

2.0 PROJECT DESCRIPTION

The Project consists of the following components:

- 53 wind turbines and associated foundations;
- Improvements adjacent to, and along, existing roadways in order to accommodate construction equipment and deliveries;
- New gravel access roads, and the improvement of existing farm roads for access to the wind turbines from existing roadways;
- An underground electrical collector system which carries the electricity from the wind turbines to a proposed substation using buried cable;
- A co-located operations and maintenance building and substation to receive the electricity conveyed by the underground collector system and convert the energy onto overhead electrical transmission lines;
- An electrical transmission line to interconnect with the existing electrical transmission line grid;
- Associated breakers, protection equipment and necessary facilities at the point of interconnect between the new transmission line and the existing 115 kV electrical transmission line grid; and
- Up to five (5) permanent meteorological towers (met towers) to evaluate wind conditions at the Project site over time.

The construction of the Project will include a total of approximately 53 miles of infrastructure corridor, including 37.1 miles of buried cable to interconnect the proposed turbines, 14.9 miles of permanent turbine access roads, and 16.4 miles of temporary access roads. The proposed overhead transmission line (115 kV) is approximately 9-miles in length and it is co-located in an abandoned railroad bed right-of-way with an existing municipal water line. The new transmission line terminates at a new Attachment Facility which will connect the Project to the existing electric transmission grid (see Figure 1).

The general Project area is served by a network of state, county and local highways and roads that vary from two-lane highways to gravel roads. The New York State (NYS) highway system in and adjacent to the Project area includes Interstate Route 81, NYS Route 12E, State Route 12, NYS Route 180, and several County roads. Existing farm roads throughout the Project area also facilitated the siting of turbines and the proposed infrastructure corridors. The Table 2.1 below includes a list of which turbines are located off each existing roadway. As described herein, a temporary and permanent road network is proposed for construction and for maintenance and operation of the individual turbines. All turbines are proposed within the Town of Cape Vincent.

Table 2-1: Existing Roadways and Proposed Wind Turbine Facility Access	
Roadway Name	Turbine Number / Facility
Deer Tick Road	1-2, 3-4
Favret Road	5-8, 9, 10
Swamp Road	11, Substation, O&M Building, Temporary work area and parking
Cold Springs Road	12-13, 14-15
Hell Street	16-19, 26, 27, 29, 30
Constance Road	20-25
Peo Road	28, 31
Mason Road	33, 34-35
Johnny Cake Road	32, 36-37, 38, 39-41, 42
McKeever Road	43, 44, 45, 46, 47, 48-49,
Sand Bay Road	50-53

Once all applicable permits and approvals are obtained for the Project, SLW plans to begin construction in the fall of 2009 or spring 2010 and complete construction by the end of 2010.

For the proposed overhead transmission line located over the Chaumont River (a “navigable water”), the Project requires a license under Section 10 of the Rivers and Harbors Act of 1899. The following minimum clearance is required for aerial transmission lines across navigable waters of the U.S.. This clearance is related to the clearances over the navigable channel provided by existing fixed bridges or clearances which would be required by the United States Coast Guard under Section 9 of the Rivers and Harbors Act for new fixed bridges in the vicinity of the proposed aerial transmission line. These clearances are based on the low point of the line under conditions producing the greatest sag, taking into consideration temperature, load, wind, length of span, and type of supports as outlined in the National Electrical Safety Code. The clearance required for the proposed 115 kV transmission line is a minimum of an additional 20 feet above the clearance required at the nearest bridge crossing (Route 12E to the southwest).