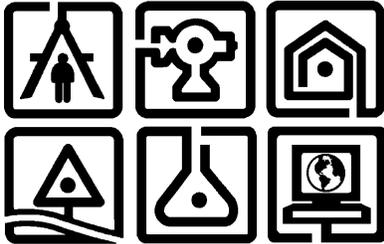


August 2025



## Climate Leadership and Community Protection Act Analysis

New Asphalt Plant  
Jenksville Sand and Gravel LLC  
Fort Ann Quarry #1 Site  
7289 State Route 4, Town of Fort Ann  
Washington County, New York

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**CLIMATE LEADERSHIP AND COMMUNITY PROTECTION ACT (CLCPA)  
ANALYSIS - NEW ASPHALT PLANT - JENKINSVILLE SAND AND GRAVEL, LLC  
FORT ANN QUARRY #1 - 7289 STATE ROUTE 4  
TOWN OF FORT ANN, WASHINGTON COUNTY, NEW YORK**

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## 1.0 PROJECT/FACILITY BACKGROUND

C.T. Male Associates Engineering, Surveying, Architecture, Landscape Architecture & Geology, D.P.C. (C.T. Male) has prepared the attached CLPCA Analysis as part of a project which includes an application for a New York State Department of Environmental Conservation (NYSDEC) Air State Facility Permit to construct and operate an asphalt plant at the Jenkinsville Sand and Gravel LLC (Jenkinsville S&G) Fort Ann Quarry #1 site facility located at 7289 State Route 4 in the Town of Fort Ann, Washington County, New York (see Figure 1). The site is currently a NYSDEC permitted Mine facility, which has been issued Mine ID 50985. Jenkinsville S&G plans to install an asphalt plant with a production capacity of 300 tons per hour within the approved existing mine site.

The facility operations are proposed to include an asphalt manufacturing process. Asphalt manufacturing operations generate greenhouse gases (GHGs) that are subject to the requirements of the NYSDEC’s Climate Leadership and Community Protection Act (CLCPA).

Under CLCPA, when issuing air quality permits in New York, all state agencies are required to consider “whether such decisions are consistent with, or will interfere with, the attainment of the statewide GHG emission limits established in Article 75 of the environmental conservation law.” With the submittal of a new Air State Facility (ASF) permit application for the proposed asphalt plant, the applicant is required to include a CLCPA analysis as it relates to the project’s impact on statewide GHG levels.

New York’s CLCPA was signed into law on July 18, 2019 and includes requirements to reduce economy-wide GHG emissions in New York State by 40% below 1990 levels of carbon dioxide equivalent [CO<sub>2e</sub>] by 2030, and no less than 85% below 1990 levels by 2050, as shown in Table 1.1 below.

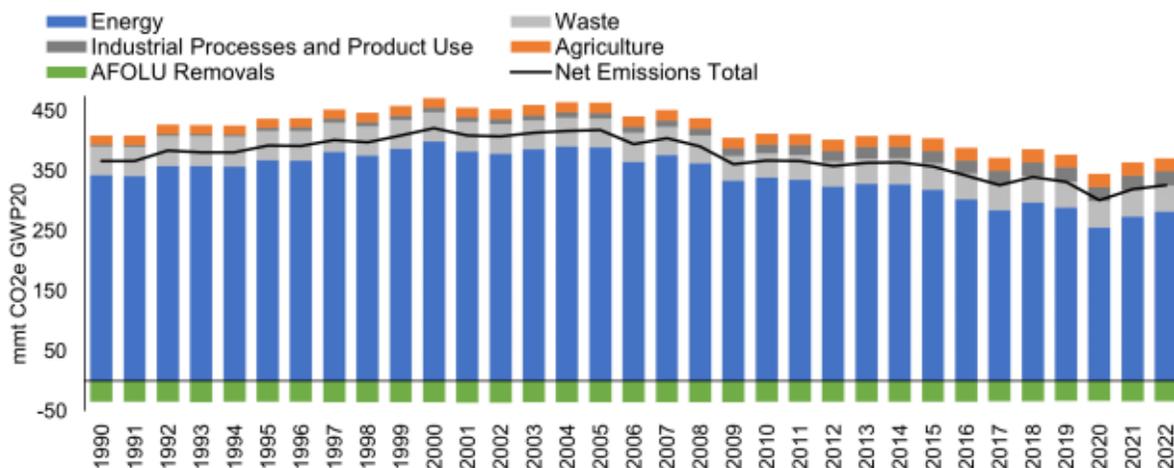
**Table 1.1 - Statewide GHG Emission Limits**

<b>Year</b>	<b>Statewide GHG Emission Limit (Million Metric Tons of CO<sub>2e</sub>)<sup>1</sup></b>
1990	409.78
2030	245.87 (40% Reduction of 1990 level)
2050	61.47 (85% Reduction of 1990 level)

<sup>1</sup> - As listed in 6 NYCRR Part 496.4, Statewide Greenhouse Gas Emission Limits.

The Jenkinsville S&G facility is accounted for under the “Industrial Processes and Product Use” sector within the statewide GHG inventory. In New York, industrial process emissions are a relatively small portion of the overall statewide emissions and have seen an overall reduction over the past 30 years according to the “Industrial Processes and Product Use: 2021 NYS Greenhouse Gas Emissions Report (Sectoral Report #2)” obtained from the NYSDEC website. Table 1.2 below was excerpted from the “Summary Report 2021 NYS Statewide GHG Emissions Report” obtained from the NYSDEC website to demonstrate that the industrial sector is a small piece of the overall, statewide GHG impact.

**Table 1.2 - NYS Statewide Greenhouse Gas Emissions by Economic Sector, 1990-2022**



Note: mmt = million metric tons

The CLCPA analysis being submitted by Jenkinsville S&G includes considerations for the facility’s potential operations, and was conducted in accordance with NYSDEC’s Division of Air Resources (DAR) Policy Climate Leadership and Community Protection Act and Air Permit Applications (DAR-21).

## 2.0 PROJECT/FACILITY DESCRIPTION

The site is currently a NYSDEC permitted Mine facility, which has been issued Mine ID 50985. Jenkinsville S&G plans to install an asphalt plant with a production capacity of 300 tons per hour within the approved mine site and will cap operations at 300,000 tons per year of asphalt production, which will also represent the estimated actual production level.

At the most basic level, asphalt mixtures are composed of approximately 93 - 96% aggregates and 4 - 7% asphalt binder<sup>1</sup>. Asphalt mixtures are produced in asphalt plants, which use a rotary drum to dry the aggregates and heat them to approximately 300°F. Asphalt plants can burn a variety of fuels, but the most common are natural gas, used oil, propane, and diesel fuel/No. 2 fuel oil, with the proposed plant planned to use propane/LP-Gas and No. 2 fuel oil. The aggregates are then blended with asphalt binder to produce asphalt mixtures that are temporarily stored in silos. Asphalt mixtures are transported to the paving jobsite by truck and placed while at elevated temperatures.

The permitted facility boilers will consist of a stationary continuous drum hot mix asphalt plant, which will be operated seasonally during the construction season. The emissions reported within the Air State Facility Permit Application are based on the potential to emit of the facility, which is based on a nominal 300 ton per hour capacity. As the asphalt production business is seasonal, an annual cap of 300,000 tons will be sought, as listed in the April 2025 Air State Facility permit application, in order to reflect production only during the typical construction season of April - November. Emissions from asphalt production were calculated based on the maximum design capacity of the plant, emission factors published within the USEPA's AP-42 (Chapter 11.1) or as supplied by the plant manufacturer, and operation of the plant on an hourly basis and for 8,760 hours per year to calculate the potential to emit (PTE), as well as on 300,000 ton per year basis to reflect the requested production limit.

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<sup>1</sup> - Asphalt production industry information taken from SIP-106, [GHG Emissions Inventory for Asphalt Mix Production in the United States](#). Published by the National Asphalt Pavement Association, June 2022.

### 3.0 CLCPA ANALYSIS

The GHG emissions from the proposed asphalt plant analyzed under this CLCPA analysis includes emissions of carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and Nitrous Oxide (N<sub>2</sub>O) as no other GHG have been identified to be generated by the proposed facility operations.

DAR-21 requires calculations describing the project's direct GHG emissions on a potential to emit (PTE) and actual emissions basis. "Actual" emissions are provided, and anticipate that once constructed, an annual asphalt production rate of up to 300,000 tons will occur within the permitted mine hours. PTE emissions are estimated for the facility at full production capacity (24 hours per day / 7 days per week).

#### 3.1 Carbon Dioxide Equivalent Greenhouse Gas Emissions

GHG emissions estimated in this analysis demonstrate the actual and projected emissions (in units of CO<sub>2e</sub>). These calculations were performed using 20-year global warming potentials (GWPs) found in 6 NYCRR Part 496.5 - Statewide Greenhouse Gas Emission Limits.

Each individual GHG has a different GWP that has been developed to be able to compare different GHGs on a common reporting basis (CO<sub>2e</sub>). Each estimated quantity of GHG was multiplied by its GWP factor that accounts for the lifetime of each chemical over a period of 20 years. For the Jenkinsville S&G facility, GHG emissions consist of CO<sub>2</sub>, Methane and Nitrous Oxide and are a result of proposed facility activities and indirect upstream sources.

Expected GHGs from facility operations and their 20-year GWPs are included in Table 3.1.

**Table 3.1 - Global Warming Potentials**

Greenhouse Gas	Chemical Formula	20-Year GWP <sup>1</sup>
Carbon Dioxide	CO <sub>2</sub>	1
Methane	CH <sub>4</sub>	84
Nitrous Oxide	N <sub>2</sub> O	264

<sup>1</sup> - 20-year GWPs from 6 NYCRR Part 496.5 Statewide Greenhouse Gas Emission Limits

### 3.2 Facility Sources and Direct Greenhouse Gas Emissions

Jenksville S&G's direct GHG emissions sources evaluated as part of the CLCPA include the following:

- **LP-Gas Fired Drum Burner:** The asphalt plant plans to employ Double Barrel Dryer Drum Mixer equipped with a 75 MMBTU per hour LP-gas fired drum burner.
- **Dual-Fuel (LP-Gas / No. 2 Fuel Oil) Hot Oil Heater Burner:** The asphalt plant plans to employ a Hot Oil Heater equipped with a 1.6 MMBTU per hour dual-fuel fired burner with a nominal usage of 1,540 cubic feet LP-gas per hour / 11.3 gallons No. 2 Fuel Oil per hour.
- **Emergency Generators:** None present at facility.

Direct GHG emission calculations include estimates from sources listed above on an annual and Potential to Emit basis.

Direct GHG emissions were calculated using emission factors from the U.S. Environmental Protection Agency's (EPA's) AP-42 Compilation of Air Emission Factors document (Chapter 11.1 for Hot Mix Asphalt Plants, March 2004 Version). Tables 3.2 and 3.3 provide additional details for the GHG emission estimates as part of the CLCPA analysis.

**Table 3.2 - Direct GHG Emission Source Information**

Source Type in Table 3.3	Fuel Type	Emission Estimate Details
Drum Burner (DB)	LP-Gas	Total amount of LP-Gas projected based on potential and annual capped operations. For the PTE estimate, facility operations occurring 24 hours per day is assumed.
Hot Oil Heater Burner (HOH)	LP-Gas or No. 2 Fuel Oil	As a conservative approach, emissions are estimated for both LP-Gas and No. 2 fuel oil operation based on potential and annual capped operations. For the PTE estimate, facility operations occurring 24 hours per day is assumed.
Not Applicable	Other Fuels or Gases	Not Applicable

**Table 3.3 – Direct GHG Emissions from On-Site Combustion**

Source, Fuel Type, and Emission		Emission Factor	Maximum Operating Conditions	Annual Basis (Based on 300,000 tons/yr Production)		Potential to Emit (Based on 300 tons/hr at 8,760 hr/yr)	
				lb/yr <sup>a</sup>	ton/yr	lb/yr	ton/yr
DB (LP-Gas) <sup>b</sup>	CO <sub>2</sub>	33 lb/ton of product	Max. 300,000 ton/yr	9,900,000	4,950	86,724,000	43,362
HOH (LP-Gas) <sup>c</sup>		2.00 E-1 lb/ft <sup>3</sup>	Max. 1,540 ft <sup>3</sup> /hr LP-Gas	308,000	154.0	2,698,080	1,349
HOH (No.2 FO) <sup>c</sup>		2.80 E+1 lb/gal	Max. 11.3 gal/hr Fuel Oil	316,400	158.2	2,771,664	1,386
DB (LP-Gas) <sup>c</sup>	CH <sub>4</sub>	0.012 lb/ton of product	Max. 300,000 ton/yr	3,600	1.80	31,536	15.77
HOH (LP-Gas) <sup>d</sup>		5.56 E-6 lb/ft <sup>3</sup>	Max. 1,540 ft <sup>3</sup> /hr LP-Gas	8.56	0.0043	75.01	0.038
HOH (No.2 FO) <sup>e</sup>		5.20 E-5 lb/gal	Max. 11.3 gal/hr Fuel Oil	0.59	0.00029	5.15	0.0026
Total Combined CO <sub>2e</sub> <sup>f</sup>				5,414 ton/yr Actual Expected		47,425 ton/yr PTE	

<sup>a</sup> – Based on annual requested asphalt production cap/expected annual production amount of 300,000 tons per year. At a maximum production of 300 tons per hour, fuel calculations use a 1,000 hr/yr of operation basis

<sup>b</sup> – Based on emission factor from Table 11.1-7 in AP-42, Gas-fired Dryer

<sup>c</sup> – Based on emission factor from Table 11.1-13 in AP-42, Hot Mix Asphalt Plant

<sup>d</sup> – Based on emission factor from Table 1.5-1 in AP-42, LP-Gas Combustion

<sup>e</sup> – Based on emission factor from Table 1.3-3 in AP-42, Fuel Oil Combustion

<sup>f</sup> – Total CO<sub>2e</sub> = sum of (lb/yr \* GWP) for each contaminant (GWP = 1 for CO<sub>2</sub>; 84 for CH<sub>4</sub>)

### 3.3 Upstream Greenhouse Gas Emissions

DAR-21 requires that the CLCPA analysis requires estimates of upstream out-of-state GHG emissions attributable to the project resulting from the extraction, transmission, and use of fossil fuels or electricity imported into the state.

Asphalt binder, LP-Gas and No. 2 fuel oil will be delivered to the site via commercial hauler. Emission factors to be used for the upstream asphalt binder, LP-Gas and No. 2

fuel oil were taken from the NYSDEC's Summary Report: 2024 NYS Statewide GHG Emissions Report, Appendix, Tables A1 and A2, 2022 Emission Factors for Use by State Agencies and Applicants as included in Table 3.4.

On average, asphalt mixtures range from 4 - 7% asphalt binder, and as such an average value of 5.5% is presented herein. A factor for energy consumption for asphalt binder production including crude oil extraction, transport, and refining of 4.2 mmBTU/ton was used based on "Energy Usage and Greenhouse Gas Emissions of Pavement Preservation Processes for Asphalt Concrete Pavements" by Jim Chehovits and Larry Galehouse (available online at h-a-d.hr).

Astec projections for No. 2 fuel oil and LP-Gas usage for the asphalt plant are as follows:

- LP-Gas (drum burner) = 820 gal/hr; 819.7 E+3 gal/yr
- LP-Gas (hot oil burner) = 1.54E+3 ft<sup>3</sup>/hr; 13.5 E+6 ft<sup>3</sup>/yr
- No. 2 fuel oil (hot oil burner) = 11.3 gal/hr; 99.4 E+3 gal/yr

**Table 3.4 – Emission Rates for Upstream Out-of-State Sources – LP-Gas and Fuel Oil**

Source and Emission		Emission Rate	Calculation Basis		Annual Emissions <sup>2</sup>		Potential to Emit <sup>3</sup>	
			g/MMBTU	MMBTU/hr	lb/hr	lb/yr	ton/yr	lb/yr
No. 2 Fuel Oil	CO <sub>2</sub>	13,634	1.6	48.09	48,093	24.05	421,290	210.6
	CH <sub>4</sub>	117	1.6	0.41	412.7	0.21	3,615	1.81
	N <sub>2</sub> O	0.25	1.6	8.82E-4	0.88	0.00044	7.72	0.0039
	Total CO <sub>2e</sub> <sup>1</sup>	23,540	1.6	83.03	83,035	41.52	727,386	363.7
LP-Gas	CO <sub>2</sub>	16,429	76.6	2,774	2,774,432	1,387	24,304,027	12,152
	CH <sub>4</sub>	119	76.6	20.10	20,096	10.05	176,041	88.02
	N <sub>2</sub> O	0.27	76.6	0.20	45.60	0.023	399.4	0.20
	Total CO <sub>2e</sub> <sup>1</sup>	26,474	76.6	19,582	4,470,772	2,235	39,163,967	19,582
Asphalt Binder	CO <sub>2</sub>	7,761	69.3	1,186	1,185,728	592.97	10,386,979	5,193
	CH <sub>4</sub>	103	69.3	15.74	15,736	7.87	137,581	68.93
	N <sub>2</sub> O	0.12	69.3	1.83E-2	18.33	0.0092	160.6	0.080
	Total CO <sub>2e</sub> <sup>1</sup>	16,438	69.3	2,511	2,511,403	1,256	21,999,892	11,000
Total CO <sub>2e</sub>			147.5	7,065	7,065,211	3,533	61,891,244	30,946

<sup>1</sup> - Total CO<sub>2e</sub> conversion uses GWP20 according to 6 NYCRR Part 496 as summarized in Table 3.1 of this CLCPA analysis.

<sup>2</sup> - Annual emissions based on 300,000 tons per year of asphalt production (or 1,000 hours per year at maximum combustion operation), which also represents the expected annual production amount.

<sup>3</sup> - Potential to Emit based on 300 tons per hour/maximum combustion operation for 8,760 hours per year.

### 3.4 Downstream Greenhouse Gas Emissions

DAR-21 requires calculations describing any foreseeable downstream emissions attributable to the project, and further states “downstream emissions do not typically include emissions from the shipment or end-use of commercial goods or products produced for sale”. As such, the asphalt produced at the facility would not have downstream emissions.

### 3.5 Projected Greenhouse Gas and Carbon Dioxide Equivalent Emissions

Projected future GHG and CO<sub>2e</sub> emissions for 2030 and 2050 are required to be evaluated as part of the CLCPA analysis. Emission estimates as described in the previous subsections of this analysis will be projected out based on continuing operation at the current planned production level. No quantifiable changes in GHG emissions are projected at this time as no changes to the current planned operations are contemplated. Significant increases in LP-Gas consumption are not contemplated at this time, and only the use of current fuel sources (LP-Gas and No. 2 fuel oil) is projected in the future. Summaries of annual and potential GHG emissions including upstream and downstream considerations are discussed in Sections 3.2 - 3.4.

### 3.6 Projected Co-Pollutant Emissions

The Jenkinsville S&G facility is located within 1 mile of a Potential Environmental Justice Area (PEJA) as identified by the DEC Office of Environmental Justice. As such, the facility is required to calculate co-pollutant emissions from each GHG source (co-pollutants are defined as HAPs that are emitted by GHG sources). HAP Emission estimates have been projected based on operation of the plant at maximum production (300 tons per hour) for 8,760 hours per year for Potential to Emit calculations and for 300,000 tons per year for annual anticipated emissions based on the facility's proposed annual production cap. Jenkinsville S&G will attempt to operate each of the proposed combustion sources on-site with maximum efficiency in order to minimize GHG and HAP emissions as well as operational expenses. Periodic testing of equipment and periodic maintenance will be utilized to provide Good Combustion Practices (GCP) as detailed in Section 3.7. Further measures to minimize the emissions of GHG or HAP beyond the use of GCP are not contemplated at this time. Emission factors for operations were a combination of AP-42 emission factors and manufacturer's data.

**Table 3.6 - HAP Emission Summary**

Hazardous Air Pollutant	Drum Mix	Hot Oil	Load Out	Silo Fill	Annual Expected Emissions
					ton/yr
Benzene	X		X	X	0.059
Bromomethane			X	X	0.000064
2-Butanone			X	X	0.00034

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Hazardous Air Pollutant	Drum Mix	Hot Oil	Load Out	Silo Fill	Annual Expected Emissions
					ton/yr
Carbon Disulfide			X	X	0.00010
Chloroethane			X	X	0.0000050
Chloromethane			X	X	0.00011
Cumene			X	X	0.00069
Ethylbenzene	X		X	X	0.038
Formaldehyde	X	X	X	X	0.47
Hexane	X		X	X	0.14
Isooctane	X		X	X	0.0060
Methyl Chloroform	X				0.0072
Methylene Chloride				X	0.00000025
Phenol			X	X	0.00060
Styrene			X	X	0.000055
Tetrachloroethane			X	X	0.000048
Toluene	X		X	X	0.024
Trichlorofluoromethane			X	X	0.0000081
Xylene	X		X	X	0.034
2-Methylnaphthalene	X		X	X	0.012
Acenaphthene	X	X	X	X	0.00035
Acenaphthylene	X	X	X	X	0.0013
Anthracene	X	X	X	X	0.000072
Benzo(a)anthracene	X		X	X	0.000042
Benzo(a)pyrene	X				0.0000026
Benzo(b)fluoranthene	X	X			0.000019
Benzo(e)pyrene	X		X	X	0.000021
Benzo(g,h,i)perylene	X				0.0000070
Benzo(k)fluoranthene	X				0.0000073
Chrysene	X		X	X	0.000084
Dibenz(a,h)anthracene					0.00000019
Fluoranthene	X	X	X	X	0.00012
Fluorene	X	X	X	X	0.0010
Indeno(1,2,3-cd)pyrene	X				0.0000013
Naphthalene	X	X	X	X	0.014

Hazardous Air Pollutant	Drum Mix	Hot Oil	Load Out	Silo Fill	Annual Expected Emissions
					ton/yr
Perylene	X		X	X	0.000013
Phenanthrene	X	X	X	X	0.0016
Pyrene	X	X	X	X	0.00017
<b>Total HAP</b>					0.80

Review of the DEC InfoLocator indicates that while a Potential EJ Area is located in the vicinity of the proposed facility, there is not a DAC located in this area. The closest mapped DAC is Hudson Falls, which is located more than 10 miles from the facility. As such, and consistent with DEP 24-1 (a guidance document that addresses CLCPA Section 7(3) for facilities that are within or likely to affect a Disadvantaged Community), no further analysis was required based on the separation distance to the closest DAC.

### 3.7 Alternatives & Mitigations

As stated in DAR-21, if the CLCPA analysis demonstrates that the facility's CO<sub>2e</sub>, including any known upstream or downstream emissions attributable to the project, will increase, then an explanation and justification for any potential alternative or mitigation measures must be included.

#### Existing Source and Site-Specific Controls

- Combustion Operations: Jenkinsville Sand & Gravel will implement good combustion practices, energy efficiency measures, and good operating and maintenance practices for mitigating GHG emissions from the combustion related systems. Good operating and maintenance practices may include items such as tuning, optimization, instrumentation, and digital control systems. Equipment will be installed, tuned and maintained according to the manufacturer specifications.

Factors or Circumstances that Provide Justification for the Project

Numerous advantages of operation of a new asphalt plant as compared to older plants, which do not employ all of the most recent technological advancements include:

- Reduced emissions: modern asphalt plants are equipped with superior emissions control and dust handling systems, burning cleaner and minimizing hydrocarbon pollution.
- Energy efficiency: new plants incorporate design features to maximize fuel efficiency, thereby lowering energy consumption and formation of greenhouse gas emissions.
- Regulatory compliance: modern plants help facilities meet environmental standards more easily and strengthen their commitment to sustainable operations.
- Improved asphalt mix quality and consistency: modern plants provide better control over mixing processes and temperature, ensuring a more consistent and higher-quality asphalt mix, leading to more durable materials.
- Better Safety Features: modern systems include automated controls and advanced automation, which enhance safety for workers and optimize operations.

At the current time, only one permitted asphalt plant exists in New York State within a 15 mile radius of the proposed Jenkinsville S&G facility (in Hudson Falls), based on a review of the DEC InfoLocator and the DEC Title V and State Facility Permit website. Without the approval and construction/operation of this proposed facility, asphalt paving operations within this portion of Washington County will continue to require hauling from existing facilities in Hudson Falls and Warrensburg. Hauling routes from these nearest existing asphalt plants to the Fort Ann area require transportation of asphalt within and/or adjacent to the disadvantaged community of Hudson Falls and the Potential Environmental Justice Areas surrounding Fort Ann and Comstock. Construction of the proposed Jenkinsville S&G facility would provide local asphalt production to the underserved areas in northern Washington County and the surrounding communities, which would not only reduce truck traffic and

transportation emissions, specifically in areas which may currently impact DACs and Potential EJ areas, but would potentially provide asphalt to residents in this area at a reduced cost due to shorter transportation distance.

The proposed asphalt plant will use the current production methods and technology and will result in operations that are able to comply with NYSDEC's requirements relative to noise and odor while in operation. Recent advancements in asphalt mix production equipment design have drastically reduced sound levels over historic units. Astec has specifically worked to reduce sound from the mix process by providing quieter components within their equipment, whereas other older plants may still employ open-air burners which can be louder than the closed burner design. Additionally, Astec's design includes an optional combustion air blower silencing package to reduce noise generated from plant equipment.

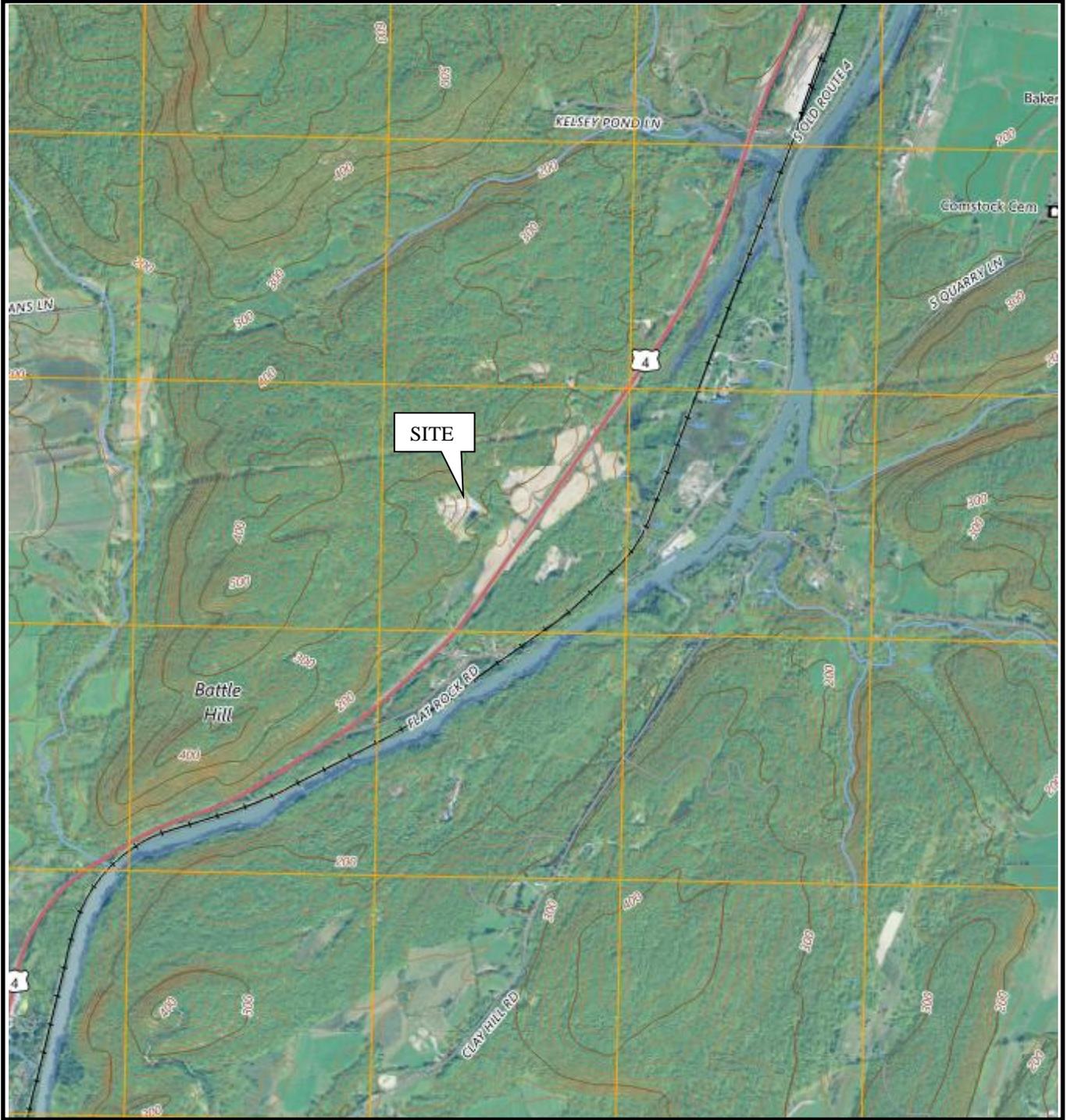
The facility's design includes use of a Blue Smoke Control system which uses a scavenge system to direct silo top emissions to the drum mixer for incineration. This will allow for reduction of the most common odor detected at an asphaltic concrete facility, which is attributable to the hydrocarbons driven off the liquid asphalt cement at elevated temperatures and have a characteristic petroleum-type odor.

The facility's design will include the most current technology relative to control of particulate emissions through use of pulse jet baghouse equipment. Astec's literature indicates this equipment removed particulates from the exhaust stream greater than 99.9% and lower emissions well below EPA standards, an additional advantage to existing plants using older control equipment technologies for particulate control.

#### 4.0 ACRONYMS AND ABBREVIATIONS

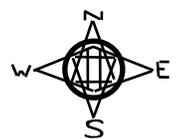
AP-42	USEPA's AP-42: Compilation of Air Emission Factors
ASF	Air State Facility
CH <sub>4</sub>	Methane
CLCPA	Climate Leadership and Community Protection Act
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2e</sub>	Carbon Dioxide Equivalent
DAR	Division of Air Resources
DB	Drum Burner
EPA	U.S. Environmental Protection Agency
g/MMBtu	Gram(s) per Million British thermal unit
GCP	Good Combustion Practices
GHG	Greenhouse Gas
GWP	Global Warming Potential
HAP	Hazardous Air Pollutant
HOH	Hot Oil Heater
LPG	Liquified Petroleum Gas (LP-Gas, Propane)
MMBTU	Million British thermal unit
mmt CO <sub>2e</sub>	Million Metric Ton(s) of Carbon Dioxide Equivalent
N <sub>2</sub> O	Nitrous Oxide
NYCRR	New York Codes, Rules and Regulations
NYSDEC	New York State Department of Environmental Conservation
PEJA	Potential Environmental Justice Area
PTE	Potential to Emit

**Figure 1**  
**Site Location Map**



**MAP REFERENCE**

United States Geological Survey  
 7.5 Minute Series Topographic Map  
 Quadrangle: Fort Ann NY  
 Date: 2023



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**FIGURE 1 – SITE LOCATION MAP**

**JENKINSVILLE SAND & GRAVEL LLC  
 PROPOSED NEW ASPHALT PLANT SITE**

**TOWN OF FORT ANN**

**WASHINGTON COUNTY, NY**

**SCALE: ±1" = 2,000'**

**DRAFTER: J. FARRON**

**PROJECT No. 23.3669**

The locations and features depicted on this map are approximate and do not represent an actual survey.