

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 3 — ALTERNATIVES

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
EXHIBIT 3: ALTERNATIVES	3-1
3.1 Introduction.....	3-1
3.2 Existing Utility and Railroad Rights-Of-Way.....	3-1
3.3 Routes Considered	3-2
3.3.1 Proposed Route	3-5
3.3.2 Western Alternative Route.....	3-6
3.3.3 Eastern Alternative Route	3-9
3.4 Minor Alternatives to the Western Alternative Route and the Eastern Alternative Route	3-12
3.5 Alternative Methods to Fulfill Energy Requirements	3-12
3.5.1 Overhead Transmission.....	3-12
3.5.2 Alternative Circuits.....	3-13
3.5.3 Energy Efficiency, Demand-Side Management and Distributed Generation.....	3-13
3.5.4 No Action Alternative.....	3-14

LIST OF TABLES

Table 3-1	Summary Comparison of the Western Alternative Route and the Proposed Route
Table 3-2	Summary Comparison of the Eastern Alternative Route and the Proposed Route

LIST OF FIGURES

Figure 3-1	Proposed Route and & Alternate Routes Map
Figure 3-2	All Routes Considered on NYSDOT 1:24K Quad
Figure 3-3	Proposed Route & Variations Route Map
Figure 3-4	Western Alternate Route Map
Figure 3-5	Eastern Alternate Route Map

EXHIBIT 3: ALTERNATIVES

3.1 Introduction

This exhibit explains the Applicant's consideration of the following in developing its proposal for the Southampton to Deerfield Transmission Project¹: (i) Alternative routes, including the use of existing utility, railroad, and transportation corridors; (ii) Overhead versus underground construction; (iii) Alternative technologies; and (iv) Alternative methods to fulfill the reliability requirements to meet the need described in Exhibit E-4 – Engineering Justification.

3.2 Existing Utility and Railroad Rights-Of-Way

To mitigate the potential impacts of a new transmission line, the use of existing utility, railroad, and transportation corridors for electric transmission facilities is generally preferred over the creation of a new corridor. Accordingly, the Applicant evaluated the feasibility of constructing the Facility within ROW between Southampton Substation and Deerfield Substation that hold existing utility and transportation facilities. The Applicant considered the one LIRR commuter rail transport ROW, one overhead ROW, and many public roadway ROW with existing facilities in the study area described below.

The LIRR ROW is located adjacent to and immediately north of Southampton Substation and runs generally southwest to northeast from there. The Applicant evaluated this ROW for its suitability for the construction of an additional 138 kV circuit. The Applicant concluded that this ROW is inadequate for the Project's use due to a number of considerations. Firstly, the part of this LIRR corridor that comes closest to Deerfield Substation is still almost two miles to its south.

Second, due to the presence of existing utilities in the LIRR ROW and its narrow width, the installation of a new underground or overhead line would not be possible without widening the ROW or relocating many of the existing facilities that occupy it. Widening of the LIRR ROW would be impeded by existing residences along the route. The presence of several LIRR switches along the LIRR ROW are additional obstacles to both widening the LIRR ROW as well as constructing within the existing ROW.

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

Third, the required temporary and permanent easements to construct a new 138 kV line in the LIRR ROW could cause potential disruptions to LIRR service. The MTA, which owns the LIRR, has certain requirements for open-cut trench techniques used to install new utilities in LIRR corridors. One requirement is that utilities cannot be installed within the “zone of influence” of the tracks. The MTA uses this zone to reduce construction disturbance to the tracks and defines it as anywhere on or above a 2:1 slope beginning at the edge of the tracks. Based on the location of the zone of influence of this LIRR ROW, its current width is insufficient to fit a new 138 kV circuit.

The Applicant currently operates two 69 kV overhead transmission lines (lines 69-972 and 69-974) configured in double circuit between Southampton Substation and Deerfield Substation. The use of those overhead lines’ ROW for a new underground circuit would have multiple negative impacts. That ROW runs primarily through preserved recreation, open space, and low-density industrial areas. The construction of the underground line in that ROW would cause permanent and temporary environmental impacts. It also would require additional temporary and permanent easements and the removal of encroachments.

The Applicant also considered constructing the new circuit as an overhead line in public roadways. However, this overhead alternative would raise numerous electrical clearance issues with constructability, existing utilities, and social considerations (such as visual impacts) associated with overhead lines. Therefore, the Applicant did not further pursue this alternative.

3.3 Routes Considered

The Applicant developed a study area to identify the location of potential underground routing options in public roadways and in the ROW that holds the overhead 69-972 and 69-974 lines. The study area encompassed the existing Southampton Substation and Deerfield Substation in a rounded area of approximately 3.2 miles by 2.2 miles (approximately 3,700 acres) containing 35 segments and creating 58 potential routes between those two substations based on jurisdictional boundaries and existing constraints.

Maps and publicly available data from local, state, and federal agencies were reviewed and field reconnaissance was conducted to determine routing constraints and opportunities within the study area. Routing constraints found in the study area included the presence of existing underground utilities, other existing community spaces such as schools or business districts, the LIRR, and Suffolk County Route 39A.

The locations of environmentally sensitive areas within the study area were identified and the Applicant examined them for classification as either exclusion areas or avoidance areas. An exclusion area is an area that cannot be crossed by a transmission line due to applicable laws or regulations. For the Project, no exclusion areas were found. An avoidance area is an area for which a transmission line crossing is not prohibited by law or regulation but requires special considerations or mitigation measures. Examples of avoidance areas are parks, schools, cemeteries, habitats for threatened or endangered species) and federally owned land (e.g., USACE).

The Applicant also identified opportunity areas in the study area. Opportunity areas include existing corridors such as roads and other transmission line ROW. These pre-disturbed areas are considered lower-impact areas because of the relatively low likelihood they contain environmental, social, or cultural resources that could be negatively impacted by the Project. Opportunity areas identified in the study area included existing road ROW and optimal crossings of the LIRR tracks and of Suffolk County Route 39A.

The evaluation of potential routes included a systematic comparison of the engineering, environmental, and social factors that would result in potential adverse effects on resources within the study area. The route selection process sought to maximize the use of existing linear corridors (e.g., public roads) in order to minimize potential impacts to the environment, the use of protected open space lands, the need to acquire private property, and traffic disruption during construction.

The list of engineering, environmental, and social factors considered in the routing analysis is set forth below:

- General
 - Total length (feet)
 - Length in County Route ROW (feet)
- Engineering/Technical
 - Number of trenchless crossings and high-risk crossings (count)
 - Number of road crossings (count)
 - Rating of Constructability - ROW/road width (score)
 - Rating of Constructability – existing utilities (score)
 - Rating of Constructability – traffic (score)

- Depth to groundwater score (score)
- Environmental
 - Length through NYSDEC wetland buffer (feet)
 - Length through Sea, Lake, Overland Surges from Hurricanes (“SLOSH”) areas (feet)
 - Length through Aquifer Protection Overlay Districts (feet)
 - Length through threatened and endangered species areas (feet)
 - Length through Critical Environmental Areas (feet)
- Human/Social
 - Number of residential structures located within 200 feet (count)
 - Number of residences served by driveways along (or dependent on) route (count)
 - Number of public/civic facilities within 1,000 feet (count)
 - Number of EPA or NYSDEC toxic/regulated facilities within 200 feet (count)
 - Length through villages (feet)
 - Potential Environmental Justice Areas (acres within 1,000 feet) (count)
 - Land use score (score)
 - Number of historic resources within 500 feet (count)
 - Length through historic districts (feet)
 - Number of cultural resources (count)

The Applicant identified 58 possible routes on public roadways within the study area. The analysis of these possible routes involved tabulating all factors identified above. For all scores assigned in the analysis, lower ratings are associated with easier construction. These factors were developed and tailored to the specific characteristics that were identified in the study area and along the preliminary alternative routes.

Once data were tabulated, the routes were compared and ranked to identify a “Proposed Route” and alternatives. The top-rated routes use similar segments, so, to review geographically diverse options, routes were grouped into three categories, which are western, central, or eastern. With this artificial grouping, the Applicant identified a Proposed Route in the central grouping, along with multiple high-ranking minor street variations, and two distinct alternative routes: the “Western Alternative Route”

and the “Eastern Alternative Route.” The Proposed Route, the Western Alternative Route and the Eastern Alternative Route are shown in Figure 3-1. Those routes, as well as all other route options the Applicant considered, are shown in Figure 3-2 on NYSDOT mapping. The Western Alternative Route and the Eastern Alternative Route are the highest-ranked routes in their respective categories. Minor street variations of the Western Alternative Route and the Eastern Alternative Route score higher in impacts to technical, social, and environmental factors. For these reasons, the Applicant concluded minor variations to the Western Alternative Route and Eastern Alternative Route are inadequate to further explore.

3.3.1 Proposed Route

The Proposed Route, which is approximately 4.5 miles in length, ranks first out of all possible routes within the study area. This route uses public roadways and is among the shortest of the potential routes examined. This route uses an underpass to cross the LIRR, thus avoiding possible disturbance to the LIRR service. It has a low impact score because it has a low number of residences along or accessed by the route, a low number of nearby public facilities, and low constructability ratings, meaning greater ease in construction, for road width and existing utilities. Additionally, the Proposed Route avoids schools, the business district, and the Southampton LIRR station, and it crosses, not parallels, Suffolk County Route 39A, minimizing potential prolonged social impacts of the route.

3.3.1.2 Minor Variations to Proposed Route

Minor street variations to the Proposed Route rank second, third, and fourth out of all potential routes. An overview of the variations is included in Figure 3-3. The Applicant determined that for several reasons the Proposed Route is ultimately less impactful than the minor alternatives, as determined by the scoring process described below.

3.3.1.2.1 Variation 1, Suffolk County Route 39A

This route variation parallels Suffolk County Route 39A for 0.4 miles (Figure 3-3B). Despite this longitudinal occupation of a major artery having a high impact score in the analysis, this route ranked second, behind only the Proposed Route, primarily because it avoids more residences within 200 feet than the Proposed Route.

3.3.1.2.2 Variation 2, Long Spring Road

The Applicant explored the use of Long Spring Road, instead of David Whites Lane, to access Edge of the Woods Road (Figure 3-3C). This variation ranks third out of all examined routes and has the same

total distance as the Proposed Route. The use of Long Spring Road has higher impact scores than the Proposed Route because it overlaps wetland buffers, has more length in threatened and endangered species areas, and has a higher land use score.

3.3.1.2.3 Variation 3, LIRR Crossing and West Prospect Street

The minor alternative route that ranks fourth crosses the LIRR on North Main Street in the Village of Southampton (Figure 3-3D). This variation has a higher impact score on engineering and social factors compared to the Proposed Route. The LIRR bridge crossing over North Main Street has higher constructability ratings, meaning it will be more difficult to construct, than the LIRR bridge over North Sea Road in the Proposed Route.

Moreover, crossing the LIRR on North Main Street would require access through West Prospect Street. The intersection of North Main Street and West Prospect Street is adjacent to Our Lady of Hampton Regional Catholic School and the entrance to the Southampton LIRR station. Due to the proximity to the school and LIRR station, as well as the constructability concerns, this variation scored less favorably than the Proposed Route, with or without the other minor street variations thereto.

3.3.2 Western Alternative Route

The Western Alternative Route, depicted in Figure 3-4, is the top-rated route of the geographically diverse alternatives to the west of the Proposed Route. However, out of all routes explored, the Western Alternative Route ranks 31st. The Western Alternative Route begins at the Southampton Substation, exiting the southwestern side of the substation paralleling West Prospect Street. The route heads east for 0.2 miles to North Sea Road. The route follows North Sea Road north for 0.1 miles until it crosses underneath the LIRR. The LIRR is elevated over North Sea Road, so conventional open trench installation techniques can be employed to cross.

The route continues north for 0.3 miles before crossing Suffolk County Route 39A and then continuing northward to the intersection with Majors Path Road (0.1 miles). The route turns east into Majors Path Road and continues north for 1.4 miles. The route then turns east onto Great Hill Road (1.1 miles) until it intersects with Water Mill Towd Road where it runs southeast (0.3 miles), terminating on the northwest side of the Deerfield Substation (0.1 miles). The Western Alternative Route has a total distance of approximately 5.0 miles.

The Western Alternative Route is approximately 0.5 miles longer than the Proposed Route. The following land use classifications are within 1,000 feet of the route: Residential (529.2 acres); recreation

and entertainment (172.9 acres); vacant (138.0 acres); public service, utilities, transportation, or waste management (96.4 acres); agricultural (75.2 acres); commercial (55.5 acres); community services or institutional (13.5 acres); and wild, forested, conservation land or public parks (0.1 acres).

The Western Alternative Route uses the same highly rated LIRR crossing as the Proposed Route, but it avoids more residential, public facilities, and highly trafficked business sections. However, the Western Alternative Route passes by the North Sea Transfer Station and waste management facility and through wetland buffers.

Table 3-1 presents a summary of the comparison between the Western Alternative Route and the Proposed Route.

Table 3-1
Summary Comparison of the Western Alternative Route and the Proposed Route

Type	Criteria	Western Alternative Route	Proposed Route	Difference Between Routes*
General	Total length (miles)	5.0	4.5	0.5
	Length in County Route ROW (miles)	0.0	0.1	0.1
Environmental	Length through NYSDEC wetland buffer (miles)	0.9	0.00	0.9
	Length through threatened and endangered species areas (miles)	3.8	2.4	1.4
	Length through SLOSH Data (miles)	0.0	0.0	0.0
	Length through Aquifer Protection Overlay District (miles)	2.2	1.3	0.9
	Length through Critical Environmental Areas (miles)	4.0	3.6	0.4
Engineering/ Technical	Trenchless crossings and high-risk crossings (count)	1	1	0
	Rating of Constructability – road width (score)	1.9	1.7	0.2
	Rating of Constructability – existing utilities (score)	1.9	1.7	0.2
	Rating of Constructability – traffic (score)	1.0	1.0	0.0
	All road crossings (count)	6	3	3
	Depth to groundwater rating (score)	1.1	0.9	0.2
Human/Social	Number of cultural resources (count)	0	2	2
	Length through historic districts (miles)	0.0	0.3	0.3
	Land use score (score)	3,994	3,429	565
	Number of EPA/NYSDEC toxic/ regulated facilities within 200 feet (count)	1	0	1
	Number of public/civic facilities within 1,000 feet (count)	5	6	1
	Residences within 200 feet (count)	133	173	40
	Residences served by driveways along route (count)	195	258	63
	Length through villages (miles)	0.5	0.9	0.4
	Acres of Potential Environmental Justice Areas within 1,000 feet (ac.)	118.0	86.0	32.0

*Note: Items are bold when the value representing resources impacted by the Western Alternative Route is greater than the Proposed Route impacts.

As shown in Table 3-1 above, the total distance of the Proposed Route is shorter than the Western Alternative Route (0.5 miles) and it has fewer impacts on environmental criteria than the Western Alternative Route. The Western Alternative Route has greater distances than the Proposed Route

through environmentally sensitive areas including NYSDEC wetland buffers, Threatened and Endangered Species Areas, Aquifer Protection Overlay Districts, and Critical Environmental Areas. The Proposed Route has a slightly greater length through commercial and residential land use than the Western Alternative Route. The Proposed Route has fewer acres of potential Environmental Justice Areas within 1,000 feet than the Western Alternative Route. The Western Alternative Route would use an equal number of trenchless crossings as the Proposed Route, but it would also require a greater total number of road crossings throughout. Both the Proposed Route and the Western Alternative Route use the same LIRR road crossing. The Proposed Route has lower impact scores for the remaining criteria when compared to the Western Alternative Route.

3.3.3 Eastern Alternative Route

The Eastern Alternative Route, depicted in Figure 3-5, begins at the Southampton Substation, exiting the southwestern side of the substation, paralleling West Prospect Street. The route heads east for 0.2 miles to North Sea Road. The route follows North Sea Road north for 0.1 miles until it crosses underneath the LIRR. The LIRR is elevated over North Sea Road, so conventional open trench installation techniques can be employed to cross.

The route continues north for 0.1 miles to Willow Street. The route turns eastward on Willow Street for an approximate distance of 0.3 miles. The route then turns north and continues along North Main Street for 0.3 miles. The route turns east onto Suffolk County Route 39A (0.4 miles) and continues north on David Whites Lane until the route turns further northeast onto Seven Ponds Road (0.2 miles). The route follows Seven Ponds Road (0.5 miles) onto Upper 7 Ponds Road heading east (0.2 miles). The route then turns northeast onto Lower 7 Ponds Road (0.5 miles) until it merges with Head of Pond Road going north (0.2 miles). The route then turns slightly northwest onto Water Mill Towd Road (1.4 miles), terminating in the northwest side of the Deerfield Substation (0.1 miles). The Eastern Alternative Route has a total distance of approximately 4.6 miles.

The Eastern Alternative Route is approximately 0.1 miles longer than the Proposed Route. The following land use classifications are within 1000 feet of the route: Residential (458.5 acres); agricultural (305.5 acres); commercial (64.0 acres); vacant (59.2 acres); recreation and entertainment (58.0 acres); public services, utilities, transportation, or waste management (46.4 acres); community services or institutional (8.7 acres); and wild, forested, conservation land or public parks (0.1 acres).

The Eastern Alternative Route uses the same highly rated LIRR crossing as the Proposed Route. However, the Eastern Alternative Route passes through wetlands, wetland buffers, and SLOSH areas,

and it parallels the coastal boundary. Unlike the Proposed Route, the Eastern Alternative Route uses Suffolk County Route 39A, which would likely cause temporary disturbance to traffic and businesses. Table 3-2 presents a summary of the comparison between the Eastern Alternative Route and the Proposed Route.

Table 3-2
Summary Comparison of the Eastern Alternative Route and the Proposed Route

Type	Criteria	Eastern Alternative Route	Proposed Route	Difference Between Routes*
General	Total length (miles)	4.6	4.5	0.1
	Length in County Route ROW (miles)	0.4	0.1	0.4
Environmental	Length through NYSDEC wetland buffer (miles)	0.9	0.0	0.9
	Length through threatened and endangered species areas (miles)	2.0	2.4	0.4
	Length through SLOSH Data (miles)	0.4	0.00	0.4
	Length through Aquifer Protection Overlay District (miles)	1.1	1.3	0.2
	Length through Critical Environmental Areas (miles)	3.2	3.6	0.4
Engineering/ Technical	Trenchless crossings and high-risk crossings (count)	1	1	0
	Rating of Constructability - road width (score)	1.6	1.7	0.1
	Rating of Constructability - existing utilities (score)	1.9	1.7	0.2
	Rating of Constructability - traffic (score)	1.8	1.0	0.8
	All road crossings (count)	2	3	1
	Depth to groundwater rating (score)	1.3	0.9	0.4
Human/Social	Number of cultural resources (count)	2	2	0
	Length through historic districts (miles)	0.3	0.3	0
	Land use score (score)	3,245	3,429	184
	Number of EPA/NYSDEC toxic/ regulated facilities within 200 feet (count)	0	0	0
	Number of public/civic facilities within 1,000 feet (count)	7	6	1
	Residences within 200 feet (count)	135	173	38
	Residences served by driveways along route (count)	148	258	110
	Length through villages (miles)	1.0	0.9	0.1
	Acres of Potential Environmental Justice Areas within 1,000 feet (ac.)	150.8	85.6	65.2

*Note: Items are bold when the value representing resources impacted by the Eastern Alternative Route is greater than the Proposed Route impacts.

As shown in Table 3-2, the total distance of the Proposed Route is slightly shorter than the Eastern Alternative Route (0.1 miles). The Eastern Alternative Route has greater impacts on environmental criteria than the Proposed Route. The Eastern Alternative Route has footage within NYSDEC wetland buffers and SLOSH areas, which the Proposed Route avoids entirely. The Eastern Alternative Route has fewer residences along and/or accessed by the route than the Proposed Route. The Eastern Alternative Route, however, has a greater quantity of nearby public/civic facilities within 1,000 feet. In comparison to the Proposed Route, the Eastern Alternative Route has a greater number of acres of potential Environmental Justice Areas within 1,000 feet. The Eastern Alternative Route has fewer feet within Critical Environmental Areas as well as Threatened and Endangered Species Areas and Aquifer Protection Overlay Districts. Unlike the Eastern Alternative Route, the Proposed Route minimizes its impact on Suffolk County Route 39A. The Proposed Route has lower impacts for the remaining criteria when compared to the Eastern Alternative Route.

3.4 Minor Alternatives to the Western Alternative Route and the Eastern Alternative Route

Minor route variations to the Western Alternative Route and Eastern Alternative Route were identified in the preliminary analysis. The analysis of these variations is less detailed than the analysis of the Western Alternative Route and the Eastern Alternative Route because all of these variations had greater impact than the corresponding portion of the Proposed Route. The impact on resources and the difficulty of construction of the Western Alternative Route and Eastern Alternative Route, and of their variations, are much greater than those of the Proposed Route.

3.5 Alternative Methods to Fulfill Energy Requirements

3.5.1 Overhead Transmission

Overhead transmission lines are one of the traditional methods of expanding transmission capacity within utility service areas. Although in some instances electrical capacity at existing transmission corridors can be increased through upgrades and overbuilding, in the case of this Project, most of the overhead corridors connecting the Southampton Substation to the Deerfield Substation are already at or near electrical capacity. Overhead transmission lines were deemed infeasible for this Project due to lack of adequate ROW, the community impact of acquiring and creating additional ROW, PSEG Long Island engineering policies, socio-economic impacts, and other environmental concerns related to this specific study area.

3.5.2 *Alternative Circuits*

The Applicant's Planning Department considered electrical alternatives to a new circuit between Southampton Substation and Deerfield Substation. These alternatives included: (i) building a new underground circuit from Canal Substation to Wainscott and a new Wainscott substation; (ii) reconductoring or replacement of the existing underground cable between Bridgehampton Substation and Southampton Substation (69-886); (iii) separating the existing double circuit between Canal Substation and Deerfield Substation/Southampton Substation (69-972/974) onto two separate single circuit pole-lines; and (iv) installing Smart Wire technology on the existing underground cable between Southampton Substation and Bridgehampton Substation (69-886).

The Applicant rejected the first electrical alternative discussed in the preceding paragraph because it would be a larger and more costly project than the proposed Southampton to Deerfield Transmission Project and would address needs not predicted in the 10-year horizon for the South Fork's Transmission and Distribution Planning needs. The second electrical alternative would alleviate thermal overload only in the short-term, and the significant cost of the replacement would ultimately provide fewer capacity benefits than a new circuit. The Applicant rejected the third alternative because the narrow width of the LIRR ROW would not allow sufficient separation between the two lines to satisfy North American Electric Reliability Corporation ("NERC") contingency technical requirements. The fourth option was rejected because it would not provide a long-term solution to current thermal constraints.

3.5.3 *Energy Efficiency, Demand-Side Management and Distributed Generation*

In 2015, PSEG Long Island released a South Fork RFP inviting bidders to propose ways to defer or eliminate the need for the installation of a new transmission line. Eight proposals were received, proposing multiple technologies: Load reduction initiatives; emergency generators; battery storage; transmission projects; and an offshore wind interconnection. Each proposal underwent a qualitative and quantitative analysis by the Applicant, resulting in a selection of a portfolio of such technologies. Non-Wire Alternatives would alleviate constraints and delay the need for an additional transmission project, but only in the short term. Moreover, an AC transmission solution would best alleviate transmission limitations in the Southampton area, maintain contingency service throughout the area, and address the need to satisfy reliability criteria.

While energy efficiency, demand response, and distributed generation are critically important to meeting the needs of New York electric customers in a reliable and cost-effective manner while meeting the State's environmental and greenhouse gas reduction goals, they are not functional substitutes for

the Project. They fail to adequately address both growing and accelerated needs, largely associated with CLCPA drivers and load growth in the East End. The aforementioned solutions only defer the need for the new circuit that the Project provides.

3.5.4 No Action Alternative

The no-action alternative is not considered a viable alternative to the Project as it would prevent the Applicant from addressing the needs described in Exhibit E-4. This includes alleviating transmission limitations in the Southampton area and maintaining contingency service throughout the area, as well as meeting the obligation to comply with NERC Transmission System Planning requirements.

Without the Project, loss of any of the paths feeding the Southampton area increases the risk of overloading of transmission lines, resulting in potential power outages to the customers in the area.

FIGURE 3-1









Proposed Route & Alternate Routes Map



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NYS ITS Geospatial Services, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS

Legend

-  Existing Substation
-  Proposed
-  Eastern Alternative
-  Western Alternative
-  Existing Overhead ROW
-  Local Road
-  State Route
-  County Route

Sources:
 1. Proposed Route prepared by Burns & McDonnell, July 2023.
 2. State of New York Streets, 2023
 3. State of New York Orthoimagery, 2020



PROJECT TITLE



Southampton to Deerfield
 Transmission Project
 Article VII Application

SHEET TITLE

Proposed Route &
 Alternate Routes Map

DATE 2/5/2024
 DRN. BY KC
 CHK. BY SH



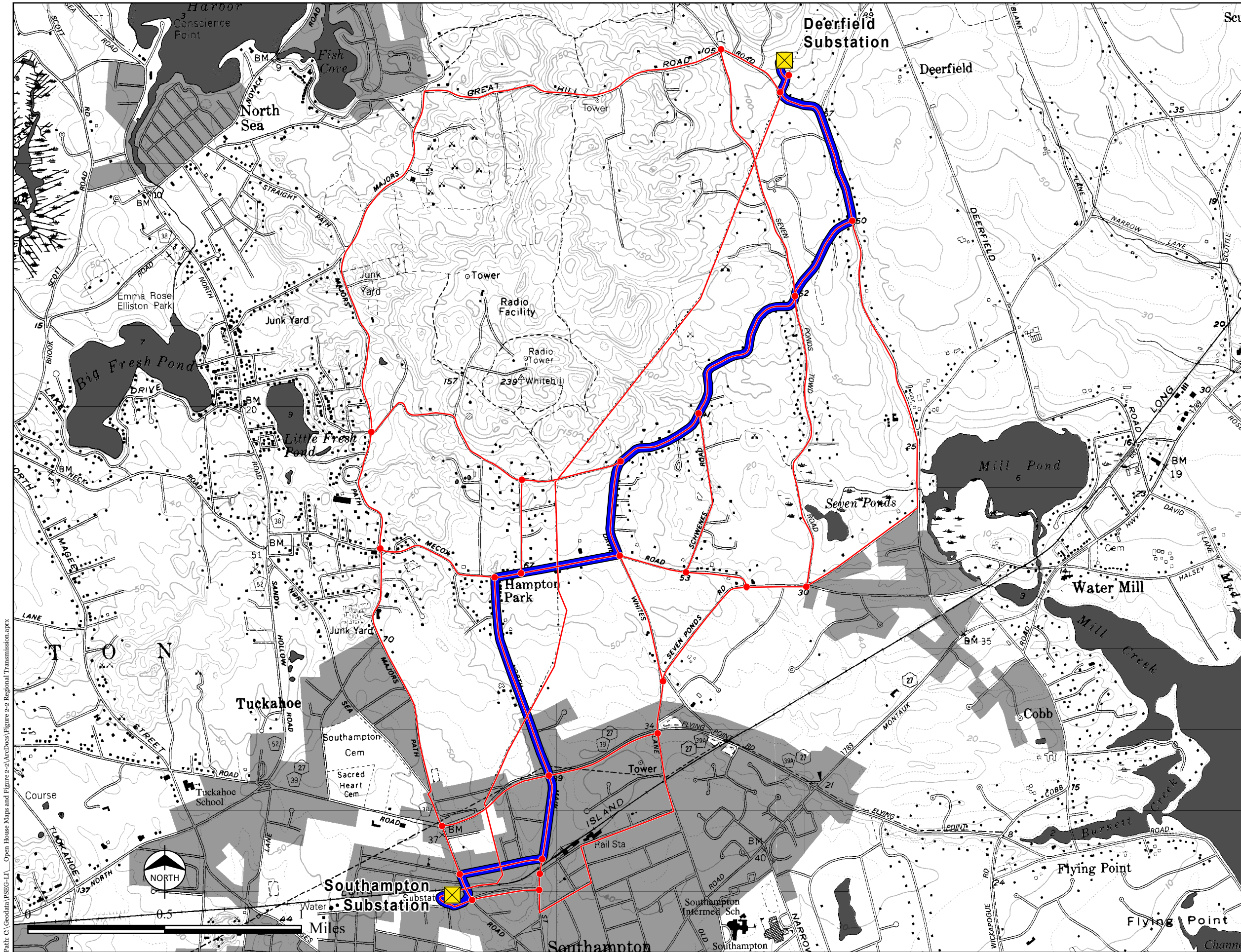
FIGURE NO. 3-1




PRELIMINARY - NOT FOR CONSTRUCTION

FIGURE 3-2

All Route Options Considered

On NYSDOT 1:24k Quad



- Legend**
-  Existing Substation
 -  Proposed Route
 -  Route Segment

Sources:
 1. Routing Alternatives prepared by Burns & McDonnell, July 2023.
 2. NYSDOT 1:24k Topographic Quad Maps, Accessed January 2024.
 3. Suffolk County Tax Parcels, 2023.



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Southampton to Deerfield
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 Article VII Application

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All Route Options Considered
 on NYSDOT 1:24K Quad

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 DRN. BY KC
 CHK. BY SH

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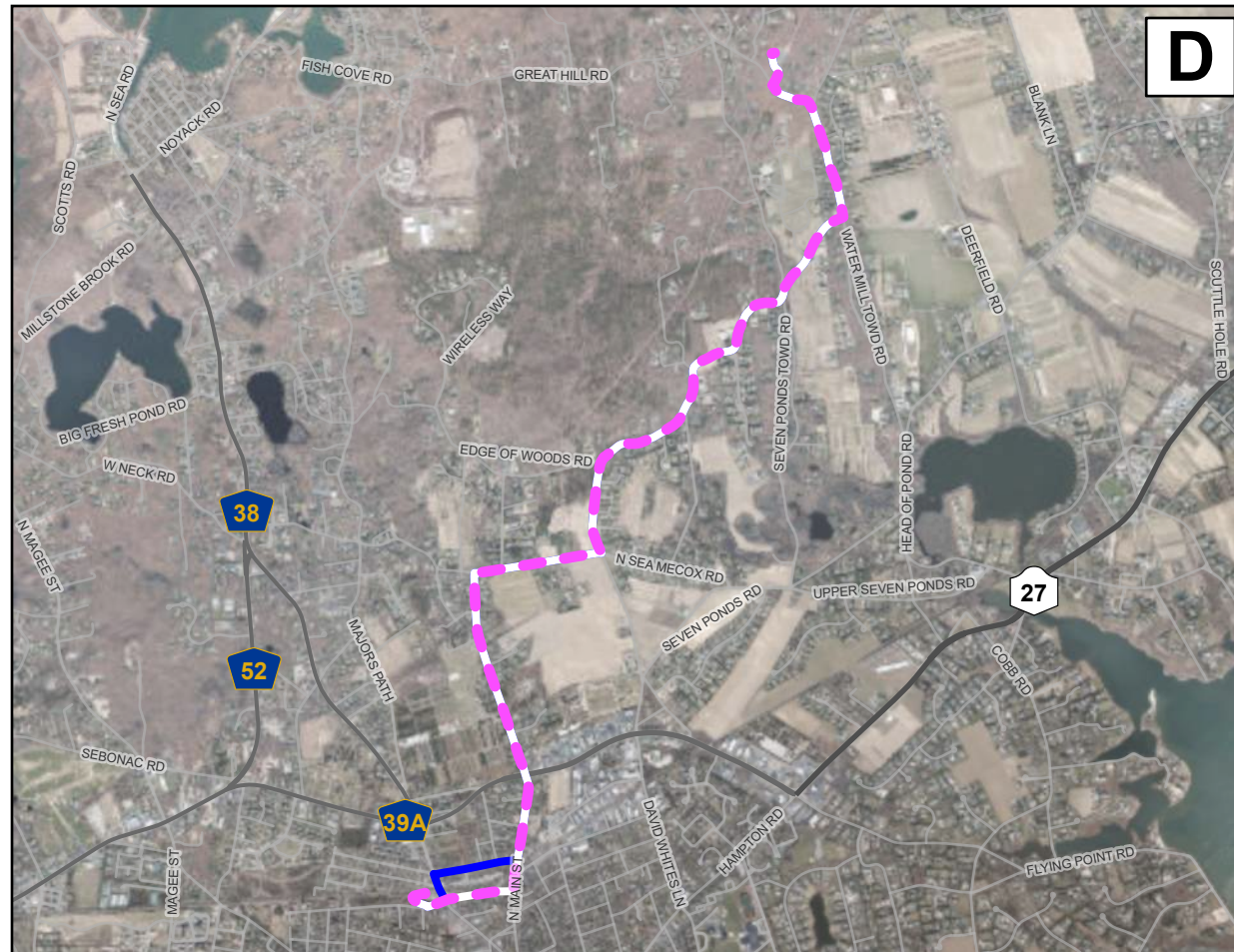
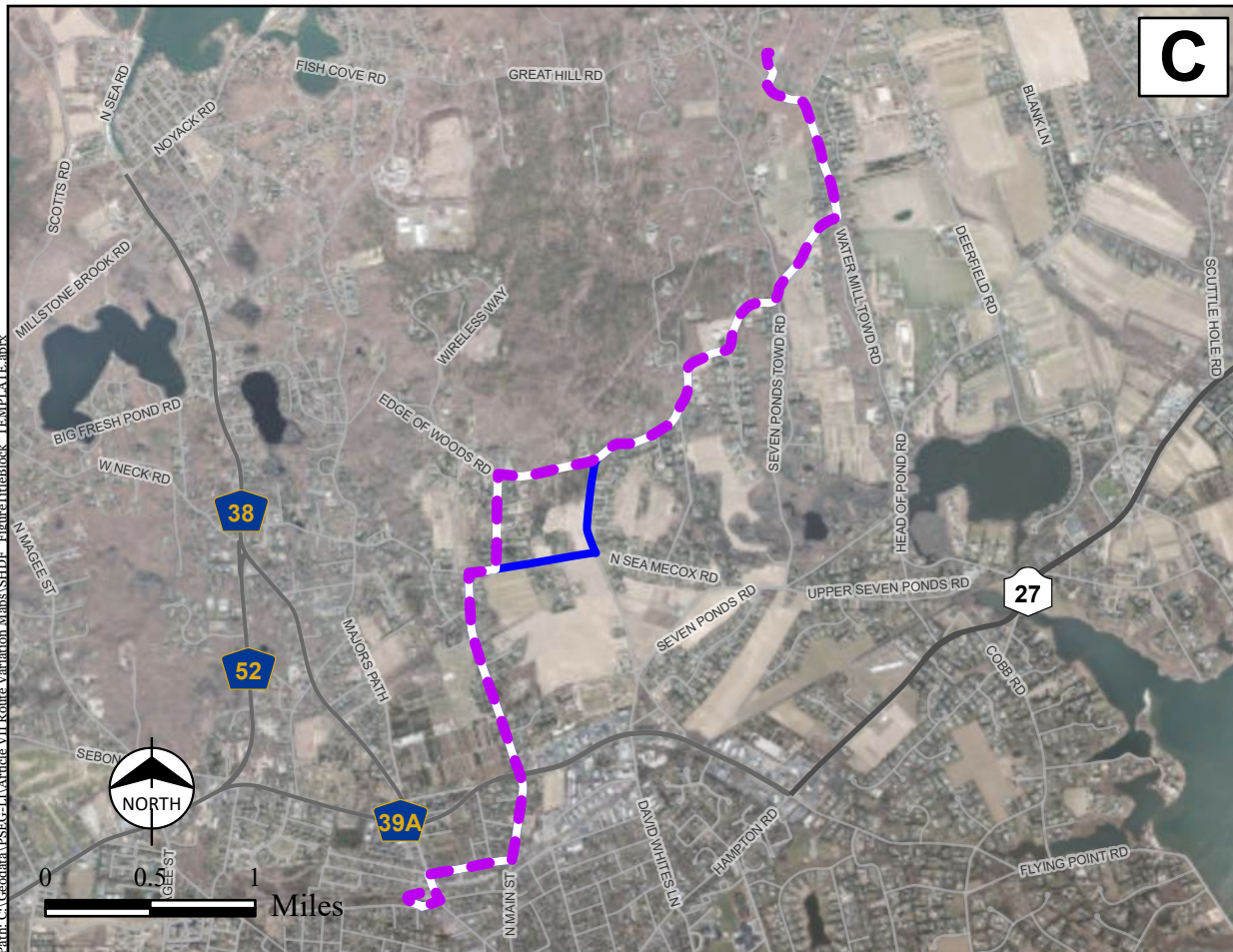
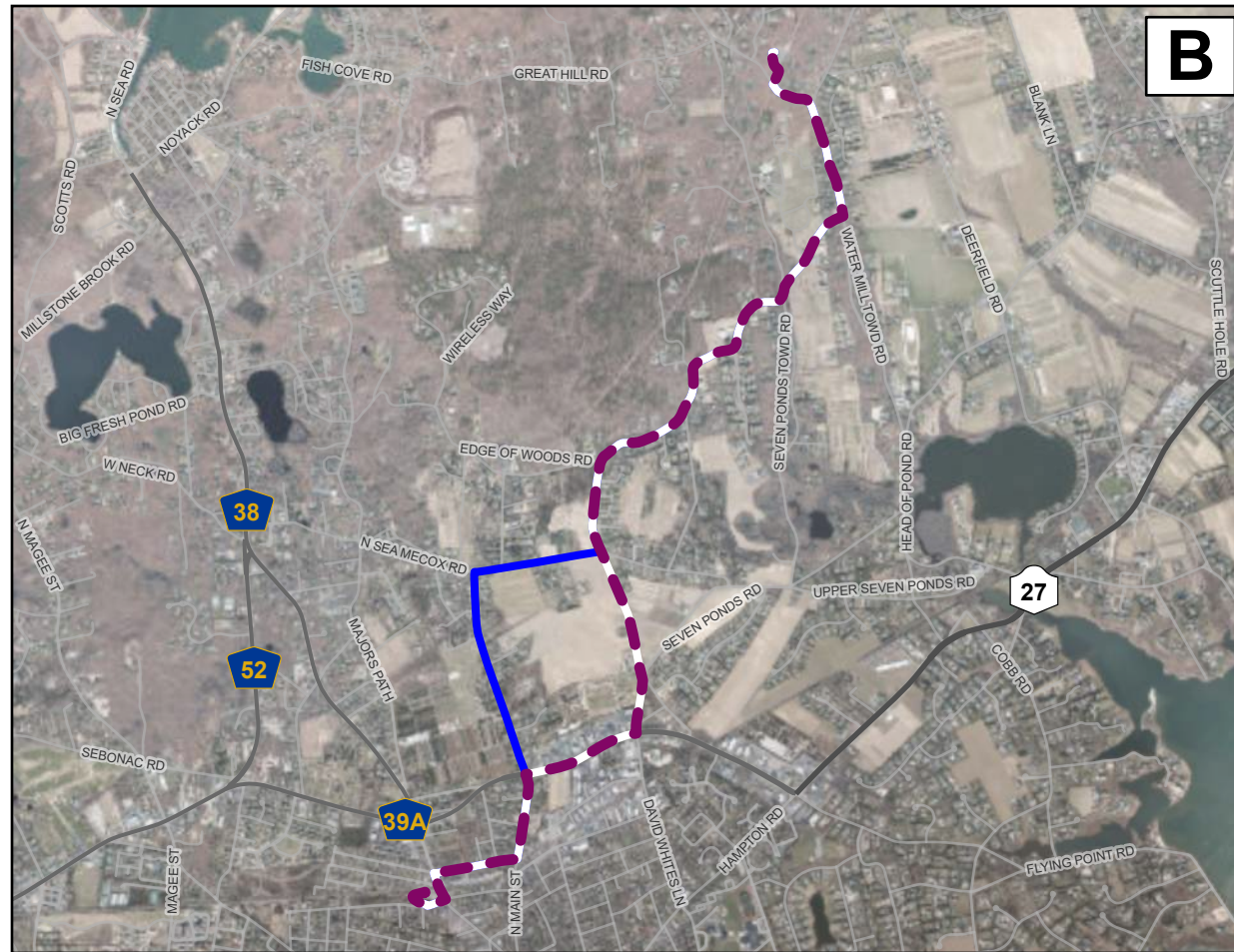
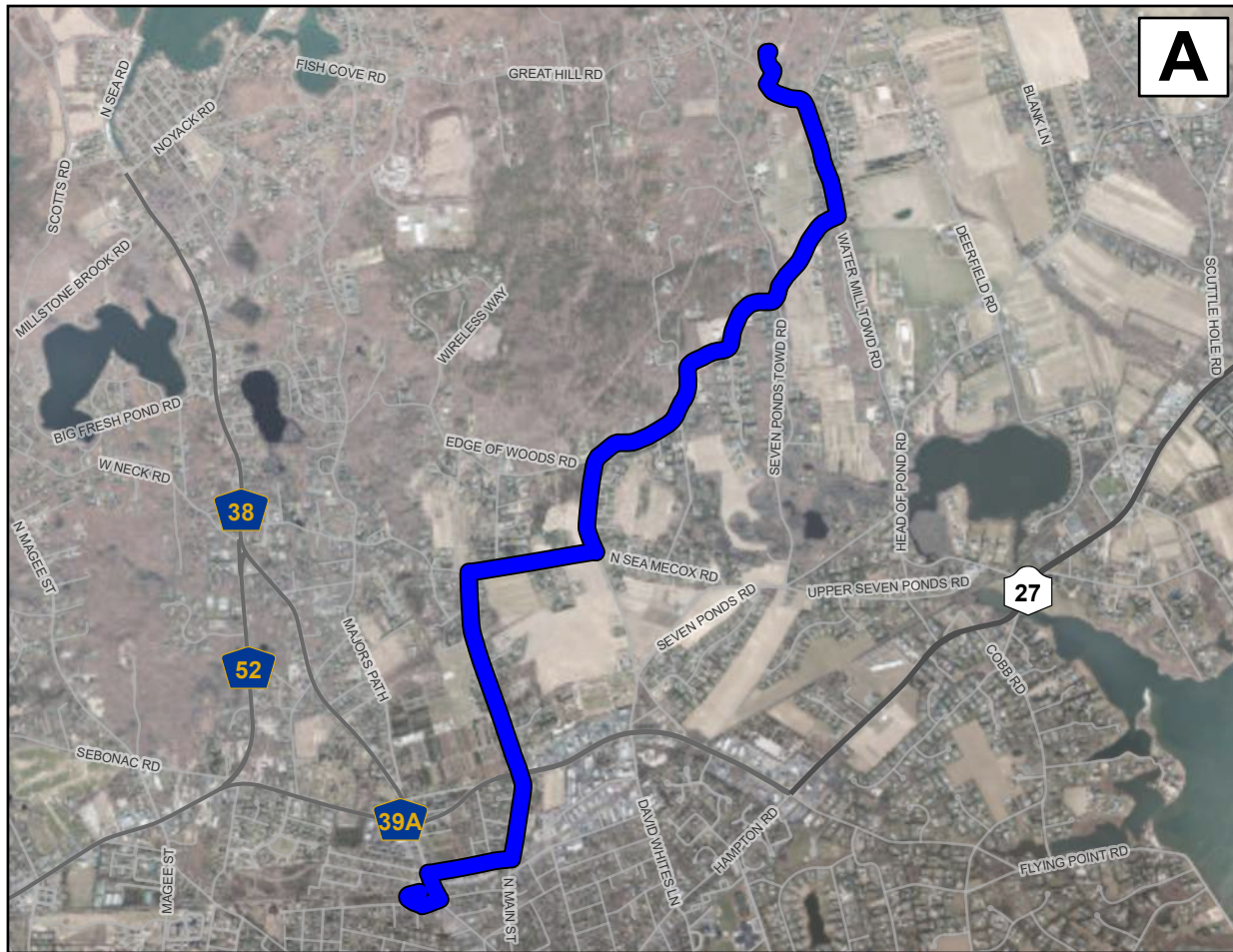
FIGURE NO. 3-2

PRELIMINARY - NOT FOR CONSTRUCTION

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 Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS

FIGURE 3-3

Proposed Route & Variations Route Map



Legend

- █ Proposed Route
- - - Variation 1
- - - Variation 2
- - - Variation 3
- Local Road
- State Route
- County Road

Sources:
 1. Proposed Route prepared by Burns & McDonnell, July 2023.
 2. State of New York Streets, 2023
 3. State of New York Orthoimagery, 2020



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Proposed Route &
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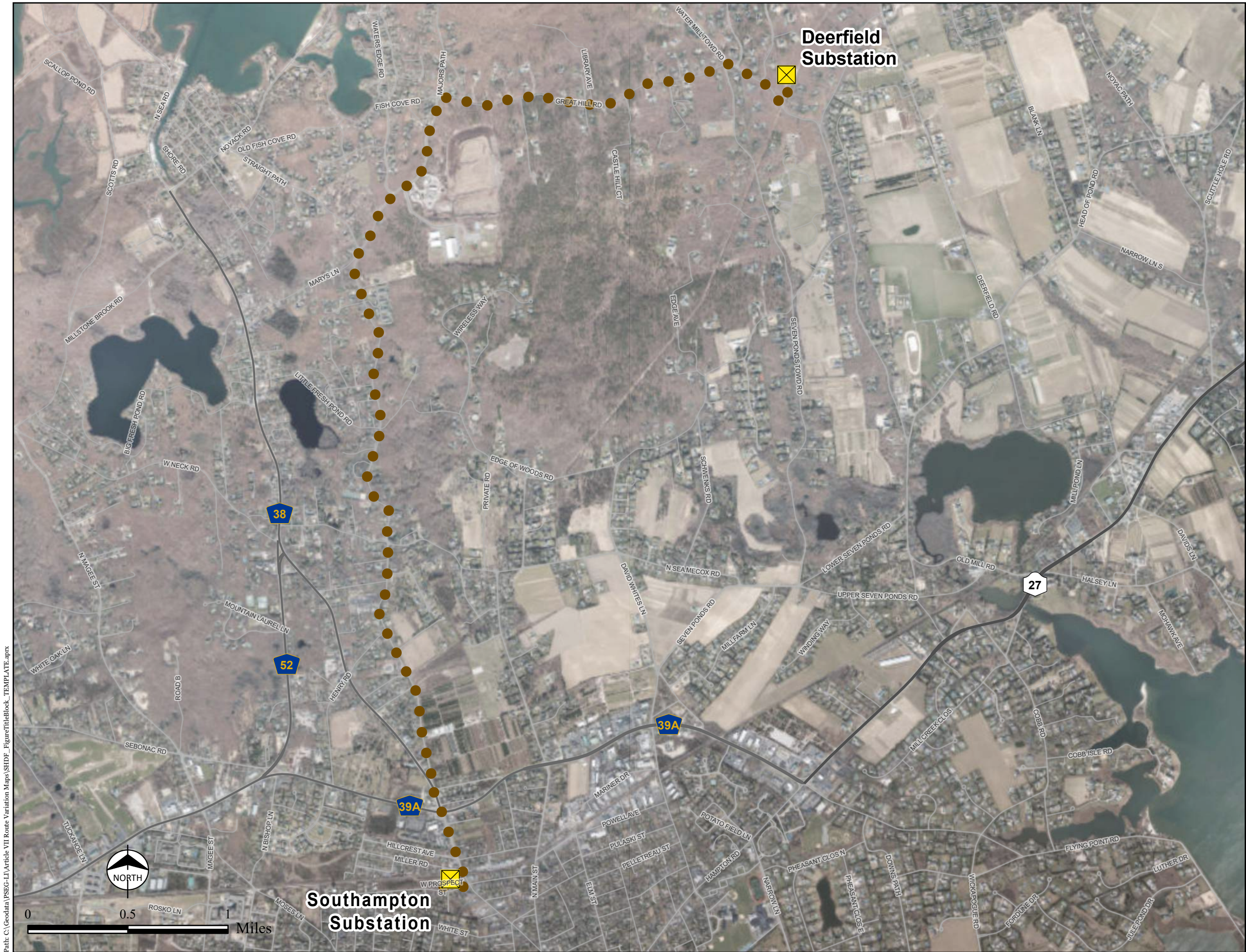


FIGURE NO. 3-3

PRELIMINARY - NOT FOR CONSTRUCTION

FIGURE 3-4

Western Alternative Route Map



- Legend**
- Existing Substation
 - Western Alternative
 - Local Road
 - State Route
 - County Route

Sources:
 1. Proposed Route prepared by Burns & McDonnell, July 2023.
 2. State of New York Streets, 2023
 3. State of New York Orthoimagery, 2020



PROJECT TITLE



**Southampton to Deerfield
 Transmission Project
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SHEET TITLE

**Western Alternative
 Route Map**

DATE 2/5/2024
 DRN. BY KC
 CHK. BY SH
 FIGURE NO. 3-4

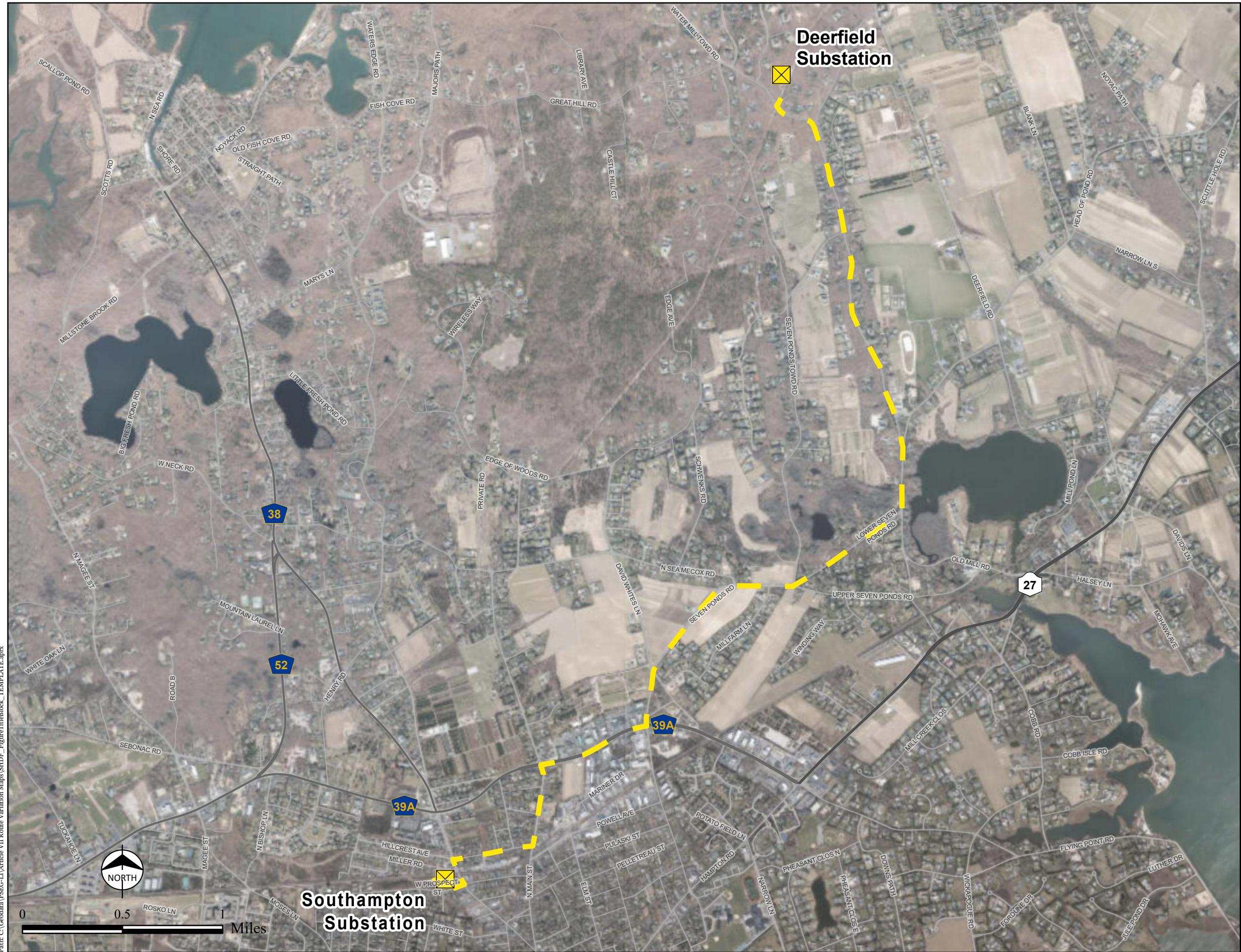







PRELIMINARY - NOT FOR CONSTRUCTION

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FIGURE 3-5

Eastern Alternative Route Map



- Legend**
-  Existing Substation
 -  Eastern Alternative
 -  Local Road
 -  State Route
 -  County Route

Sources:
 1. Proposed Route prepared by Burns & McDonnell, July 2023.
 2. State of New York Streets, 2023
 3. State of New York Orthoimagery, 2020



PROJECT TITLE



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

SHEET TITLE

**Eastern Alternative
 Route Map**

DATE 2/5/2024
 DRN. BY KC
 CHK. BY SH



FIGURE NO. 3-5

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