

**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**

***Leeds to Pleasant Valley 345 kV  
Transmission Line Reconductoring Project  
(LD-PV(R))***

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**LEEDS TO PLEASANT VALLEY 345 KV TRANSMISSION LINE  
RECONDUCTORING PROJECT  
(LD-PV(R))**

**EXHIBIT 2: LOCATION OF FACILITIES**

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## **EXHIBIT 2: LOCATION OF FACILITIES**

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### **2.0 Location of Facilities**

The discussion of Exhibit 2, Location of Facilities, describes Part A Article VII components of the Leeds to Pleasant Valley 345 kV Transmission Line Reconductoring Project (“LD-PV(R) Project”, “LD-PV(R)”, 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 generally between substations.

The route for the Project is comprised of one ROW segment, Leeds to Pleasant Valley (LD-PV), and includes minor modifications to the existing 345 kV Leeds Switching Station and the existing Consolidated Edison 345 kV Pleasant Valley Substation.

The Project’s route and stations are depicted in Figure LD-PV(R)-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**

<b>Portion of Route</b>	<b>Segment</b>	<b>Total Distance (miles)</b>
Leeds Substation to Pleasant Valley Substation 345 kV transmission line reconductoring	LD-PV	39.8
<b>Substation or Switching Station</b>	<b>Segments</b>	
Leeds Substation	LD-PV	
Pleasant Valley Substation	LD-PV	

**Table 2-2: Jurisdictions Crossed by the Project**

Name	Miles	County	Town	Miles by Jurisdiction	Miles by County
Leeds to Pleasant Valley	39.8	Greene County	Town of Athens	2.4	2.4
			Village of Athens	1.4	
		Columbia County	Town of Greenport	4.1	14.8
			Town of Livingston	9.6	
			Town of Clermont	1.1	
		Dutchess County	Town of Milan	9.0	22.6
			Town of Clinton	7.7	
			Town of Hyde Park	2.5	
			Town of Pleasant Valley	3.4	

**2.2 Segment Descriptions**

The Project consists of the Leeds to Pleasant Valley (LD-PV) segment. The total distance of the LD-PV(R) Project is approximately 39.8 miles.

**2.2.1 Leeds to Pleasant Valley Segment**

The LD-PV segment starts at the existing Athens Substations in the Town of Athens, Greene County and travels southeast a distance of approximately 2,800 feet where it joins a segment from the existing Leeds Switching Station. The route travels approximately 2,900 feet from this junction to a turning point where it turns to the southeast, crossing Flats Road Extension and Howard’s Hall Road. It continues approximately 1,500 feet crossing Spoorenburg Road and Leeds-Athens Road to a point where it turns slightly to the east. Here it continues approximately 900 feet to the junction with two National Grid circuits, which parallel the route on the east side of the shared ROW until the two circuits depart from the shared ROW towards the NYSEG Churchtown Switching Station. The four circuits continue 900 feet where they turn slightly to the south for approximately 6,600 feet, crossing Washington Street (State Road 385), the Hudson River, and Mt. Merino Road. At this point, the four circuits make a southerly turn and continue approximately 4,000 feet, crossing State Road 9G. Here they turn to the south and continue

approximately 6,300 feet. In this stretch, the route crosses Farm Road, an unnamed private road, and Claverack Road (State Road 23).

The route then travels south approximately 7,100 feet, crossing Blue Hill Road and Church Road, before turning and traveling in a southeasterly direction. The route continues in a southeasterly direction for approximately 5.0 miles before turning to the southwest. This 5.0-mile section includes crossing Blue Valley Road, Rivenburg Road, Cold Spring Road, County Road 10, U.S. Route 9, and an unnamed private road. The route continues to the southwest for 6,000 feet, crossing Maple Lane, at which point it turns to the south.

The route continues to the south for approximately 3,700 feet where it turns to the southwest. It continues in a southwesterly direction for approximately 3,100 feet before turning again to the south after crossing Old Manorton Road and County Road 8. For approximately 7,800 feet, it maintains its southerly direction, crossing an unnamed private road and Roeliff Jansen Kill three (3) times and a tributary once, before heading south for another 2.3 miles. In this part of the segment, it crosses Roeliff Jansen Kill another six (6) times and Pleasantvale Road and East Kerley Corners Road (County Road 2). At this point the route turns to the southeast and continues for approximately 7,800 feet. Williams Road and Odak Farm Road are crossed in this part of the segment.

The route then continues in a southerly direction for approximately 2,000 feet slightly to the southwest for approximately 5,100 feet crossing Turkey Hill Road (County Road 56) and Becker Hill Road. At this point it turns south and continues for approximately 9,500 feet crossing an unnamed private drive and Battenfeld Road. From here, the route turns slightly to the southwest and continues for approximately 6,700 feet where it again turns to the south for a distance of approximately 5,500 feet. Within this part of the segment, it crosses an unnamed private drive, State Route 199, and Salisbury Turnpike. It then turns to the southeast and continues for approximately 2,800 feet, crossing Round Lake Road, to a point where it deviates from the shared transmission corridor and continues to the southwest.

The route then continues to the southwest for approximately 9,200 feet before turning to continue in a more southerly direction for approximately 8,200 feet where it turns slightly more to the south again, crossing Quarry Road (County Road 19) and Kansas Road. The route continues in this direction for approximately 7,800 feet, crossing Fiddlers Bridge Road. Here it turns slightly to the southwest for another approximate 2.1 miles crossing Schoolhouse Road, Rhynders Road, Meadowbrook Lane, and Walnut Drive. At this point, the route turns slightly to the southwest and continues for approximately 9,700 feet before turning to the south and continuing for approximately 9,000 feet, crossing Hollow Road

(County Road 14), East Fallkill Road, Ruskey Lane, and Marshall Road. Here it turns to the southwest and continues for approximately 4,200 feet, where it turns slightly to the southeast and proceeds for approximately 2.5 miles crossing Netherwood Road (County Road 41), Melville Road, Cary Road, and Salt Point Turnpike (State Route 115). At this point it turns to the southeast and continues for approximately 4,400 feet, crossing Van Wagner Road (County Road 38), at which point it runs within double-circuit structures for approximately 1,500 feet, and then continues approximately 400 feet before terminating at the Consolidated Edison Pleasant Valley Substation.

The total distance in Greene County is approximately 2.4 miles, all of which is within the Town of Athens. Approximately 1.4 miles of this 2.4 miles is also within the Village of Athens.

The total distance in Columbia County is approximately 14.8 miles, with 4.1 miles in the Town of Greenport, 9.6 miles in the Town of Livingston, and 1.1 miles in the Town of Clermont.

The total distance in Dutchess County is approximately 22.6 miles, with 9.0 miles in Milan, 7.7 miles in the Town of Clinton, 2.5 miles in the Town of Hyde Park, and 3.4 miles in the Town of Pleasant Valley.

The total distance from the existing Leeds Substation to the existing Pleasant Valley Substation (i.e., the LD-PV segment) is approximately 39.8 miles.

## **2.3 Location Maps**

The general location of the Project is the Applicant's existing electric transmission corridors described above from the Leeds Substation to the Pleasant Valley Substation; this location is shown in Figure LD-PV(R)-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 Project route.

Preliminary summaries of these resources, with the exception of geologic 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 LD-PV(R)-2 shows the proposed Project 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 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 route to local airports will be presented in Exhibit E-6.

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## **EXHIBIT 2: LOCATION OF FACILITIES**

### **FIGURES**

#### ***Leeds to Pleasant Valley 345 kV Transmission Line Reconductoring Project (LD-PV(R))***

**Figure LD-PV(R)-1 Leeds to Pleasant Valley Reconductoring Project**

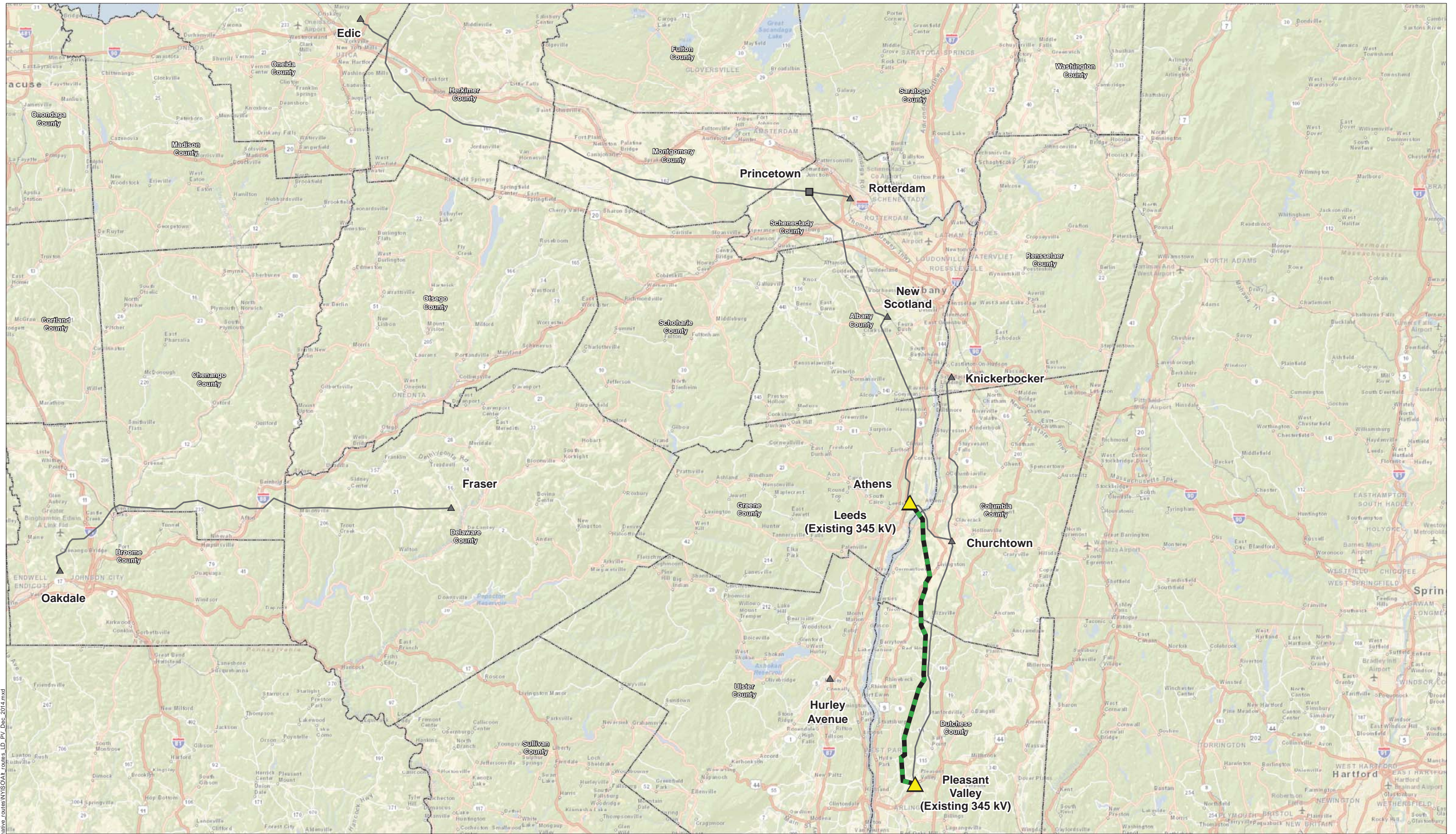
**Figure LD-PV-1      Location of Facilities:  
Leeds to Pleasant Valley (Maps 1 through 6)**

**Figure LD-PV-2      Location of Other Facilities:  
Leeds to Pleasant Valley**

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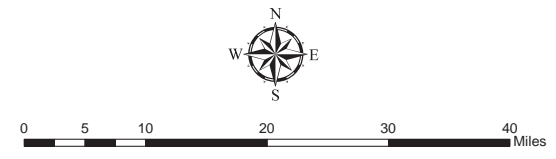


**Legend**

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



**Figure LD-PV(R)-1**  
**Leeds to Pleasant Valley**  
**(Reconductor)**  
 January 2015



Sources: BMcD Engineering, ESRI

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

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## **Exhibit 2**

### **Figure LD-PV-2**

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

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