



Appendix C

Descriptions of the Alternatives
Outside of the Study Area

**APPENDIX C:
DESCRIPTIONS OF THE ALTERNATIVES OUTSIDE
OF THE STUDY AREA**

ALTERNATIVES OUTSIDE THE STUDY AREA OVERVIEW

The alternative routes described below are only hypothetical since the applicant does not have to follow these routes; they can choose any route outside the boundaries of park lands. The routing described below was done by NPS purely to determine if construction on a route beyond the study area was possible, not an attempt to determine the actual location, except for alternative 2, the applicant's proposal, for which the entire route has been proposed by the applicant. The applicant's proposed route, and all other alternatives presented follow existing ROW corridors, and would utilize existing river crossings outside of the study area.

ALTERNATIVE 2: APPLICANT'S PROPOSED ROUTE

From the Western VSL to Berwick, Pennsylvania

The proposed route for alternative 2 is the existing 230 kV line ROW. Outside of the study area, alternative 2 would pass through Pike, Wayne, Lackawanna, and Luzerne counties in Pennsylvania (figure 2). From the Western VSL in Pennsylvania to Berwick, Pennsylvania, the alignment would travel north through Pike County. North of I-84, the alignment could turn west and head toward Wayne County, traveling north of Lake Wallenpaupack. In Lackawanna County, the alignment would turn southwest to the Susquehanna Substation located in Luzerne County.

From the Eastern VSL to Roseland, New Jersey

The proposed route for alternative 2 is the existing 230 kV line ROW. From the Eastern VSL to Roseland, New Jersey, alternative 2 would pass through and Warren, Sussex, and Morris counties. The alignment would generally travel southeast, passing between Lake Mohawk and Lake Hopatcong. In Morris County, the alignment would turn and head due south to the Roseland Substation, located east of Parsippany.

ALTERNATIVE 2b: APPLICANT'S ALTERNATE PROPOSAL

From the Western VSL to Berwick, Pennsylvania

The proposed route for alternative 2b is the existing 230 kV line ROW. Outside of the study area, alternative 2b could pass through Pike, Wayne, Lackawanna, and Luzerne counties in Pennsylvania (figure 2). From the VSL in Pennsylvania, the alignment could travel north through Pike County. North of I-84, the alignment could turn west and head toward Wayne County, traveling north of Lake Wallenpaupack. In Lackawanna County, the alignment could turn southwest to the Susquehanna Substation located in Luzerne County.

From the Eastern VSL to Roseland, New Jersey

The proposed route for alternative 2b is the existing 230 kV line ROW. In New Jersey, alternative 2b could pass through Warren, Sussex, and Morris counties. The alignment could generally travel southeast, passing between Lake Mohawk and Lake Hopatcong. In Morris County, the alignment could turn and head due south to the Roseland Substation, located east of Parsippany.

ALTERNATIVE 3

From the Western VSL to Berwick, Pennsylvania

Outside the study area, alternative 3 would travel the same route as alternative 2 crossing Pike, Monroe, Wayne, Lackawanna, and Luzerne counties in Pennsylvania (figure 2). Beyond the western VSL in Pennsylvania, the route could head northeast to the Bushkill Substation, and then follow the alternative 2 alignment.

From the Eastern VSL to Roseland, New Jersey

From the Eastern VSL on the New Jersey portion, the route would pass through Warren, Sussex, and Morris counties. Alternative 3 would trend northeast, on the east side of Upper and Lower Yards Creek Reservoirs, paralleling the DEWA boundary and APPA for approximately six miles (figure 7, inset box 2). The distance between the trail and the route could vary between about 0.25 mile and 1.0 mile along this six mile stretch. For nearly two miles of this stretch, the route could follow the DEWA boundary. Continuing about two miles north, the route could then reconnect with alternative two, continuing east to the Roseland Substation.

ALTERNATIVE 4

From the Western VSL to Berwick, Pennsylvania

Outside of the study area, alternative 4 would follow nearly the same route as alternative 2 crossing Pike, Monroe, Wayne, Lackawanna, and Luzerne counties in Pennsylvania. Outside of the Western VSL, alternative 4 could travel northeast, generally paralleling the DEWA boundary to the Bushkill Substation. In the portion between the VSL and the Bushkill Substation, alternative 4 could traverse approximately 1.4 miles of Cherry Valley NWR, areas with existing ROWs, and forested areas without existing ROWs outside of DEWA (figure 8). Portions of the alternative 4 alignment come within 50 to 250 feet of houses and businesses. From the substation, the alignment could follow the alternative 2 alignment.

From the Eastern VSL to Roseland, New Jersey

Beyond the Eastern VSL to Roseland, New Jersey, the alignment would pass through Warren, Sussex, and Morris counties. The alignment would turn east, crossing the Delaware River at an existing river crossing. On the east side of the Delaware River in New Jersey, alternative 4 would parallel a railroad corridor with a ROW width of 80 feet with a cleared distinctive path. The ROW has a small clearing, but a distinctive path. Alternative 4 would follow this railroad corridor for 21 miles before turning and traveling a heavily forested path, where houses are 20 to 100 feet from the route. After traveling 2.25 miles in this segment, alternative 4 would reconnect with the alternative 2 route approximately 3.5 miles east of Highway 517, and follow that route to the Roseland Substation in Morris County.

ALTERNATIVE 5

From the Western VSL to Berwick, Pennsylvania

Outside the study area, the alternative 5 alignment would generally follow the I-80 corridor through Monroe, Carbon, Luzerne counties in Pennsylvania (figure 2). From the Susquehanna Substation, alternative 5 would follow an existing transmission line ROW of approximately 150 to 200 feet. The route would proceed south for about 2.5 miles along this existing transmission line corridor and then cross

farmland for 1.6 miles. The route would then parallel a roadway for 0.4 miles to meet an existing transmission line with a 125-foot ROW. Alternative 5 would follow this existing transmission line 2.4 miles to the south to I-80, continuing east adjacent to the interstate ROW to within approximately 1.0 mile of DEWA. Just west of the DEWA boundary, the transmission line would veer off of the I-80 ROW and follow the same route proposed under alternative 4 around the southern end of DEWA, crossing through Cherry Valley NWR.

From the Eastern VSL to Roseland, New Jersey

Beyond the Eastern VSL to Roseland, New Jersey, alternative 5 could pass through Warren, Sussex, and Morris counties. Beyond the southern VSL, the alignment could turn east, crossing the Delaware River at an existing river crossing. On the east side of the Delaware River in New Jersey, the alignment could follow I-80 to the Roseland Substation, crossing large parts of Warren and Morris counties and a small portion of Sussex County. The alignment could follow the I-80 ROW approximately 17 miles after leaving DEWA, where it could leave I-80 to travel over a heavily forested area for 2 miles with no existing ROW. The route could then reconnect with I-80, paralleling the interstate to the intersection with I-280, where it could turn in a southerly direction. This 3.2 mile stretch could follow an existing transmission line ROW with a width of 100 feet, ending at the Roseland Substation.

