

EOR: Alejandro Alvarado, PE

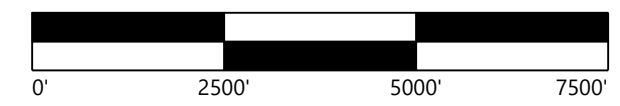
PREPARED FOR:

Hoffman Falls Wind LLC

90 State Street
 Albany, NY 12207

REVISIONS:

#	DATE	COMMENT	BY	CHK	APR
A	01/10/2024	60% CIVIL PLANS	HR	HR	AL
B	01/31/2024	FOR PERMIT	HR	HR	AL



**Hoffman Falls
 Wind Project**

Madison County, New York

Traffic Control Delivery
 Flow Plan

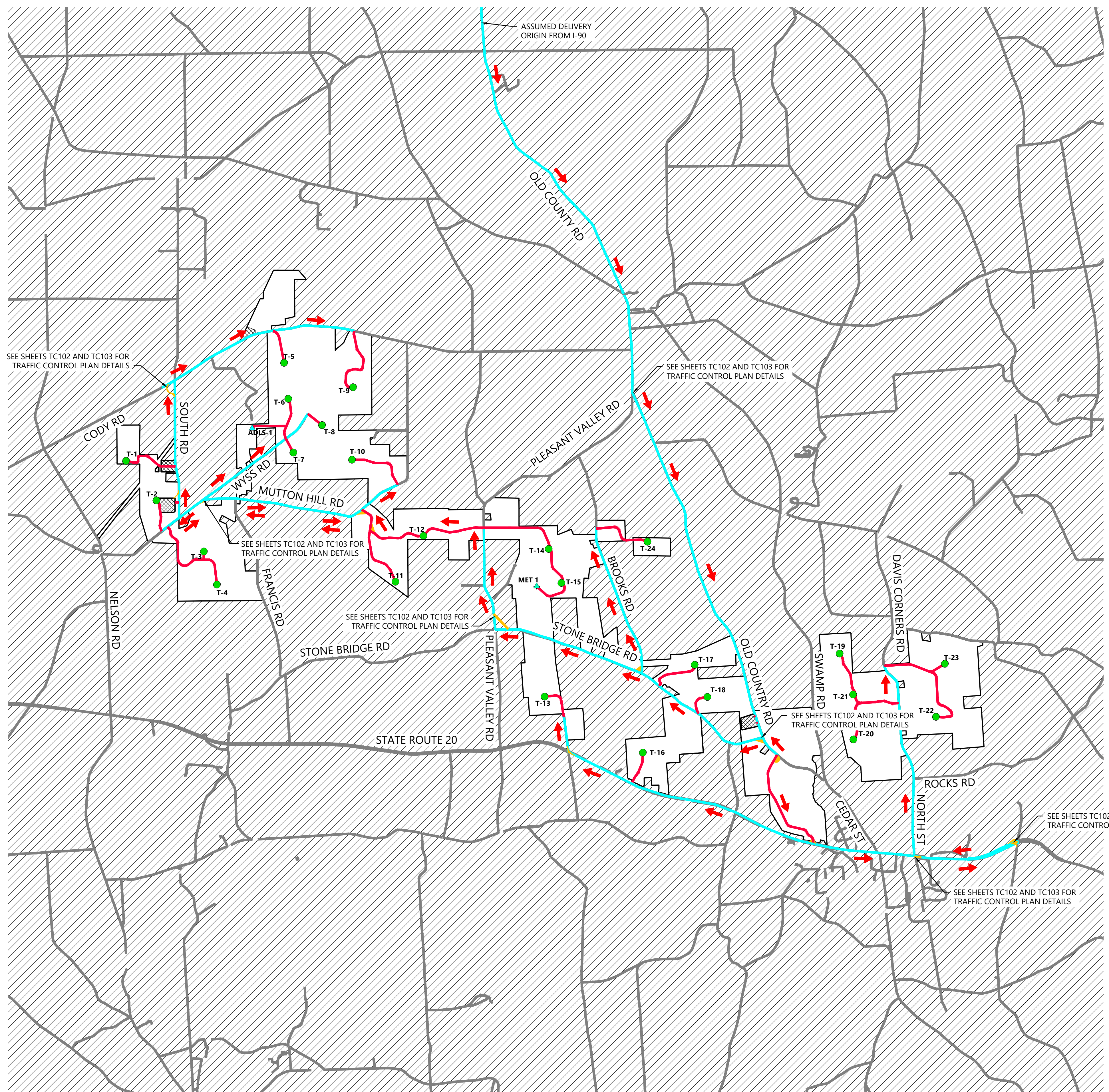
ISSUE FOR PERMIT

DATE: 01/31/2024 REV:

SHEET: TC101 B

LEGEND:

- T-# WIND TURBINE
- ▲ M-# PERMANENT MET TOWER
- ▲ ADLS-# ADLS TOWER
- PROJECT BOUNDARY
- PROPOSED ACCESS ROAD
- EXISTING ROAD
- DELIVERY ROUTE (INGRESS)
- EXISTING HIGHWAY
- EX. ASPHALT DELIVERY RD.
- ▲ TEMPORARY INTERSECTION IMPROVEMENT
- PROPOSED FACILITIES



SEE SHEETS TC102 AND TC103 FOR TRAFFIC CONTROL PLAN DETAILS

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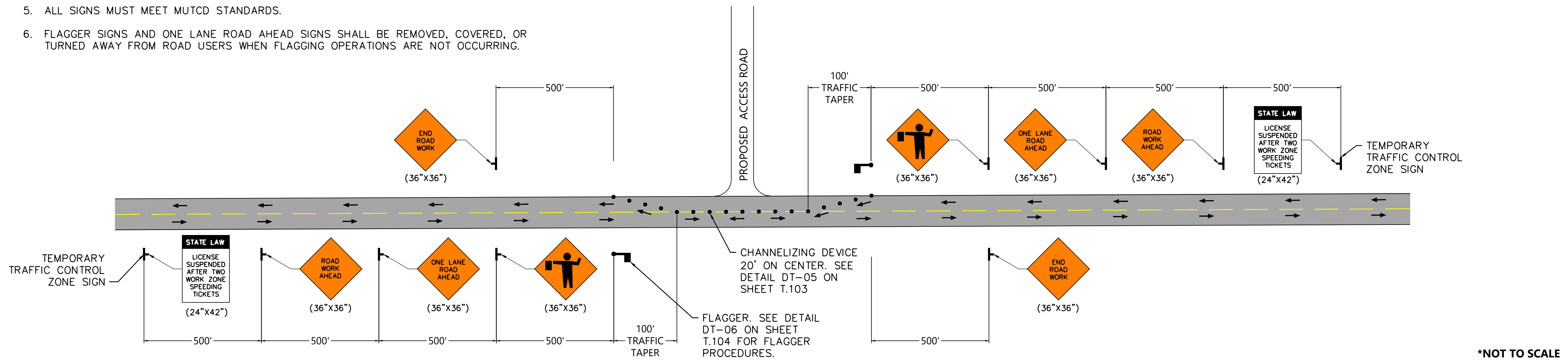
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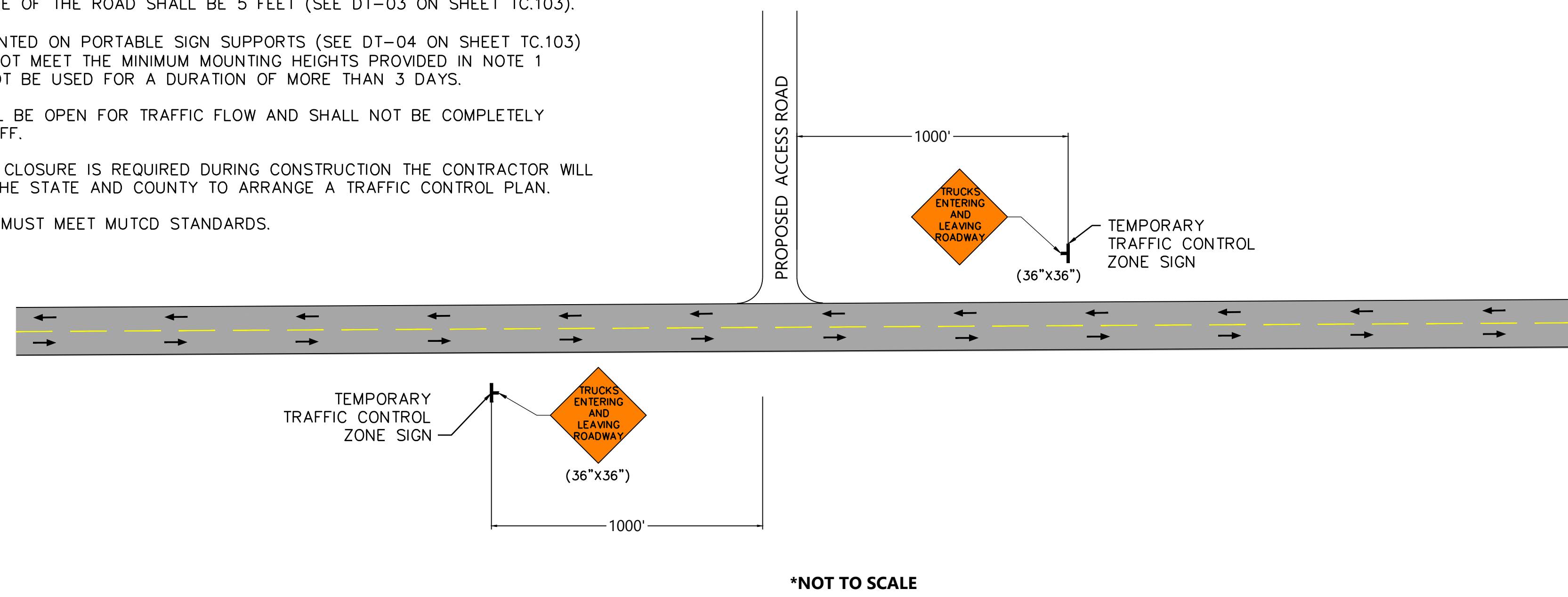
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- NOTE:**
1. THE MINIMUM HEIGHT, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE ELEVATION OF THE NEAR EDGE OF THE PAVEMENT, OF SIGNS INSTALLED AT THE SIDE OF THE ROAD SHALL BE 5 FEET (SEE DT-03 ON SHEET T.103).
 2. SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS (SEE DT-04 ON SHEET TC.103) THAT DO NOT MEET THE MINIMUM MOUNTING HEIGHTS PROVIDED IN NOTE 1 SHOULD NOT BE USED FOR A DURATION OF MORE THAN 3 DAYS.
 3. ROADS WILL BE OPEN FOR TRAFFIC FLOW AND SHALL NOT BE COMPLETELY BLOCKED OFF.
 4. IF A ROAD CLOSURE IS REQUIRED DURING CONSTRUCTION THE CONTRACTOR WILL CONTACT THE STATE AND COUNTY TO ARRANGE A TRAFFIC CONTROL PLAN.
 5. ALL SIGNS MUST MEET MUTCD STANDARDS.
 6. FLAGGER SIGNS AND ONE LANE ROAD AHEAD SIGNS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.

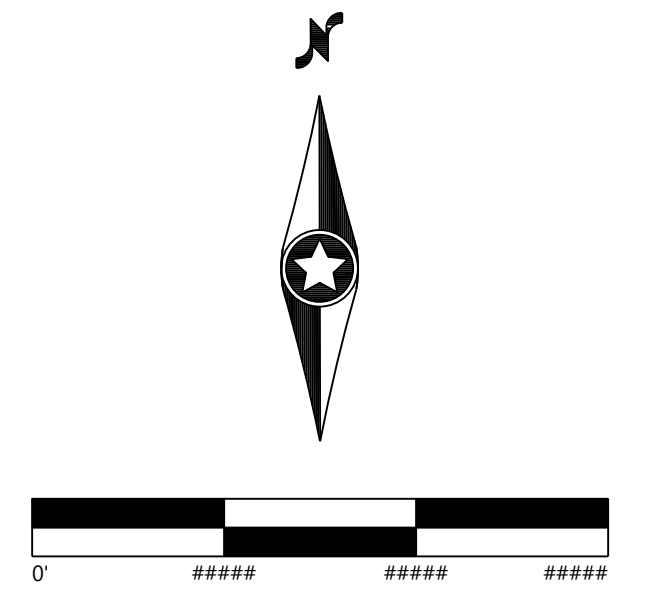


Westwood | TEMPORARY TRAFFIC CONTROL PLAN - ADVANCE WARNING AREA DURING ACCESS ROAD CONSTRUCTION | DT-01

- NOTE:**
1. THE MINIMUM HEIGHT, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE ELEVATION OF THE NEAR EDGE OF THE PAVEMENT, OF SIGNS INSTALLED AT THE SIDE OF THE ROAD SHALL BE 5 FEET (SEE DT-03 ON SHEET TC.103).
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Westwood | TEMPORARY TRAFFIC CONTROL PLAN - ADVANCE WARNING AREA AFTER ACCESS ROAD CONSTRUCTION | DT-02



Hoffman Falls Wind Project
 Madison County, New York

Traffic Control Plan
 Details

ISSUE FOR PERMIT

DATE: 01/31/2024
 SHEET: TC102
 REV: B

TRAFFIC CONTROLLERS (FLAGGER)

FLAGGER

A FLAGGER MAY BE NECESSARY TO ALERT TRAFFIC, OR TO STOP TRAFFIC INTERMITTENTLY, AS REQUIRED BY THE PROGRESS OF WORK IN A WORK ZONE. THE FLAGGING OPERATION PROVIDES PROTECTION FOR OTHER WORKERS AND THE PUBLIC. A FLAGGER SHOULD BE ALERT, NEAT APPEARING AND ACT RESPONSIBLY.

THE FLAGGER'S ONLY JOB IS WORK ZONE PROTECTION AND TRAFFIC CONTROL. THE FLAGGER MUST NEVER ASSIST THE CREW WITH WORK ACTIVITIES, OR ENGAGE IN ANY DISTRACTION, MAINTAIN SITUATIONAL AWARENESS AND MUST REMAIN ON DUTY UNTIL PROPERLY RELIEVED. STOP / SLOW PADDLES ARE THE FLAGGERS PRIMARY SIGNALING DEVICE. FLAGS MAY BE USED AT INTERSECTIONS OR WHERE THE BACK-SIDE MESSAGE IS INAPPROPRIATE FOR OPPOSING TRAFFIC AND WHERE CONDITIONS SUCH AS HIGH WIND MAKE THE USE OF A PADDLE IMPRACTICAL.

FLAGGERS SHOULD BE USED IN THE FOLLOWING SITUATIONS:

- ONE LANE IS ALTERNATELY USED FOR BOTH DIRECTIONS OF TRAFFIC.
- THE ROADWAY IS CLOSED FOR A BRIEF PERIOD.
- TRAFFIC SPEEDS NEED TO BE SUBSTANTIALLY REDUCED.
- INADEQUATE SIGHT DISTANCE HINDERS ADVANCE WARNING.
- INFORMATION, SUCH AS CHANGING CONDITIONS, NEEDS TO BE CONVEYED TO MOTORISTS.
- OPPOSING TRAFFIC NEEDS TO BE CONTROLLED AT AN INTERSECTION
- INSTALLING AND REMOVING OTHER TRAFFIC CONTROL DEVICES.
- WHERE CONDITIONS REQUIRE UNUSUAL PRECAUTIONS.

GENERAL

NO EMPLOYEE IS TO BE UTILIZED AS A FLAGGER UNTIL THE EMPLOYEE HAS SHOWN CONCLUSIVELY TO THEIR SUPERVISOR THAT THEY REALIZE FULLY THE IMPORTANCE OF THE JOB, AND UNDERSTANDS THE DUTIES AND RESPONSIBILITIES ASSOCIATED WITH IT. FLAGGERS SHALL RECEIVE TRAINING AS DEFINED IN NYS DOT STANDARD SPECIFICATIONS § 619-3L1. NYS DOT PROVIDES TRAINING FOR ITS EMPLOYEES THAT MEETS THIS REQUIREMENT.

FLAGGERS MUST:

- ALWAYS FACE ONCOMING TRAFFIC AND MAINTAIN SITUATIONAL AWARENESS AT ALL TIMES.
- NEVER LEAVE THEIR POSITION UNTIL RELIEVED.
- KNOW WHERE CREW MEMBERS AND EQUIPMENT ARE, BE AWARE OF CHANGES, AND NEVER STAND AMONG WORKERS AND EQUIPMENT.
- BE COURTEOUS, YET PROFESSIONAL, ESPECIALLY IN STRESSFUL CONDITIONS.
- MINIMIZE CONVERSATIONS WITH MOTORIST AND PEDESTRIANS.
- BE POSITIONED TO COMPENSATE FOR LIMITED SIGHT DISTANCE, TO PROVIDE MAXIMUM ADVANCE WARNING, AND ALWAYS REMAIN CLEARLY VISIBLE TO TRAFFIC.
- MAINTAIN CONTINUOUS COMMUNICATION WITH ANY OTHER FLAGGERS.
- TRY TO MAINTAIN COLOR CONTRAST WITH BACKGROUND; CONSIDER SUN GLARE ON MOTORIST.
- ESTABLISH EYE CONTACT WITH DRIVERS TO WHOM THEY MUST GIVE DIRECTION.
- USE RETROREFLECTIVE SIGNALING DEVICES DURING NIGHT.
- IDENTIFY AN ESCAPE PATH IN THE EVENT OF AN ERRANT VEHICLE
- HAVE A METHOD TO ALERT THE CREW IN THE EVENT OF AN ERRANT VEHICLE

A FLAGGER'S ACTIVITIES BRING THEM INTO CONTINUOUS CONTACT WITH THE PUBLIC. AS THEY ARE THE ONES THE PUBLIC SEES IN MOST CASES, IT IS IMPORTANT THAT THE FLAGGERS CONDUCT THEMSELVES IN A MANNER WHICH WILL BRING CREDIT BOTH TO THEMSELVES AND THE DEPARTMENT. COURTESY AND PROFESSIONALISM SHALL ALWAYS BE EXERCISED. EVEN UNDER TRYING CONDITIONS, A FLAGGER SHOULD BE COURTEOUS, THOUGH FIRM.

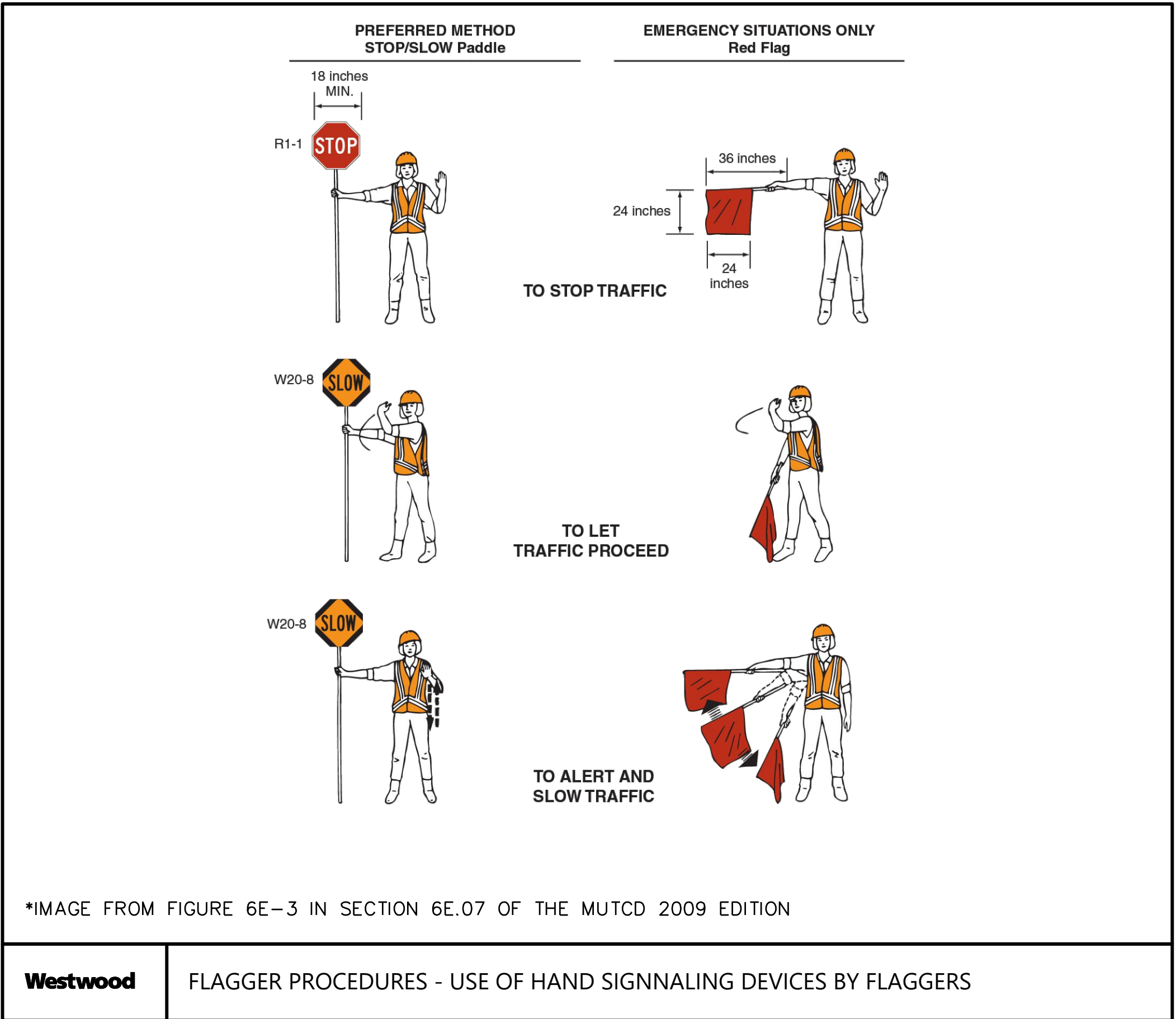
THE FLAGGER'S SUPERVISOR SHALL DETERMINE WHEN FLAGGERS ARE TO BE USED, HOW MANY ARE NEEDED, WHERE THEY ARE TO BE STATIONED FOR A SPECIFIC OPERATION, AND THE METHODS OF COMMUNICATION BETWEEN MULTIPLE FLAGGERS. SUPERVISORS SHALL ENSURE FLAGGERS HAVE THE APPROPRIATE TOOLS FOR THE CONDITIONS AVAILABLE ON SITE. SUPERVISORS SHALL IMMEDIATELY ADDRESS ANY ACT THAT IS UNSAFE AND/OR CONTRARY APPLICABLE PRACTICES/POLICIES AND TAKE IMMEDIATE STEPS TO CORRECT IT. SUPERVISORS HAVE THE AUTHORITY TO TEMPORARILY SUSPEND OPERATIONS UNTIL THE UNSAFE SITUATION CAN BE CORRECTED.

TRAFFIC CONTROLLERS MUST USE THE FOLLOWING EQUIPMENT AND PERSONAL PROTECTIVE GEAR:

- HARD HAT
- HIGH VISIBILITY APPAREL (VEST, T-SHIRT OR 3 SEASON JACKET): MUST MEET APPROVED ANSI/ISEA 107-2004, PERFORMANCE CLASS II STANDARDS. (CLASS III FOR NIGHT)
- 24-INCH STOP/SLOW PADDLE, RED FLAG (24IN BY 24IN). THE PADDLE IS THE PREFERRED DEVICE, BUT THE FLAG MAY BE USED AT INTERSECTIONS WHERE THE STOP/SLOW PADDLE WOULD OFFER CONTRADICTING INFORMATION TO DRIVERS TRAVELING IN OPPOSITE DIRECTIONS/LEGS OF THE INTERSECTION OR DURING INCIDENT MANAGEMENT SITUATIONS. THESE ITEMS MUST BE RETROREFLECTIVE FOR USE AT NIGHT.
- A RED WAND FLASHLIGHT, IF WORKING AT NIGHT, AND PORTABLE LIGHTING ON THE FLAGGER STATION IS UNAVAILABLE.

TRAFFIC OBSERVERS (SPOTTERS)

A SPOTTER IS A PERSON WITH THE SAME QUALIFICATIONS OF THE FLAGGER. A SPOTTER MAY BE REQUIRED TO WARN WORKERS OF ERRANT VEHICLES, DANGER FROM TRAFFIC, OR TO ASSIST DRIVERS OF WORK VEHICLES IN ENTERING OR LEAVING WORK SITES OR IN PERFORMING U-TURNS.



NOTE:

1. TRAFFIC SHOULD BE CONTROLLED BY A FLAGGER AT EACH END OF A CONSTRICTED SECTION OF ROADWAY. ONE OF THE FLAGGERS SHOULD BE DESIGNATED AS THE COORDINATOR. TO PROVIDE COORDINATION OF THE CONTROL OF THE TRAFFIC, THE FLAGGERS SHOULD BE ABLE TO COMMUNICATE WITH EACH OTHER ORALLY, ELECTRONICALLY, OR WITH MANUAL SIGNALS. THESE MANUAL SIGNALS SHOULD NOT BE MISTAKEN FOR FLAGGING SIGNALS.
2. WHEN A ONE-LANE, TWO WAY TEMPORARY TRAFFIC CONTROL ZONE IS SHORT ENOUGH TO ALLOW A FLAGGER TO SEE FROM ONE END OF THE ZONE TO THE OTHER, TRAFFIC MAY BE CONTROLLED BY EITHER A SINGLE FLAGGER OR BY A FLAGGER AT EACH END OF THE SECTION.

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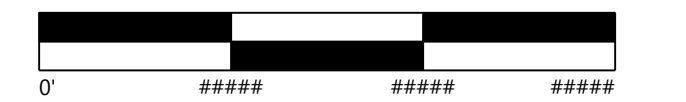
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Hoffman Falls Wind Project

Madison County, New York

Traffic Control Plan Details

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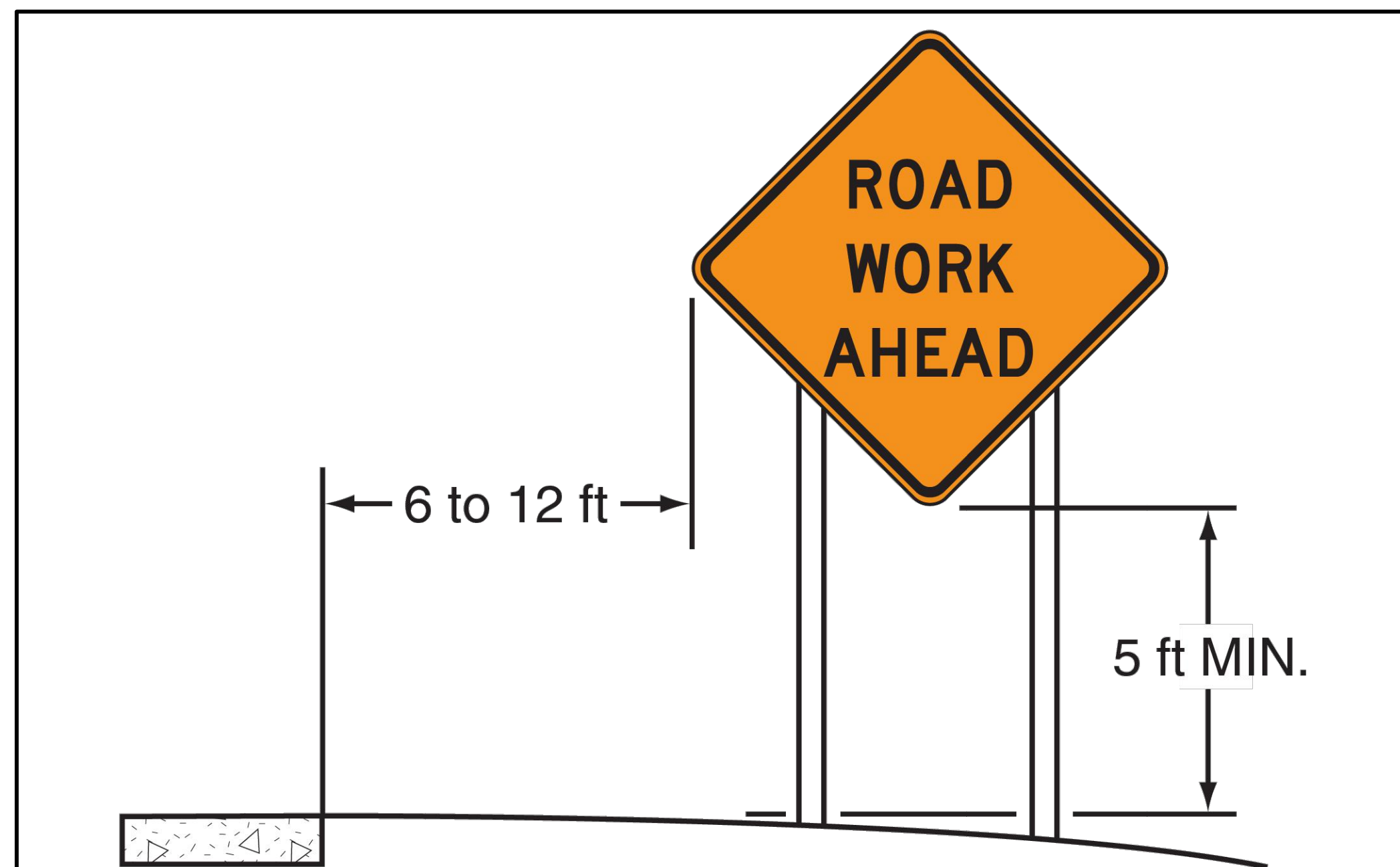
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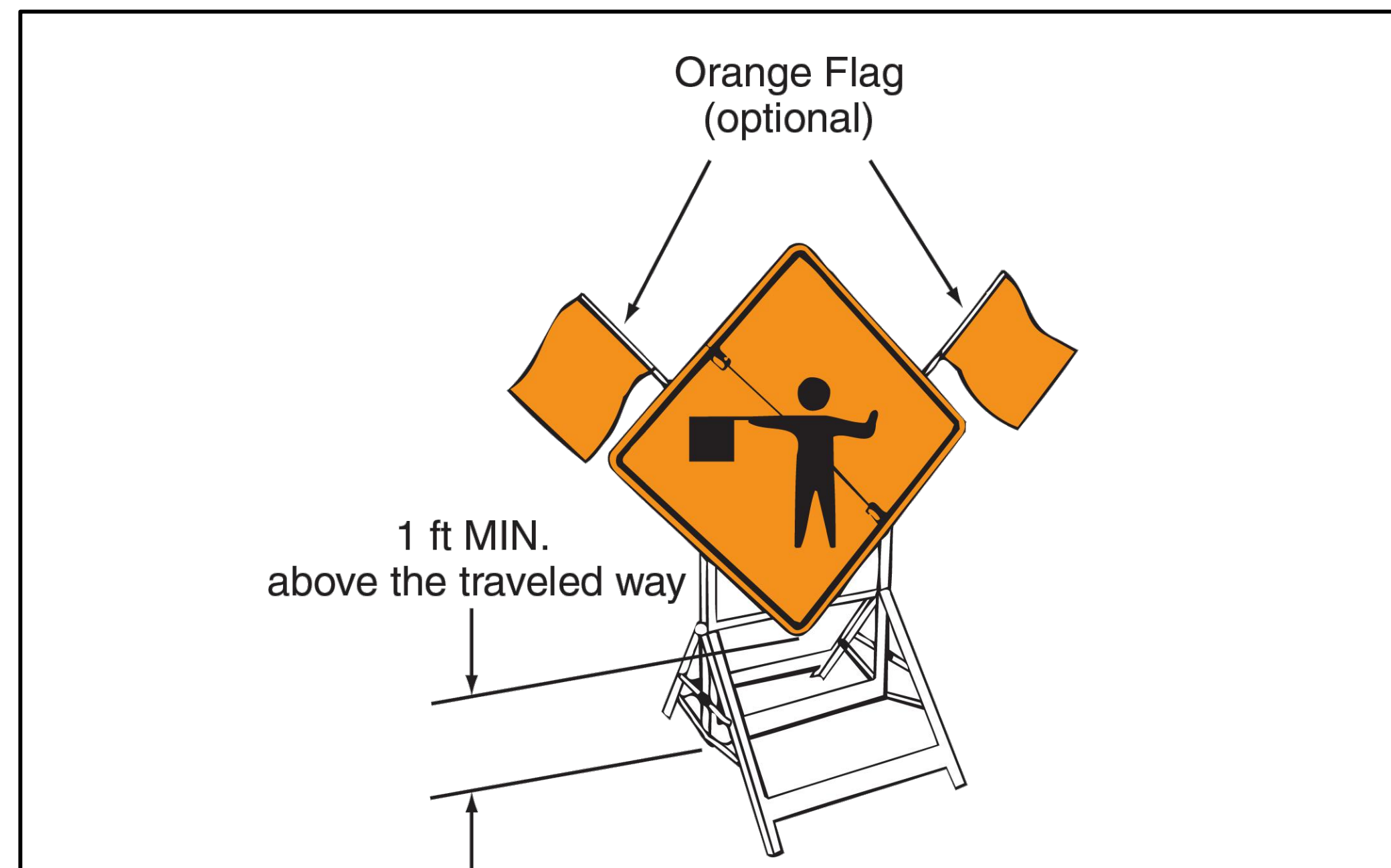


*IMAGE FROM FIGURE 6F-1 IN SECTION 6F.03 OF THE MUTCD 2009 EDITION

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SIGN PLACEMENT - OPTION 1

DT-03

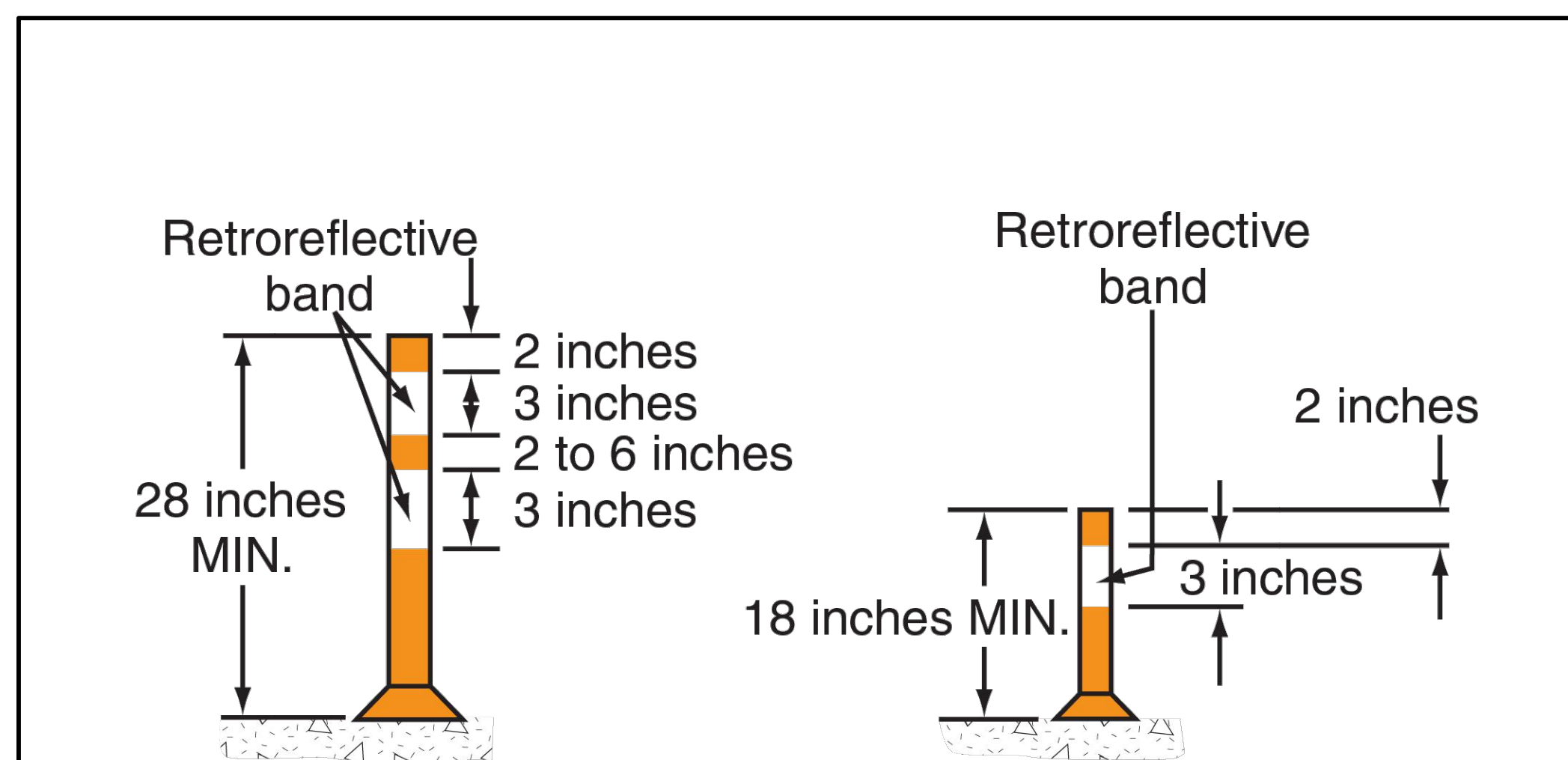


*IMAGE FROM FIGURE 6F-2 IN SECTION 6F.03 OF THE MUTCD 2009 EDITION

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SIGN PLACEMENT - OPTION 2

DT-04



Night and/or freeway
 High-speed roadway
 (≥ 45 mph)

Day and low-speed
 roadway (≤ 40 mph)

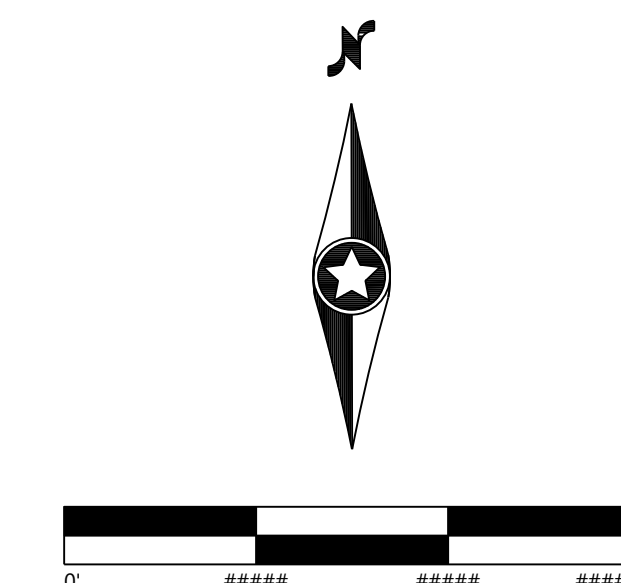
TUBULAR MARKERS

*IMAGE FROM FIGURE 6F-7 IN SECTION 6F.63 OF THE MUTCD 2009 EDITION

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CHANNELIZING DEVICES - TUBULAR MARKERS

DT-05



**Hoffman Falls
 Wind Project**

Madison County, New York

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