

4.9 TRAFFIC AND TRANSPORTATION

Written Comment 4VV:

Everpower states that the project is planned for completion in one construction season, in 2011. Therefore, the over 5,000 project truck trips discussed in my December 4, 2009 comments will have to be fit within about 10 months, with the result that truck traffic will dominate life in the Town for most of 2011.

Response to Written Comment 4VV:

As discussed in Section 3.8.3 of the DEIS, a construction routing plan will be developed to assure that to the extent practical construction vehicles avoid areas where public safety could be a concern (schools, clusters of homes, etc.). Final transportation routing will be designed in consultation with each Town's Highway Superintendent to avoid/minimize, to the extent practical, safety issues associated with the use of the approved haul routes, which will confine the heavy truck travel to a few select roads. Anticipated delivery and haul routes are identified in the DEIS (see DEIS Appendix P), and once finalized a Road-Use Agreement will be executed with the Town of Allegany, which designates approved routes and commits the cost of both improvements and repairs to a Road-Bond (Town Code – Zoning Ordinance, Section 5.25 (E)). The Applicant will repair damage done to roads affected by construction within the approved haul route, at no expense to the Town, County, or State, thereby restoring the affected roads to be equal to or better than pre-construction conditions.

Written Comment 54WW:

Road Improvements: Clarify what type of roadway impacts could arise that would be considered potentially significant and require a supplemental Environmental Assessment.

Response to Written Comment 54WW:

As indicated in Section 3.8.2.1 of the DEIS, *"It may be necessary to improve some local road segments that provide access to the proposed tower locations."* The DEIS reviewed and considered all foreseeable impacts that could arise from such road work. In accordance with SEQRA regulations, the DEIS noted: *"In the event that any required road improvement for the Project may give rise to a potentially significant impact, such improvement will be addressed in a Supplemental DEIS or FEIS."* An example of such situation might have been if multiple roads had to traverse wetlands or significant habitats in a manner not evaluated in the DEIS.

However, based on the further work on the project layout, no such impacts have been identified, and some impacts have been reduced as a result of moving the buried 34.5 kV line. In the DEIS, the

34.5 kV line was proposed to be located within the ROW of Nichols Run and Chipmunk Road connecting the turbines on the western ridge to the turbines on the eastern ridge. As currently proposed in this FEIS and shown in Figure 1, the buried interconnect now connects the two ridges on private land, roughly between Turbines 5W and 6E, and will cross Chipmunk Road at one location. A change in the location of the 34.5 kV line will result in a decrease in temporary impacts to public road ROWs. In addition, the route proposed in the FEIS is slightly shorter than the previous route and has been sited entirely within the footprint of existing oil and gas well access roads on private land, resulting in a decrease in temporary disturbance to vegetation.

Written Comment 57C:

If construction does take place, then Chipmunk Road, post-construction, should be upgraded to account for increased traffic due to those that want to observe the turbines up close.

Response to Written Comment 57C:

Portions of Chipmunk Road currently accommodates vehicular traffic associated with commercial activities, such as the trucks associated with ongoing oil, gas and logging industries, in addition to non-commercial activities such as typical residential traffic. Therefore, it can be reasonably assumed that these portions of Chipmunk Road can accommodate any increased traffic associated with those that want to observe the turbines up close. In addition, as indicated in Section 3.8.3 of the DEIS, all public road upgrades that may be required to accommodate construction vehicles will be identified and improvements will be made at the Applicants' expense prior to the arrival of oversized/overweight vehicles. This would include upgrades to any portions of Chipmunk Road to be utilized by Project construction vehicles and currently insufficient to handle the traffic. The Applicant will repair damage done to roads affected by construction within the approved haul route, at no expense to the Town, County, or State, thereby restoring the affected roads to be equal to or better than pre-construction conditions. Therefore, affected portions of Chipmunk Road will be returned to a condition equal to or better than the current condition.