<table>
<thead>
<tr>
<th>Bundle</th>
<th>LOAD ZONE</th>
<th>USAGE: Total kWh for each Zone and Bundle</th>
<th>BUNDLE requirement as % of total bundle usage</th>
<th>ZONE requirement as % of total bundle requirement</th>
<th>Required annual kWh production for each Zone and Bundle</th>
<th>Approx. acres of panels to MEET kWh requirements (Total kWh divided by)*</th>
<th>Approx. acres available for development</th>
<th>Number of sites available in each load zone and bundle</th>
<th>DC capacity (kW); kWh requirement divided by**</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A West</td>
<td>4,709,944</td>
<td>37.5%</td>
<td>1,500,000</td>
<td>2.34</td>
<td>34.50</td>
<td>3</td>
<td>1,198</td>
<td></td>
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<tr>
<td></td>
<td>B Genesee</td>
<td>5,210,530</td>
<td>25.0%</td>
<td>1,000,000</td>
<td>1.56</td>
<td>16.80</td>
<td>4</td>
<td>799</td>
<td></td>
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<tr>
<td></td>
<td>C Central</td>
<td>6,240,043</td>
<td>37.5%</td>
<td>1,500,000</td>
<td>2.34</td>
<td>36.10</td>
<td>4</td>
<td>1,198</td>
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<td></td>
<td>bundle 1 subtotal</td>
<td>16,160,517</td>
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<td>100.0%</td>
<td>4,000,000</td>
<td>6.25</td>
<td>87.40</td>
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<tr>
<td>2</td>
<td>E Mohawk Valley</td>
<td>5,180,822</td>
<td>40.0%</td>
<td>1,600,000</td>
<td>2.50</td>
<td>15.30</td>
<td>3</td>
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<td>6,836,104</td>
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<td>3.75</td>
<td>21.50</td>
<td>5</td>
<td>1,917</td>
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<tr>
<td></td>
<td>bundle 2 subtotal</td>
<td>12,016,926</td>
<td>33%</td>
<td>100.0%</td>
<td>4,000,000</td>
<td>6.25</td>
<td>36.80</td>
<td>8</td>
<td>3,195</td>
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<tr>
<td>3</td>
<td>G Hudson Valley</td>
<td>6,108,478</td>
<td>40.0%</td>
<td>2,000,000</td>
<td>3.13</td>
<td>14.80</td>
<td>5</td>
<td>1,597</td>
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<tr>
<td></td>
<td>H Milwood</td>
<td>1,820,179</td>
<td>20.0%</td>
<td>1,000,000</td>
<td>1.56</td>
<td>2.50</td>
<td>1</td>
<td>799</td>
<td></td>
</tr>
<tr>
<td></td>
<td>I Dunwoodie</td>
<td>6,073,372</td>
<td>40.0%</td>
<td>2,000,000</td>
<td>3.13</td>
<td>8.04</td>
<td>2</td>
<td>1,597</td>
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<tr>
<td></td>
<td>bundle 3 subtotal</td>
<td>14,002,029</td>
<td>36%</td>
<td>100.0%</td>
<td>5,000,000</td>
<td>7.81</td>
<td>25.34</td>
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<td>3,994</td>
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<td>4</td>
<td>J New York City</td>
<td>1,482,809</td>
<td>12.0%</td>
<td>840,000</td>
<td>1.31</td>
<td>20.00</td>
<td>2</td>
<td>671</td>
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<td></td>
<td>K Long Island</td>
<td>19,958,384</td>
<td>88.0%</td>
<td>6,160,000</td>
<td>9.63</td>
<td>20.50</td>
<td>13</td>
<td>4,920</td>
<td></td>
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<td></td>
<td>bundle 4 subtotal</td>
<td>21,441,193</td>
<td>33%</td>
<td>100.0%</td>
<td>7,000,000</td>
<td>10.94</td>
<td>40.50</td>
<td>15</td>
<td>5,591</td>
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<tr>
<td>TOTAL ALL ZONES (DOT)</td>
<td>63,620,665</td>
<td>31%</td>
<td>20,000,000</td>
<td>31.25</td>
<td>190.04</td>
<td>42</td>
<td>15,974</td>
<td></td>
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</tbody>
</table>

* Conversion factor from NYSERDA - 1 Acre can generate 640,000 kWh annually

** Conversion factor from NYSERDA - 1kW of solar PV DC capacity yields approximately 1,252 AC kWh per year
<table>
<thead>
<tr>
<th>Bundle</th>
<th>LOAD ZONE</th>
<th>USAGE: Total kWh for each Zone and Bundle</th>
<th>ZONE requirement as % of total bundle usage</th>
<th>Required annual kWh production for each Zone and Bundle</th>
<th>Approx. acres of panels to meet kWh requirements (Total kWh divided by)*:</th>
<th>Approx. acres available for development</th>
<th>Number of sites available in each load zone and bundle</th>
<th>DC capacity (kW); kWh requirement divided by**:</th>
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<tbody>
<tr>
<td>5</td>
<td>A West</td>
<td>2,954,378</td>
<td>50.0%</td>
<td>834,662</td>
<td>1.30</td>
<td>9.50</td>
<td>1</td>
<td>667</td>
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<tr>
<td></td>
<td>B Genesee</td>
<td>514,113</td>
<td>10.0%</td>
<td>166,932</td>
<td>0.26</td>
<td>2.70</td>
<td>1</td>
<td>133</td>
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<td></td>
<td>C Central</td>
<td>2,068,919</td>
<td>40.0%</td>
<td>667,729</td>
<td>1.04</td>
<td>6.40</td>
<td>1</td>
<td>533</td>
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<tr>
<td></td>
<td>Bundle 5 subtotal</td>
<td>5,564,410</td>
<td>30%</td>
<td>1,669,323</td>
<td>2.61</td>
<td>18.60</td>
<td>3</td>
<td>1,333</td>
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<td>6</td>
<td>E Mohawk Valley</td>
<td>847,127</td>
<td>50.0%</td>
<td>329,930</td>
<td>0.52</td>
<td>8.60</td>
<td>2</td>
<td>264</td>
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<tr>
<td></td>
<td>F Capital</td>
<td>1,352,408</td>
<td>50.0%</td>
<td>329,930</td>
<td>0.52</td>
<td>8.00</td>
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<td>264</td>
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<tr>
<td></td>
<td>Bundle 6 subtotal</td>
<td>2,199,535</td>
<td>30%</td>
<td>659,860</td>
<td>1.03</td>
<td>16.60</td>
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<td>7</td>
<td>G Hudson Valley</td>
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<td>1,047,966</td>
<td>1.64</td>
<td>5.70</td>
<td>1</td>
<td>837</td>
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<tr>
<td></td>
<td>Bundle 7 subtotal</td>
<td>3,493,222</td>
<td>30%</td>
<td>1,047,966</td>
<td>1.64</td>
<td>5.70</td>
<td>1</td>
<td>837</td>
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<tr>
<td>TOTAL ALL ZONES (TA)</td>
<td>11,257,167</td>
<td>30%</td>
<td>3,377,149</td>
<td>5.28</td>
<td>40.90</td>
<td>8</td>
<td>2,697</td>
<td></td>
</tr>
</tbody>
</table>

* Conversion factor from NYSERDA - 1 Acre can generate 640,000 kWh annually

** Conversion factor from NYSERDA - 1kW of solar PV DC capacity yields approximately 1,252 AC kWh per year
Baseline Solar Site Characteristics:

- **Lot Size:** Approximately two acres; **Grade:** Relatively level, generally 0 – 15%.
- **Shape:** Sites vary; may be regular (square, rectangle, linear, etc.) or irregular.
- **Site prep:** Requires suitable finish grade for proper panel installation.
- **Vegetation:** Mostly grass; generally free of trees greater than 6” diameter at breast height (dbh) but will require clearing & grubbing of up to ½ acre of brush and scattered small trees (6” dbh or less); Dispose of all trees, brush & debris in accordance with NYSDOT Standard Specifications § 201-Clearing & Grubbing (p. 183) and as approved by NYSDOT/NYSTA; Re-establish vegetation (grass, etc.) on disturbed areas not occupied by solar panels or access roads.

- **Soils:** Well drained soil with no contaminants.
- **Rock:** Soils may contain some loose rock but bedrock will likely not be close to the soil surface.
- **Power Connection:** Three phase power connection within 500 feet; underground utility connection required.
- **Access:** Provide a crushed aggregate (equivalent to NYSDOT Standard Specifications §703-02 (p. 937), Size designation 2) access roadway, approximately 10’ wide, 4-6” deep and up to 500 feet long.
- **Security:** No fencing, or security cameras.
- **Setback:** ROW: 50 feet from travel way; adjacent property lines: 30 feet.
- **Panel Coverage:** Panels will cover approximately 80% of the site.
<table>
<thead>
<tr>
<th>SITE #</th>
<th>Route #</th>
<th>Description</th>
<th>NYISO Load Zone Name</th>
<th>Estimated Areas (acres)</th>
<th>Avg. Annual Daily Traffic (AADT)</th>
<th>County</th>
<th>Town/ City/ Village</th>
<th>Geographic Coordinates</th>
<th>General Shape</th>
<th>General Slope (%)</th>
<th>Approx. Distance to 3-Phase (feet)</th>
<th>Current Use and Character</th>
</tr>
</thead>
<tbody>
<tr>
<td>3G1</td>
<td>NY 747 @ I-84</td>
<td>NY 747 at Stewart Airport</td>
<td>Hudson Valley</td>
<td>5.6</td>
<td>14.8</td>
<td>3.13</td>
<td>11730 (NY 747) 47,550 (I-84)</td>
<td>Orange</td>
<td>Towns of New Windsor and Newburgh</td>
<td>41° 30' 29.35&quot; -74° 08' 03.29&quot;</td>
<td>irregular</td>
<td>5-15</td>
</tr>
<tr>
<td>3G2</td>
<td>NY 9G</td>
<td>NY 9G Residency 8, 2 and EM Shop</td>
<td>Hudson Valley</td>
<td>2.1</td>
<td></td>
<td></td>
<td></td>
<td>Dutchess</td>
<td>Town of Poughkeepsie</td>
<td>41° 43' 58.59&quot; -73° 54' 27.54&quot;</td>
<td>irregular</td>
<td>0-5</td>
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<tr>
<td>3G3</td>
<td>Rte 32 @ Rte 9W</td>
<td>Rte 32 at 9W</td>
<td>Hudson Valley</td>
<td>2.7</td>
<td></td>
<td></td>
<td></td>
<td>Ulster</td>
<td>Town of Ulster</td>
<td>41° 56' 35.09&quot; -73° 59' 00.15&quot;</td>
<td>irregular</td>
<td>0-5</td>
</tr>
<tr>
<td>3G4</td>
<td>Rte 299 @ Rte 9W</td>
<td>Rte 299 at 9W</td>
<td>Hudson Valley</td>
<td>2.3</td>
<td></td>
<td></td>
<td></td>
<td>Ulster</td>
<td>Town of Lloyd</td>
<td>41° 44' 28.98&quot; -73° 57' 52.74&quot;</td>
<td>rectang.</td>
<td>0-5</td>
</tr>
<tr>
<td>3G5</td>
<td>NY 304 @ CR 33</td>
<td>NY 304 and CR 33</td>
<td>Hudson Valley</td>
<td>2.1</td>
<td></td>
<td></td>
<td></td>
<td>Rockland</td>
<td>Orangetown</td>
<td>41° 04' 22.17&quot; -74° 00' 50.40&quot;</td>
<td>rectang.</td>
<td>5-15</td>
</tr>
<tr>
<td>3H1</td>
<td>I-684</td>
<td>I-684 at Bedford Center Road</td>
<td>Millwood</td>
<td>2.5</td>
<td></td>
<td></td>
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<tr>
<td>3I1</td>
<td>NY 120</td>
<td>Richmond - NY440</td>
<td>Dunwoodie</td>
<td>1.6</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>3I2</td>
<td>NY 987F</td>
<td>Richmond - NY909C</td>
<td>Dunwoodie</td>
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<tr>
<td>3I3</td>
<td>987G 987D</td>
<td>Off NY 27 @ Exit 63 DOT Truck Inspection Yard</td>
<td>Dunwoodie</td>
<td>5.5</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
3G1 - I-84 (Exit 5A) at Stewart Airport–Windsor & Newburgh
3G2 - NY 9G Residency 8_2 and EM Shop – Poughkeepsie
3G3
Route 32 at 9W – Ulster
3G4
Route 299 at 9W –
Town of Lloyd
3G5 - NY 304 and CR 33 – Orangetown
3H1
I-684 at Bedford Center Road – Bedford Hills
311 - Route 120 Harrison Landfill – Town of Harrison
312 - Sprain Brook Parkway at Route 100C – Mount Pleasant
313 - Taconic State Pkwy @ Saw Mill
River Pkwy – Mount Pleasant
NYSDOT is identifying potential solar facility sites in the state highway right-of-way. These sites are not to adversely affect highway safety, design, construction, maintenance, or the current highway stability. In addition, sites are not to interfere with or impair future highway expansion and also have minimal or no environmental impacts. The intent is to identify sites owned by NYSDOT that are:

- equal to or greater than 2 acres (available for solar arrays/infrastructure, e.g. beyond the clear zone),
- relatively flat (if sloped, gentle to moderate, with south facing aspect),
- visible but not distracting to highway users,
- not environmentally sensitive,
- not going to require mature tree stand removal,
- in close proximity to minimally a 3-phase power connection,
- not going to negatively impact any scenic, historic or environmentally-significant resource, and
- not going to interfere with or impair future expansion of the transportation facility.

**Potential Solar Site Information**

Region: 8  
Route Number: NY 747 @ I-84(Exit 5A)  
Mile Marker: 747 8301 1019  
to 747 8301 1024 LT  
AADT: 11730 (NY 747); 47,550 (I-84)

County: Orange  
Town/City/Village: Towns of New Windsor and Newburgh

Geographic coordinates (lat/long at parcel center point): 41.508154°N, 74.134246°W

Area within site available for solar infrastructure (in acres): 5.6  
General shape: □square or rectangular □discontinuous or irregular □narrow or linear

What is the current site use and character? (e.g. exit loops, median, DOT facility (rest area, residency, open storage area, etc.), forested, brush, mowed/agricultural, utility access, park and ride, vacant, etc.) Describe: brush and vacant with abandoned roadbed

Surrounding area character and predominant land use, check one:  
□Urban □Suburban □Rural □Backcountry

Is the site on a parkway, within or adjacent to a public park or recreational area, or on a highway with a historic, scenic or other designation? Check one: □Yes  □No  
If yes, describe:

**3G1 - I-84 (Exit 5A) at Stewart Airport – Windsor and Newburgh**
What is the future (next 5-20 years) site plan (e.g. full reconstruction, lane expansion, bike lane addition, rest area closure, new ramp system, etc.)? Briefly describe: None. Port Authority has no future plans for this area.

Is there an unobstructed, safe access to the area from the highway, frontage road, connector or parallel roadway? Check one: ☒ Yes ☐ No
If yes, describe: Access from NY 747 is beyond Control of Access parameters for Interstate ramps.

Are there any unique geometric or design considerations, check one: ☐ Yes ☒ No
If yes, describe:

Topography:
Check one: ☐ level (0-5%) ☒ gentle (5%-15%) ☐ moderate (15%-30%) ☐ steep (>30%)
If other than level, what is the predominant slope aspect? ☐ north ☒ south ☐ east ☐ west

Area electric utility company name: Central Hudson Gas & Electric

Distance to nearest 3-phase power connection: 2,000 feet.

Distance to nearest power substation: 2 miles.

Are there any known or potentially sensitive environmental issues such as wetlands, protected stream corridors, floodplain, cultural resources, unique vegetation, threatened or endangered species/habitat, or hazardous material considerations at this site?
If yes describe: Mapped as farmland of statewide importance but this area has been disturbed during construction of I-747.

Additional site notes or comments (optional): Near Stewart International Airport (Port Authority of NY-NJ); 3-phase power source measured to nearby USDA Animal Import Center

Inset a Google air photo/map (PDF, jpg, gif, screen shot, etc.) clearly indicating the location (include caption):
NYSDOT is identifying potential solar facility sites in the state highway right-of-way. These sites are not to adversely affect highway safety, design, construction, maintenance, or the current highway stability. In addition, sites are not to interfere with or impair future highway expansion and also have minimal or no environmental impacts. The intent is to identify sites owned by NYSDOT that are:

- equal to or greater than 2 acres (available for solar arrays/infrastructure, e.g. beyond the clear zone),
- relatively flat (if sloped, gentle to moderate, with south facing aspect),
- visible but not distracting to highway users,
- not environmentally sensitive,
- not going to require mature tree stand removal,
- in close proximity to minimally a 3-phase power connection,
- not going to negatively impact any scenic, historic or environmentally-significant resource, and
- not going to interfere with or impair future expansion of the transportation facility.

### Potential Solar Site Information

**Region:** 8  
**Route Number:** NY 9G (Res 8-2 and EM Shop)  
**Mile Marker:** 9G  
**8201 3012**  
**AADT:** 11,150  

**County:** Dutchess  
**Town/City/Village:** Town of Poughkeepsie  

**Geographic coordinates (lat/long at parcel center point):** 41.732942°N, 73.907651°W  

**Area within site available for solar infrastructure (in acres):** 4.78  
**General shape:** □square or rectangular □discontinuous or irregular □narrow or linear

What is the current site use and character? (e.g. exit loops, median, DOT facility (rest area, residency, open storage area, etc.), forested, brush, mowed/agricultural, utility access, park and ride, vacant, etc.) Describe:

**DOT Facilities**

**Surrounding area character and predominant land use, check one:**

□ Urban □ Suburban □ Rural □ Backcountry

Is the site on a parkway, within or adjacent to a public park or recreational area, or on a highway with a historic, scenic or other designation? Check one: □ Yes □ No  
If yes, describe: Facility abuts Baseball/Softball fields owned by Dutchess Community College.
What is the future (next 5-20 years) site plan (e.g. full reconstruction, lane expansion, bike lane addition, rest area closure, new ramp system, etc.)? Briefly describe: No plans.

Is there an unobstructed, safe access to the area from the highway, frontage road, connector or parallel roadway? Check one: ☑Yes ☐No
If yes, describe: Safe access from Residency 8-2 entrance and Equipment Maintenance Shop off of Route 9G. Also access rights from Cottage Road along the back of the DOT facilities.

Are there any unique geometric or design considerations, check one: ☑Yes ☐No
If yes, describe: Roof of Equipment Maintenance Shop included in site area.

Topography:
Check one: ☑level (0-5%) ☑gentle (5%-15%) ☐moderate (15%-30%) ☐steep (>30%)
If other than level, what is the predominant slope aspect? ☐north ☑south ☐east ☐west

Area electric utility company name: Central Hudson Gas & Electric

Distance to nearest 3-phase power connection: 650 feet.

Distance to nearest power substation: 2.5 miles.

Are there any known or potentially sensitive environmental issues such as wetlands, protected stream corridors, floodplain, cultural resources, unique vegetation, threatened or endangered species/habitat, or hazardous material considerations at this site?
If yes describe: Potential threatened/endangered species: Side oats grama, Rattlebox, Violet Wood-sorrel, Large Twayblade

Additional site notes or comments (optional): Within 2 miles there is a major retail plaza, Marist College, Dutchess Community College, Mid-Hudson Regional Hospital, and a fire station.

Inset a Google air photo/map (PDF, jpg, gif, screen shot, etc.) clearly indicating the location (include caption):
NYSDOT is identifying potential solar facility sites in the state highway right-of-way. These sites are not to adversely affect highway safety, design, construction, maintenance, or the current highway stability. In addition, sites are not to interfere with or impair future highway expansion and also have minimal or no environmental impacts. The intent is to identify sites owned by NYSDOT that are:

- equal to or greater than 2 acres (available for solar arrays/infrastructure, e.g. beyond the clear zone),
- relatively flat (if sloped, gentle to moderate, with south facing aspect),
- visible but not distractive to highway users,
- not environmentally sensitive,
- not going to require mature tree stand removal,
- in close proximity to minimally a 3-phase power connection,
- not going to negatively impact any scenic, historic or environmentally-significant resource, and
- not going to interfere with or impair future expansion of the transportation facility.

**Potential Solar Site Information**

Region: 8  Route Number: Route 32 at Route 9W  Mile Marker: 32 8601 3001/
/9W 8601 2018  AADT: 13400/15700

County: Ulster  Town/City/Village: Town of Ulster

Geographic coordinates (lat/long at parcel center point): 41°56'35.09”N, 73°59'00.15W

Area within site available for solar infrastructure (in acres): 2.7

General shape: □square or rectangular □discontinuous or irregular □narrow or linear

What is the current site use and character? (e.g. exit loops, median, DOT facility (rest area, residency, open storage area, etc.), forested, brush, mowed/agricultural, utility access, park and ride, vacant, etc.) Describe:Mowed Median

Surrounding area character and predominant land use, check one:

□Urban □Suburban □Rural □Backcountry

Is the site on a parkway, within or adjacent to a public park or recreational area, or on a highway with a historic, scenic or other designation? Check one: □Yes   □No
If yes, describe:

What is the future (next 5-20 years) site plan (e.g. full reconstruction, lane expansion, bike lane addition, rest area closure, new ramp system, etc.)? Briefly describe:None
Is there an unobstructed, safe access to the area from the highway, frontage road, connector or parallel roadway? Check one: ☒ Yes ☐ No
If yes, describe: Wide Shoulder, Turn Around to the south of parcel

Are there any unique geometric or design considerations, check one: ☐ Yes ☒ No
If yes, describe:

Topography:
Check one: ☒ level (0-5%) ☐ gentle (5%-15%) ☐ moderate (15%-30%) ☐ steep (>30%)
If other than level, what is the predominant slope aspect? ☐ north ☒ south ☐ east ☐ west

Area electric utility company name: Central Hudson Gas & Electric
Distance to nearest 3-phase power connection: > 500 to utility poles feet.
Distance to nearest power substation: 0.5 miles.

Are there any known or potentially sensitive environmental issues such as wetlands, protected stream corridors, floodplain, cultural resources, unique vegetation, threatened or endangered species/habitat, or hazardous material considerations at this site?
If yes describe: within Coastal Zone and Kingston LWRP; Northern long-eared bat (Kingston Knaust Mine hibernacula) 1.2 miles SSE

Additional site notes or comments (optional): Site is within two miles of mining operations to the east, commercial developments to the west, and major retail centers to the north.

Inset a Google air photo/map (PDF, jpg, gif, screen shot, etc.) clearly indicating the location (include caption):
NYSDOT is identifying potential solar facility sites in the state highway right-of-way. These sites are not to adversely affect highway safety, design, construction, maintenance, or the current highway stability. In addition, sites are not to interfere with or impair future highway expansion and also have minimal or no environmental impacts. The intent is to identify sites owned by NYSDOT that are:

- equal to or greater than 2 acres (available for solar arrays/infrastructure, e.g. beyond the clear zone),
- relatively flat (if sloped, gentle to moderate, with south facing aspect),
- visible but not distractive to highway users,  
- not environmentally sensitive,
- not going to require mature tree stand removal,
- in close proximity to minimally a 3-phase power connection,
- not going to negatively impact any scenic, historic or environmentally-significant resource, and
- not going to interfere with or impair future expansion of the transportation facility.

### Potential Solar Site Information

**Region:** 8  
**Route Number:** Route 299 at Route 9W  
**Mile Marker:** 299 8601 1125/9W 8601 1112  
**AADT:** 14800/24000

**County:** Ulster  
**Town/City/Village:** Town of Lloyd

**Geographic coordinates (lat/long at parcel center point):** 41°44'28.98"N, 73°57'52.74W

**Area within site available for solar infrastructure (in acres):** 2.3

**General shape:**  
- square or rectangular  
- discontinuous or irregular  
- narrow or linear

**What is the current site use and character?** (e.g. exit loops, median, DOT facility (rest area, residency, open storage area, etc.), forested, brush, mowed/agricultural, utility access, park and ride, vacant, etc.) Describe: Vacant, Open Storage

**Surrounding area character and predominant land use, check one:**
- Urban  
- Suburban  
- Rural  
- Backcountry

**Is the site on a parkway, within or adjacent to a public park or recreational area, or on a highway with a historic, scenic or other designation?** Check one:  
- Yes  
- No

**If yes, describe:**

**What is the future (next 5-20 years) site plan?** (e.g. full reconstruction, lane expansion, bike lane addition, rest area closure, new ramp system, etc.)? Briefly describe: None
Is there an unobstructed, safe access to the area from the highway, frontage road, connector or parallel roadway? Check one: ☑Yes ☐No
If yes, describe: Driveway Entrance

Are there any unique geometric or design considerations, check one: ☐Yes ☑No
If yes, describe:

Topography:
Check one: ☑level (0-5%) ☐gentle (5%-15%) ☐moderate (15%-30%) ☐steep (>30%)
If other than level, what is the predominant slope aspect? ☐north ☐south ☑east ☐west

Area electric utility company name: Central Hudson Gas and Electric

Distance to nearest 3-phase power connection: 1000 feet.

Distance to nearest power substation: 2.2 miles.

Are there any known or potentially sensitive environmental issues such as wetlands, protected stream corridors, floodplain, cultural resources, unique vegetation, threatened or endangered species/habitat, or hazardous material considerations at this site?
If yes describe: No

Additional site notes or comments (optional): Area was once graded to be ramps in the 1970's but was never built. Large fitness center, hotel, gas station nearby. Area is currently a fill area and higher on the west side.

Inset a Google air photo/map (PDF, jpg, gif, screen shot, etc.) clearly indicating the location (include caption):
NYSDOT is identifying potential solar facility sites in the state highway right-of-way. These sites are not to adversely affect highway safety, design, construction, maintenance, or the current highway stability. In addition, sites are not to interfere with or impair future highway expansion and also have minimal or no environmental impacts. The intent is to identify sites owned by NYSDOT that are:

- equal to or greater than 2 acres (available for solar arrays/infrastructure, e.g. beyond the clear zone),
- relatively flat (if sloped, gentle to moderate, with south facing aspect),
- visible but not distracting to highway users,
- not environmentally sensitive,
- not going to require mature tree stand removal,
- in close proximity to minimally a 3-phase power connection,
- not going to negatively impact any scenic, historic or environmentally-significant resource, and
- not going to interfere with or impair future expansion of the transportation facility.

**Potential Solar Site Information**

Region: 8  
Route Number: NY 304 and CR 33 (N. Middletown Rd)  
Mile Marker: RM 304 8501 1019  
AADT: 23,794 (NY 304); 15,938 (CR 33)

County: Rockland  
Town/City/Village: Town of Orangetown

Geographic coordinates (lat/long at parcel center point): 41.072825, -74.014000

Area within site available for solar infrastructure (in acres): ~ 2.1 acres  
General shape: ☑square or rectangular ☐discontinuous or irregular ☐narrow or linear

What is the current site use and character? (e.g. exit loops, median, DOT facility (rest area, residency, open storage area, etc.), forested, brush, mowed/agricultural, utility access, park and ride, vacant, etc.) Describe: Exit Loop, area is mowed with some trees.

Surrounding area character and predominant land use, check one:  
☑Urban ☐Suburban ☐Rural ☐Backcountry

Is the site on a parkway, within or adjacent to a public park or recreational area, or on a highway with a historic, scenic or other designation? Check one: ☐Yes ☑No  
If yes, describe:

What is the future (next 5-20 years) site plan (e.g. full reconstruction, lane expansion, bike lane addition, rest area closure, new ramp system, etc.)? Briefly describe: None
Is there an unobstructed, safe access to the area from the highway, frontage road, connector or parallel roadway? Check one: ☒ Yes ☐ No
If yes, describe: The area has been used as a staging area in the past, see image below.

Are there any unique geometric or design considerations, check one: ☐ Yes ☒ No
If yes, describe:

Topography:
Check one: ☐ level (0-5%) ☒ gentle (5%-15%) ☐ moderate (15%-30%) ☐ steep (>30%)
If other than level, what is the predominant slope aspect? ☐ north ☒ south ☐ east ☐ west

Area electric utility company name: Orange and Rockland Utilities

Distance to nearest 3-phase power connection: 150 feet.

Distance to nearest power substation: 1.9 miles.

Are there any known or potentially sensitive environmental issues such as wetlands, protected stream corridors, floodplain, cultural resources, unique vegetation, threatened or endangered species/habitat, or hazardous material considerations at this site?
If yes describe: Bog turtle < 0.5 miles from site location (citation dated "1842-pre"), kentucky warbler 0.4 miles from site location (citation dated "1980-6-11"), Northern long-eared bat hibernaculum located 13 miles northwest of site location.

Additional site notes or comments (optional): Site is approximately 1 mile from Townline sub-residency.

Inset a Google air photo/map (PDF, jpg, gif, screen shot, etc.) clearly indicating the location (include caption):
NYSDOT is identifying potential solar facility sites in the state highway right-of-way. These sites are not to adversely affect highway safety, design, construction, maintenance, or the current highway stability. In addition, sites are not to interfere with or impair future highway expansion and also have minimal or no environmental impacts. The intent is to identify sites owned by NYSDOT that are:

- equal to or greater than 2 acres (available for solar arrays/infrastructure, e.g. beyond the clear zone),
- relatively flat (if sloped, gentle to moderate, with south facing aspect),
- visible but not distracting to highway users,
- not environmentally sensitive,
- not going to require mature tree stand removal,
- in close proximity to minimally a 3-phase power connection,
- not going to negatively impact any scenic, historic or environmentally-significant resource, and
- not going to interfere with or impair future expansion of the transportation facility.

**Potential Solar Site Information**

Region: 8  Route Number: I-684  Mile Marker: RM 684187011150  AADT: 58,823

County: Westchester  Town/City/Village: Bedford Hills

Geographic coordinates (lat/long at parcel center point): 41.229, -73.681

Area within site available for solar infrastructure (in acres): ~6.5 acres
General shape: square or rectangular discontinuous or irregular narrow or linear

What is the current site use and character? (e.g. exit loops, median, DOT facility (rest area, residency, open storage area, etc.), forested, brush, mowed/agricultural, utility access, park and ride, vacant, etc.) Describe: Mowed interstate median

Surrounding area character and predominant land use, check one:
- Urban  ☒Suburban  ☐Rural  ☐Backcountry

Is the site on a parkway, within or adjacent to a public park or recreational area, or on a highway with a historic, scenic or other designation? Check one: ☐Yes  ☒No
If yes, describe:

What is the future (next 5-20 years) site plan (e.g. full reconstruction, lane expansion, bike lane addition, rest area closure, new ramp system, etc.)? Briefly describe: None

**3H1 - I-684 at Bedford Center Road – Bedford Hills**
Is there an unobstructed, safe access to the area from the highway, frontage road, connector or parallel roadway? Check one: ☑Yes ☐No
If yes, describe: Access available from rest area

Are there any unique geometric or design considerations, check one: ☑Yes ☐No
If yes, describe: This site is broken up into three locations. Glen Arbor Golf Club is located to the east of I-694.

Topography:
Check one: ☐level (0-5%) ☑gentle (5%-15%) ☑moderate (15%-30%) ☐steep (>30%)
If other than level, what is the predominant slope aspect? ☐north ☐south ☑east ☐west

Area electric utility company name: NYSEG

Distance to nearest 3-phase power connection: 2,100 feet.

Distance to nearest power substation: 0.9 miles.

Are there any known or potentially sensitive environmental issues such as wetlands, protected stream corridors, floodplain, cultural resources, unique vegetation, threatened or endangered species/habitat, or hazardous material considerations at this site?
If yes describe: Organic filter exists between the two selected solar locations in the median of I684.
Area is a potential environmental justice area, bat hibernaculum within 40 miles of site location (NLEB - 9 miles away, Indiana bat 29 miles away).

Additional site notes or comments (optional): Within 1 mile of Metro North New Haven Line Station and Bedford Hills Correctional Facility.

Inset a Google air photo/map (PDF, jpg, gif, screen shot, etc.) clearly indicating the location (include caption):
NYSDOT is identifying potential solar facility sites in the state highway right-of-way. These sites are not to adversely affect highway safety, design, construction, maintenance, or the current highway stability. In addition, sites are not to interfere with or impair future highway expansion and also have minimal or no environmental impacts. The intent is to identify sites owned by NYSDOT that are:

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- relatively flat (if sloped, gentle to moderate, with south facing aspect),
- visible but not distracting to highway users,
- not environmentally sensitive,
- not going to require mature tree stand removal,
- in close proximity to minimally a 3-phase power connection,
- not going to negatively impact any scenic, historic or environmentally-significant resource, and
- not going to interfere with or impair future expansion of the transportation facility.

### Potential Solar Site Information

**Region:** 8  
**Route Number:** NY 120  
**Mile Marker:** RM 12087012059  
**AADT:** 7650  
**County:** Westchester  
**Town/City/Village:** Town and Village of Harrison  
**Geographic coordinates (lat/long at parcel center point):** 41.069565°N, 73.715626°W  
**Area within site available for solar infrastructure (in acres):** 1.6 acres  
**General shape:** ☑ square or rectangular ☐ discontinuous or irregular ☐ narrow or linear  
**What is the current site use and character? (e.g. exit loops, median, DOT facility (rest area, residency, open storage area, etc.), forested, brush, mowed/agricultural, utility access, park and ride, vacant, etc.) Describe:** DOT Facility - old landfill  
**Surrounding area character and predominant land use, check one:**  
☐ Urban  ☑ Suburban  ☐ Rural  ☐ Backcountry  
**Is the site on a parkway, within or adjacent to a public park or recreational area, or on a highway with a historic, scenic or other designation? Check one:** ☐ Yes  ☑ No  
**If yes, describe:**  
**What is the future (next 5-20 years) site plan (e.g. full reconstruction, lane expansion, bike lane addition, rest area closure, new ramp system, etc.)?** Briefly describe: None.
Is there an unobstructed, safe access to the area from the highway, frontage road, connector or parallel roadway? Check one: ☒Yes ☐No
If yes, describe: Access from DOT facility

Are there any unique geometric or design considerations, check one: ☒Yes ☐No
If yes, describe: Site location is behind Residency 8-9. Land is an old landfill.

Topography:
Check one: ☐level (0-5%) ☒gentle (5%-15%) ☐moderate (15%-30%) ☐steep (>30%)
If other than level, what is the predominant slope aspect? ☐north ☒south ☐east ☐west

Area electric utility company name: ConEd

Distance to nearest 3-phase power connection: 250 feet.

Distance to nearest power substation: 5.0 miles.

Are there any known or potentially sensitive environmental issues such as wetlands, protected stream corridors, floodplain, cultural resources, unique vegetation, threatened or endangered species/habitat, or hazardous material considerations at this site?
If yes describe: NYC DEP Watershed

Additional site notes or comments (optional): Near I-684 and Westchester County Airport

Inset a Google air photo/map (PDF, jpg, gif, screen shot, etc.) clearly indicating the location (include caption):
NYSDOT is identifying potential solar facility sites in the state highway right-of-way. These sites are not to adversely affect highway safety, design, construction, maintenance, or the current highway stability. In addition, sites are not to interfere with or impair future highway expansion and also have minimal or no environmental impacts. The intent is to identify sites owned by NYSDOT that are:

- equal to or greater than 2 acres (available for solar arrays/infrastructure, e.g. beyond the clear zone),
- relatively flat (if sloped, gentle to moderate, with south facing aspect),
- visible but not distractive to highway users,
- not environmentally sensitive,
- not going to require mature tree stand removal,
- in close proximity to minimally a 3-phase power connection,
- not going to negatively impact any scenic, historic or environmentally-significant resource, and
- not going to interfere with or impair future expansion of the transportation facility.

### Potential Solar Site Information

**Region:** 8  
**Route Number:** 987F (Sprain Brook Parkway)  
**Mile Marker:** 987F  
**County:** Westchester  
**Town/City/Village:** Mount Pleasant  
**AADT:** 89,870

Geographic coordinates (lat/long at parcel center point): 73 deg. 48' 927", 41 deg. 4' 34"

**Area within site available for solar infrastructure (in acres):** 0.94  
**General shape:** \( \square \text{square or rectangular} \bigoplus \text{discontinuous or irregular} \square \text{narrow or linear} \)

What is the current site use and character? (e.g. exit loops, median, DOT facility (rest area, residency, open storage area, etc.), forested, brush, mowed/agricultural, utility access, park and ride, vacant, etc.) Describe: exit ramp; previous staging area; currently unoccupied

**Surrounding area character and predominant land use, check one:**  
\( \square \text{Urban} \bigoplus \text{Suburban} \square \text{Rural} \square \text{Backcountry} \)

Is the site on a parkway, within or adjacent to a public park or recreational area, or on a highway with a historic, scenic or other designation? Check one: \( \bigoplus \text{Yes} \square \text{No} \)

If yes, describe: Sprain Brook Parkway designated a state parkway only, not scenic byway
What is the future (next 5-20 years) site plan (e.g. full reconstruction, lane expansion, bike lane addition, rest area closure, new ramp system, etc.)? Briefly describe: None

Is there an unobstructed, safe access to the area from the highway, frontage road, connector or parallel roadway? Check one: Yes ☒ No □
If yes, describe: Access possible from ramp system. Entrances to area already used for staging areas for past contracts.

Are there any unique geometric or design considerations, check one: Yes ☒ No □
If yes, describe:

Topography:
Check one: level (0-5%) ☐ gentle (5%-15%) ☐ moderate (15%-30%) ☐ steep (>30%)
If other than level, what is the predominant slope aspect? north ☐ south ☒ east ☐ west

Area electric utility company name: ConEd

Distance to nearest 3-phase power connection: 800 feet.

Distance to nearest power substation: 1.6 miles.

Are there any known or potentially sensitive environmental issues such as wetlands, protected stream corridors, floodplain, cultural resources, unique vegetation, threatened or endangered species/habitat, or hazardous material considerations at this site? If yes describe: No

Additional site notes or comments (optional): Within 1 mile of Residency 8-9 Southern Westchester (Valhalla).

Inset a Google air photo/map (PDF, jpg, gif, screen shot, etc.) clearly indicating the location (include caption):

3I2 - Sprain Brook Parkway at Route 100C – Mount Pleasant
NYSDOT is identifying potential solar facility sites in the state highway right-of-way. These sites are not to adversely affect highway safety, design, construction, maintenance, or the current highway stability. In addition, sites are not to interfere with or impair future highway expansion and also have minimal or no environmental impacts. The intent is to identify sites owned by NYSDOT that are:

- equal to or greater than 2 acres (available for solar arrays/infrastructure, e.g. beyond the clear zone),
- relatively flat (if sloped, gentle to moderate, with south facing aspect),
- visible but not distracting to highway users,
- not environmentally sensitive,
- not going to require mature tree stand removal,
- in close proximity to minimally a 3-phase power connection,
- not going to negatively impact any scenic, historic or environmentally-significant resource, and
- not going to interfere with or impair future expansion of the transportation facility.

**Potential Solar Site Information**

Region: 8  Route Number: 987G/987D  Mile Marker: 987D 8701 2105 to 2109
AADT: 72,866 (897G)/50,242 (987D)

County: Westchester  Town/City/Village: Mount Pleasant

Geographic coordinates (lat/long at parcel center point): 73 deg. 48' 5", 41 deg. 6' 35"

Area within site available for solar infrastructure (in acres): 6.6 acres total

General shape: ☐square or rectangular ☑discontinuous or irregular ☐narrow or linear

What is the current site use and character? (e.g. exit loops, median, DOT facility (rest area, residency, open storage area, etc.), forested, brush, mowed/agricultural, utility access, park and ride, vacant, etc.) Describe:

Surrounding area character and predominant land use, check one:
☐Urban ☐Suburban ☐Rural ☐Backcountry

Is the site on a parkway, within or adjacent to a public park or recreational area, or on a highway with a historic, scenic or other designation? Check one: ☑Yes ☐No
If yes, describe: Taconic State Parkway and Saw Mill River Parkway are listed as state parkways only (not scenic byways)
What is the future (next 5-20 years) site plan (e.g. full reconstruction, lane expansion, bike lane addition, rest area closure, new ramp system, etc.)? Briefly describe: None

Is there an unobstructed, safe access to the area from the highway, frontage road, connector or parallel roadway? Check one: ☑Yes □No
If yes, describe: Visibility is good but access point should have decel/accel area for safe ingress and egress

Are there any unique geometric or design considerations, check one: ☑Yes □No
If yes, describe: Divided three level interchange adds complexity to creating access to site. Adjacent ramps are two lane, higher speed connections.

Topography:
Check one: ☐level (0-5%) ☐gentle (5%-15%) ☑moderate (15%-30%) ☐steep (>30%)
If other than level, what is the predominant slope aspect? ☐north ☑south ☐east ☐west

Area electric utility company name: ConEd

Distance to nearest 3-phase power connection: 1,700 feet.

Distance to nearest power substation: 2.75 miles.

Are there any known or potentially sensitive environmental issues such as wetlands, protected stream corridors, floodplain, cultural resources, unique vegetation, threatened or endangered species/habitat, or hazardous material considerations at this site?
If yes describe: GIS shows a small federal wetland in northeast quadrant; this should be field verified. GIS also shows an unconsolidated aquifer.

Additional site notes or comments (optional): Site is often referred to as the Hawthorne interchange. Site borders the south side of Graham Hills County Park (undeveloped).

Inset a Google air photo/map (PDF, jpg, gif, screen shot, etc.) clearly indicating the location (include caption):

313 - Taconic State Pkwy @ Saw Mill River Pkwy – Mount Pleasant