

**CONFIDENTIAL CRITICAL ENERGY
INFRASTRUCTURE INFORMATION
has been redacted from this document**

PSEG LONG ISLAND LLC

On Behalf of and as Agent for the

LONG ISLAND LIGHTING COMPANY d/b/a LIPA

Southampton to Deerfield Transmission Project

EXHIBIT 2 – LOCATION OF FACILITY

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EXHIBIT 2: LOCATION OF FACILITY

2.1 General Description of Project and Facility Location

The “Project” proposed by the Applicant is the design and construction of a new 138 kV¹ underground transmission line of approximately 4.5 miles (the “Facility”), to be operated initially at 69 kV, between the Southampton Substation and the Deerfield Substation, in the Village and Town of Southampton, Suffolk County.

The Project would be constructed primarily within municipal public roadway ROW. The Facility and other known underground utilities and facilities along the Project route will be identified and depicted on the design drawings in the Environmental Management and Construction Plan (“EM&CP”).

2.2 Route Description

The Proposed route of the Facility begins at the Southampton Substation, exiting the northern side of the substation and wrapping around the western, to the southern and southeastern edge of the substation for 0.11 miles before paralleling West Prospect Street. The route travels east on the Southampton Substation property for 0.07 miles to North Sea Road. The route travels along North Sea Road north for 0.05 miles until it crosses underneath the LIRR tracks. The LIRR is elevated over North Sea Road so conventional open trench installation techniques can be employed to cross.

The route continues north for 0.05 miles to Willow Street. The route turns eastward on Willow Street for an approximate distance of 0.31 miles. The route then turns north and continues along North Main Street for 0.31 miles before crossing Suffolk County Route 39A and then continuing northward to the intersection with North Sea Mecox Road (0.76 miles). The route then travels eastward on North Sea Mecox Road to David Whites Lane (0.47 miles). The route travels along David Whites Lane to the north (0.36 miles) to merge with Edge of Woods Road. The route then travels towards the northeast where it merges with Water Mill Towd Road (1.34 miles). The route continues north on Water Mill Towd Road (0.58 miles), and then it enters the Deerfield Substation property and terminates in the northwest side of the Deerfield Substation (0.14 miles).

¹ For clarity and consistency, the Application includes a Master Glossary of Terms that defines terms and acronyms used throughout the Application.

2.3 Location Maps

Figure 2-1 (NYSDOT 1:24,000 Topographic Map) depicts the general location of the Project based on NYSDOT topographic maps (scale 1:24,000), showing an area of at least five miles on either side of the proposed Facility (marked with the symbol for the “Proposed Route”).

Additionally, Figure 2-1 depicts the location of each known archaeological, historic, scenic area, or park on or within three miles of the Project ROW, and each area where the Project would necessitate permanent clearing. Figure 2-1 shows no changes to the topography or man-made structures because none are anticipated given the residential and commercial land use in the vicinity of the Project.

Figure 2-2 (Regional Transmission System Map) is a 1:250,000 scale map, based on a LIPA Transmission System Map, that shows the relationship of the Facility to the Applicant’s overall system with respect to the information detailed in 16 NYCRR §86.3(a)(2)(i)-(iv).

2.4 Aerial Location of Facility

Figure 2-3 (Aerial Location of Facility) is comprised of aerial photographs showing the information required by 16 NYCRR §86.3(b)(1). This figure clearly identifies the proposed ROW and the location of the Facility on the ROW. The two edges of the proposed Project ROW depicted in Figure 2-3 are the boundaries of the public roadway ROW in which the Facility would be installed. The ROW width is from one legally surveyed road edge to the other. The proposed Facility centerline depicted in Figure 2-3 is based on preliminary design information and is subject to change based on utility survey and detailed design engineering.² The existing public roadways depicted in Figure 2-3 will be used as Facility construction access and maintenance routes.

The aerial photographs in this figure were taken in March, 2023 by the New York Statewide Digital Orthoimagery Program and they were sourced from the New York State GIS Clearinghouse website (<https://orthos.dhses.ny.gov/#>). The Applicant has verified through field reconnaissance that these aerial photographs substantially reflect the current situation.

² The Applicant requests that the Article VII Certificate authorize placement of the Facility centerline anywhere within the legally-surveyed edge-to-edge limits of the governmentally-owned road surface as necessary to minimize impacts to subsurface congestion and mitigate commercial and residential impacts. The Applicant will determine its final proposed placement of the centerline during final design, for which it will obtain surveyed road ROW limits. The Applicant will detail its justification for such placement in the EM&CP.

2.5 Supplemental Right-of-Way Information

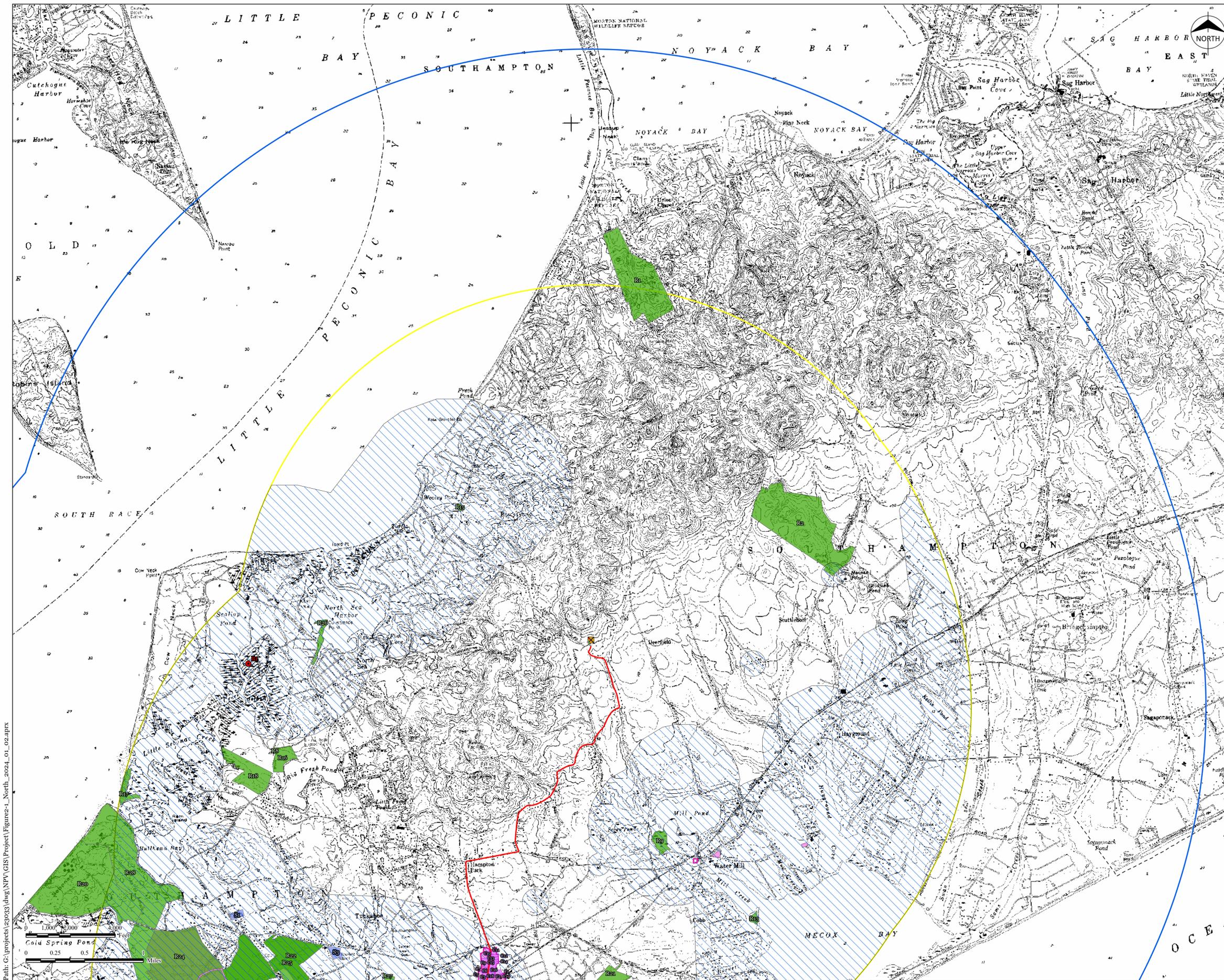
The Applicant currently has statutory and municipal franchise rights which allow it to install permanent electric facilities in roadways along the general alignment of the proposed route of the Facility. The Applicant will endeavor, to the extent practical, to construct the Project within the roadway limits.

Where needed, the Applicant will work with landowners to negotiate temporary construction access rights or underground easement rights in areas where the Applicant does not now have such rights. Locations for temporary construction, including construction laydown and storage yards, as well as the property rights needed to do so, will be identified as part of the final engineering and design effort and described in the EM&CP.

The EM&CP will show any temporary and/or permanent access requirements and tree clearing rights required for the Project.

Figure 2-1

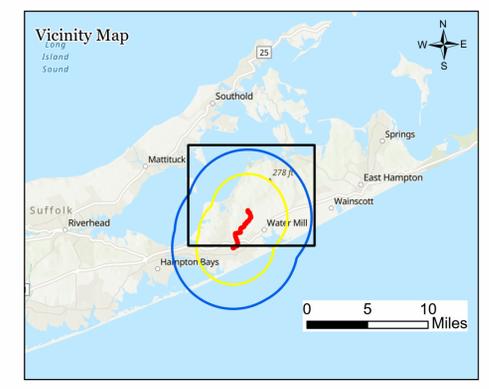
NYSDOT 1:24,000 Topographic Map



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 Esri, CGIAR, USGS, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

- Legend**
- Proposed Route
 - Existing Substation
 - Three Mile Buffer of Proposed Route
 - Five Mile Buffer of Proposed Route
 - CRIS Historic Building District
 - Archaeologically Sensitive Areas within 3-mile Buffer
 - Village Boundaries
 - Proposed Environmental Bond Act Properties
 - National Register of Historic Places for New York State
 - School Recreation Areas
 - National Register Listed Buildings Adjoining Proposed Route
 - Parks and Recreation
 - Proposed Permanent Clearing

- Sources:**
1. Proposed Route prepared by Burns & McDonnell, July 2023.
 2. Village boundaries from NYS Civil Boundaries, NYS GIS Clearinghouse, 2022
 3. Environmental Bond Act Properties compiled from Proposed Acquisition of Lands for the New York State Environmental Quality Bond Act (EQBA), 1987
 4. Parks/Open Space and School Recreation Areas compiled from Suffolk County GIS, 2016
 5. Historic resource and National Register data provided by the New York State Division for Historic Preservation. Archaeologically Sensitive Areas compiled from <https://cris.parks.ny.gov/>, 2022
 6. NYSDOT 1:24,000 Digital Raster Quadrangles: Greenport, Sag Harbor, Shinnecock Inlet, Southampton, Southold



PROJECT TITLE



**Southampton to Deerfield
Transmission Project
Article VII Application**

SHEET TITLE

**NYSDOT 1:24,000
Topographic Map**

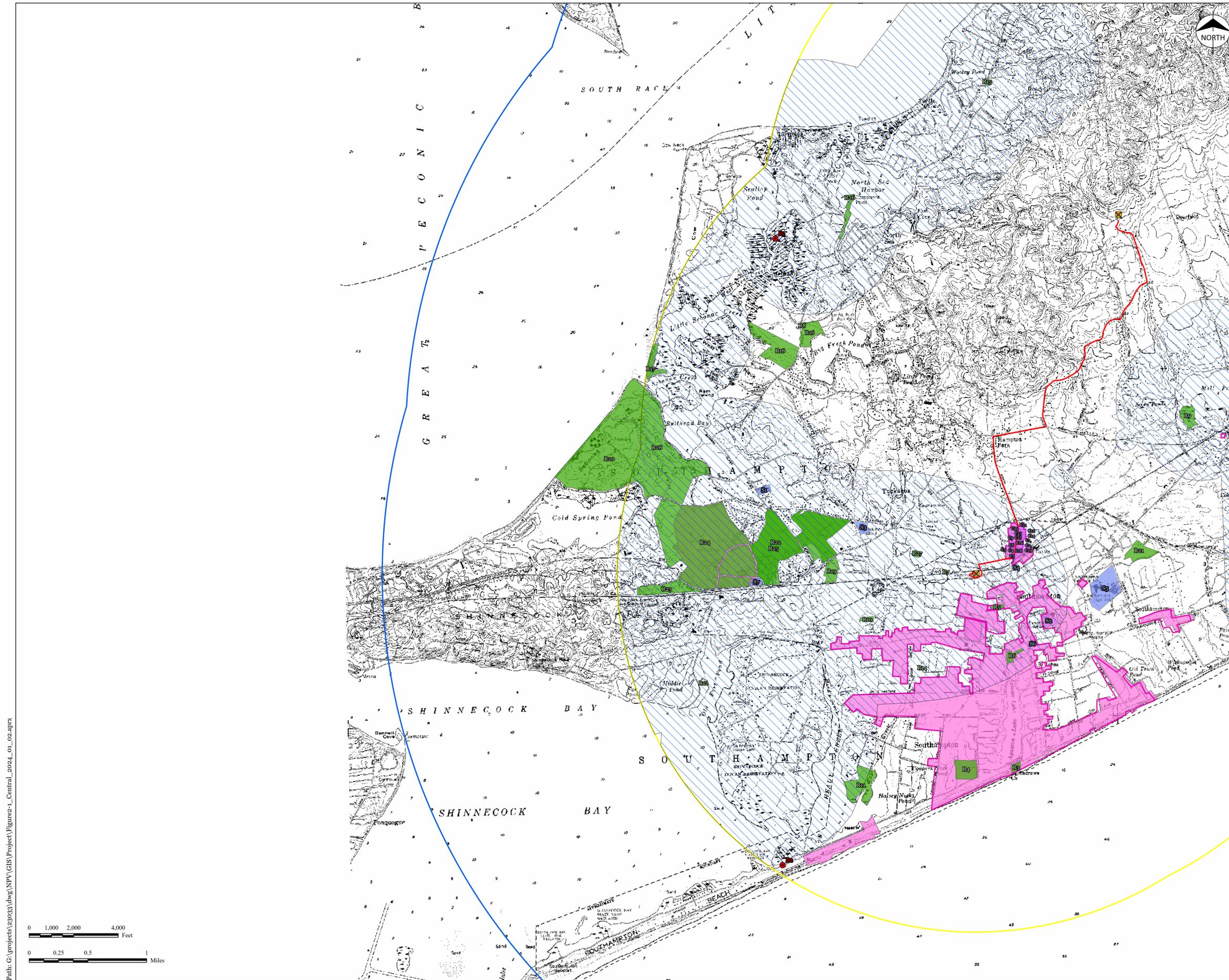
DATE 10/14/2023
 DRN. BY TG
 CHK. BY BS



FIGURE NO. 2-1 (1 of 3)

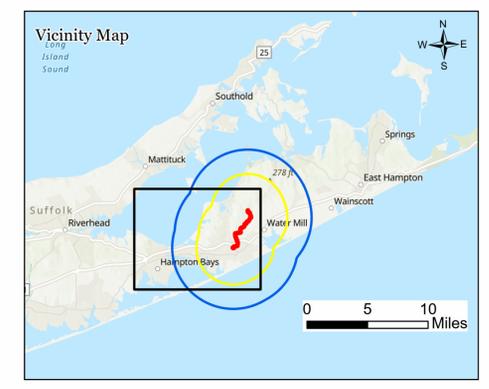


**PRELIMINARY - NOT FOR
CONSTRUCTION**



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NYSDOT 1:24,000
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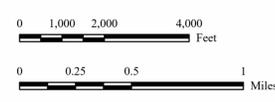


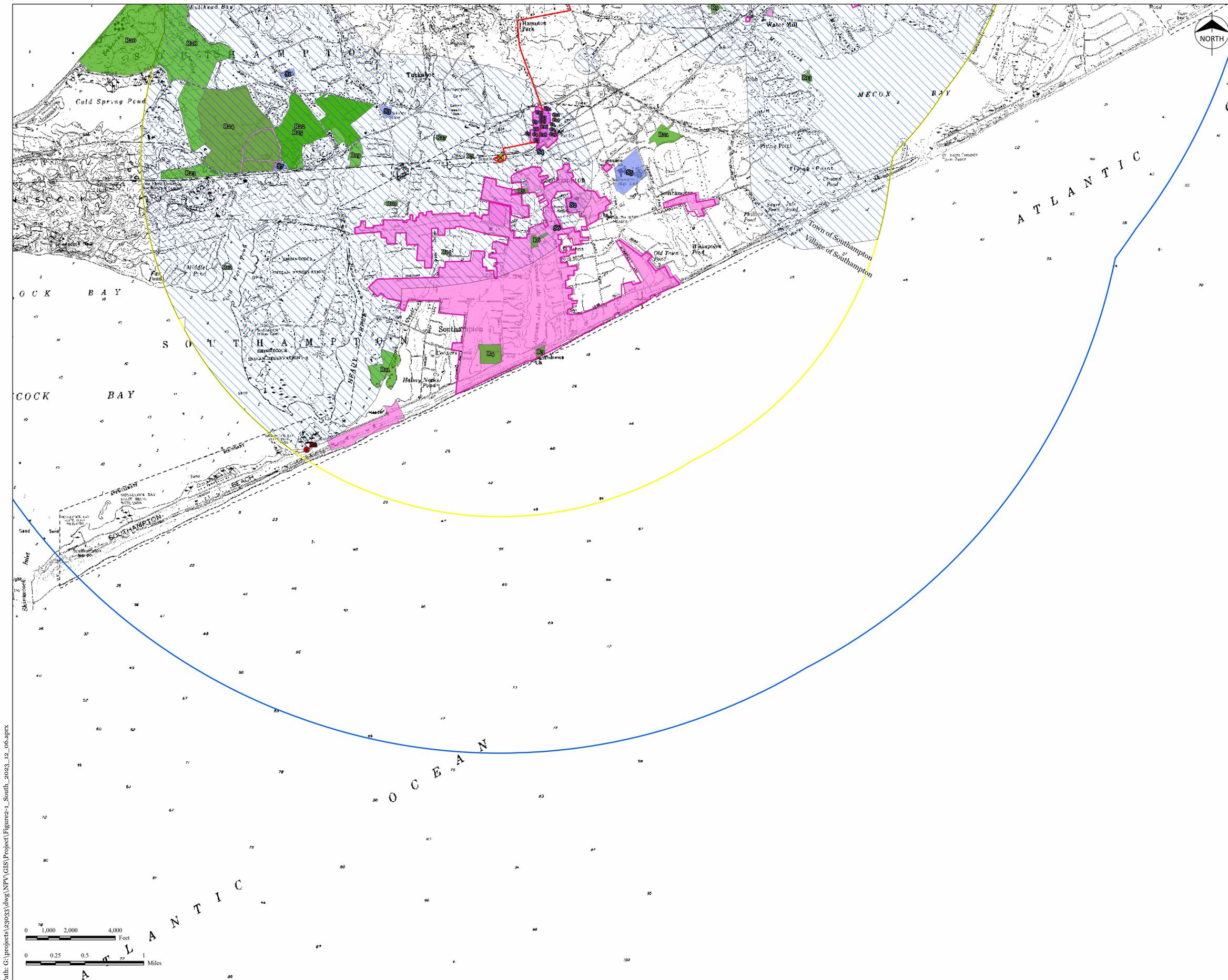
FIGURE NO. 2-1 (2 of 3)



**PRELIMINARY - NOT FOR
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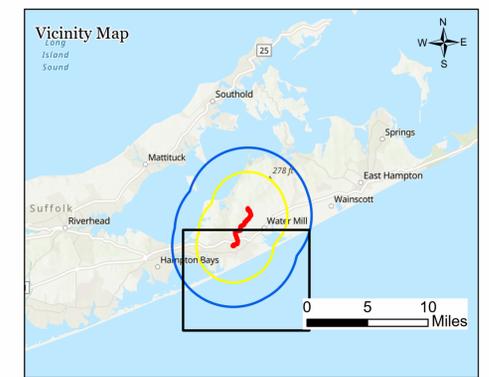


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Esri, CGIAR, USGS, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

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NYSDOT 1:24,000
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DRN. BY TG
CHK. BY BS



FIGURE NO. 2-1 (3 of 3)



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Figure 2-2 redacted because it is
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Figure 2-2

Regional Transmission System Map