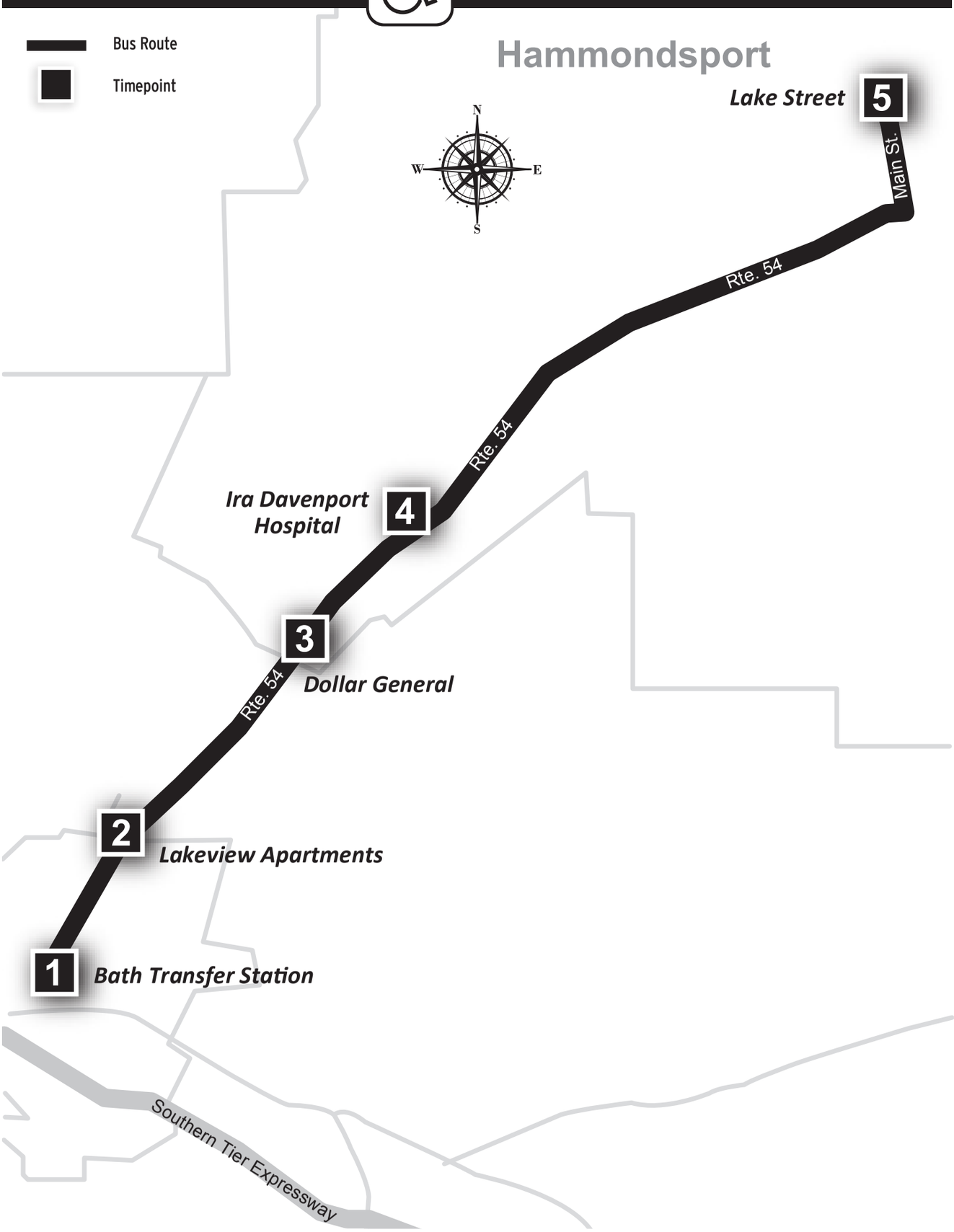
STEUBEN COUNTY TRANSIT SYSTEM



Schedules also available for printing at
www.ridesteuben.com
Updated November 2018

Information in this schedule is subject to change. Traffic conditions and weather can affect running time.

3 - Hammondsport

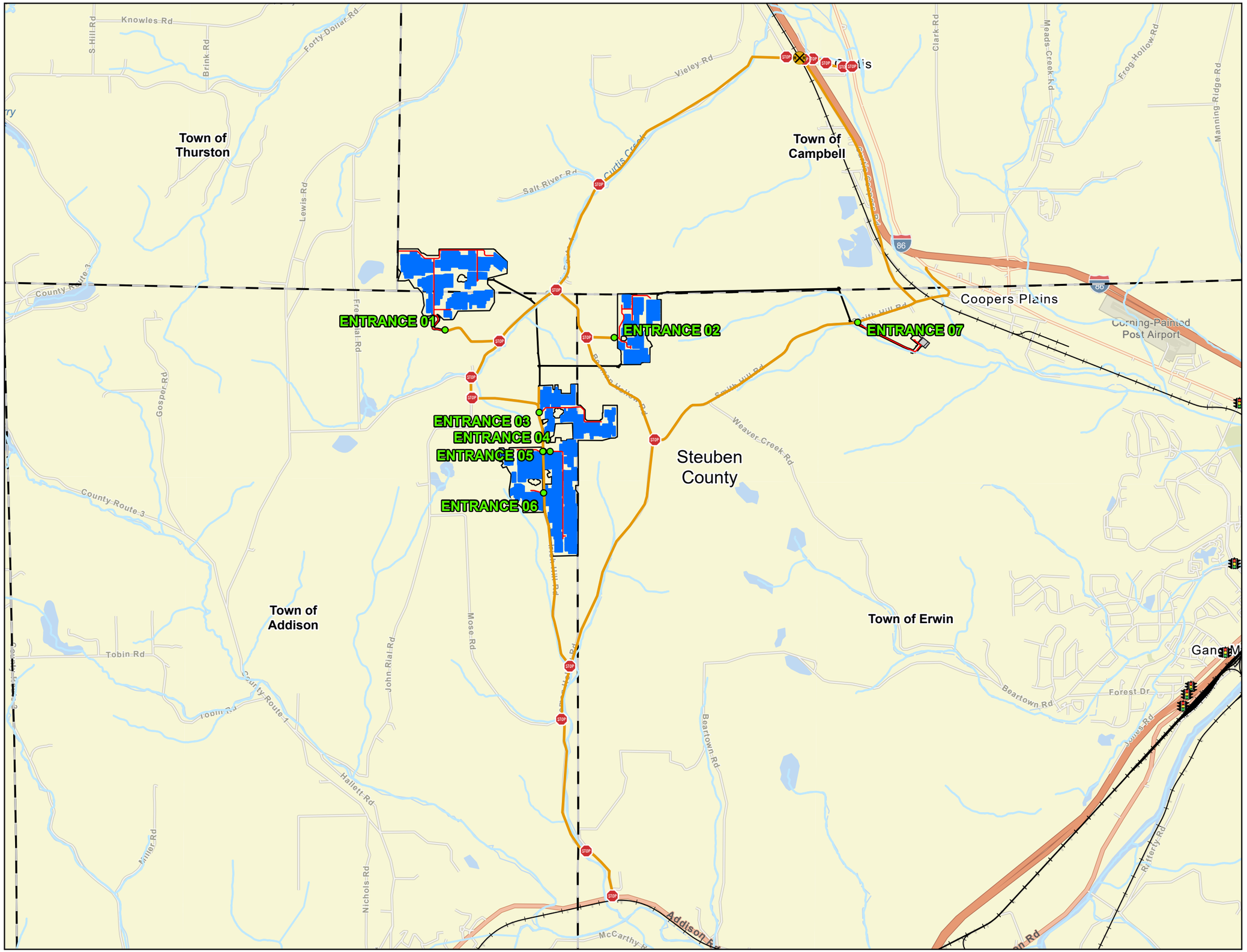


MON. - FRI.

1	2	3	4	5	4	3	2	1
DEPART Bath Transfer Station	Lakeview Apts	Dollar General	Ira Davenport Hospital	Hammondsport Lake Street	Ira Davenport Hospital	Dollar General	Lakeview Apts	**ARRIVE** Bath Transfer Station
6:15	6:21	6:25	6:31	6:40	6:55	7:02	6:05	6:10
8:15	8:21	8:25	8:31	8:40	8:55	9:02	8:05	8:10
10:15	10:21	10:25	10:31	10:40	10:55	11:02	10:05	10:10
12:15	12:21	12:25	12:31	12:40	12:55	1:02	12:05	12:10
2:15	2:21	2:25	2:31	2:40	2:55	3:02	2:05	2:10
4:15	4:21	4:25	4:31	4:40	4:55	5:02	4:05	4:10
6:15	6:21	6:25	6:31	6:40	6:50	6:02	6:57	6:10

1 - State Code	1 - State Name	8 - Structure Number	22 - Owner Agency	3 - County Code	3 - County Name	27 - Year Built	29 - Average Daily Traffic	43A - Main Span Material	43B - Main Span Design	45 - Number of Spans in Main Unit	49 - Structure Length (ft.)	6A - Features Intersected	7 - Facility Carried By Structure	CAT10 - Bridge Condition	Bridge Age (yr)	64 - Operating Rating (US tons)
36	New York	2216890	Town or Township Highway Agency	101	Steuben County	1999	141	Prestressed Concrete	Slab	1	37.1	BEEMAN HOLLOW CRK	BEEMAN HOLLOW RD	Good	23	88
36	New York	3369760	County Highway Agency	101	Steuben County	2000	248	Prestressed Concrete	Box Beam or Girders - Multiple	1	25.9	CURTIS CREEK	COUNTY ROAD 4	Good	22	80
36	New York	3369750	County Highway Agency	101	Steuben County	2000	248	Prestressed Concrete	Box Beam or Girders - Multiple	1	25.9	CURTIS CREEK	COUNTY ROAD 4	Good	22	80
36	New York	3332820	County Highway Agency	101	Steuben County	1931	248	Wood or Timber	Slab	1	25.9	CURTIS CREEK	COUNTY ROAD 4	Fair	91	59
36	New York	3332800	County Highway Agency	101	Steuben County	1988	668	Steel	Truss - Thru	2	213.9	COHOCTON RIVER	COUNTY ROAD 4	Poor	34	51
36	New York	1011261	State Highway Agency	101	Steuben County	1967	12684	Steel	Stringer/Multi-beam or Girder	3	128	CURTIS HOLLOW RD	RTE I86	Fair	55	88
36	New York	1011262	State Highway Agency	101	Steuben County	1967	11320	Steel	Stringer/Multi-beam or Girder	3	132.9	CURTIS HOLLOW RD	RTE I86	Fair	55	80
36	New York	3332810	County Highway Agency	101	Steuben County	1990	248	Wood or Timber	Slab	1	32.2	CURTIS CREEK	COUNTY ROAD 4	Fair	32	52

APPENDIX C



FISHER ASSOCIATES

ACCESS LOCATIONS
ADDISON SOLAR
TOWNS OF ADDISON, CAMPBELL, & ERWIN
STEUBEN COUNTY, NY

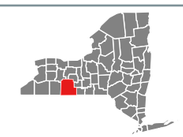
- Entrance
- Stop Sign
- Railroad Crossing
- Traffic Signals
- Proposed Access Road/Driveway
- Study Road
- Railroad
- Substation
- Array Area
- Facility Site
- Municipal Boundary
- County Boundary

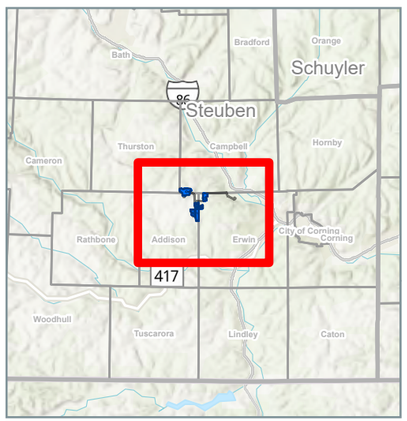
Project USGS Quad(s):

Addison, Campbell

Map Revision Date: 9/10/2026 | Map Author: VM

0 1,750 3,500 Feet





Data Sources:

Base Data - https://gis.ny.gov
Signage Locations - Google Earth Pro

Service Layers Credits:
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, CGIAR, USGS, Sources: Esri; U.S. Department of Commerce, Census Bureau; U.S. Department of Commerce (DOC), National Oceanic and Atmospheric

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