

Items 24 and 38

LRA ER Reference 2.3-23

**Niagara Mohawk Power Corporation, Independence Station – Clay 345 kV
Transmission Line Project Article VII Application to the State of New York
Public Service Commission for a Certificate of Environmental Compatibility
and Public Need, January 1992) (Exhibit 2)**



Independence Station—Clay
345 kV Transmission Line Project

ARTICLE VII

Application to the
State of New York
Public Service Commission
for a Certificate of
Environmental Compatibility
and Public Need

Exhibits and Direct Testimony

JANUARY 1992

Submitted By
NIAGARA MOHAWK
POWER CORPORATION

Prepared By
BLACK & VEATCH

EXHIBIT 2

LOCATION OF FACILITIES

**INDEPENDENCE STATION - CLAY 345 KV
TRANSMISSION LINE PROJECT
NIAGARA MOHAWK POWER CORPORATION**

EXHIBIT 2 - LOCATION OF FACILITIES

2.1 General Description of Facility Location

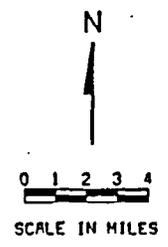
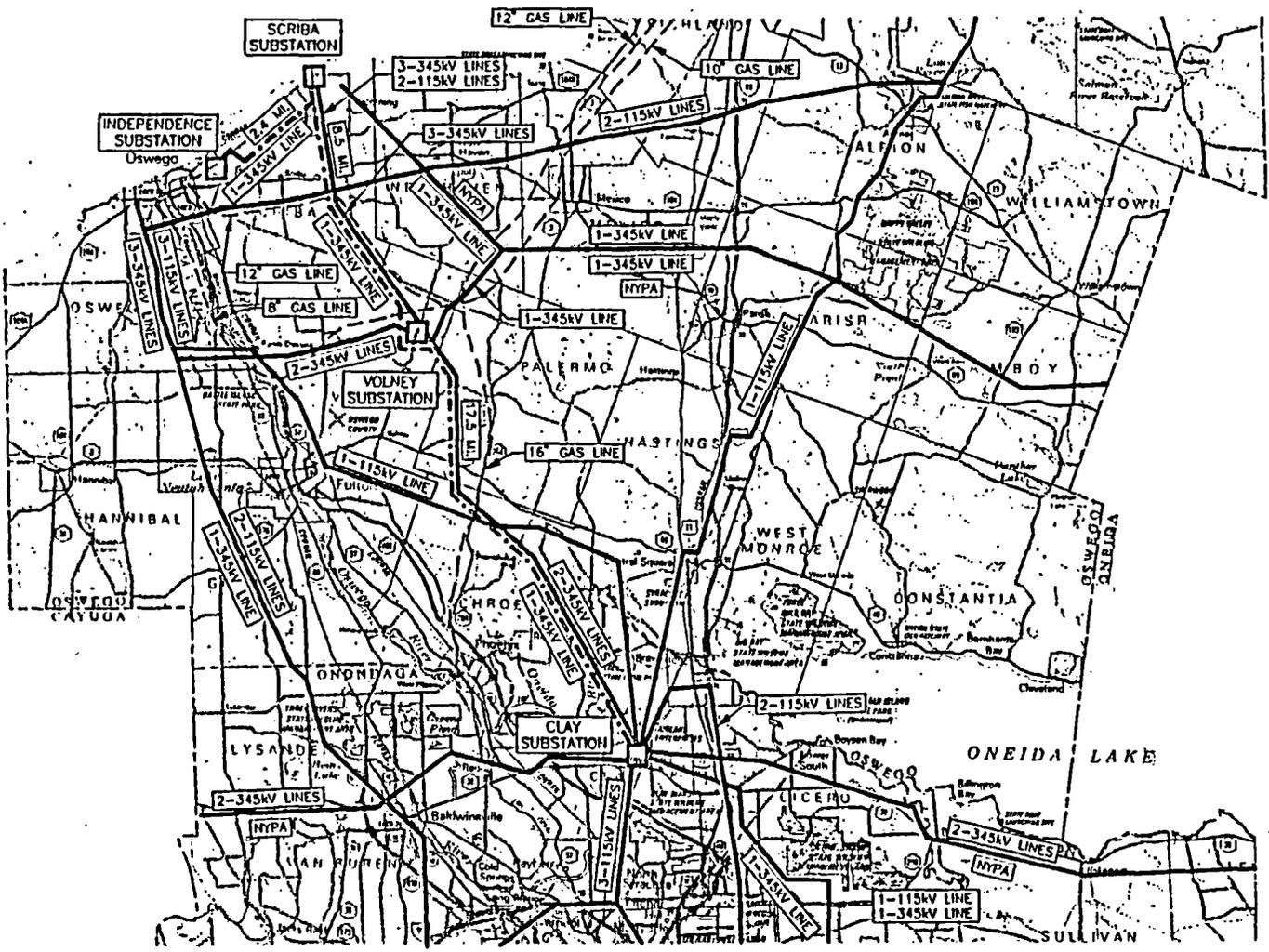
Niagara Mohawk proposes to construct approximately 28 miles of 345 kV electric transmission line to wheel power from the 980 MW cogeneration facility (Independence Station) that Sithe/Independence Power Partners, L. P. proposes to construct. Independence Station will be constructed in the Town of Scriba, approximately 1.6 miles east of the City of Oswego. From the proposed Independence Station, a double circuit segment of the line will run 2.2 miles northeast on new right-of-way to an existing NMPC transmission corridor. At the existing transmission corridor, the double circuit line splits and one circuit on double circuit structures is routed north in the existing right-of-way to Scriba Substation, while the remaining circuit is routed approximately 8.5 miles southeast on double circuit structures in the existing right-of-way to the vicinity of the Volney Substation. From the Volney Substation area the single circuit 345 kV line on single circuit structures is continued 17.5 miles further southeast on existing right-of-way to NMPC's Clay Substation.

2.2 Location Maps

Department of Transportation (DOT) 1:24,000 scale maps have been used as base maps to identify the proposed facility right-of-way location. Figure 2-5 (in pockets at the end of this exhibit) presents the preferred and alternate routes on the full-scale DOT maps. Reduced reproductions of these maps, consisting of four sheets, are presented in Exhibit 3, Alternatives and Exhibit 4, Environmental Effects.

Exact locations of archaeological sites are not shown on maps bound with this document. Known and recorded archaeological sites are identified on project work maps but will remain confidential to avoid public disclosure of site locations.

A NYS Department of Transportation 1:250,000 scale map has been used as a base map to show the relationship of the proposed facility to NMPC's overall system (Figure 2-1). This map indicates the voltage and approximate length of each segment of the proposed transmission line and calls out each substation with which the proposed transmission line will either connect or bypass.



LEGEND	
---	GAS LINE
—	EXISTING LINES
---	PROPOSED LINE
□	SUBSTATIONS CONNECTING OR NEAR TO PROPOSED FACILITY

- NOTES**
1. ONLY SUBSTATIONS THAT ARE NEAR OR CONNECTING TO THE PROPOSED FACILITY ARE SHOWN.
 2. NYPA IDENTIFIES NEW YORK POWER AUTHORITY LINES. ALL OTHER LINES ARE PART OF THE APPLICANTS SYSTEM.
 3. MILES INDICATE DISTANCE BETWEEN SUBSTATIONS.

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RELATIONSHIP OF PROPOSED FACILITY TO EXISTING SYSTEM



FIGURE 2-1
 SYSTEM MAP

2.3 Aerial Photographs

Aerial photographs with overlays, or the equivalent, showing the proposed right-of-way, natural and cultural features, construction access and maintenance routes, and permanent clearing requirements will be submitted as part of the Environmental Management and Construction Plan. The applicant has requested that the commission waive the Exhibit 2 requirement to include aerial photographic information, or the equivalent within this application on the basis that more current photographs will be obtained at a later date and be submitted with the applicant's EM&CP. Aerial photographs taken April 3, 1991 showing the right-of-way location are included for reference. These photos are in the back cover fold of this application. The right-of-way location does not cover urbanized or urbanizing fringe areas.

2.4 Supplemental Right-of-Way Information

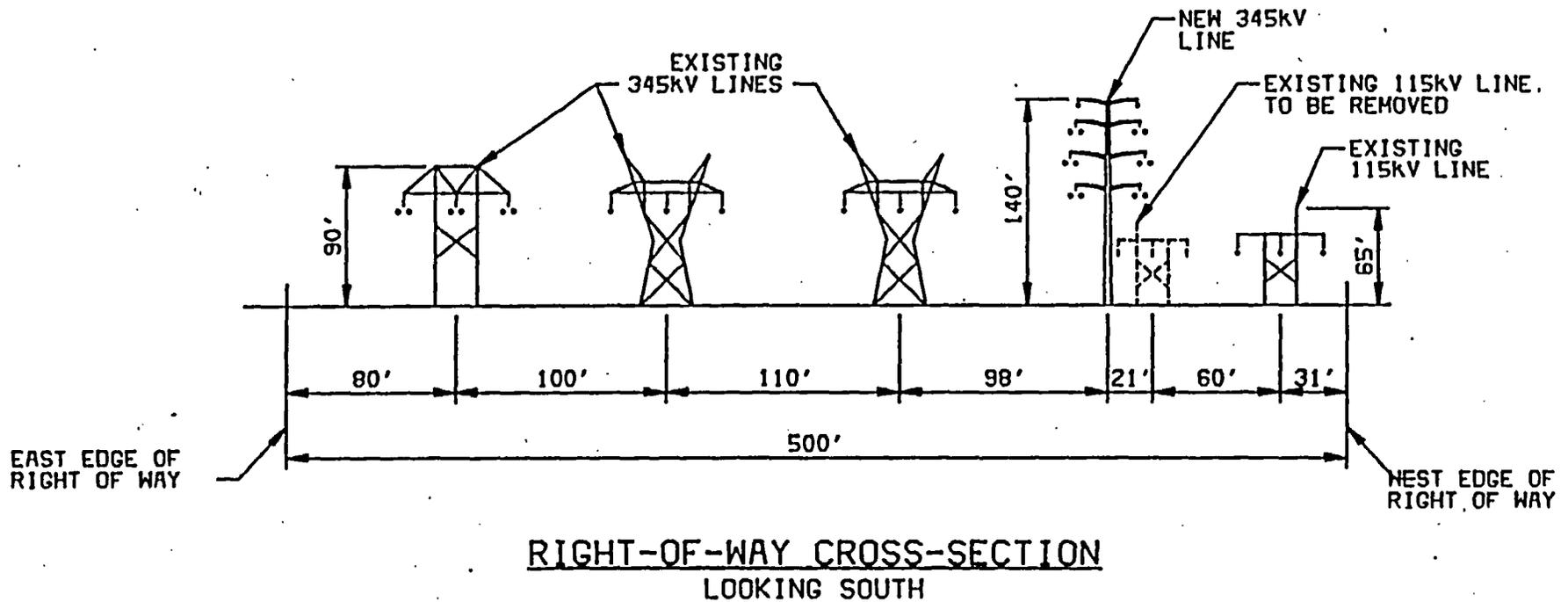
The right-of-way information provided in this section supplements the right-of-way information that will be submitted as part of the Environmental Management and Construction Plan, and the aerial photographs included with this application.

2.4.1 Independence to Scriba

From the Independence Station to Scriba Substation the proposed transmission line will be centered on a new 150-foot-wide right-of-way for most of its 2.4-mile length. This entire right-of-way will be selectively cleared of tall-growing trees. The applicant will also obtain rights to remove danger trees located outside the right-of-way.

2.4.2 Scriba to Volney

From Scriba to Volney the proposed facility will be placed in the applicant's existing transmission line right-of-way. From Scriba to where the right-of-way intersects the South Oswego-Lighthouse Hill transmission line (3.5 miles), the right-of-way is completely utilized by transmission lines. Consequently, an existing 115 kV line centered 91 feet inside the western edge of the right-of-way will be rebuilt to a double circuit configuration centered approximately 112 feet inside the west right-of-way edge (Figure 2-2). No clearing will be required.

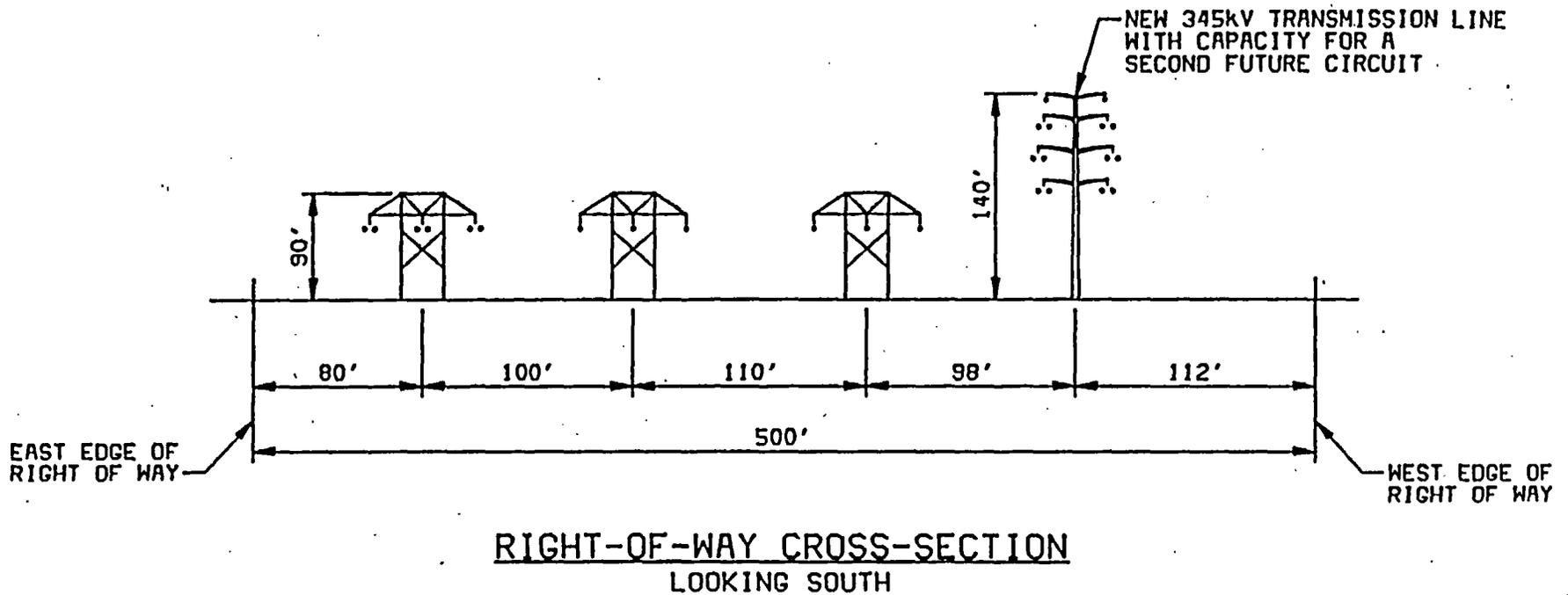


NOTES:

- 1. DRAWING IS NOT TO SCALE.
- 2. STRUCTURE HEIGHTS INDICATED ARE APPROXIMATE. HEIGHTS VARY ALONG EACH LINE TO PROVIDE REQUIRED CLEARANCES.

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SCRIBA TO VOLNEY RIGHT-OF-WAY NORTH OF LIGHTHOUSE HILL TRANSMISSION LINE LOOKING SOUTH	

2-5



NOTES:

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INDEPENDENCE STATION-CLAY 345KV TRANSMISSION LINE PROJECT	
SCRIBA TO VOLNEY RIGHT-OF-WAY SOUTH OF LIGHTHOUSE HILL TRANSMISSION LINE LOOKING SOUTH	

FIGURE 2-3

South of the intersection with the 115 kV lines to Volney, the corridor contains three 345 kV lines. This section of the corridor offers sufficient space for the proposed facility to be constructed on a centerline approximately 112 feet inside the western edge of the right-of-way (Figure 2-3). The west side of the right-of-way to be used for the proposed facility will be cleared of trees and other large woody vegetation. This section of right-of-way will be jointly occupied with Pipeline #63, for which separate application is being made concurrently. Danger trees outside the west side of right-of-way will also be removed.

2.4.3 Volney Bypass

As the proposed transmission line approaches the existing Volney Substation, it will turn south and parallel an existing 345 kV transmission line to the west and south of the substation. A new 150-foot-wide right-of-way will be required immediately adjacent to (west and south) of the existing line. As the bypass route crosses County Route 6 (North Volney Road), it intersects with the existing 500-foot right-of-way.

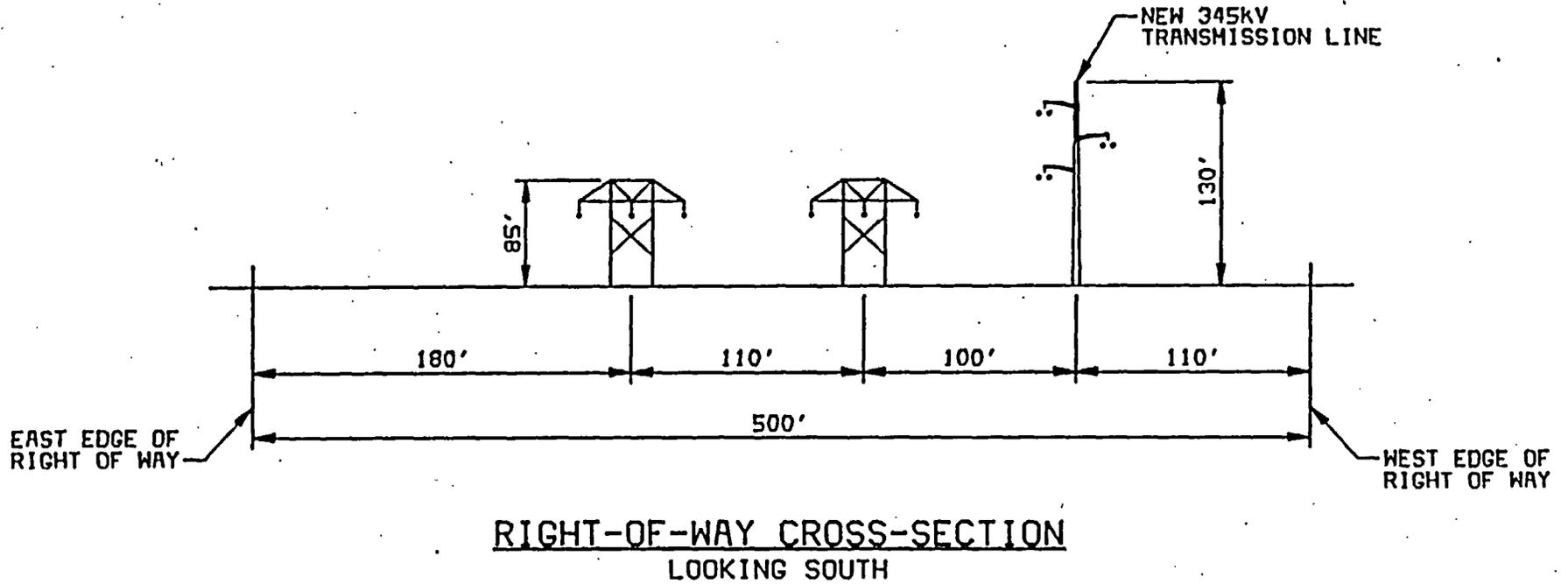
The new right-of-way will involve the acquisition of three single family residences, and will also require selective clearing for its 1.7-mile length.

2.4.4 Volney to Clay

From Volney to Clay, the existing 500-foot-wide right-of-way contains two 345 kV lines with adequate space for the proposed facility to be centered approximately 110 feet inside the western edge of the right-of-way (Figure 2-4). For the first 6.2 miles south of Volney Substation, Pipeline #63 will be located 30 feet inside the western edge of the right-of-way.

The portion of the right-of-way to be used for the proposed facility will be cleared of trees and other large woody vegetation. The unused right-of-way on the east side at the corridor will not be cleared. Danger trees outside the west side of the right-of-way will also be removed.

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VOLNEY TO CLAY RIGHT-OF-WAY LOOKING SOUTH	

FIGURE 2-4