

Rochester Gas and Electric Corporation

Rochester Transmission Project Enhancement

Exhibit E-6

Effect on Transportation

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EXHIBIT E-6: EFFECT ON TRANSPORTATION

The following is a description of the anticipated effects of the Rochester Transmission Project Enhancement (RTP Enhancement or the Project) on airports, railroads, and other transportation systems. Figure E-6-1 presents the locations of these systems in relation to the Project Area.

E-6.1 Airports

The following airports and heliports are located within five miles of the Project Area:

- The Greater Rochester International Airport (Federal Aviation Administration [FAA] ID: ROC; GRIA) located in Monroe County is a small-hub public airport which handles approximately 120 flights per day and serves approximately 2.4 million passengers annually. The GRIA is positioned 1.3 miles south of the closest point of the Project ROW.
- Virgil Excavation Heliport (FAA ID: NY39) in the Town of Gates, Monroe County is a private-use heliport measuring 65 feet by 65 feet and is located southwest of the Project. This facility is the only heliport or airport within one mile of the Project ROW.
- Unity Hospital Heliport (FAA ID: 55NK) in the Town of Greece, Monroe County is a private-use heliport measuring 40 feet by 40 feet and is located north of the Project ROW.
- Strong Memorial Hospital Heliport (FAA ID: 2NY5) in the City of Rochester, Monroe County is a private-use heliport measuring 48 feet by 48 feet and is located southeast of the Project ROW.
- Manitou Field Airport (FAA ID: 91NY) in the Town of Gates, Monroe County is a private-use airport with a turf runway measuring 2,100 feet by 50 feet and associated hangers located northwest of the Project ROW.
- Spencerport Airpark Airport (FAA ID: D91) in the Town of Ogden, Monroe County is a public airport with a turf runway measuring 2,450 feet by 90 feet and associated hangers located northwest of the Project ROW.

The Project will be located primarily along Existing ROW and is not anticipated to exceed obstruction standards; therefore, it is not expected to have any adverse impact on the nearby

airports and heliports. Currently, the lines located in the Existing ROW are not an obstruction to navigable airspace.

E-6.2 Railroads

Currently, Existing Lines 730, 705, 926, and 916 parallel the active CSX Railroad (Main Line) corridor and the Rochester & Southern (R&S) Railroad corridor, including a crossing over the CSX Railroad (Falls Road Industrial Track). CSX Transportation operates the Main Line, which is designated as the 'Rochester Subdivision' extending between Syracuse and Buffalo along the former New York Central Railroad Main Line. It intersects the West Shore Subdivision, which provides a southern bypass of Rochester, at Fairport and North Chili. Amtrak's Empire Service, Lake Shore Limited, and Maple Leaf operate over the entire Rochester Subdivision. Products shipped by CSX include: consumer goods, coal, ethanol, wheat, and municipal and construction waste. The R&S Railroad is a 58 mile short line freight railroad that interchanges with CSX and Livonia, Avon & Lakeville Railroads, among others. Commodities transported by R&S Railroad include: aggregates; brick and cement; chemicals; coal; food and feed products; forest products; and steel and scrap.

Proposed Line 949 will occupy 2.5 miles of Existing ROW parallel to the northern edge of the CSX Railroad (Main Line). It will also occupy ROW along the R&S Railroad – 1.75 miles along the eastern edge and 0.4 miles along the northwestern edge. Proposed Line 949 will cross the R&S Railroad line just north of Buffalo Road (NY33) and continue to parallel along the eastern edge of the rail line for 1.75 miles, crossing CSX Railroad (Falls Road Industrial Track) corridor along the way. Just north of Emerson Street, Proposed Line 949 will cross the R&S Railroad line for a second time where it will parallel the northwestern edge of the R&S Railroad for another 0.4 miles to the end of the Project (Station 48).

Rochester Gas and Electric Corporation (RG&E or the Applicant) will coordinate with the CSX Railroad and R&S Railroad regarding the use of two of the rail line corridors and the crossing of a third corridor. The final design for the transmission lines will reflect appropriate design criteria, clearance requirements, and other requirements designated by the railroad owners. Construction activities will also be coordinated with the active railroad line owners to

ensure that construction activities proceed in compliance with railroad directives, including those for safety and railroad oversight.

E-6.3 Roads

The Project route crosses a total of 15 state, county, city or town roadways in Monroe County. The New York State Department of Transportation (NYSDOT) maps (Figure 2-1) and aerial photographs (Figure 2-3) depict the road network in the vicinity of the Project ROW. Table E-6-1 identifies each roadway the Project will cross and provides a description of the roadway classification and the responsible jurisdiction at the location of the crossing. All of the identified crossing locations will be overhead crossings.

Table E-6-1 Roadway Crossings

Road Name	Town / City	Classification	Jurisdiction
Buffalo Road (State Route 33)	Gates	Minor Arterial	State
Coldwater Road (County Route 198)	Gates	Major Collector	County
Trabold Road	Gates	Local	Town
I-490	Gates	Interstate	State
Pixley Road (County Route 160)	Gates	Major Collector	County
Howard Road	Gates	Major Collector	State
I-390	Gates	Interstate	State
Buffalo Road (State Route 33)	Gates	Minor Arterial	State
McKee Road	Rochester	Local	City
I-490	Rochester	Interstate	State
Jay Street	Rochester	Local	City
Lyell Avenue	Rochester	Minor Arterial	City
Ferrano Street	Rochester	Local	City
Emerson Street	Rochester	Major Collector	City
Mount Read Boulevard	Rochester	Principal Arterial	State

Source: NYSDOT Functional Classification, Monroe County, Region 4. Dated 09/07/2018

Throughout Project construction, access to the ROW for Proposed Line 949 will be from public road crossings and potentially from new or existing construction access roads. The specific locations of access points to the ROW from roadways will be developed with consideration for appropriate design standards and work zone traffic control protocols typically used by the owner of the roadway. The final design will address traffic control measures, including temporary signs, construction entrance locations, procedures for the movement of equipment and materials to the ROW, and potential road closure locations. The final design will also identify potential temporary storage locations for materials and equipment, such as on road shoulders, commercial driveways and parking lots. Traffic control measures will also address procedures for conductor stringing to ensure maintenance and protection of traffic. Any applicable road permits will be obtained prior to construction.

Trips generated by the construction crews for Project ROW clearing; transmission structure removal and erection; and conductor stringing will be short-term in nature. Marshaling yards, laydown areas, and parking locations for contractors will be off of public roadways at designated locations to be specified during final design and preparation of the Environmental Management and Construction Plan (EM&CP).

E-6.4 Erie Canal

Proposed Line 949 crosses the Erie Canal, which is part of the New York State Canal System, along the border of the City of Rochester and the Town of Gates. There are 35 locks along the Erie Canal to aid ships in navigating the canal despite elevation variations. Lock 33, the closest lock to the Project ROW, is located in the Town of Henrietta, approximately 6.7 miles southeast from Proposed Line 949's crossing. The Applicant will work with the New York State Canal Corporation to ensure that the Project will allow for adequate clearances and setbacks to accommodate continued vessel traffic.

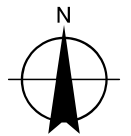
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Rochester Gas and Electric

Rochester Transmission Project Enhancement

Monroe County, NY



0 3,500 7,000 Feet
1:86,000

Legend

- Existing Substation
- Proposed Line 949
- 1-Mile Buffer
- 5-Mile Buffer
- Municipal Boundary
- Airport
- Heliport
- Railroad

Sources:
 1. Basemap: ESRI World Topographic Map. Updated: 2019
 2. Municipal Boundary: NYSGIS Cleainguage 2018
 3. Acronym definitions are found in the Acronym List in the Application.

Effects on Transportation

FIGURE E-6-1

