

**FINAL
ENVIRONMENTAL IMPACT STATEMENT**

for the

TRI-LAKES RELIABILITY PROJECT



February 17, 2006

ATTACHMENT 1

ERRATA SHEET

ERRATA SHEET

Volume I

Executive Summary. Page ES-1, 5th paragraph, replace 1st and 2nd sentence with:

“The proposed 46 kV line along the Preferred Route will be approximately **26.8** miles long. Project facilities include 15.6 miles of overbuild, carrying both existing electric distribution lines (less than 15 kV) and the new 46 kV line, located along existing distribution corridor and new 46 kV facilities within about **11.2** miles of new rights-of-way (ROW).

Section 1.1.1, Page 1-1, 3rd paragraph, replace 2nd and 3rd sentence with:

The Preferred Route is approximately **26.8** miles long and begins in the Town of Parishville, NY, at a new 115/46 kV substation that interconnects with the existing 115 kV system, and ends in Piercefield at the existing Piercefield Substation (new regulator station). The Alternate Route is approximately **28.2** miles long and begins in Clifton, NY at a new 115/46 kV Newton Falls Substation and also ends at the Piercefield Substation.

Section 1.1.3, Page 1-7, 4th paragraph, remove Use for 4th sentence:

The state land is also controlled by the Adirondack Park State Land Master Plan (SLMP) and the unit planning process is initiated by NYSDEC in consultation with the APA.

Section 1.1.4.3, Page 1-15, after the 6th paragraph insert the following:

For a project to have an open space impact, the change in the environment must be perceivable and at a level of impact that is readily apparent to the public. Commitment of the land to a wider utility corridor or to a new utility corridor does not change the open space characteristics of the area. Open space, or the image of open space, is a development pattern that preserves greenspace to an extent that the undeveloped landscape is the dominant portion of the setting. Open space can range from untouched forest to an agricultural setting that includes necessary agriculturally related buildings or facilities. The transition from developed lands to undeveloped properties is an important component of open space, as these areas show the changes in the environmental conditions. The development of a wider ROW that involves pushing the wood line back from the roadway does not change the transition from developed to undeveloped land. The new wood line edge will remain a definitive beginning of the undeveloped land and will not alter the overall context of the mixed forest tree species.

The ROW as it enters a forested setting will be detected by the public as a brief interruption in the forest. The ROW can only be seen briefly from the ground level and does not traverse slopes or hillsides that allow viewing of the ROW for long distances. This low visibility results in only minor changes to open space character. Vegetation beyond the 75 foot cleared ROW provides screening without jeopardizing the reliability of the transmission line. The single wood pole structure will blend in with the natural environment.

According to the Adirondack Park Agency's "Development in the Adirondack Park, Objectives and Guidelines for Planning and Review", (1977, updated 1991), Section I, "Resources – Open Space" A.9., "proposed roads and utility corridors should follow existing topographic contours and avoid perpendicular crossings of contour lines". In general, where the proposed transmission ROW will be built as an offset, the route doesn't run perpendicular to existing topographic contours. In this way, the proposed project is in compliance with the APA's Development Guidelines.

Offset locations will not be visible from the ground, except for the potential visibility where they enter a forested location. Generally, an offset utility ROW would only have substantial potential visibility from the air.

Although a new cut is being made through the forest, visibility of the proposed corridor is reduced by the existing topography and vegetation. This is supported by the results of visual surveys from nearby high points and fire towers that were thought to have potential visibility of the proposed corridor location. The result of that fieldwork was the conclusion that existing topography and dense vegetation blocks any potential views of the proposed line and ROW. From a regional vista perspective, the proposed transmission ROW will not change the vista and will not change the open space character of the region.

In addition, with regard to the substations, Piercefield is a hamlet land use area and major public utilities are a compatible land use. Although there will be clearing involved and there will be a local visual change, this does not amount to an overall regional open space resource impact. The new substation will be located in a lowland area near the Raquette River which is not visible to many viewers. In Stark, the substation will create a local visual impact, but that does not amount to an overall regional open space impact. In addition, it is on a rural road (Raquette River Road) where there is already a power line. Therefore, the substation would not create a large increase in the visual impact.

Section 1.1.4.6, Page 1-8, after 1st paragraph insert the following:

In those areas where National Grid performs a pole for pole replacement, the replacement pole will be placed within a distance of 6 feet (on average) away from the existing pole when there are three over-head conductors involved. This distance is based upon working clearances necessary for line crews to place the new pole between overhead conductors and to allow for making the distribution line transfers. Where a single overhead conductor is involved, line crews will attempt to cut this distance down as much as possible, with the ideal situation being trying to place the new pole along side of the existing pole. In either case we do not anticipate a replacement pole being set further than 10 feet away from the existing pole.

Where poles currently are located in wetlands, National Grid will make all efforts to avoid the wetland condition. Subsequently, we cannot predict where the pole will be placed in these circumstances at this time. Our final design will address these conditions along with any other specific conditions where a direct pole for pole replacement cannot be done.

Section 2.1, Page 2-1, 1st paragraph, replace 2nd sentence with:

A large number of new hotel units and housing units are scheduled to be constructed in Lake Placid that are likely to be constructed regardless of whether or not the new line is built (see Section 3.14.2).

Section 3.14.1, Page 3-102, 1st paragraph, replace 1st sentence with:

In its fourth year of operation the Adirondack Club and Resort is anticipated to attract approximately **50,000** visitors.

Section 3.14.3, Page 3-104, 1st paragraph, replace the 4th sentence with:

In 1990, **the NYS Commission on the Adirondacks in the 21st Century, a temporary study commission having no formal relationship with the APA,** published *The Adirondack Park in the Twenty-First Century* which outlined issues faced by hamlets and identified measures to better address those issues.

Section 3.14.3, Page 3-106, 4th paragraph, replace the 1st sentence with:

The Adirondack **Club** and Resort, currently proposed and under review by the APA, will include 699 residential units, a clubhouse, snack bar, library, bar and restaurant, a 60-room inn, health club, fly fishing and hunting instructional center, skiing, a recreation center, spa and 60-slip marina.

Section 4.6.1, Page 4-7, 2nd paragraph, replace last sentence with:

In fact, the largest total clearing impact to any one wetland is **1.2** acres along the Newton Falls Route and **1.6** acres along the Stark Route.

Section 4.6.2, Page 4-7, 3rd paragraph, replace 1st sentence with:

In order to gain access to all pole sites and allow nearly complete linear access, the Preferred Route will require 0.18 acres of wetland fill.

Section 4.6.2, Page 4-7, 4th paragraph, replace last sentence with:

The total area for wetland fill for access to the Alternate Route is 0.32 acres.

Section 4.6.4.1, Page 4-8, replace 1st paragraph with:

It is estimated that the amount of permanent fill to be placed for the construction of access trails and construction pads associated with the Preferred Route of the 46 kV transmission line for the Preferred Route is approximately 0.18 acres.

Section 4.8, Page 4-14, 1st paragraph, replace 2nd sentence with:

The Preferred Route proposes a ROW 26.8 miles in length including approximately 119.4 acres of forested land (including wetlands), while the primary Alternate Route is 28.2 miles in length with 173.5 acres of forested land (including wetlands).

Section 4.10.2, Page 4-18, replace 1st paragraph with:

The 46 kV line proposed for the Tri-Lakes Reliability Project will not pass through NY State Forest Preserve lands.

Section 4.10.3, Table 4.10-1, under Resource Management replace Preferred Route and Alternate Route with:

10.6
19.6

Section 5.10.1, Page 5-9, replace 2nd paragraph with:

The Alternate Route would require approximately 18.4 miles of new ROW. About 9.5 miles of the Alternate Route would be on an existing utility/highway corridor where existing utilities and the new 46 kV line would be carried by one set of structures.

Section 5.10.1, Page 5-9, 5th paragraph, replace 2nd sentence with:

Development is not allowed on Wild Forest land, and Resource Management lands permit only very low-density development, or one unit per 42.7 acres.

Section 5.10.2, Page 5-10, replace 2nd sentence with:

However, it will form a man-made feature to the north, west and south of the **Raquette Boreal Wild Forest Area of the State Forest Preserve** that could affect future expansion of that resource in the future.

Section 5.10.4, Page 5-10, 2nd paragraph, replace last sentence with:

Visual impacts from project operation are summarized in Section **5.12** and discussed in detail in Appendix D.

Section 6, Table 6.1-1 under Permanent Fill in Wetlands Row under Mitigation replace with:

Avoid placement of poles in wetlands. Minimize location of trails in wetlands. Unavoidable fill of **0.18 acres** of wetlands for permanent reliable access will be mitigated.

Section 9.6, Page 9-2, replace 3rd sentence with:

It is anticipated that there will be approximately 0.18 acres of fill in wetlands to provide permanent access to the 46 kV line.

Section 9.11, Page 9-3, 1st paragraph, replace last sentence with:

Much of the Stark Falls Preferred Route follows an existing distribution line corridor in an overbuild configuration (15.6 miles out of the total **26.8** miles) which represents an incremental increase to visual impacts that already exist.

Volume II **Appendix A**

Section 2.4.2, Page 18, 1st paragraph, replace 5th sentence with:

Article VII was adopted and became part of the constitutional amendment recreating the Forest Preserve, **and became effective on January 1, 1895.**

Section 2.4.2, Page 18, 2nd paragraph, replace 3rd sentence with:

In accordance with legislative mandates, the Adirondack Park Agency (APA) and NYS Department of **Environmental** Conservation are charged with oversight and regulatory responsibility for the Park and Forest Preserve.

Section 2.4.2, Page 18, 2nd paragraph, replace 4th sentence with:

The NYS Department of Transportation (DOT) is charged with routine regulatory responsibilities of State Highways and their rights-of-way in the Park with oversight from DEC and APA.

Section 2.4.2, Page 18, Footnote 1, 2nd sentence delete “specified that there”:

The Act specified that rules and regulations for the Forest Preserve’s use, care, and administration have no impediment to “prevent or operate to prevent the free use of any road...as the same may have been heretofore used or as may be reasonably required in the prosecution of any lawful business.”

Section 2.4.3, Page 18, replace the first paragraph with:

Acquired by the State in 1882, prior to the establishment of the Forest Preserve, Route 56 is a state highway consisting of 15 miles from the Northern Park Boundary to Sevey Corner. Route 56 is also a designated travel corridor for which management guidelines and criteria are established by the Adirondack Park State Land Master Plan (2001) (“Master Plan”) promulgated by APA and approved by the Governor. The Master Plan defines Travel Corridors as roadbed and right of way (ROW) for state highways in the Adirondack Park and those state lands immediately adjacent to and visible from these facilities. The APA Act requires DOT to comply with section 814 review procedures for new land use or development activity in areas of Travel Corridors under DOT jurisdiction. Portions of the Travel Corridor under the jurisdiction of DEC are administered according to DEC’s “care and custody” authority in the ECL and guidelines for management and use from the Master Plan (Master Plan, p. 98, 49, 46).

Section 2.4.3, Page 18, 2nd paragraph, replace 1st sentence with:

For approximately 1.8 miles, Route 56 ROW passes over Forest Preserve classified currently by the Master Plan as Wild Forest areas.

Section 2.4.4, Page 19, 3rd paragraph, replace last sentence with:

In 1986, DOT conducted additional work to reduce unsafe horizontal and vertical curves including work in the wetlands under APA permits 86-1036 and 86-1036A.

Section 2.4.4., Page 19, 3rd paragraph, replace 1st and 2nd sentences with:

The Route 56 Alternate also appeared consistent with APA Master Plan (“Master Plan”), the promulgated plan concerning classification and management of State-owned lands within the Adirondack Park. The constitutionality of the APA’s Master Plan, which was promulgated by APA for classification and management of State-owned lands, has been upheld (2.4.7 Helms).

Section 2.4.4, Page 19, 4th paragraph, replace 3rd sentence with:

This principle was applied to county roads passing over Forest Preserve within St. Lawrence County, NY, the location of the proposed 46 kV line (2.4.7, Flacke: Laws of 1937, ch' 488).

Section 2.4.7. After NYS Chapter Laws insert new section:

Statutory Authority

NYS Transportation Law, section 14 et seq. (authority of NYS DOT)

NYS Environmental Conservation Law, Article 3, section 3-0301 (1) (d) (authority of NYS DEC)

NYS Executive Law, Article 27 (authority of NYS APA)

Section 2.4.7, Page 21, Under State Agency Plans, Policies replace APA Master Plan (APA, 2001) with:

Adirondack Park State Land Master Plan

Section 2.4.8.3, Page 23, replace second to last sentence with:

In these grassy shoulder areas there is no tree clearing required during or after construction and the shoring of the trench walls are done using standard trench boxes.

Section 4.2, Page 31, 1st paragraph, replace 4th sentence with:

This equates to 7.7 fewer miles of new ROW construction along the Stark Falls Alternate and 54 fewer acres of clearing including 6.5 fewer acres of wetland clearing.

Section 4.3, Page 33, 1st paragraph, replace 2nd and 3rd sentences with:

This 6.5-acre difference in total acres of wetlands impacted represents a 32 percent reduction and is a significant advantage of the Stark Falls Alternate. Additionally, the Stark Alternate would permanently fill 0.18 acres of wetlands versus 0.32 acres of wetlands for the Newton Falls Alternate.

Section 4.6, Page 34, 3rd paragraph, replace 2nd sentence with:

Here, the combined total of these two classifications for the Stark Falls Alternate is approximately 0.2 miles less than the Newton Falls Alternate.

Section 4.8, Page 36, 1st paragraph, replace the 1st sentence with:

The Stark Falls Route (Preferred Route) is 26.8 miles long.

Section 4.8, Page 36, 5th paragraph, replace the last two sentences with:

Approximately 3.3 miles of this 6-mile segment are situated along an existing logging road. The entire 6 miles of this portion of the alignment will be carried on single circuit 46 kV structures.

Section 4.9, Page 37, 1st paragraph, replace with:

The Newton Falls Alternate Route (Alternate Route) is comprised of two segments including Newton Falls-Sevey Corners and Sevey Corners-Piercefield, together totaling 28.2 miles.

Appendix E

The Environmental Work Plan (EWP) will be updated when permitting is complete, and an amended document will be issued to Niagara Mohawk as a construction document.]

Section 1.5.1.1, Page 1-4, replace first bulleted item with:

- All wetlands that are 1.0 acre in size or larger or located adjacent to a body of water, including a permanent stream, with which there is free interchange of water at the surface, in which case there is no size limitation

APA Application

General Information Request

Response to Question 8, 3rd paragraph, 2nd sentence, replace 26 miles with 26.8 miles and 3rd sentence replace 28 miles with 28.2 miles.

Joint Permit Application, Executive Summary, 5th paragraph, 1st sentence, replace 26 miles with 26.2 miles. 2nd sentence, replace 10.4 miles with 11.2 miles.

Special Information Request

Development Schedule, change 26 miles to 26.8 miles under Dimensions.

Construction of Roads/Trails Involving Wetlands – Supplemental Information Request

Response to Question 3a, 1st paragraph, last sentence, replace 9.5 miles with **9.8** miles.

Response to Question 3a, 6th paragraph, 2nd sentence, replace 7,930 square feet with **0.18** acres.

Response to Question 3a, 7th paragraph, last sentence, replace 13,955 square feet with **0.32 acres**.

Response to Question 3c, 10th paragraph, replace 13,995 square feet with **0.32 acres**.

Response to Question 3c, 11th paragraph, replace 7,930 square feet with **0.18 acres**.

Replace Table 1.1-4 with new table (see attached).

Table 2-4: Change Channel Identifier Alt2-6E/F to **0.07** acres of Wetland Fill Impact.

Replace Table 2-5 with Table 2-6 from Appendix E, Environmental Work Plan Appendix E.

Response to Question 25c, 1st page under Preferred Route, replace 10.7 acres with **10.8** acres.

Response to Question 25 c, 8th page, 3rd paragraph, replace 7,930 square feet with **0.18 acres**.

Response to Question 25 c, 8th page, 4th paragraph, replace 13,760 square feet with **0.32 acres**.

REPLACEMENT PAGES

Replace Table 1.1-4 on page 1-16 in the DEIS and in the APA Application, Construction of Roads/Trails Involving Wetlands – Supplemental Information Request with the corrected Table 1.1-4

Replace Table 4-1 on page 32 of Appendix A with the corrected Table 4-1

Table 1.1-4: Preferred and Alternate Route Comparison

Description	Route			
		Stark Falls Piercefield		Newton Falls Piercefield
Total Length	+	26.8 mi.	-	28.2 mi.
Configuration				
Overbuild	+	15.6 mi.	-	9.8 mi.
New ROW miles ¹	+	11.2 mi.	-	18.4 mi.
Underground	+	0.0 mi.	-	0.4 mi.
Adjacent to Existing Roads	+	16.2 mi.	-	9.8 mi.
Land Use				
Hamlet	-	0.7 mi.	+	1.3 mi.
Moderate Intensity	-	2.3 mi.	+	2.9 mi.
Low Intensity	+	0.5 mi.	+	0.5 mi.
Rural	-	12.7 mi.	+	3.9 mi.
Resource Management	+	10.6 mi.	-	19.6 mi.
New Utility Corridor	+	10.7 mi.	-	18.4 mi.
Consolidation of Utility Corridors	+	15.6 mi.	-	9.5 mi.
Ecological				
Wetlands Crossings	+	3.0 mi.	-	3.1 mi.
Wetlands Clearing	+	13.7 acres	-	20.2 acres
Wetlands Cover Type Forested ²	+	10.8 acres, 2.1 mi.	-	12.7 acres, 1.8 mi.
Wetlands Cover Type Non-forested ³	+	2.9 acres, 0.9 mi.	-	7.5 acres, 1.3 mi.
Wetland – Permanent Fill	+	0.18 acres	-	0.32 acres
Total Acres Cleared/Upland & Wetlands	+	119.4 acres	-	173.5 acres
Stream Crossings < 5 feet	+	22	-	32
Stream Crossings > 5 feet	+	8	-	9
High Quality Stream Crossings ⁴	+	15	-	22
Threatened & Endangered Species	+	2	-	3
Rare/Special Concern Species	-	1	+	2
Exploitably Vulnerable Species ⁵	-	16	+	1
Visual				
Overbuild	+	15.6 mi.	-	9.8 mi.
New ROW ⁶	+	11.2 mi.	-	18.4 mi.
Cross Country only	+	5.6 mi.	-	12.2 mi.
Sensitive Crossings	+	0.0 mi.	-	3 mi. ⁷
Cultural				
Surface Sites	+	21	-	26
No Recommended Testing	+	16.0 mi.	-	13.2 mi.
Phase IB Testing or Avoid	+	5.2 mi.	-	6.7 mi.
Direct Cost⁸	+	\$8,900,000	-	\$11,500,000

Notes:

¹ Includes new overhead, cross country, and offset.

² Includes any wetland that contains a palustrine forested wetland (PFO) component.

³ Includes any wetland that contains no PFO component.

⁴ Based on stream classifications according to best usage under 6 NYCRR Part 701 as follows:

Class A: waters are suitable for drinking, primary and secondary contact recreation and fishing,

Class B: waters are suitable for primary and secondary contact recreation and fishing, and for the survival and propagation of fish

Class C: waters are suitable for fishing and the survival and propagation of fish.

(Does not include Class D streams)

⁵ Total number of exploitably vulnerable species observed during field efforts, not the number of occurrences of each species.

⁶ Includes offset, new overhead and cross country.

⁷ Grasse River crossing underground and substantially invisible.

⁸ Does not include costs for Licensing/Permitting support, right-of-way-acquisitions or easements, or Detailed Engineering and Design.

(+) Favors selection of route.

(-) Does not favor selection of route.

Table 4-1 Preferred and Alternate Route Comparison

Description	Route			
		Stark Falls Piercefield		Newton Falls Piercefield
Total Length	+	26.8 mi.	-	28.2 mi.
Configuration				
Overbuild	+	15.6 mi.	-	9.8 mi.
New ROW miles ¹	+	11.2 mi.	-	18.4 mi.
Underground	+	0.0 mi.	-	0.4 mi.
Adjacent to Existing Roads	+	16.2 mi.	-	9.8 mi.
Land Use				
Hamlet	-	0.7 mi.	+	1.3 mi.
Moderate Intensity	-	2.3 mi.	+	2.9 mi.
Low Intensity	+	0.5 mi.	+	0.5 mi.
Rural	-	12.7 mi.	+	3.9 mi.
Resource Management	+	10.6 mi.	-	19.6 mi.
New Utility Corridor	+	10.7 mi.	-	18.4 mi.
Consolidation of Utility Corridors	+	15.6 mi.	-	9.5 mi.
Ecological				
Wetlands Crossings	+	3.0 mi.	-	3.1 mi.
Wetlands Clearing	+	13.7 acres	-	20.2 acres
Wetlands Cover Type Forested ²	+	10.8 acres, 2.1 mi.	-	12.7 acres, 1.8 mi.
Wetlands Cover Type Non-forested ³	+	2.9 acres, 0.9 mi.	-	7.5 acres, 1.3 mi.
Wetland – Permanent Fill	+	0.18 acres	-	0.32 acres
Total Acres Cleared/Upland & Wetlands	+	119.4 acres	-	173.5 acres
Stream Crossings < 5 feet	+	22	-	32
Stream Crossings > 5 feet	+	8	-	9
High Quality Stream Crossings ⁴	+	15	-	22
Threatened & Endangered Species	+	2	-	3
Rare/Special Concern Species	-	1	+	2
Exploitably Vulnerable Species ⁵	-	16	+	1
Visual				
Overbuild	+	15.6 mi.	-	9.8 mi.
New ROW ⁶	+	11.2 mi.	-	18.4 mi.
Cross Country only	+	5.6 mi.	-	12.2 mi.
Sensitive Crossings	+	0.0 mi.	-	3 mi. ⁷
Cultural				
Surface Sites	+	21	-	26
No Recommended Testing	+	16.0 mi.	-	13.2 mi.
Phase IB Testing or Avoid	+	5.2 mi.	-	6.7 mi.
Direct Cost⁸	+	\$8,900,000	-	\$11,500,000

Notes:

- ¹ Includes new overhead, cross country, and offset.
 - ² Includes any wetland that contains a palustrine forested wetland (PFO) component.
 - ³ Includes any wetland that contains no PFO component.
 - ⁴ Based on stream classifications according to best usage under 6 NYCRR Part 701 as follows:
 Class A: waters are suitable for drinking, primary and secondary contact recreation and fishing,
 Class B: waters are suitable for primary and secondary contact recreation and fishing, and for the survival and propagation of fish
 Class C: waters are suitable for fishing and the survival and propagation of fish.
 (Does not include Class D streams)
 - ⁵ Total number of exploitably vulnerable species observed during field efforts, not the number of occurrences of each species.
 - ⁶ Includes offset, new overhead and cross country.
 - ⁷ Grasse River crossing underground and substantially invisible.
 - ⁸ Does not include costs for Licensing/Permitting support, right-of-way-acquisitions or easements, or Detailed Engineering and Design.
- (+) Favors selection of route.
 (-) Does not favor selection of route.