



**EIGHT POINT WIND, LLC
115kV TRANSMISSION LINE**

Case No. 18-T-_____

Exhibit E-6

Effect on Transportation

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Exhibit E-6: Effect on Transportation

Routine operations of the Project will have no permanent impact on transportation systems. In the event cable repairs are required, temporary impacts that are consistent with typical utility maintenance activities may occur.

E-6.1 Roads

The New York State Department of Transportation maps provided in Exhibit 2 illustrate the local road network in the vicinity of the Project. The current route for the 115kV transmission line crosses 16 State, county, or local roadways.

Table E-6-1. Roads Occupied by Project in New York State

Road Name	Jurisdiction	Town	County
Bearlick Hollow Rd	Local	Hartsville	Steuben
Call Hill Rd	Local	Hartsville	Steuben
County Route 60	County	Greenwood	Steuben
County Route 62	County	Greenwood	Steuben
Dennison Rd	Local	Greenwood	Steuben
Dryden Hill Rd	Local	Greenwood	Steuben
Kelly Rd x 2	Local	Greenwood	Steuben
Leonard Rd x 2	Local	Greenwood	Steuben
Murray Hill Rd	Local	Greenwood	Steuben
Ohargan Rd	Local	Greenwood	Steuben
Purdy Creek Rd	Local	Hartsville	Steuben
Purdy Hill Rd	Local	Hartsville	Steuben
Slate Creek Rd	Local	Hartsville	Steuben
State Route 36	State	Hornellsville	Steuben
State Route 417	State	Greenwood	Steuben
Van Campen Rd	Local	Hornellsville	Steuben

During construction, portions of the Project right-of-way (ROW) could be accessed from these road crossings. Construction access points from local roads will be located to ensure maintenance of safe traffic operations at the road crossings. To ensure safe and continued traffic flow and to maintain access to local residences, a Maintenance and Protection of Traffic (MPT) Plan will be developed for each location where construction vehicles will access the Project ROW frequently from local roadways, and to provide a safe construction work zone near the edge or within a traffic lane for construction activities within the road right-of-way. The MPT Plan will indicate temporary signage, lane closures, placement of temporary barriers, and traffic diversion patterns during construction activity. The MPT Plan traffic control measures

will be developed as part of the final design of the Project and will be incorporated into the Project Environmental Management and Construction Plan (EM&CP). The MPT measures will be coordinated with the applicable town representatives, including town engineers, in order to minimize, to the maximum extent practicable, inconvenience to local residents.

The number of trips generated by the construction crews for ROW clearing, transmission structure erection, and conductor stringing will be minimal and short-term. Construction-related truck traffic will consist of equipment and material deliveries to the structure sites and removal of cleared vegetation and construction debris from the ROW. The location of construction marshalling yards or staging areas will be determined during final design. The locations and associated potential impacts will be identified and described in the Environmental Management and Construction (EM&CP) plan. Construction workers will likely arrive at and depart from these areas outside of morning and evening peak travel periods. Deliveries of oversized equipment are not anticipated, but will be scheduled during off-peak periods to minimize traffic disruption.

All work within state highway rights-of-way will be designed and performed in accordance with the traffic and safety standards and other substantive requirements contained in 17 NYCRR Part 131, entitled Accommodation of Utilities Within State Highway Right-of-Way, applicable design standards of the American Association of State Highway and Transportation Officials (AASHTO), including the Manual of Uniform Traffic Control Devices (MUTCD), the Highway Design Manual, and the Policy and Standards for Entrances to State Highways. Notices will be provided to applicable town representatives in accordance with the MPT.

E-6.2 Railways

The selected route for the 115kV transmission line does not cross any railroad tracks.

E-6.3 Air Traffic

The overall Project will have no impact on air transportation. The transmission line structures will be less than 200 feet Above Ground Level (AGL) (61 meters) and located more than four miles (6.4 kilometers) from the nearest public use airport. The Project will not be considered a hazard to air navigation and, based upon Federal Aviation Administration (FAA) guidelines, will not require obstruction lighting as the overall height will be less than 200 feet above ground level.