

Clinton County, Ohio Wind Energy Development Corridor



Clinton County Wind Energy

As part of national and local energy efforts, Clinton
 County supports the development of wind energy
 facilities, especially along the Reesville Moraine where
 winds are regionally significant

"We need to position ourselves to be active in alternative energy." -Clinton County Commission President Randy Riley, February 2011

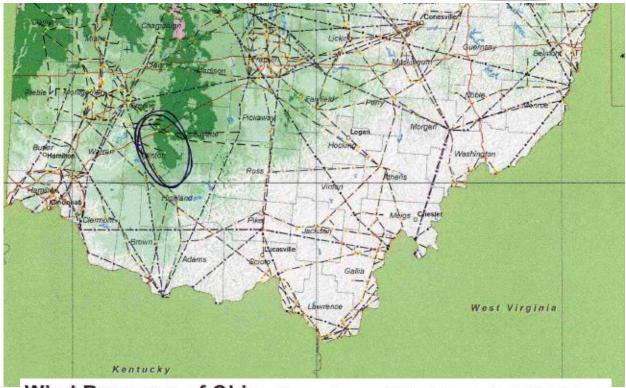
 The data is provided by the Clinton County Regional Planning Commission as part of this strategy, additional information is available by request



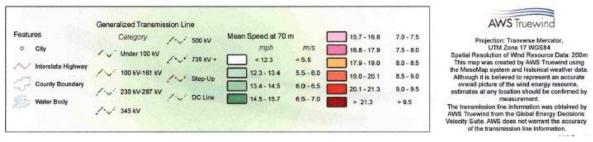
- The Corridor is near Wilmington, Ohio in Clinton County: close to major energy users, with over 5 million residents in 3 major metropolitan areas, all within a 60 mile radius
- The Corridor is part of the global utility AES' system, an \$18bil company and on the PJM national grid



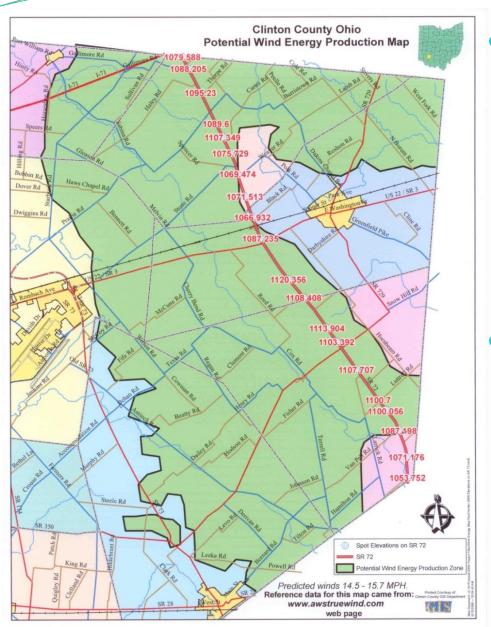
- Both I-71 and a CSX/Rail America rail line cross the Corridor, providing excellent transportation access
- Clinton County was one of Ohio's first to designate an Alternative Energy Zone (AEZ) which provides a property tax incentive for utility scale projects



Wind Resource of Ohio Mean Annual Wind Speed at 70 Meters



Regionally significant winds combined with an outstanding transmission network



- The corridor is centered on Ohio State Route 72, along a glacial moraine and the watershed boundary between the Little Miami and Scioto Rivers
- The predicted winds are modeled on daily observations from the Wilmington Air Park (ILN) Airport- adjacent to the corridor



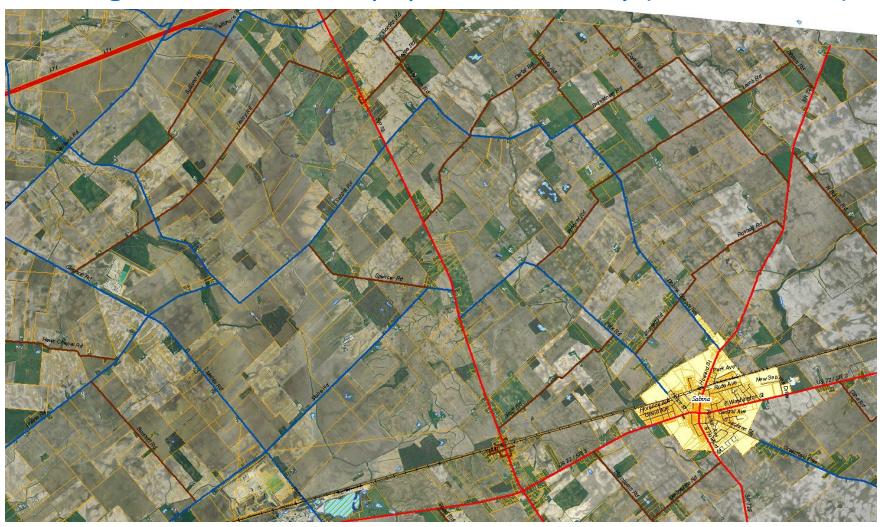
"At least 75-80 people showed up to hear about the potential for wind power in Clinton County, resulting in a standing-room-only crowd. Representatives from two different wind power developers spoke about the nature of hosting wind turbines on farm property."

"Interest Whirls Around Wind Power" May 2009 (Wilmington News Journal photo/Brandon Smith)

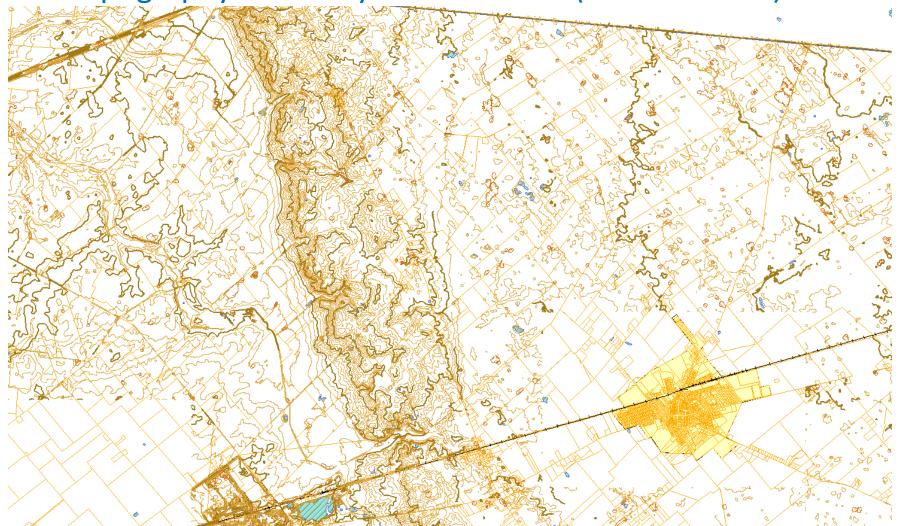
- Clinton County, the local Farm Bureau and local citizens generally, are supportive of wind development in the Corridor
- Informational sessions provided by various utility scale firms have helped educate the community on the opportunity and issues

| | Α | В | | С | D | Τ | Е | | F | | G | | Н | | I | | J | | K | | L |
|----------|--|---|---------|-------------------|----------------|----------|-------------|---------|--------------|-------|-----------|-------|--------------|---------|------------|---------|-------|------|------|------|------|
| 1 | Jan mph 7.9 | Feb 12.7 | Mar | 17.3 | Apr 10.1 | May | 12.0 | Jun | 8.8 | Jul | 7.2 | Aug | *3.3 | *4.9 | | Oct | *4.9 | Nov | *2 | Dec | 10.3 |
| 2 | 12.2 | 7.3 | | 12.2 | 10. | *4.2 | | | 8.7 | | 8.1 | | 7.3 | | 5.9 | | 11 | *3.9 | | | 10 |
| 3 | 7.6 | 6.5 | | 3.9 | 14. | 6 | *4.0 | | 13.1 | | 7.7 | | 5.9 | *3.5 | | | 12.3 | | 6.9 | | 13.4 |
| 4 | 9.4 | 10.7 | | 5.8 | 6. | 9 | 8.1 | | 10.5 | *2.6 | | | 10.7 | *4.2 | | | 8.1 | | 5.5 | | 6.3 |
| 5 | 6.3 | 7.4 | | 13.8 | 9. | 1 *4.5 | | | 8.2 | | 5.6 | *2.4 | ļ | *4.7 | | *1.4 | | | 7.5 | *4.7 | |
| 6 | 5.8 | 9 | | 17.2 | 14. | 5 | 5.1 | *2.3 | | *4 | | *4.6 | j | | 5.2 | | 11.7 | | 5.7 | *4.5 | |
| 7 | 17.5 | 15.3 | | 16.4 | 14. | 5 | 6.2 | | 6 | | 6.2 | *2.5 | | *2.1 | | | 10.9 | | 12.7 | | 6.9 |
| 8 | 13.2 | 7.5 | | 16.7 | 11. | | 6.4 | | | *2.5 | | | | *2.1 | | | 5.5 | | 7.1 | | 9.2 |
| 9 | 8.8 | 6.2 | | 9.8 | 5. | 3 | 14.2 | | 7.6 | *4.6 | | | 9.8 | *4.1 | | | 8.9 | *3.7 | | | 25.5 |
| 10 | 8.1 | 15.4 | | 16 | 1 | 1 *4.8 | | *4.5 | | *4.7 | | | 8.7 | | 6.2 | | 5.9 | | 8.1 | | 18.6 |
| 11 | 7.3 | 19.8 | | 15.3 | 12. | 6 | 9.2 | | 7.7 | | 8.6 | | 7 | | 5.9 | | 5.1 | | 14 | | 10.9 |
| 12 | 7.7 | 20.7 | | 8.2 | | *3.6 | | | 5.2 | | 5.8 | | 7.4 | | 6.2 | | 6.3 | | 8.9 | | 7 |
| 13 | 13.9 | 5.6 | | 7.8 | 10. | | 15.5 | | | | | *3.3 | } | | 5.7 | | 8.5 | *4.6 | | | 6.6 |
| 14 | 10.4 | 9.3 | | 7.3 | 9. | | | *4.6 | | | 5.9 | *1 | | *1.7 | | | 11.1 | *3.6 | | | 11 |
| 15 | 13.07 | 7.2 | | 5.9 | 8. | 5 | 5.8 | *3.5 | | | 7.8 | *1.7 | 7 | *3.3 | | | 8.4 | *4.4 | | | 11.6 |
| 16 | 7.6 | 5.4 | *3.3 | | 6. | 1 | 12.4 | | 8.1 | | 10.3 | | 5.2 | | 10.2 | | 9.9 | | 11.7 | *3.9 | |
| 17 | 14.2 | 8.6 | | 5.6 | | | 8.1 | | 10.7 | | 7.9 | | 5.3 | | 7.3 | | 8.8 | | 8.9 | | 5.1 |
| 18 | 13.3 | 18.9 | | 11.5 | | *3.5 | | *4.3 | | | 7.8 | | 8.4 | | | *4.7 | | | | *4.2 | |
| 19 | 5.6 | 18.5 | | 10.7 | | 2 *2.7 | | | | *1.4 | | | 7.5 | | 6.7 | | 8.2 | | 7.9 | | 8.1 |
| 20 | 7.8 | 10.1 | | 6.9 | 12. | | 5.2 | | | *3.2 | | | 11.7 | | 7.6 | | 9.5 | | | | 6.1 |
| 21 | 9.2 | | *3.4 | | 14. | | | | 5.4 | *3.4 | | | 10.2 | | 8.6 | | 6.2 | *1.8 | | | 7.3 |
| 22 | 8.8 | | *3.2 | | 12. | *1.9 | | *3.4 | | | 6.8 | | 6.4 | | 6.8 | | 5.4 | | | *4.8 | |
| 23 | 13.5 | 6.1 | | 9.8 | 6. | | | | 6.7 | | 8.5 | | 5.2 | *4.6 | | | 11.3 | | 5.6 | | 9.6 |
| 24 | 8.7 | 6.4 | | 9.6 | | 1 *4.1 | | *2.3 | | | 5.2 | _ | | *4.3 | | | 10.5 | | 5 | | 10 |
| 25 | *2.9 | 9.9 | | 12.9 | 15. | 5 | 8 | | 7.8 | | 10.1 | *2.6 | j | | 6 | *3.7 | | | 12.7 | | 19 |
| 26 | *4.3 | 9.7 | | 5.7 | 9. | 1 | 7 | | 8.8 | | 8.3 | *4 | | *2.3 | | *4.9 | | | 13.4 | | 13.1 |
| 27 | 9 | 14.8 | | 6.4 | 14. | | 8.2 | *4.6 | | *4.4 | | *3 | | | | *4.5 | | | 10.2 | | 14.1 |
| 28 | 9.3 | 15.6 | | 10.1 | 8. | | 8.1 | | 9.4 | | 5.2 | | 5.8 | | 18.9 | *3.8 | | | 7.8 | | 16.4 |
| 29 | 14.4 | | | 19.5 | 5. | | 9.1 | | 12.1 | | | | 10.2 | | 12.7 | | 6.4 | | 12.6 | | 6.4 |
| 30 | 13.4 | | | 6.9 | 1 | | 6.2 | | 9.6 | *3.7 | | | 7.1 | | 7.5 | | 15.9 | | 10.1 | | 6.9 |
| 31 | 12.2 | | | 11.4 | | *4.8 | | | | | 5.9 | | 6.3 | | | | 12.6 | | | | 9.2 |
| 32 | avg 9.8 | 11.2 | | 10 | 10. | | 6.8 | | 7.3 | | 5.9 | | 6 | | 6.3 | | 7.9 | | 7.6 | | 9.7 |
| 33 | **max 31 | 49 | | 36 | 4 |) | 43 | | 51 | | 26 | | 32 | | 32 | | 26 | | 26 | | 45 |
| 34 35 | ttoo low for over | ent to abroale my | | | ## May 2 minus | | | | | Note | oven leve | | an days ba | io nori | ada of usa | fulan | anda. | | | | |
| | *too low for current technology ** Max 2 minute Source: Speeds recorded @ Airborne/Wilmington Airpark by NW: | | | | | | | | | Note: | even low | avera | ige days hav | ve pen | ous of USE | iui spe | eeas | | | | |
| 37 | Using the Danisl | h wind speed ca | lculato | r@ <u>http://</u> | www.talentfact | ory.dk/e | n/tour/wres | s/calcu | ilat.htm: ad | dding | 30 meters | | | | | | | | | | == |
| | | sing the Danish wind speed calculator @ http://www.talentfactory.dk/en/tour/wres/calculat.htm; adding 30 meters r SR 72 wind comdor elevation + 100 meter tower height a 1.442 multiplier can be applied to the 10 meter values. | | | | | | | | | | | | | | | | | | | |
| | For an 80 meter met tower in the corridor a 1.413 multiplier applies For a 33 meter small turbine tower a 1.119 multiplier applies. | | | | | | | | | | | | | | | | | _ | | | |
| | | | | | | 2.2369 |) | | | | | | | | | | | | | | |
| | To convert MPH to meters per second (Wsec) divide speeds by 2.2369 chart prepared by Paul Hunter budhunter@verizon.net | | | | | | | | | | | | | | | | | | | | |

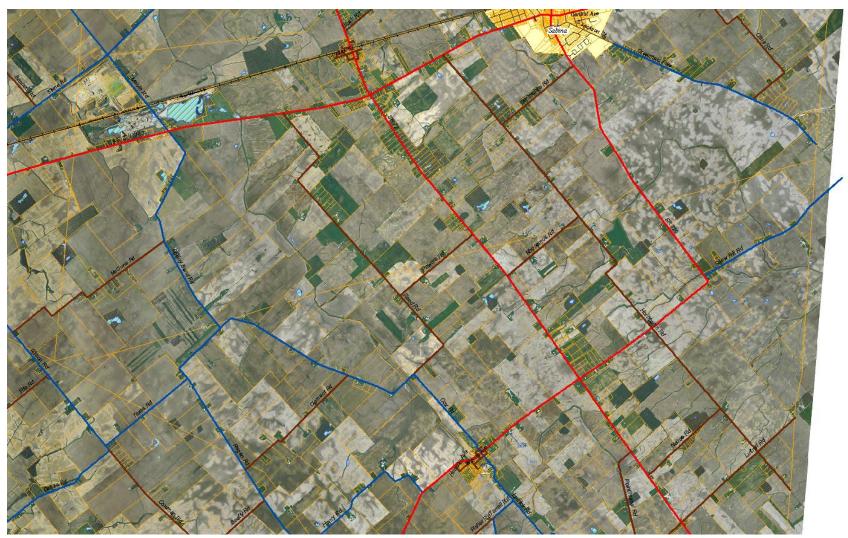
 Land in the Corridor is mostly in crop production on large lots, with a low population density (north section)



• The Corridor is centered on a glacial moraine, it is a flat topography with very few wetlands (north section)



• Likewise, the south section is also primarily large lot, agricultural production





For More Information:



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