

**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**

***Knickerbocker to Pleasant Valley
345 kV Transmission Line Project
(KB-PV)***

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**KNICKERBOCKER TO PLEASANT VALLEY
345 KV TRANSMISSION LINE PROJECT
(KB-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 Knickerbocker to Pleasant Valley 345 kV Transmission Line Project (“KB-PV Project”, “KB-PV”, or “Project”).

2.1 General Description of Facility Location

The route for the KB-PV 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 KB-PV Project is comprised of two ROW segments, Knickerbocker to Churchtown (KB-CT) and Churchtown to Pleasant Valley (CT-PV), and includes 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 existing Consolidated Edison Pleasant Valley 345 kV Substation.

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

Table 2-1: Proposed Project Route and Stations

Portion of Route	Segment	Total Distance (miles)
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	
Knickerbocker Switching Station	KB-CT	
Churchtown Switching Station	KB-CT & CT-PV	
Pleasant Valley Substation	CT-PV	

Table 2-2 Jurisdictions Crossed by the Project

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 Segment Descriptions

The KB-PV Project consists of the Knickerbocker to Churchtown (KB-CT) segment and the Churchtown to Pleasant Valley (CT-PV) segment. The total distance of the KB-PV Project is approximately 54.2 miles.

2.2.1 Knickerbocker to Churchtown

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 two existing National Grid transmission line corridors, approximately 1.75 miles east of the Hudson River. Within the Knickerbocker to Churchtown segment, the Applicants propose 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 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 total distance in Rensselaer County is approximately 2.2 miles, all of which is within the Town of Schodack.

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 National Grid 115 kV circuits 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 fenceline on existing National Grid owned land.

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.

2.2.2 Churchtown to Pleasant Valley

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 fenceline on existing National Grid owned land. Within the Churchtown to Pleasant Valley 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.

South of the Churchtown Switching Station, the ROW is currently occupied with parallel double-circuit 115 kV lines. The ROW that constitutes 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 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 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 lines in parallel, single-circuit configuration. The route continues within this ROW 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 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 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.

2.3 Location Maps

The general location of the KB-PV Project is the Applicant's existing electric transmission corridors described above from the Knickerbocker Switching Station to the Pleasant Valley Substation; this location is shown in Figure KB-CT-1 (Maps 1 through 4) and Figure CT-PV-1 (Maps 1 through 6). 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 primary route.

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

Figure KB-CT-2 and Figure CT-PV-2 show the proposed Knickerbocker to Pleasant Valley 345 kV Transmission Line and illustrates 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 Knickerbocker to Pleasant Valley 345 kV Transmission Line 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.

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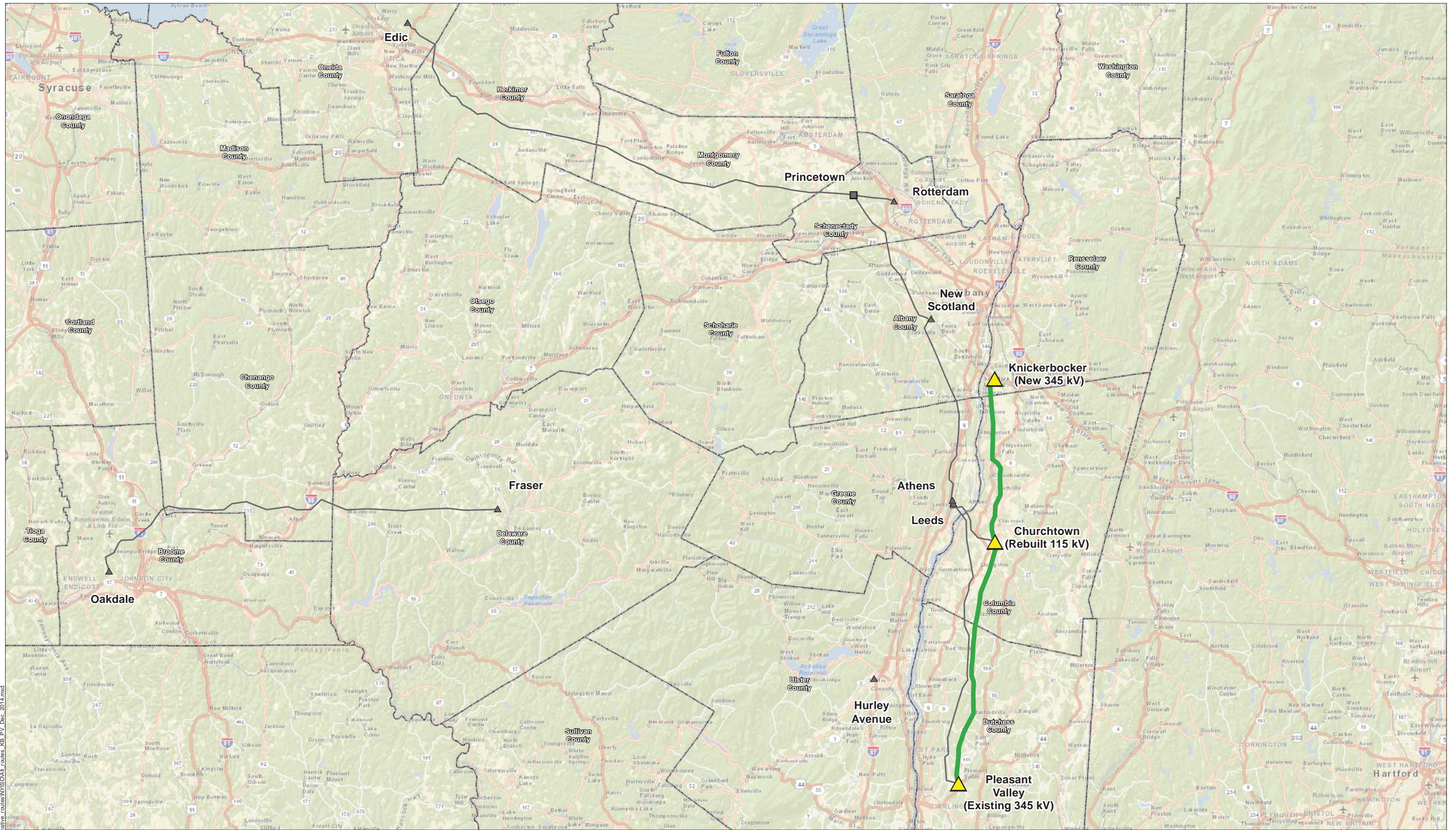
EXHIBIT 2: LOCATION OF FACILITIES

FIGURES

Knickerbocker to Pleasant Valley 345 kV Transmission Line Project (KB-PV)

Figure KB-PV-1	Knickerbocker to Pleasant Valley Project
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Figure CT-PV-2	Location of Other Facilities: Churchtown to Pleasant Valley

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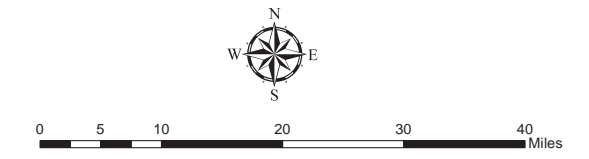
Legend

- New 345 kV Transmission Line (UPNY/SENY)
- Other Project Segment
- ▲ Project Station
- ▲ Other Project Station
- Other Project Junction
- County Boundary

nationalgrid



Figure KB-PV-1
Knickerbocker to Pleasant Valley
 January 2015



Sources: BMCd Engineering, ESRI

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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

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