

**Submission of Indicated New York Transmission
Owners
For Authority to Construct and Operate Electric
Transmission Facilities in Multiple Counties in
New York**

Case 13-M-0457

Exhibit 2

Location of Facilities

***Oakdale to Fraser 345 kV Transmission Line
and
Edic to New Scotland
345 kV Transmission Line
and
Knickerbocker to Pleasant Valley
345 kV Transmission Line Project
(O-F/ED-PV)***

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**OAKDALE TO FRASER 345 KV TRANSMISSION LINE
AND EDIC TO NEW SCOTLAND 345 KV TRANSMISSION LINE
AND KNICKERBOCKER TO PLEASANT VALLEY
345 KV TRANSMISSION LINE PROJECT
(O-F/ED-PV)**

EXHIBIT 2: LOCATION OF FACILITIES

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EXHIBIT 2: LOCATION OF FACILITIES

2.0 Location of Facilities

The discussion of Exhibit 2, Location of Facilities, describes Part A Article VII components of the Edic to New Scotland 345 kV Transmission Line and Knickerbocker to Pleasant Valley 345 kV Transmission Line and Oakdale to Fraser 345 kV Transmission Line Project (“O-F/ED-PV Project”, “O-F/ED-PV”, or “Project”).

2.1 General Description of Facility Location

The route for the Project is described below and is wholly within existing rights-of-way (ROW) of the Applicant. The description of the route is provided in terms of line segments between substations or switching stations.

The ED-NS/KB-PV component of the Project is comprised of three ROW segments, Edic to New Scotland (ED-NS), Knickerbocker to Churchtown (KB-CT), and Churchtown to Pleasant Valley (CT-PV). The Project includes the rebuild and expansion of the existing 230 kV Rotterdam Substation to include a 345 kV yard, modifications to the existing 345 kV Edic and New Scotland Substations, the construction of the new Knickerbocker 345 kV Switching Station, rebuild and expansion of the existing Churchtown 115 kV Switching Station, and modifications to the Consolidated Edison Pleasant Valley 345 kV Substation.

The Project’s route and stations are depicted in Figure O-F/ED-PV-1. The Project’s route and stations are summarized in Table 2-1 and Table 2-2. A list of jurisdictions crossed by the Project, and associated line segment lengths, is provided in Table 2-3.

The Oakdale to Fraser component of the Project includes construction of a 345 kV electric transmission line parallel to NYSEG’s existing 345 kV transmission line, named “Line 32”, in the existing NYSEG right-of-way (“ROW”) for a distance of 57.7 miles.

The existing NYSEG Oakdale to Fraser ROW crosses through the following counties and towns:

- Broome County
 - Town of Union
 - Town of Maine
 - Town of Chenango
 - Town of Barker

- Chenango County
 - Town of Greene
 - Town of Coventry
 - Town of Afton
 - Town of Bainbridge
- Delaware County
 - Town of Masonville
 - Town of Sidney
 - Town of Franklin
 - Town of Walton
 - Town of Hamden
 - Town of Delhi

The Applicant proposes to construct the new single-circuit line in a location on the existing NYSEG ROW offset from the existing line of structures supporting NYSEG's existing Line 32. This approach allows NYSEG's existing Line 32 to remain in service while the Oakdale to Fraser component is under construction, thus minimizing the need for long-term outages.

2.2 Segment Descriptions

The ED-NS/KB-PV component of the Project consists of the Edic to New Scotland (ED-NS) Segment, the Knickerbocker to Churchtown (KB-CT) segment, and the Churchtown to Pleasant Valley (CT-PV) segment. The total distance of this component of the Project is approximately 145.6 miles.

The length of the O-F component is 57.7 miles.

Table 2-1: Proposed O-F Route and Stations

Portion of Route	Segment	Total Distance (miles)
Oakdale Substation to Fraser Substation	O-F	57.7
Substation or Switching Station	Segment	
Oakdale Substation	O-F	
Fraser Substation	O-F	

Table 2-2: Proposed ED-NS/KB-PV Route and Stations

Portion of Route	Segment	Total Distance (miles)
Edic Substation to New Scotland Substation 345 kV transmission line (includes 5.0-mile rebuild of two 230 kV transmission lines from Princetown Junction to Rotterdam Substation)	ED-NS	91.4
Knickerbocker Switching Station to Churchtown Switching Station 345 kV transmission line	KB-CT	21.9
Churchtown Switching Station to Pleasant Valley Substation 345 kV transmission line	CT-PV	32.3
Substation or Switching Station	Segments	
Edic Substation	ED-NS	
Rotterdam Substation	ED-NS	
New Scotland Substation	ED-NS	
Knickerbocker Switching Station	KB-CT	
Churchtown Switching Station	KB-CT & CT-PV	
Pleasant Valley Substation	CT-PV	

Table 2-3: Jurisdictions Crossed by the Project

Name	Miles	County	Town	Miles by Jurisdiction	Miles by County
Oakdale to Fraser	57.7	Broome County	Town of Union	1.6	12.2
			Town of Maine	3.0	
			Town of Chenango	6.0	
			Town of Barker	1.6	
		Chenango County	Town of Greene	7.5	23.6
			Town of Coventry	7.5	
			Town of Afton	5.2	
			Town of Bainbridge	3.4	
		Delaware County	Town of Masonville	9.0	21.9
			Town of Sidney	2.3	
			Town of Franklin	3.0	
			Town of Walton	2.8	
			Town of Hamden	3.8	
Town of Delhi	1.0				

Table 2-3: Jurisdictions Crossed by the Project, Continued

Name	Miles	County	Town	Miles by Jurisdiction	Miles by County
Edic to New Scotland	91.4	Oneida County	Town of Marcy	0.9	4.5
			Town of Deerfield	3.6	
		Herkimer County	Town of Schuyler	1.7	27.6
			Town of Frankfort	8.8	
			Town of German Flatts	9.1	
			Town of Little Falls	1.0	
			Town of Stark	6.0	
			Town of Danube	1.0	
		Montgomery County	Town of Minden	5.7	29.8
			Town of Canajoharie	6.3	
			Town of Root	6.0	
			Town of Glen	2.4	
			Town of Charleston	5.3	
			Town of Florida	4.1	
		Schenectady County	Town of Duanesburg	3.8	17.4
			Town of Princetown	9.9	
			Town of Rotterdam	3.7	
		Albany County	Town of Guilderland	6.7	12.1
Town of New Scotland	5.4				

Table 2-3: Jurisdictions Crossed by the Project, Continued

Name	Miles	County	Town	Miles by Jurisdiction	Miles by County
Knickerbocker to Pleasant Valley	54.2	Rensselaer County	Town of Schodack	2.2	2.2
		Columbia County	Town of Stuyvesant	8.0	30.9
			Town of Stockport	4.6	
			Town of Ghent	0.7	
			Town of Claverack	7.4	
			Town of Livingston	8.3	
			Town of Gallatin	1.2	
			Town of Clermont	0.7	
		Dutchess County	Town of Milan	8.0	21.1
			Town of Clinton	8.0	
			Town of Pleasant Valley	5.1	

2.2.1 Edic to New Scotland Segment

The ED-NS segment starts at the existing Edic Substation in the Town of Marcy, Oneida County. From the Edic Substation, the route traverses approximately 2,000 feet to the Porter Substation to join the existing 230 kV ROW (containing two 230 kV lines, referred to here as 230 kV A and 230 kV B), which also includes two existing NYPA 345 kV lines. These facilities are located on adjacent double-circuit structures within this shared 215- to 400-foot-wide ROW for a total distance of approximately 12 miles.

Heading southeast past Porter Substation, the route crosses State Route 8/12 into the Town of Deerfield and continues past and to the north of the Utica Reservoir. After crossing into Herkimer County, the route turns south and crosses the New York State Thruway (I-90), the Erie Canal and the Mohawk River within a distance of approximately 3,000 feet.

The route continues in a south-southeasterly direction for approximately 8 miles in Herkimer County at which point the 230 kV B line separates from the other three circuits and continues to the east within a separate ROW. The route follows the alignment of the 230 kV A line, which continues to share the ROW with the two NYPA 345 kV lines for approximately 1.8 miles. The two NYPA 345 kV lines diverge south from the 230 kV A line and the 230 kV A line continues within its own ROW in a southeasterly and then easterly direction for approximately 3.0 miles, at which point it rejoins the 230 kV B line. The route continues in a southeasterly-easterly direction within the 200-foot-wide right-of-way of the 230 kV A and B lines through Herkimer County.

The route continues to follow the alignment of the 230 kV A and B lines in a southeasterly direction through Montgomery County, crossing Canajoharie Creek in the Town of Canajoharie. In the town of Charleston just west of State Route 30A, the 230 kV A and B lines separate with the 230 kV B line heading northeast before turning to the southeast and rejoining the 230 kV A line just west of Schoharie Creek. The structures and conductor within the approximately 4.2 mile ROW for the 230 kV B line will be removed. The route continues to follow the alignment of the 230 kV A line due east through this area, across Schoharie Creek before continuing into Schenectady County.

The route continues due east within the right-of-way of the 230 kV A and B lines in Schenectady County to the intersection of the right-of-way for the 230 kV A and B lines and the right-of-way two National Grid 345 kV lines (the Applicant refers to this right-of-way intersection as “Princetown Junction”).

From Princetown Junction, the Princetown to New Scotland portion of the segment route continues to the southeast within the 370-foot-wide ROW with two National Grid 345 kV lines. The route crosses Interstate 88 (I-88) about 5 miles south of Princetown Junction, just west of where I-88 ends at the New York State Thruway (I-90). About 1 mile south of the I-88 crossing, an additional National Grid 115 kV line joins the 590-foot-wide ROW and the route turns due south and continues into Albany County. In Albany County the route crosses U.S. Route 20 in the Town of Guilderland, continues due south just to the east of the Orchard Creek Golf Club, then turns southeast and continues within the existing 345 kV corridor, which is reduced to a 450-foot-wide ROW for a distance of approximately 2 miles in the town of Guilderland. The route follows this corridor to the New Scotland Substation in the town of New Scotland.

Also from Princetown Junction, the Princetown to Rotterdam portion of the segment runs easterly within a 200-foot wide ROW for a distance of 2.2 miles, crossing Pattersonville-Rynex Corners Road (County Road 3P) and Upper Gregg Road. The route then turns slightly east for a distance of 2.0 miles, where it

meets two National Grid lines. The route then turns southeast and continues as a 300-foot wide ROW for a distance of 0.9 miles, crossing I-90, and terminating at the Rotterdam Substation.

The total distance in Oneida County is approximately 4.5 miles; 0.9 mile in the Town of Marcy and 3.6 miles in the Town of Deerfield.

The total distance in Herkimer County is approximately 27.6 miles; 1.7 miles in the Town of Schuyler, 8.8 miles in the Town of Frankfort, 9.1 miles in the Town of German Flatts, 1.0 mile in the Town of Little Falls, 6.0 miles in the Town of Stark, and 1.0 mile in the Town of Danube.

The total distance in Montgomery County is approximately 29.8 miles; 5.7 miles in the Town of Minden, 6.3 miles in the Town of Canajoharie, 6.0 miles in the Town of Root, 2.4 miles in the Town of Glen, 5.3 miles in the Town of Charleston, and 4.1 miles in the Town of Florida.

The total distance in Schenectady County is approximately 17.4 miles; 3.8 miles in the Town of Duanesburg, 9.9 miles in the Town of Princetown, and 3.7 miles in the Town of Rotterdam.

The total distance in Albany County is approximately 12.1 miles, with 6.7 miles in the Town of Guilderland and 5.4 miles in the Town of New Scotland.

The total distance from the existing Edic Substation to the existing New Scotland Substation, including the distance from Princetown Junction to the existing Rotterdam Substation (i.e. the ED-NS segment) is approximately 91.4 miles.

2.2.2 Knickerbocker to Churchtown Segment

The KB-CT segment starts at the proposed Knickerbocker Switching Station in the Town of Schodack, Rensselaer County. The Knickerbocker Switching Station will be located at the intersection of the New Scotland to Alps line and the 115 kV Schodack to Churchtown line and the 115 kV Greenbush to Hudson line, approximately 1.75 miles east of the Hudson River. Within the Knickerbocker to Churchtown segment, the Applicant proposes to remove an existing 115 kV double-circuit structure line and build a new 115/345 kV double-circuit transmission line between the Knickerbocker Switching Station and the Churchtown Switching Station.

The route for the new 345 kV line departs from the proposed Knickerbocker Switching Station and proceeds to the south within the approximately 125-foot-wide ROW of the double-circuit 115 kV Schodack to Churchtown and 115 kV Greenbush to Hudson lines. Approximately 2.2 miles south of the

proposed Knickerbocker Switching Station, the route passes from Rensselaer County into Columbia County.

The route continues in a nearly straight line due south through the town of Stuyvesant for a distance of approximately 8 miles. After crossing into the Town of Stockport, the route turns to the southeast, crosses U.S. Route 9, and Kinderhook Creek and again turns due south. The route continues in a southerly direction generally parallel to and approximately 1 mile to the east of U.S. Route 9. The route crosses a small portion of the Town of Ghent less than 1 mile west of the Columbia County Airport. The route continues to follow the existing 115 kV ROW through the town of Claverack, passing about 2 miles to the east of the City of Hudson. After crossing Route 9H the double-circuit 115 kV Lafarge to Pleasant Valley and 115 kV North Catskill to Milan lines join the ROW just north of the proposed Churchtown Switching Station. This segment terminates at the rebuilt and expanded Churchtown Switching Station in the Town of Claverack. The new Churchtown Switching Station will require an expansion of the existing fence line.

The total distance in Rensselaer County is approximately 2.2 miles, all of which is within the Town of Schodack.

The total distance in Columbia County before reaching Churchtown Switching Station is approximately 19.7 miles; 8.0 miles in the Town of Stuyvesant, 4.6 miles in the Town of Stockport, 0.7 miles in the Town of Ghent, and 6.4 miles in the Town of Claverack.

The total distance from the proposed Knickerbocker Switching Station to the existing Churchtown Switching Station (i.e. the KB-CT segment) is approximately 21.9 miles.

2.2.3 Churchtown to Pleasant Valley Segment

The CT-PV segment begins in the vicinity of the rebuilt and expanded Churchtown Switching Station in the Town of Claverack, Columbia County, and proceeds south. The new Churchtown Switching Station will require an expansion of the existing fence-line. Within the Churchtown to Pleasant Valley segment, the Applicant proposes to remove an existing 115 kV double-circuit structure line and build a new 345/115 kV double-circuit transmission line.

South of the Churchtown Switching Station, the ROW is currently occupied with parallel double-circuit 115 kV lines. This part of the segment contains this configuration for approximately 12 miles through the Town of Livingston, the Town of Gallatin and the Town of Clermont.

The route continues south into the Town of Milan in Dutchess County, and about 1 mile south of the county line the ROW is joined from the west by the 345 kV Leeds to Pleasant Valley and lines in parallel, single-circuit configuration. The route continues for approximately 6.0 miles, at which point the two 345 kV lines leave this shared ROW to the west; the route continues due south within the 115 kV ROW, passing to the east of Silver Lake in the town of Clinton. The route continues south in the Town of Clinton and continues within this approximately 150-foot-wide 115 kV ROW in the Town of Pleasant Valley to the Pleasant Valley Substation.

South of Churchtown Switching Station the route roughly parallels the Taconic State Parkway, which is located approximately 2 to 3 miles to the east.

The total distance in Columbia County is approximately 11.2 miles, with 1.0 mile in the Town of Claverack, 8.3 miles in the Town of Livingston, 1.2 miles in the Town of Gallatin, and 0.7 mile in the Town of Clermont.

The total distance in Dutchess County is approximately 21.1 miles, with 8.0 miles in the Town of Milan, 8.0 miles in the Town of Clinton, and 5.1 miles in the Town of Pleasant Valley.

The total distance from the existing Churchtown Switching Station to the existing Pleasant Valley Substation (i.e. the CT-PV segment) is approximately 32.3 miles.

2.2.4 Oakdale to Fraser Component

The O-F component of the Project will be constructed within the existing NYSEG ROW parallel to NYSEG's existing Line 32 beginning at the Oakdale Substation extending to the Fraser Substation

The NYSEG Oakdale to Fraser ROW is located in Broome, Chenango, and Delaware Counties.

Broome County

Oakdale Substation, Town of Union

The O-F component begins at the Oakdale Substation in the Town of Union, Broome County, and proceeds in a northwesterly direction. The O-F component crosses Town Line Road and enters into the Town of Maine at Mile 1.6. Existing structure A10 is located approximately at Mile 1.4.

Town of Maine

The O-F component turns slightly northeast at Mile 2.0 and continues to Oakdale Road at Mile 2.2 to E. Maine Road at Mile 2.6. Existing structure A20 is located at Mile 3.0. The O-F component then crosses

Airport Road at Mile 3.5 and continues to Hayes Road at Mile 3.7 and then to Upper Stella Ireland Road. Existing structure A30 is located at Mile 4.2. At Mile 4.6 the O-F component crosses into the Town of Chenango.

Town of Chenango

After entering the Town of Chenango, the O-F component crosses Dimmock Hill Road at Mile 5.2. Existing structure A40 is located at Mile 5.5. The O-F component continues to the crossing of W. Chenango Road at Mile 5.9. Existing structure A50 is located at Mile 6.9. The O-F component crosses County Highway 11 at approximately Mile 7.4 and Interstate Highway 81 at approximately Mile 8.0. Existing structure A60 is located approximately at Mile 8.3 near Brotzman Road. The O-F component then crosses E. Hill Road at Mile 9.7, near existing structure A70. The O-F component corridor continues northward and crosses Mix Road at approximately Mile 10.5 before crossing into the Town of Barker at Mile 10.7.

Town of Barker

The O-F component continues in a northeasterly direction through Barker. The O-F component crosses Knapp Hill Road at Mile 10.9, near existing structure A80. Parsons Road is crossed at Mile 11.3, followed by the New York Susquehanna and Western Railway Corp. railroad crossing. The O-F component crosses State Highway 79 at approximately Mile 11.5, followed by Conklin Hill Road and enters into Chenango County, Town of Greene at approximately Mile 12.3.

Chenango County

Town of Greene

The O-F component continues in an easterly direction through the Town of Greene passing existing structure A90 at Mile 12.4 near Willard Road. The O-F component crosses State Highway 12 at Mile 13.6, followed shortly thereafter by the Canadian Pacific Railway (Norfolk Southern Railway Co.) crossing. Existing structure A100 is passed at approximately Mile 14.0. The O-F component then crosses County Road 32 at Mile 14.3 and Squirrel Hill Road at Mile 15.5 near existing structure A110. The O-F component continues through the Town of Greene, crossing County Road 9 at Mile 16.2 and passes existing structures A120 and A130 at Miles 16.9 and 18.4, respectively. The O-F component passes, in succession, Wylie Road at Mile 18.6, Palmiter Road at Mile 19.3 and existing structure A140 at Mile 19.8 before crossing into the Town of Coventry.

Town of Coventry

The O-F component continues through the Town of Coventry in a northeasterly direction passing existing structure A150 at Mile 21.4, Gray Road at Mile 21.6, Glendenning Road at Mile 21.9, existing structure A160 at Mile 22.5 and County Road 235 at Mile 23.3. The O-F component then travels slightly south passing existing structure A170 at Mile 24.1, Stone Hill Road at Mile 24.7, Blakesley Nurse Hollow Road at Mile 25.5, existing structure A180 at Mile 25.7, County Road 30 at Mile 26.6, and existing structure A190 at Mile 27.3 before crossing into the Town of Afton.

Town of Afton

In the Town of Afton the O-F component passes Goodnough Road at Mile 27.9, State Highway 41 at Mile 28.4, existing structure A200 at Mile 28.7, Chase Road at Mile 28.8, Stumptown Road at Mile 29.3, and existing structure A210 at Mile 30.1. The O-F component continues in an easterly direction through the Town of Afton, crossing State Highway 7 at Mile 31.2, immediately followed by the Delaware and Hudson Railroad crossing, then passes existing structure A220 at Mile 31.6, County Road 39 at Mile 31.7, Interstate Highway 88 at Mile 31.8, Latimer Road at Mile 31.9 and Corbin Road at Mile 32.3.

Town of Bainbridge

The O-F component traverses the Town of Bainbridge in a northerly direction crossing State Highway 206 at Mile 33. Existing structure B10 is located at Mile 33.4. Neff Hill Road is passed at approximately Mile 34.6, existing structure B20 is passed at Mile 35, and Houck Drive is passed at Mile 35.3. The O-F component then crosses into Delaware County, Town of Masonville.

Delaware County

Town of Masonville

In the Town of Masonville, the O-F component continues in an easterly direction, passing existing structure B30 at Mile 36.3, State Highway 8 at approximately Mile 36.4, existing structure B40 at Mile 37.7, Houck Road at Mile 38.0, and Parker Hollow Road at Mile 38.7. Existing structure B50 is passed at Mile 39.1. County Highway 35 is crossed at Mile 40.3, followed by Teed Hill Road at Mile 40.4, and existing structure B60 is passed at approximately Mile 40.6. The O-F component then passes Cummings Road and existing structure B70 at approximately Mile 41.8, Clark Road at Mile 42.5, County Highway 27 at Mile 43.3, existing structure B80 at Mile 43.4 and Herrick Hollow Road at Mile 44.3 before crossing into the Town of Sidney.

Town of Sidney

The O-F component continues in an easterly direction, passing existing structure B90 at Mile 45.0, Pine Swamp Road at Mile 45.2, Gallop Hill Road at Mile 45.7, existing structure B100 at Mile 46.3, and Appoloosa Trail at Mile 46.7, before crossing into the Town of Franklin.

Town of Franklin

The O-F component continues eastward into the Town of Franklin, passing County Highway 23 at Mile 46.8, Beebe Road at Mile 47.2, existing structure B110 at Mile 47.4, White Hill Road at Mile 47.8, Russel Road at Mile 48.5, existing structure B120 at Mile 48.8, and County Highway 21 at Mile 49.7, before entering the Town of Walton.

Town of Walton

The O-F component enters the Town of Walton, passing existing structure B130 at Mile 50.6 followed by DAgostina Road at approximately Mile 50.7. The O-F component then continues in an easterly direction and passes Palmer Hill at Mile 51.0, Freer Hollow Road at Mile 52.0, existing structure B140 at Mile 52.1, and Dunk Hill Spur Road at Mile 52, followed shortly by Dunk Hill Road, and existing structure B150 at Mile 52.9, before crossing into the Town of Hamden.

Town of Hamden

The O-F component traverses the Town of Hamden municipal boundary, passing Fish Hollow Road at Mile 53.5, existing structure B160 at Mile 54.3, E Brook Road at Mile 54.5, existing structure B170 at Mile 55.5, Ridge Road at approximately Mile 55.6, Cobbe Cross Road at Mile 56.2, and existing structure B180 at Mile 56.7.

Town of Delhi

The O-F component then crosses into Delaware County, Town of Delhi and terminates at the Fraser Substation at Mile 57.7.

2.3 Location Maps

The general location of the Project is the Applicant's existing electric transmission corridors described above. The location for the ED-NS/KB-PV components of the Project is shown in Figure ED-NS-1 (Maps 1 through 16), Figure KB-CT-1 (Maps 1 through 4), and Figure CT-PV-1 (Maps 1 through 6). The location for the O-F component of the Project is shown in Figures 2-1.1 through 2-1.10. These maps are based on the 1.2013 revision of the USGS 1:24,000 topographic edition maps. Consistent with 16 NYCRR §86.3(a)(1)(iii), the identification of any geologic, historic resource listed on the state or national

register of historic places, or scenic area, park or wilderness within three miles on either side of the proposed centerline are depicted on these maps along with the proposed location of the Project route.

Preliminary summaries of these resources, with the exception of the geologic resources, will be provided in the March 2, 2015 filing. All of these resources will be described further in Exhibit 4, to be provided with the Part B Article VII application.

Figure ED-NS-2, Figure KB-CT-2, and Figure CT-PV-2 (for the ED-NS/KB-PV components of the Project) and Figure 2-2 (for the O-F component of the Project) illustrate the Project's relationship to the Applicant's transmission system and the interconnected electric system.

2.4 Aerial Photographs

The aerial photo based exhibit required by 16 NYCRR §86.3(b) will be provided with the Part B Article VII application.

2.5 Supplemental Right-of-Way Information

The Applicant currently owns in fee or holds easements to the existing ROWs. Consistent with the Commission's April 2013 Order, areas "where the construction ... of the proposed facility would necessitate permanent clearing or other changes to the topography, vegetation or man-made structures" will be identified in the Part B Article VII application. The plan and profile drawings to be provided as part of the Environmental Management & Construction Plan ("EM&CP") will show any temporary and/or permanent access requirements required for the Project.

2.6 Roadways, Railroads, Airports, and Right-of-Way Access

Construction and maintenance access for the Project will, to the extent possible, make use of existing access roads along the ROW. Specific locations and specifications of access and maintenance routes will be shown on the plan and profile drawings to be provided as part of the EM&CP. The numerous road crossings along the ROW will be used to provide access to the ROW for construction equipment, personnel, and materials. Stabilized construction entrances from public roadways will be established at specific locations and in accordance with the specifications to be presented in the EM&CP.

An assessment of roadway and railroad corridors crossed by the Project ROW and the proximity of the Project to local airports will be presented in Exhibit E-6.

EXHIBIT 2: LOCATION OF FACILITIES

FIGURES

*Oakdale to Fraser 345 kV Transmission Line
and
Edic to New Scotland
345 kV Transmission Line
and
Knickerbocker to Pleasant Valley
345 kV Transmission Line Project
(O-F/ED-PV)*

Figure O-F/ED-PV-1 **Oakdale to Fraser and Edic to New Scotland and
Knickerbocker to Pleasant Valley Project**

Figure ED-NS-1 **Location of Facilities:
Edic to New Scotland (Maps 1 through 16)**

Figure ED-NS-2 **Location of Other Facilities:
Edic to New Scotland**

Figure KB-CT-1 **Location of Facilities:
Knickerbocker to Churchtown (Maps 1 through 4)**

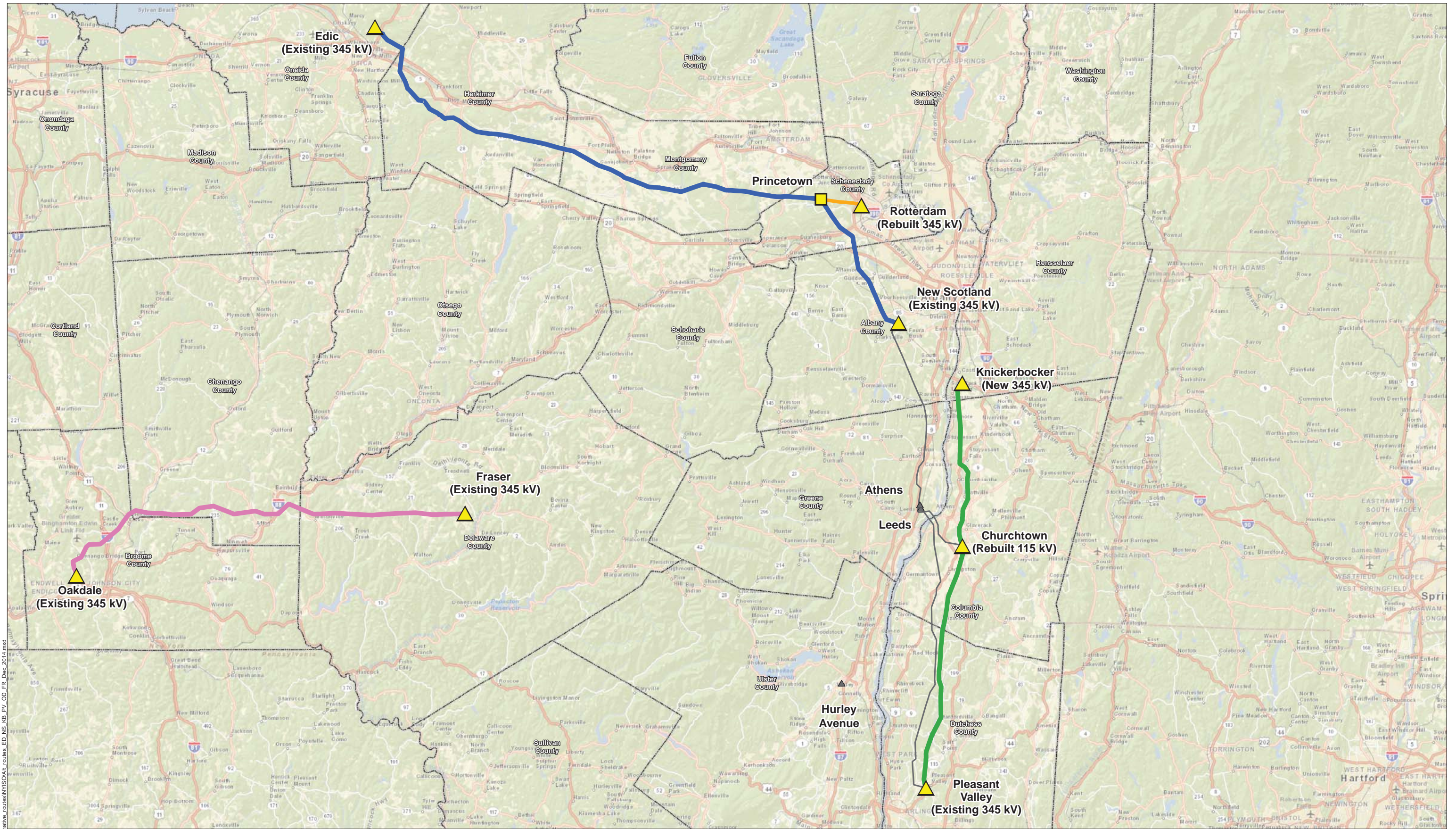
Figure KB-CT-2 **Location of Other Facilities:
Knickerbocker to Churchtown**

Figure CT-PV-1 **Location of Facilities:
Churchtown to Pleasant Valley (Maps 1 through 6)**

Figure CT-PV-2 **Location of Other Facilities:
Churchtown to Pleasant Valley**

Figures 2-1.1 through 2-1.10 **Oakdale to Fraser NYSDOT Maps**

Figure 2-2 **Regional Transmission System Map**



Legend

- New 345 kV Transmission Line (UPNY/SENY) ▲ Project Station
- New 345 kV Transmission Line (Central East) ■ Project Junction
- 345 kV Transmission Rebuild (Central East) ▲ Other Project Station
- New 345 kV Transmission Line (Total East) County Boundary
- Other Project Segment

Figure O-F/ED-PV-1
Oakdale to Fraser and
Edic to New Scotland and
Knickerbocker to Pleasant Valley
 January 2015

Sources: BM&D Engineering, ESRI

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Figure ED-NS-1
Location of Facilities:
Edic to New Scotland
(Maps 1 through 16)

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Exhibit 2

Figure ED-NS-2

*[Submitted under separate cover to the ALJs for confidential treatment
because it contains critical infrastructure information.]*

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Figure KB-CT-1
Location of Facilities:
Knickerbocker to Churchtown
(Maps 1 through 4)

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Exhibit 2

Figure KB-CT-2

*[Submitted under separate cover to the ALJs for confidential treatment
because it contains critical infrastructure information.]*

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Figure CT-PV-1
Location of Facilities:
Churchtown to Pleasant Valley
(Maps 1 through 6)

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Exhibit 2

Figure CT-PV-2

*[Submitted under separate cover to the ALJs for confidential treatment
because it contains critical infrastructure information.]*

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Figure 2-1.1 to 2-1.10
Oakdale to Fraser NYSDOT Maps

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Exhibit 2

Figure 2-2

*[Submitted under separate cover to the ALJs for confidential treatment
because it contains critical infrastructure information.]*

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