



**Lockport-Batavia Line 112
Rebuild Project**

Exhibit E-6

Effect on Transportation

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EXHIBIT E-6: EFFECT ON TRANSPORTATION

E-6.1 INTRODUCTION

Line 112¹ extends (west to east) from the City of Lockport, through the Town of Lockport and the Town of Royalton, Niagara County, to the Town of Alabama, Genesee County, New York. The route is near three (3) airports and crosses several roadways. Transportation systems in the Project area and the anticipated effects of the proposed transmission line construction and operation on airports, railroads, roadways, and pedestrian ways are described as follows:

¹ In this exhibit, the term “Line 112” and numerous other capitalized terms are defined in the Glossary included in this Application.

E-6.2 AIRPORTS

There are two (2) airports listed in the 2009-2010 New York State (“NYS”) 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 right-of-way (“ROW”). The Project ROW is approximately 14,520 feet (2.75 miles) north of the North Buffalo Suburban Airport (FAA id: 0G0) in the Town of Lockport, Niagara County. Gasport Royalton Airport (FAA id: 9G5) is in the Town of Royalton in Niagara County and is approximately 15,312 feet (2.9 miles) north of the Project ROW.

In addition, the Bassett Field Airport (FAA id: 61NY), a privately-owned airport in the town of Lockport in Niagara County (and thus not listed in the NYS Airport Directory), is located approximately 18,480 feet (3.5 miles) west of the Lockport substation (FAA information effective December 2019).

The locations of the airports are shown in Exhibit 2, Figure 2-3.

Because of the proximity of the Project ROW to airports, an obstruction evaluation is being performed pursuant to the FAA criteria enumerated 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 assumes 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.

E-6.3 RAILROADS

The Project does not cross any railroads.

E-6.4 ROADS AND TRAFFIC

The New York State Department of Transportation (“NYSDOT”) maps and aerial photographs provided in Exhibit 2 illustrate the local roadway network in the vicinity of the Project. The Project ROW crosses twenty-seven (27) state, county, and local roadways in the City of Lockport, Town of Lockport, and the Town of Royalton, Niagara County, and the Town of Alabama, Genesee County with thirty (30) individual crossings (as some roadways are crossed more than once). Table E-6-1 identifies each roadway crossing location and provides information regarding the roadway location, configuration, and jurisdiction at the location of each crossing.

During construction, the Project ROW will be accessed from these road crossings. Construction access points from local roads will be located to ensure maintenance of safe traffic operations at the road crossings. To ensure safe and continued traffic flow and to maintain access to local residences, a Maintenance and Protection of Traffic (“MPT”) Plan will be developed for each location where construction vehicles will access the Project ROW frequently from local roadways, and to provide a safe construction work zone near the edge or within a traffic lane for construction activities within the road right-of-way (*i.e.*, removal of existing conductors and pulling of new conductors). The MPT Plan will indicate temporary signage, lane closures, placement of temporary barriers, and traffic diversion patterns during construction activity. The MPT Plan traffic control measures will be developed as part of the final design of the Project and will be incorporated into the Project Environmental Management and Construction Plan (“EM&CP”).

To minimize potential conflicts with traffic patterns and lane usage, the Applicant has located transmission structures outside of road rights-of-way and as far from road crossings as feasible. Should temporary parking along the local roadways be required, all vehicles will be situated such that the safe operation of the roadway is not impeded, and appropriate safety signage is provided.

The number of trips generated by the construction crews for ROW clearing, transmission structure erection, structure removal, and conductor stringing will be minimal and short-term. Construction-related truck traffic will consist of equipment and material deliveries to the structure sites and removal of cleared vegetation and construction debris from the ROW. The location of construction marshalling yards or staging areas will be determined during EM&CP development. Construction workers will likely arrive at and depart from these areas outside of morning and

evening peak travel periods. Deliveries of oversized equipment are not anticipated but will be scheduled during off-peak periods to minimize traffic disruption.

The NYSDOT requires that a *Utility Work Permit Application* be submitted for the installation of utilities within or adjacent to State highway rights-of-way. Following final design, the Applicant will submit a *Utility Work Permit Application* for all applicable road crossings and will fully comply with the permit conditions. *Best Management Practices for Article VII Electric Transmission Line Projects* (“BMPs”) will be employed during construction to prevent the deposition of materials onto local roadways. Soil washed, dropped, spilled, or tracked outside the limit of disturbance or onto public rights-of-way will be removed in a timely manner.

All work within state highway rights-of-way will be designed and performed in accordance with the traffic and safety standards and other substantive requirements contained in 17 NYCRR Part 131, entitled *Accommodation of Utilities Within State Highway Right-of-Way*, and applicable design standards of the American Association of State Highway and Transportation Officials (“AASHTO”), including the Manual of Uniform Traffic Control Devices (“MUTCD”), the Highway Design Manual, and the Policy and Standards for Entrances to State Highways.

Table E-6.4-1 Roadway Crossings Along the Project ROW

Road Name	Town/City	Classification	Jurisdiction
Arnold Rd	Royalton	Local	Town
Bear Ridge Rd	Lockport (City)	Arterial	Town
Bowmiller Rd	Lockport (Town)	Collector	Town
County Hwy 10 / Gasport Rd	Royalton	Collector	County
County Hwy 14 / Beattie Ave	Lockport (Town)	Arterial	County
County Hwy 142 / Akron Rd	Royalton	Collector	County
County Hwy 55 / Royalton Center Rd	Royalton	Collector	County
County Hwy 905 / Griswold St	Royalton	Collector	County
Crosby Rd	Alabama	Local	Town
Feeder Rd	Alabama	Local	Town
Johnson Rd	Royalton	Local	Town
Kenyon Ave/ Kenyon Rd	Alabama	Local	Town
Locust Street Ext	Lockport (Town)	Collector	Town
Londonnaire Dr	Lockport (Town)	Local	Town
Meadville Rd	Alabama	Local	Town
Meadville Rd ²	Alabama	Local	Town
Oak Ln/ Kook Rd	Lockport (Town)	Local	Town
Rockwood Dr	Lockport (Town)	Local	Town
Singer Rd	Royalton	Local	Town
Snyder Dr	Lockport (Town)	Local	Town
State Hwy 63 / Alleghany Rd	Alabama	Arterial	State
State Hwy 63 / Judge Rd	Alabama	Arterial	State
State Hwy 77 / Lewiston Rd	Alabama	Collector	State
State Hwy 77 / Lewiston Rd	Royalton	Collector	State
State Hwy 78 / Transit Rd	Lockport (Town)	Arterial	State
State Hwy 93 / Lockport Byp	Lockport (Town)	Arterial	State
Unnamed Street	Alabama	Local	Town
Ward Rd	Royalton	Local	Town
Wight Rd	Alabama	Local	Town
Wynkoop Rd	Lockport (Town)	Local	Town

² The Project crosses Meadville Road twice in the Town of Alabama.

E-6.5 CANALS

Line 112 crosses the Erie Canal between Structures 2 and 3, which are located to the east of the Lockport substation. The Erie Canal is part of the New York State Canal System. Line 112 does not cross the Erie Canal again or any other canals at any other point along its length. Three locks along the Erie Canal are located within 5 miles of Line 112; however, none are closer than 1.8 miles. The Project will require a work permit from the New York State Canal Corporation. Construction activities will also be subject to the Special Provisions for Work In or Over Navigable Waterways Operated by the New York State Canal Corporation. Through the issuance of these permits, the Canal Corporation will review the line design and ensure that Rebuilt Line 112 will provide adequate clearances and setbacks to accommodate continued vessel traffic.

In addition, since New York State canals are navigable waterways under the jurisdiction of the U.S. Coast Guard, any work performed during the navigation season which may interfere with navigation will also require prior approval by the U.S. Coast Guard.

E-6.6 PEDESTRIAN TRAFFIC

The Project ROW intersects the Erie Canal biking and walking path in the Town of Lockport. The Canal path runs perpendicular to the Project ROW. The Applicant will implement appropriate construction safety practices, such as temporary barricades and fencing, to prevent pedestrians from entering construction work zones and avoid potential conflicts with pedestrian traffic during construction along the bike paths and any other paths or multi-purpose trails that are identified during the development of the EM&CP that could be impacted by Project construction.