nationalgrid

Gardenville – Dunkirk 141/142

Northern Section Rebuild Project

North Angola Substation to Structure 4

Exhibit 2

Location of Facilities

TABLE OF CONTENTS

LIST OF FIGURES

GLOSSARY OF TERMS

Mile – The capitalized term "Mile" means the approximate linear right-of-way (ROW) distance measured from Mile 0.0, which is located at the North Angola Substation, to Mile 20.31, which is located at Structure 4 (all structure numbers in Exhibit 2 refer to the number designations of existing structures).

Existing 141/142 Lines – the Applicant's existing 115kV double circuit Gardenville – Dunkirk 141 & 142, 115kV lines from Gardenville Station to Structure 4.

Proposed 141/142 Lines – the Applicant's proposed 115kV double circuit Gardenville – Dunkirk 141 & 142, 115kV lines.

Existing 856 Line – the Applicant's existing 34.5kV Shaleton – North Angola 856 Sub-Transmission Line.

Proposed 856 Line – the Applicant's proposed 34.5kV Shaleton – North Angola 856 Sub-Transmission Line.

Existing 610 Line – the Applicant's existing 34.5kV Ridge – Shaleton 610 Sub-Transmission Line.

Proposed 610 Line – the Applicant's proposed 34.5kV Ridge – Shaleton 610 Sub-Transmission Line.

Existing 610 Tap – the Applicant's existing 34.5kV Ridge – Shaleton 610, Tap to Slade Road Substation 207, Sub-Transmission Line.

Proposed 610 Tap – the Applicant's proposed 34.5kV Ridge – Shaleton 610, Tap to Slade Road Substation 207, Sub-Transmission Line.

149/150 Lines – the Applicant's existing 115kV double circuit Gardenville – Bethlehem 149 & 150, 115kV lines.

145/146 Lines – the Applicant's existing 115kV double circuit Gardenville – Buffalo River 145 & 146, 115kV lines.

New Double Circuit, Single Steel Pole Structure – Proposed Galvanized Steel Structure type to carry the Proposed 141/142 Lines

New Triple Circuit, Single Steel Pole Structure – Proposed Galvanized Steel Structure type to carry the Proposed 141/142 Lines and the Proposed 856 Line or the Proposed 610 Line.

Existing ROW – the existing ROW from the North Angola Substation to the Gardenville Substation in which Existing 141/142 Lines are located.

Proposed ROW –additional ROW needed for the proposed project that the Applicant proposes to acquire through easements or License Agreements as ROW for the Project.

Project ROW – the Existing ROW in addition to the Proposed ROW.

North Angola Substation – the Applicant's North Angola Substation, located at Mile 0.00 in the Village of Angola, New York.

Delamater Substation – the Applicant's Delamater Substation, located at Mile 1.63 in the Town of Evans, New York.

Lakeview Substation – the Applicant's Lakeview Substation, located at Mile 6.18 in the Town of Hamburg, New York.

Shaleton Substation – the Applicant's Shaleton Substation, located at Mile 7.94 in the Town of Hamburg, New York.

Cloverbank Substation – the Applicant's Cloverbank Substation, located at Mile 9.66 in the Town of Hamburg, New York.

Lakeview Switch Structures – the Applicant's Lakeview Switches, located at Mile 13.18 in the Town of Hamburg, New York.

Ford Substation – the Applicant's Ford Substation, located at Mile 14.11 in the Town of Hamburg, New York.

Slade Road 207 Substation – the Applicant's Slade Road Substation, located at Mile 19.03 in the Town of West Seneca, New York.

Gardenville Substation – the Applicant's Gardenville Substation in the Town of West Seneca, New York.

Segment 1 – The Segment of the Project, more fully detailed below, that extends approximately 8.00 miles from the North Angola Substation to Structure 153.

Segment 2 – The Segment of the Project, more fully detailed below, that extends approximately 3.60 miles from Structure 153 to Structure 112.

Segment 3 – The Segment of the Project, more fully detailed below, that extends approximately 3.76 miles from Structure 112 to Structure 64.

Segment 4 Existing – The Segment of the Project, more fully detailed below, that extends approximately 1.46 miles from Structure 64 to Structure 46 and where such structures are proposed to be removed.

Segment 4 Bypass – The Segment of the Project, more fully detailed below, that contains a reroute alternative of the Proposed 141/142 Lines and extends approximately 1.54 miles from Structure 64 to Structure 46.

Segment 5 – The Segment of the Project, more fully detailed below, that extends approximately 2.05 miles from Structure 46 to Structure 19.

Segment 6 – The Segment of the Project, more fully detailed below, that extends approximately 1.36 miles from Structure 19 to Structure 4.

Segment – Any of Segments 1 through 6.

EXHIBIT 2: LOCATION OF FACILITIES

2.1 GENERAL DESCRIPTION OF FACILITIES LOCATION

The Project proposed by the Applicant is the reconstruction of two existing 115kV transmission lines, the Gardenville – Dunkirk 141 and 142 lines, from the North Angola Substation to existing Structure 4, for a total of approximately 20.31 miles (the "Project" or the "141/142 Rebuild"). The Project is located in the Village of Angola, Town of Evans, Town of Hamburg, Village of Blasdell, City of Lackawanna, and the Town of West Seneca, all in Erie County.

For clarity and consistency, the Applicant has developed a Glossary of Terms used throughout the Application to refer to the relevant components of the Project, which is provided following the Exhibit 2 Table of Contents.

The Existing 141/142 Lines are both 115kV circuits that originate at the Gardenville Substation and terminate at the Dunkirk Substation. They share the same double circuit steel towers, heading generally southwest for approximately 45 miles. The Project will encompass the section of the Existing 141/142 Lines from the North Angola Substation to existing Structure 4. There are several adjacent facilities that are also impacted by this Project: the Existing 856 Line; Existing 610 Line; and the Existing 610 Tap. Work on those lines will be completed in conjunction with the 141/142 Rebuild. The Existing 856 Line is a 34.5kV circuit that extends from the North Angola substation to the Shaleton Substation and runs parallel to the Existing 141/142 Lines for the entire length of Segment 1 (with the exception of a loop in – loop out portion of the 856 Line that serves the Erie County Water Authority – Sturgeon Point). The Existing 610 Line is a 34.5kV circuit that extends from the Ridge Substation to the Shaleton Station. The entire length of the Existing 610 Line is approximately 8.35 miles. However, only approximately 3.87 miles of the Existing 610 Line is impacted by the proposed 141/142 Rebuild. The 610 Tap to Slade Road 207 Substation originates in the vicinity of structure 76 on the 610 Line and terminates at the Slade Road 207 Substation. The entire length of the 610 Tap is approximately 3.50 miles, but only approximately 2.05 miles of this tap is impacted by the Project.

The Project consists of a number of different activities involving the Existing 141/142 Lines on each of the six different segments. The details of the proposed Project within these segments are explained below.

2.1.1 Project Segments

The Applicant proposes certain activities for multiple segments. The main driver for the Project is asset condition; the existing towers carrying the Existing 141/142 Lines are nearing the end of their serviceable life and are in need of replacement. The Project is proposed to replace the existing double circuit steel towers with new double circuit or triple circuit single pole galvanized steel structures, with the ability to carry two shieldwires. There are sections of the lines where the double circuit towers have been replaced more recently with newer square base towers or two wood pole suspension structures. Where it is found that appropriate clearances are met and structures are shown to be structurally adequate for the proposed conductors and shieldwires, and where the configuration will meet Electric and Magnetic Field Guidelines, the structures may remain in place.

The Applicant proposes to rebuild the Existing 141/142 Lines, which primarily features 4/0 AWG (6/1) ACSR "Penguin" conductor, with 795 kcmil ACSR (26/7) "Drake" non-specular conductor. Areas that currently contain 795 kcmil ACSR (36/1) "Coot" conductors may remain in place. The Applicant also proposes to install one Optical Groundwire (OPGW), and one 159 kcmil ACSR (12/7) for shieldwires. The ACSR shieldwire is sized to achieve a balanced fault-current with the proposed OPGW.

The Project will also encompass work on the 34.5kV Sub Transmission lines that run parallel to the Existing 141/142 Lines: the Existing 856 Line; Existing 610 Line; and Existing 610 Tap. There are distribution lines that run parallel to the Existing 141/142 Lines, or are constructed as underbuild on the Sub-Transmission lines that are also impacted by the Project, and work to those distribution facilities will be completed independently from this Project.

2.1.1.1 Segment 1 – North Angola (Mile 0.00) to Structure 153 (Mile 8.00)

From the North Angola Substation to Structure 153, the existing ROW consists of National Grid fee-owned parcels that have varying widths between 45 feet and 200 feet. From Structure 248A to Structure 246, there is also a 30 foot easement on the east side of the ROW. Segment 1 contains the Existing 141/142 Lines and the Existing 856 Line[1], as well as four distribution lines that are located on this ROW. Any relocation needed for the distribution lines by the Project will not be considered part of this project. There are also three substations that are

[1] At Structure 154 (the Shaleton Substation), the Existing 856 Line ends and the Existing 610 Line begins. The Existing 610 Line spans between Structures 154 and 153.

fed from the Existing 141/142 Lines: the North Angola Substation (where this segment begins); the Delamater Substation; and the Lakeview Substation. The Existing 141 Line feeds the Shaleton Station (in the vicinity of the end of Segment 1).

As part of Segment 1, the Applicant proposes to remove the assets associated with the Existing 141/142 Lines, from one span outside the North Angola Substation to Structure 153. Then, in general, the Applicant would "relocate" the Existing 141/142 Lines by rebuilding the Proposed 141/142 Lines and the Proposed 856 Line on New Triple Circuit, Single Steel Pole Structures 38 feet to the east of the Existing 141/142 Lines, approximately where the Existing 856 Line is located. This would allow for the installation of the new 115kV structures and conductors along this segment of the Existing ROW prior to removing the Existing 141/142 Lines, therefore minimizing long duration double circuit outages, maximizing construction efficiency, and shortening the overall duration of the Project. The connections to the existing substations will be reestablished from the Proposed 141/142 Lines structures. The connection to the Shaleton Substation, which is currently fed from the Existing 141 Line, will be transferred to the Proposed 142 Line.

There are two exceptions to the proposed construction of the triple circuit structures within Segment 1. They are as follows:

- From the North Angola Substation to Structure 248A, double circuit Structure 248A will remain. This structure was installed in the mid-1950's to accommodate the taps to the North Angola Substation and is structurally capable of carrying the new conductor, OPGW, and shieldwire. As such, it will be reused.

- From Structure 185 to Structure 174, the Applicant proposes to install the Proposed 141/142 Lines on double circuit steel single pole structures on the same centerline as the Existing 141/142 Lines, while the Existing 856 Line would remain in place. This is due to the following physical constraints:

    - From Structure 184 to Structure 183, the Existing 141/142 Lines cross Eighteen Mile Creek. Due to physical constraints and constructability concerns, the Applicant proposes to rebuild and reconductor the Proposed 141/142 Lines by pulling the new wires across the creek using the Existing 141/142 wires.

- In this same area (from Structure 186 to Structure 182), the CSX railroad is higher than the transmission lines, and the toe of track embankment is located approximately where the Proposed 141/142 Lines would have otherwise been relocated. Rebuilding in place limits the disturbance to the CSX tracks and embankment.

- From Structure 177 to 175, there are multiple overhead distribution feeders exiting the Lakeview Substation. Rebuilding in place minimizes the amount of distribution work that would be needed to support the Project. Also, on either side of the Lakeview Substation, double circuit steel Structures 178 and 175 will be replaced with two loadbreak switches set on galvanized steel single circuit single pole structures (one for each line, installed on either side of the Lakeview Tap for a total of four switches).

The Proposed 141/142 Lines would transition back to triple-circuit structures at optimal locations (Structure 186 and 174).

For this Segment, the Applicant proposes to acquire additional easements where needed on the west side of the ROW and a Railroad License Agreement on the east side of the ROW so that the Project is in compliance with the applicable *Transmission Right-of-Way Management Program* ("TROWMP") (Last revised 2014).

2.1.1.2 Segment 2 – Structure 153 (Mile 8.00) to Structure 112 (Mile 11.60)

In Segment 2, the width of the existing fee owned ROW varies between 60 feet and 125 feet and runs parallel to the CSX Railroad. The centerline of the Existing 141/142 Lines within Segment 2 is generally located 50 feet from the west edge of the Existing ROW. The Existing 610 Line runs parallel to the Existing 141/142 Lines and is typically located on the east side of the ROW. Between Structure 115 and 111 however, the Existing 610 Line crosses under the Existing 141/142 Lines and the Existing 141/142 Lines are located on the east side with the Existing 610 Line located on the west side of the Existing ROW. The Cloverbank Substation is the only substation within this segment and is fed from both of the 141/142 Lines. There are three distribution feeders, overhead and underground, that parallel the Existing 141/142 Lines on this segment of the ROW as well, none of which would be impacted by the Project.

The Applicant proposes to rebuild and relocate the Existing 141/142 Lines at an offset of 38 feet towards the east side of the ROW with galvanized steel single pole double circuit

structures. The Existing 141/142 Lines will be removed. The Existing 610 Line will be removed during the construction of the Proposed 141/142 Lines. At the completion of the construction and removal of the Existing 141/142 Lines, the 610 Line will be rebuilt 34 feet west of the newly constructed 141/142 Lines. The relocation in this area is to minimize outages and constructability constraints. The Existing Taps to Cloverbank Substation will be reestablished from the Proposed 141/142 Lines.

The Applicant proposes to acquire additional easements where needed on the west side of the ROW and a Railroad License Agreement on the east side of the ROW so that the Project is in compliance with the applicable "TROWMP".

2.1.1.3 Segment 3 – Structure 112 (Mile 11.60) to Structure 64 (Mile 15.36)

In Segment 3, the Existing 141/142 Lines are generally located on a combination of fee-owned and easement ROW of varying widths of 40 feet to 125 feet. The location of the Existing 141/142 Lines varies on the Existing ROW and the land use transitions from residential to industrial. The Existing 610 Line is also located on this ROW from Structure 112 to Structure 81 within this segment.

The scope of work in this segment varies based on site constraints and existing asset conditions. The primary scope of work for Segment 3 is the installation of new galvanized steel double circuit, single pole structures on the Existing 141/142 Lines centerline due to physical and ROW obstacles. Some of the ROW constraints within Segment 3 include the following: closer proximity to CSX, narrower ROW, areas with easements or licenses only, underground utilities, and close proximity to a school.

Exceptions to the Proposed 141/142 Lines construction on its existing centerline are as follows:

- From Structure 103 to 100, it is proposed to install the Proposed 141/142 Lines and the 610 Line onto New Triple Circuit, Single Steel Pole Structures 25 feet to the east of the Existing 141/142 Lines, approximately where the Existing 610 Line is located. This is due to the location of a nearby business (Southtowns Welding and Fab) adjacent to the ROW, and the need to comply with the Applicant's TROWMP.

- It is proposed to retain Structures 92 to 91. Structures 92 to 91 were recently installed in 2015 to support the construction and operations of the FedEx Ground Transport

facility. At the time of installation, Structures 92 to 91 were designed to support the new conductors, shieldwire, and OPGW.

- It is proposed to replace existing switch structure Structure 90-1with a set of loadbreak switches set on galvanized steel single circuit single pole structures (one for each line for a total of two switches)

- It is proposed to retain Structures 83 to 81. These towers were part of a project in 1970 to reroute the Existing 141/142 Lines around the Ford Stamping Plant. These towers are in good condition and will be able to support the newer wires.

- Structures 79 to 78, and the conductors which span between these towers, will also remain in place. These structures were installed around 1965 to support the construction of the Ford Substation, using 795 ACSR "Coot" conductor. The Existing 142 Tap to the Ford Substation would also remain in place. New shieldwire and OPGW would still need to be installed.

- From Structure 66 to 64, the Existing 141/142 Lines run parallel to existing double circuit steel pole structures carrying the 149 Ford Tap and 610 Line to the east. In this section, it is proposed to construct the Proposed 141/142 Lines 38 feet to the west of the existing centerline. This offset would provide adequate clearance to the parallel lines, minimize double circuit outages and potential construction difficulties, and shorten the duration of the overall construction in this section.

In Segment 3, it is proposed to acquire a Railroad License Agreement and/or obtain easements from private property owners where applicable so that the Applicant complies with the applicable "TROWMP".

2.1.1.4 Segment 4 Existing – Structures 64 (Mile 15.36) to Structure 46 (Mile 16.90) (1.46 miles in length)

Segment 4 Existing runs generally east to west. The Existing 141/142 Lines are supported by double circuit steel towers. The existing fee-owned ROW is generally 90 feet, except for the area of Structures 64 to 59, which encompass areas of fee-owned parcels, easements, and Railroad License Agreements. The Existing 610 Tap is located parallel to the north of the Existing 141/142 Lines from Structure 62 to 46, as well as the 145/146 Taps to Substation 55

from Structures 60 to 57. The centerline of the Existing 141/142 Lines is generally 16.75 feet from the southern edge of the Existing ROW.

In Segment 4 Existing, the Applicant proposes to remove the supporting structures and conductors currently carrying the Existing 141/142 Lines. Segment 4 Existing has no additional room to expand the existing ROW due to homes abutting the existing fee-owned ROW. The Applicant proposes to rebuild the 141/142 Lines on a nearby existing ROW, Segment 4 Bypass, discussed in the following section. Following the removal of the Existing 141/142 Lines, the ROW will still include the Existing 610 Line, Existing 610 Tap, and the Existing 145/146 Taps to Substation 55.

2.1.1.5 Segment 4 Bypass – Structure 64 (Mile 15.36) to Structure 46 (Mile 16.90) (1.54 miles in length)

Segment 4 Bypass includes the portion of the Proposed 141/142 lines which would be constructed on a different ROW than the Existing 141/142 Lines. It is proposed to construct the new 141/142 Lines on the ROW adjacent to the 149/150 115kV Lines for the entire length of Segment 4 Bypass, as well as the 145/146 115kV Lines from Mile 15.62 to Mile 16.43. The existing ROW in this segment is generally composed of fee-owned parcels of 75 feet to 200 feet wide from Mile 15.44 to Mile 16.90, and a combination of fee-owned parcels, easements, and Railroad License Agreements from Mile 15.36 to Mile 15.44. While additional easement and license areas will be needed (as described below) to incorporate the proposed 141/142 Lines into this ROW, to do so will have less impact than expanding Segment 4 Existing.

In Segment 4 Bypass, the Proposed 141/142 Lines would be constructed approximately 60 feet north of the 149/150 Lines for the entire length of this section on galvanized steel double circuit, single pole structures.

The Applicant would seek additional easements for Segment 4 Bypass, in addition to a new Railroad License Agreement, which includes the following:

- From Mile 15.36 to Mile 15.60, a new Railroad License Agreement is needed,
- From Mile 15.60 to Mile 16.43, an additional 34 feet of easements would be required to the north,
- From Mile 16.43 to Mile 16.90, the Project would require an additional 60 feet maximum to the northwest of its existing property.

The additional easements would bring the ROW width into conformance with national Grid's "TROWMP" and to be within electric and magnetic fields guidelines.

2.1.1.6 Segment 5 – Structure 46 (Mile 16.90) to Structure 19 (Mile 18.95)

In Segment 5, the Existing 141/142 Lines are located primarily on a fee-owned corridor of 190 to 305 feet wide, and is the most southerly circuit on the existing ROW. The Existing 610 Tap is generally located approximately 61.75 feet to the north, and the 149/150 Lines are typically located between 123.33 feet to 148.33 feet to the north of the Existing 141/142 Lines.

The Proposed 141/142 Lines would be rebuilt on the same centerline as the Existing 610 Tap for the full length of Segment 5 and its existing structures would be removed, with the exception of Structures 30 to 26. The proposed structures would be galvanized steel double circuit, single pole structures.

In general, the Existing 610 Tap to Slade Road Station 207 would be removed to allow for construction of the Proposed 141/142 Lines and the removal of the Existing 141/142 Lines, and then be rebuilt approximately 34 feet east of the Proposed 141/142 Lines onto single wood pole single circuit 34.5kV structures. To provide continued customer service, a temporary mobile station would be placed into service at the Slade Road station for the duration of construction on National Grid fee owned property.

The Applicant proposes to reuse the towers and conductors supporting Structures 30 to 26. However, it is proposed to repurpose the existing towers supporting the 610 Tap as the Proposed 141/142 Lines, and repurpose the existing towers supporting the Existing 141/142 Lines as the Proposed 610 Tap. This section was reconstructed in the late 1960's to facilitate the construction of the Southern Expressway (present day NYS Thruway) and is in good condition. New Shieldwire and OPGW would need to be installed on the repurposed towers carrying the Proposed 141/142 Lines.

In Segment 5, it is proposed to obtain easements as needed from private property owners so that the Applicant complies with the applicable "TROWMP".

2.1.1.7 Segment 6 – Structure 19 (Mile 18.95) to Structure 4 (Mile 20.31)

Segment 6 contains multiple transmission circuits within different sections of this Segment. Segment 6 consists of National Grid fee-owned parcels of varying widths of 200 to 512 feet.

From Structure 18 to Structure 8, the Applicant proposes to construct the Proposed 141/142 Lines approximately 45 feet northwest of the Existing 141/142 Lines onto new galvanized steel double circuit single pole structures, and its existing structures would be removed.

For Structures 7 to 4, the Applicant proposes to reuse existing towers and conductors. More specifically, from Structures 7 to 5, it is proposed to repurpose existing retired-in-place (RIP) towers and conductors as the Proposed 141/142 Line. The section of lines being supported by the RIP towers and conductors were constructed in the early 1970's to facilitate the construction of the Aurora Expressway (current State Highway 400) and is in good condition. Structure 4 is a new steel pole structure installed as part of the Gardenville Station Rebuild Project. New shieldwire and OPGW would need to be installed through the entirety of Segment 6. Existing towers 7-5 supporting the Existing 141/142 lines, which were also constructed in the early 1970's and are in good condition will be retired-in-place to maintain the highway crossing permit. The Project will terminate at Structure 4.

2.2 LOCATION MAPS

2.2.1 NYSDOT Location Maps

The general location of the Project is shown in Figure 2-3, Sheets 1 through 29, based on NYSDOT 1:24,000 topographic maps. Figure 2-3 shows the proposed ROW covering an area of five miles on either side of the proposed facility location. In addition, Figure 2-3 depicts the location of known historic and archaeological sites, county and state parks, recreational facilities, and airports within three miles of the Project ROW. The Great Lakes Seaway Trail is a national and state scenic byway and passes through Lackawanna and follows Lake Shore Road in the northern section of Hamburg. There are no other scenic areas or untouched wilderness located within three miles of the Project.

2.2.2 Overall Transmission System Maps

Figure 2-4 Regional Transmission System Map, is a 1:250,000 scale map showing the relationship of the Project to the Applicant's overall system.

2.3 AERIAL PHOTOGRAPHY

Figure 2-5 provides aerial photographs showing 1,200 feet on either side of the Project. The ortho-photography in this figure was taken by "Cooper Aerial Survey Co." on April 14, 2016 for National Grid and reflects the current situation.

2.4 PROPOSED ADDITIONAL ROW

National Grid owns a combination of fee and easement rights over the length of the Project. New easements of the following types will be required as necessary:

1. Operational (Gross) Easement: The perpetual right, privilege and easement to construct, reconstruct, relocate, extend, repair, maintain, operate, inspect, patrol, and, at its pleasure, remove any poles or lines of poles or both, supporting structures, cables, cross-arms, overhead and underground wires, guys, guy stubs, insulators, transformers, braces, fittings, foundations, anchors, lateral service lines, communications facilities, and other fixtures and appurtenances, with rights for ingress and egress, clearing and trimming.

2. Danger Tree Easement: The perpetual right to remove trees (all or any portion thereof) which are adjacent to an existing easement area or fee property that, in the opinion of National Grid, may jeopardize the integrity or safe and reliable operation of the National Grid's facilities.

3. Railroad License Agreement: The conditional rights necessary to install, occupy, operate, access, and maintain the Project facilities upon railroad property in accordance with: the Project design plans and specifications as approved by the railroad, and with all applicable railroad requirements and provisions.

As described in greater detail above, additional ROW in the form of Operational (Gross) Easements will be required as follows:

- Segment 1 – Railroad License Agreement; Operational Easement rights
- Segment 2 – Railroad License Agreements; Operational Easement rights
- Segment 3 – Railroad License Agreements; Operational Easement rights
- Segment 4 Bypass – Railroad License Agreements, Operational Easement rights

- Segment 4 Existing – No additional Operational Easement rights
- Segment 5 – Railroad License Agreements, Operational Easement rights
- Segment 6 – No additional Operational Easement rights

There also is a need for Danger Tree Easements in certain areas. Such areas are described in detail in Section 4.2.1 of Exhibit 4.

2.5 ROADWAYS, RAILROADS, AND AIRPORTS

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

2.5.1 Roadways Traversed by the Project

Roadway crossings provide access to the Project ROW and will be utilized in conjunction with permanent, unpaved, and temporary access roads to construct the Proposed Lines. Among the 35 roadways crossed by the Project ROW in Erie County, there are five state highways (Route 16, Route 240, Route 62, Route 179, and Route 75). Interstate I-90 and US Route 219 will also be crossed as part of the Project. Additional detail about these road crossings is provided in Exhibit E-6.

2.5.2 Railroad Corridors Traversed by the Project

The final designs for the Project will incorporate appropriate transmission facility design criteria, line clearance requirements, and railroad safety clearances. National Grid will review the final Project designs with the railroad companies prior to the commencement of construction of the Project. Construction activities will also be coordinated with the railroad companies to ensure that construction activities do not conflict with railroad operations and freight movements and to ensure that appropriate railroad safety precautions are implemented.

2.5.3 Airports Near the Project

There are five (5) airports listed in the 2009-2010 New York State Airport Directory and derived from the Federal Aviation Administration (FAA) National Airspace System Resource Aeronautical Data Product that are within 20,000 feet of the Project ROW. The Project ROW is approximately 13,900 feet (2.63 miles) northeast of the Buffalo Airfield (FAA id: 9G0) in the Town of West Seneca in Erie County. The South Buffalo Mercy Hospital Helipad (FAA id:

8NY6) is located in the City of Buffalo in Erie County approximately 9,250 feet (1.75 miles) due west of the Project ROW. The Woodlawn Beach State Park Heliport (FAA id: 1NY0), in the Town of Hamburg in Erie County, is located approximately 2,200 feet (0.41 miles) west of the Project ROW. The Hamburg Inc. Airport (FAA id: 4G2) is located in the Town of Hamburg in Erie County, approximately 6,900 feet (1.31 miles) west of the Project ROW. The Evans Airways Airport (FAA id: 4NK3), in the Town of Evans in Erie County, is approximately 3,800 feet (0.07 miles) west of the Project ROW. The locations of the airports are shown in Exhibit 2, Figure 2-3. Because of the proximity of the Project ROW to these airports, an obstruction evaluation is being performed pursuant to the FAA criteria set forth in CFR Title 14 Part 77.13 and in accordance with the *Notice Criteria Tool* on the FAA's Obstruction Evaluation website (https://oeaaa.faa.gov). The Applicant anticipates that the Project is located within multiple instrument approach areas and therefore the appropriate Notices of Proposed Construction or Alteration will be submitted to the FAA.

EXHIBIT 2 – LOCATION OF FACILITIES

FIGURES

FIGURE 2-1. PROJECT SCHEMATIC

FIGURE 2-2. PROJECT LOCUS MAP

FIGURE 2-3. PROJECT LOCATION – NYSDOT 1:24,000 TOPO (SHEETS 1 TO 8)

FIGURE 2-4. NATIONAL GRID PROJECT AREA SYSTEM MAP

FIGURE 2-5. FACILITY LOCATION AERIAL IMAGERY MAPS (SHEETS 1 TO 63)