



YSG Solar Development Company, LLC  
79 Madison Avenue, 8<sup>th</sup> Floor  
New York, NY 10016  
(212) 389-9215

DTS Provident Design Engineering, LLP  
Attn: Brian Dempsey, P.E., PTOE  
One North Broadway  
White Plains, NY 10601  
914-428-0010

August 25, 2022

**RE: Briarcliff Solar Application for Special Use Permit**

Dear Ms. Dempsey,

YSG Solar is in receipt of your comment letter dated July 26, 2022, regarding the 345 Scarborough Rd Solar facility. YSG solar is submitting the enclosed comment response table to address the comments received within the letter. The following new or revised documents are being submitted to supplement the prior application package and comment response table:

- Briarcliff Manor Site Plan (REVISED)
- Briarcliff Solar Traffic Assessment 08-16-2022 (NEW)
- CESIR Study Results MC 596921
- CESIR Study Results MC 596922

If you need any additional information, please email me at [James.T@YSGSolar.com](mailto:James.T@YSGSolar.com) or call me at 716-440-8698, to learn more.

Thank you,

Jim Taravella  
YSG Solar  
[James.T@YSGSolar.com](mailto:James.T@YSGSolar.com)

cc: Christine Dennett, Village Clerk  
David Turiano, P.E.



## **PRELIMINARY TRAFFIC COMPLETENESS MEMORNADUM NO. 2**

TO:	David J. Turiano, P.E. Village of Briarcliff Manor	DATE:	July 26, 2022
FROM:	Brian Dempsey, P.E., PTOE, RSP1 Danny Cuya, EIT	RE:	Traffic Review Solar Facility 345 Scarborough Road Village of Briarcliff Manor

### **Introduction**

DTS Provident Design Engineering, LLP (DTS Provident), on behalf of the Village of Briarcliff Manor, has reviewed the information provided to date for the proposed Briarcliff Solar Application for Special Use Permit to be located at 345 Scarborough Road, the site of the former Philips Lighting Research Facility, in the Village of Briarcliff Manor from a Vehicular and Pedestrian Traffic standpoint. This review is only a Preliminary Completeness Review, a detailed Technical Review will be performed after the Application has been deemed Complete.

DTS Provident's initial Completeness Memo was dated June 15, 2022. To perform the Initial Completeness Review, DTS Provident reviewed various documents, primarily the Special Permit Application dated March 21, 2022, prepared by YSG Solar Development Company, LLC (YSG): the Briarcliff Solar Development Code Compliance Checklist; and the Briarcliff Solar, LLC - Project Application Book, among others. A Traffic Study was not performed for this Project.

A site visit was performed as part of this Completeness Review. Additional documents reviewed for this Completeness Review includes the YSG Traffic Response Letter dated July 15, 2022, the Site Plans dated May 10, 2022 prepared by LaBella, the Truck Turning Plan (Exhibit A) undated prepared by LaBella, the YSG Project Application Book, dated Revision 1 June 22, 2022, and the previous Draft Traffic Study (for an age-restricted residential facility) dated December 31, 2018 by JMC.

**Completeness Review**

Unlike most projects in the Village, the Traffic issues that could arise with a Solar Facility Project similar to the one proposed is not during the operation of the project but during the construction phase, including the demolition/removal of the existing Philips Facility structures. DTS Provident agrees that the Project will not have a significant traffic impact during operation. There will be minimal maintenance staff at the facility during operation.

However, there is the possibility of Traffic impacts during construction. Thus, the following are our Completeness Comments:

**Construction Traffic**

CT-1: A Traffic Study should be performed regarding the potential Traffic impacts of the construction of the Facility including the removal of the existing structures, cut and fill, installation, equipment needed, turning maneuvers, pavement impact, driveway sight distance, etc. The 1-6 vehicles on site during construction as listed in the Compliance Checklist does not seem realistic for the size/scope of the project. The length of construction should also be provided.

YSG Response and DTS Provident Follow-up Comments: On behalf of YSG, LaBella Associates will be preparing the requested Traffic Study regarding construction. YSG also significantly increased their potential number of construction workers and construction vehicles. However, some of the amounts still seem low such as for construction debris (removal of the existing buildings and parking lots) as well as the removal of a significant number of trees. The length of each phase of the construction should also be provided. Specific details will need to be contained in the Traffic Study including the size and weight of the trucks.

CT-2: The 2018 Draft Traffic Study should be submitted as an Appendix.

YSG Response and DTS Provident Follow-up Comments: The 2018 Draft Traffic Study has now been submitted.

CT-3: The number of construction workers listed seems very low for a Project of this magnitude. Please explain and provide the peak number of construction workers.

YSG Response and DTS Provident Follow-up Comments: YSG has significantly increased their potential number of construction workers and construction vehicles. Specific details will be contained in the Traffic Study.

CT-4: Are the proposed construction hours consistent with the Village Code?

YSG Response and DTS Provident Follow-up Comments: YSG states that the Chapter 146 of the Village Code will be followed.

CT-5: When will the construction deliveries occur?

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July 26, 2022

YSG Response and DTS Provident Follow-up Comments: YSG states that construction deliveries will be during normal business hours and will make an effort to schedule deliveries during off-peak hours (10:00 AM to 3:30 PM).

CT-6: Will there be a substation or other facility installed?

YSG Response and DTS Provident Follow-up Comments: There will be no substation installed at the Site.

CT-7: How will trucks reach and leave the Site including how will they reach Scarborough Road?

YSG Response and DTS Provident Follow-up Comments: Trucks will travel on Route 9 to Scarborough Road. YSG proposes to provide a Transportation Plan with the Building Permit Application.

CT-8: What will the size, height and weight of the trucks (including cargo and equipment, etc.)? There are certain bridges in the area with low clearance.

YSG Response and DTS Provident Follow-up Comments: YSG states that panels will arrive in shipping containers that will be trucked to the Site via WB-67 tractor trailers. YSG also states that the shipments will conform to local weight and size restrictions and will obtain permits for any deviations.

CT-9: Are there any bridges or culverts on the proposed routes and do any have weight restrictions or clearance height restrictions or are they considered structurally deficient in terms of supporting the truck deliveries?

YSG Response and DTS Provident Follow-up Comments: YSG states that all building material deliveries will conform to road/bridge height/weight restrictions. However, standard construction equipment may require an oversize load permit and the appropriate permits will be obtained.

CT-10: Will there be any overweight/oversize vehicles transporting equipment to/from the Site and will special permits be required, or provisions need to be made?

YSG Response and DTS Provident Follow-up Comments: YSG states that all building material deliveries will conform to road/bridge height/weight restrictions. However, standard construction equipment may require an oversize load permit and the appropriate permits will be obtained.

CT-11: A Road Use Agreement (RUA) may need to be established with the Village and other governmental agencies in case there is damage such as to pavements or culverts, etc.

YSG Response and DTS Provident Follow-up Comments: YSG has acknowledged that a Road Use Agreement will be established.

CT-12: What are the maximum number of trucks per day?

YSG Response and DTS Provident Follow-up Comments: YSG states that there will be a maximum of 20 delivery trucks will enter the Site on a peak day. This should be further discussed in the Traffic Study including how many days that this will occur.

CT-13: What size/weight/types are the equipment and machinery to be utilized?

YSG Response and DTS Provident Follow-up Comments: YSG states that standard construction equipment may require an overside load permit and the appropriate permits will be obtained. More details should be provided in the Traffic Study.

CT-14: Will there be cut and/or fill removed from or brought to the Site, and if so, how much and how many trucks will be utilized?

YSG Response and DTS Provident Follow-up Comments: YSG states that no cut will be removed from the Site.

CT-15: How many and what size trucks will be utilized to demo/remove the materials from the existing site?

YSG Response and DTS Provident Follow-up Comments: YSG states that the number and size of the demolition trucks will be determined during the preparation of the demolition plan which will be provided with the Building Permit Application.

CT-16: Provide/illustrate the sight distance at the intersection of the Site Driveway (Shadow Brook Lane) and Scarborough Road and compare to appropriate standards. Will vegetation need to be cleared?

YSG Response and DTS Provident Follow-up Comments: YSG states that the Traffic Study will discuss whether vegetation will need to be maintained to provide proper sight distance.

CT-17: Provide an overall assessment of the roadway network to be able to support the number of construction employees and construction vehicles.

YSG Response and DTS Provident Follow-up Comments: YSG states that the Road Use Agreement will outline the requirements of an assessment of the roadway network. It is the opinion of DTS Provident that this overall assessment should be included in the Traffic Study.

## **Site Plans**

SP-1: On the Site and Utility Plans (Drawings C201 and C202) and the Grading and Erosion Control Plan (C401 and C402) as well as the other Plans – label Scarborough Road and the other roadways on these and the other plans.

YSG Response and DTS Provident Follow-up Comments: The roadways have now been labeled on the Plans.

SP-2: Label or reference the maximum grade on the Driveway.

YSG Response and DTS Provident Follow-up Comments: The Response Table states that the driveway slope has been noted in the plan set. However, while there are topographic lines shown on the plans, labeled grades were not observed. These can be included in the Traffic Study.

SP-3: Provide Truck turning movement templates to indicate that the largest truck can turn in and out of the Driveway as well as circulate internal roadway. Also illustrate that the truck can perform the turns at the other key locations along the haul routes.

Preliminary Traffic Completeness Memorandum No. 2  
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YSG Response and DTS Provident Follow-up Comments: While a turning maneuver diagram illustrates a fire truck turning right into the Driveway and within the Site, other turning maneuver diagrams for a WB-67 should be provided at Route 9/Scarborough and at the Site Driveway as well as within the Site along with the reverse route.

SP-4: Discuss whether vehicles will need to circulate around the site for maintenance or in case of emergency as the access road only provides access to the middle of the site?

YSG Response and DTS Provident Follow-up Comments: YSG is providing a 20-foot-wide grass area between the panels and the fencing for a standard pick-up to traverse the perimeter. There will also be approximately 15 feet between rows. However, DTS Provident notes that there are some steep slopes that may be difficult to traverse.

SP-5: Illustrate where construction workers will park.

YSG Response and DTS Provident Follow-up Comments: YSG states that the existing parking lots will be used to parking during building demolition and site clearing/grading while the site access road will be utilized for parking during the array installation.

### **Additional New Comments**

The following are additional comments from DTS Provident in response to the information submitted by YSG. The responses should be included in the Traffic Study:

AC-1: Will the driveway from Holbrook Road be utilized during construction, operation, maintenance or for emergency access?

AC-2: The Applicant may need to consider the use of a construction warning vehicle to lead the W-67 Tractor Trailers from when they begin to turn from Route 9 onto Scarborough Road and then to the Site as well as the reverse pattern until they turn from Scarborough Road to Route 9 due to the narrow lanes, roadway curvature and grades.

AC-3: Turning maneuver diagrams should be provided at Route 9/Scarborough and at the Site Driveway and within the Site for a WB-67, as well as for the reverse route.

AC-4: The fire truck turning maneuvers should include the aerial truck (which is what it is labeled on the plan). DTS Provident can provide a specific turning template for the Village's aerial fire truck.

AC-5: Permits such as oversize permits must be obtained from the appropriate agencies (i.e., NYSDOT, Village, etc.) Some permits may need to be obtained from multiple agencies as Route 9 is under the jurisdiction of the NYSDOT while Scarborough Road is under the jurisdiction of the Village.

AC-6: The above items in this Section and the earlier Sections should be contained in the Traffic Study.

**Re-Submission Requirements/Timing**

The Applicant has proposed to submit these materials in conjunction with the Building Permit Application, It is the opinion of DTS Provident that this information, particularly the Traffic Study, the Transportation Plan, and the Turning Diagrams as part of the Special Permit Application or as part of the Site Plan Application, at the latest.

This memo reflects PDE's Professional Review and Comments but may not reflect those of the Village.

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Briarcliff Solar Development  
Comment/Response Table  
8/25/2022

YSG Solar Development Company, LLC  
79 Madison Avenue, 8th Floor  
New York, NY 10016  
(212) 389-9215

Comment Letters Provided by the Village of Briarcliff Manor		YSG/Briarcliff Solar LLC Response	
DTS Provident Preliminary Completeness Memorandum (July 26, 2022) RE: Traffic Review			
Construction Traffic			
CT-1:	<p>A Traffic Study should be performed in regards to the potential Traffic impacts of the construction of the Facility including the removal of the existing structures, cut and fill, installation, equipment needed, turning maneuvers, pavement impact, driveway sight distance, etc. The 1-6 vehicles on site during construction as listed in the Compliance Checklist does not seem realistic for the size/scope of the project. The length of construction should also be provided.</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> On behalf of YSG, LaBella Associates will be preparing the requested Traffic Study regarding construction. YSG also significantly increased their potential number of construction workers and construction vehicles. However, some of the amounts still seem low such as for construction debris (removal of the existing buildings and parking lots) as well as the removal of a significant number of trees. The length of each phase of the construction should also be provided. Specific details will need to be contained in the Traffic Study including the size and weight of the trucks.</p>	<ul style="list-style-type: none"><li>• A project traffic study has been attached to this table.</li><li>• Trip generation data is discussed in section D of the Study.</li><li>• Vehicle turning maneuvers are illustrated on sheet C004 of the revised plan set.</li></ul>	
CT-2:	<p>The 2018 Draft Traffic Study should be submitted as an Appendix.</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> The 2018 Draft Traffic Study has now been submitted.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No further action required</li></ul>	
CT-3:	<p>The number of construction workers listed seems very low for a Project of this magnitude. Please explain and provide the peak number of construction workers.</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG has significantly increased their potential number of construction workers and construction vehicles. Specific details will be contained in the Traffic Study.</p>	<ul style="list-style-type: none"><li>• A project traffic study has been attached to this table.</li><li>• Trip generation data is discussed in section D of the Study.</li></ul>	
CT-4:	<p>Are the proposed construction hours consistent with the Village Code?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG states that the Chapter 146 of the Village Code will be followed.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No further action required</li></ul>	
CT-5:	<p>When will the construction deliveries occur?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG states that construction deliveries will be during normal business hours and will make an effort to schedule deliveries during off-peak hours (10:00 AM to 3:30 PM).</p>	<ul style="list-style-type: none"><li>• Acknowledged - No further action required</li></ul>	
CT-6:	<p>Will there be a substation or other facility installed?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> There will be no substation installed at the Site.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No further action required</li><li>• ConEd has provided CESIR studies MC-596922 and MC-596921 (attached to this submission). Per the studies no system upgrades are required for this project.</li></ul>	
CT-7:	<p>How will trucks reach and leave the Site including how will they reach Scarborough Road?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> Trucks will travel on Route 9 to Scarborough Road. YSG proposes to provide a Transportation Plan with the Building Permit Application.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No additional information has been requested</li></ul>	



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Comment Letters Provided by the Village of Briarcliff Manor	YSG/Briarcliff Solar LLC Response
<p><b>CT-8:</b> What will the size, height and weight of the trucks (including cargo and equipment, etc.)? There are certain bridges in the area with low clearance.</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG states that panels will arrive in shipping containers that will trucked to the Site via WB-67 tractor trailers. YSG also states that the shipments will conform to local weight and size restrictions and will obtain permits for any deviations.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No additional information has been requested</li></ul>
<p><b>CT-9:</b> Are there any bridges or culverts on the proposed routes and do any have weight restrictions or clearance height restrictions or are they considered structurally deficient in terms of supporting the truck deliveries?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG states that all building material deliveries will conform to road/bridge height/weight restrictions. However, standard construction equipment may require an overside load permit and the appropriate permits will be obtained.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No additional information has been requested</li></ul>
<p><b>CT-10:</b> Will there be any overweight/oversize vehicles transporting equipment to/from the Site and will special permits be required or provisions need to be made?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG states that all building material deliveries will conform to road/bridge height/weight restrictions. However, standard construction equipment may require an overside load permit and the appropriate permits will be obtained.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No additional information has been requested</li></ul>
<p><b>CT-11:</b> A Road Use Agreement (RUA) may need to be established with the Village and other governmental agencies in case there is damage such as to pavements or culverts, etc.</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG has acknowledged that a Road Use Agreement will be established.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No additional information has been requested</li></ul>
<p><b>CT-12:</b> What are the maximum number of trucks per day?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG states that there will be a maximum of 20 delivery trucks will enter the Site on a peak day. This should be further discussed in the Traffic Study including how many days that this will occur.</p>	<ul style="list-style-type: none"><li>• A project traffic study has been attached to this table.</li><li>• Vehicular trip generation is discussed in section D of the Study.</li></ul>
<p><b>CT-13:</b> What size/weight/types are the equipment and machinery to be utilized?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG states that standard construction equipment may require an overside load permit and the appropriate permits will be obtained. More details should be provided in the Traffic Study.</p>	<ul style="list-style-type: none"><li>• A project traffic study has been attached to this table.</li><li>• Trip generation data is discussed in section D of the Study.</li></ul>
<p><b>CT-14:</b> Will there be cut and/or fill removed from or brought to the Site, and if so, how much and how many trucks will be utilized?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG states that no cut will be removed from the Site.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No additional information has been requested</li></ul>
<p><b>CT-15:</b> How many and what size trucks will be utilized to demo/remove the materials from the existing site?</p> <p><b><u>YSG Response and DTS Provident Follow-up Comments:</u></b> YSG states that the number and size of the demolition trucks will be determined during the preparation of the demolition plan which will be provided with the Building Permit Application.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No additional information has been requested</li></ul>



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<p><b>CT-16:</b> Provide/illustrate the sight distance at the intersection of the Site Driveway (Shadow Brook Lane) and Scarborough Road and compare to appropriate standards. Will vegetation need to be cleared?</p> <p><b>YSG Response and DTS Provident Follow-up Comments:</b> YSG states that the Traffic Study will discuss whether vegetation will need to be maintained to provide proper sight distance.</p>	<ul style="list-style-type: none"><li>• The project layout has changed to facilitate access from Holbrook Rd. Access will no longer be from Scarborough Rd. Sight triangles for the Holbrook Rd entrance on sheet C004 of the revised plan set. The minimum existing sight distance is 338 ft.</li><li>• Vegetation will be maintained in a manner to preserve the necessary sight distances from the existing driveway.</li></ul>
<p><b>CT-17:</b> Provide an overall assessment of the roadway network to be able to support the number of construction employees and construction vehicles.</p> <p><b>YSG Response and DTS Provident Follow-up Comments:</b> YSG states that the Road Use Agreement will outline the requirements of an assessment of the roadway network. It is the opinion of DTS Provident that this overall assessment should be included in the Traffic Study.</p>	<ul style="list-style-type: none"><li>• A project traffic study has been attached to this submission.</li><li>• Linear roadway capacity analysis is discussed in section E of the study.</li><li>• Conclusion 8 in the report states: <i>"The solar panel installation phase is the most intensive construction activity. The site-generated traffic is not expected to significantly affect traffic operation on the segment of Scarborough Road between US Route 9 and Holbrook Road. The linear roadway analysis indicates traffic operation with minimal delay and Level of Service of "C" or better, and sufficient capacity to accommodate the construction-related traffic".</i></li></ul>
<b>Site Plans</b>	
<p><b>SP-1:</b> On the Site and Utility Plans (Drawings C201 and C202) and the Grading and Erosion Control Plan (C401 and C402) as well as the other Plans – label Scarborough Road and the other roadways on these and the other plans.</p> <p><b>YSG Response and DTS Provident Follow-up Comments:</b> The roadways have now been labeled on the Plans.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No further action required</li></ul>
<p><b>SP-2:</b> Label or reference the maximum grade on the Driveway.</p> <p><b>YSG Response and DTS Provident Follow-up Comments:</b> The Response Table states that the driveway slope has been noted in the plan set. However, while there are topographic lines shown on the plans, labeled grades were not observed. These can be included in the Traffic Study.</p>	<ul style="list-style-type: none"><li>• Sheets C401 and C402 of the revised plan set provide stationing for the Holbrook Rd. access road and the vehicle turn arounds.</li><li>• Sheet C404 of the revised plan set provide profiles for the access roads and turn arounds.</li></ul>
<p><b>SP-3:</b> Provide Truck turning movement templates to indicate that the largest truck can turn in and out of the Driveway as well as circulate internal roadway. Also illustrate that the truck can perform the turns at the other key locations along the haul routes.</p> <p><b>YSG Response and DTS Provident Follow-up Comments:</b> While a turning maneuver diagram illustrates a fire truck turning right into the Driveway and within the Site, other turning maneuver diagrams for a WB-67 should be provided at Route 9/Scarborough and at the Site Driveway as well as within the Site along with the reverse route.</p>	<ul style="list-style-type: none"><li>• Vehicle turning movements are provided on sheet C004 of the revised plan set.</li></ul>



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<p><b>SP-4:</b> Discuss whether vehicles will need to circulate around the site for maintenance or in case of emergency as the access road only provides access to the middle of the site?</p> <p><b>YSG Response and DTS Provident Follow-up Comments:</b> YSG is providing a 20-foot-wide grass area between the panels and the fencing for a standard pick-up to traverse the perimeter. There will also be approximately 15 feet between rows. However, DTS Provident notes that there are some steep slopes that may be difficult to traverse.</p>	<ul style="list-style-type: none"><li>• Acknowledged</li></ul>
<p><b>SP-5:</b> Illustrate where construction workers will park.</p> <p><b>YSG Response and DTS Provident Follow-up Comments:</b> YSG states that the existing parking lots will be used to parking during building demolition and site clearing/grading while the site access road will be utilized for parking during the array installation.</p>	<ul style="list-style-type: none"><li>• Acknowledged - No further action required</li></ul>
<b>Additional New Comments</b>	
<p><b>AC-1</b> Will the driveway from Holbrook Road be utilized during construction, operation, maintenance or for emergency access?</p>	<ul style="list-style-type: none"><li>• Following the prior submission, the point of access for the solar farms has been changed from Scarborough Rd to Holbrook Rd upon consultation with emergency services.</li></ul>
<p><b>AC-2</b> The Applicant may need to consider the use of a construction warning vehicle to lead the W-67 Tractor Trailers from when they begin to turn from Route 9 onto Scarborough Road and then to the Site as well as the reverse pattern until they turn from Scarborough Road to Route 9 due to the narrow lanes, roadway curvature and grades.</p>	<ul style="list-style-type: none"><li>• Escort vehicles will be considered and used as needed.</li></ul>
<p><b>AC-3</b> Turning maneuver diagrams should be provided at Route 9/Scarborough and at the Site Driveway and within the Site for a WB-67, as well as for the reverse route.</p>	<ul style="list-style-type: none"><li>• The revised panel layout changes the site access from Scarborough Rd to Holbrook Rd.</li><li>• Vehicle turning movements are provided on sheet C004 of the revised plan set.</li></ul>
<p><b>AC-4</b> The fire truck turning maneuvers should include the aerial truck (which is what it is labeled on the plan). DTS Provident can provide a specific turning template for the Village’s aerial fire truck.</p>	<ul style="list-style-type: none"><li>• Vehicle turning movements are provided on sheet C004 of the revised plan set.</li></ul>
<p><b>AC-5</b> Permits such as oversize permits must be obtained from the appropriate agencies (i.e., NYSDOT, Village, etc.) Some permits may need to be obtained from multiple agencies as Route 9 is under the jurisdiction of the NYSDOT while Scarborough Road is under the jurisdiction of the Village.</p>	<ul style="list-style-type: none"><li>• Acknowledged - The necessary permits will be obtained from the authorities having jurisdiction.</li></ul>
<p><b>AC-6</b> The above items in this Section and the earlier Sections should be contained in the Traffic Study.</p>	<ul style="list-style-type: none"><li>• Acknowledged - the project Traffic Study has been attached to this submission.</li></ul>
<b>Re-Submission Requirements/Timing</b>	
<p>The Applicant has proposed to submit these materials in conjunction with the Building Permit Application, It is the opinion of DTS Provident that this information, particularly the Traffic Study, the Transportation Plan, and the Turning Diagrams as part of the Special Permit Application or as part of the Site Plan Application, at the latest.</p>	<ul style="list-style-type: none"><li>• Acknowledged</li></ul>