

LAMBERTVILLE STATION ALTERNATIVE ROUTE COMPARISON TO PROPOSED ROUTE

Table Appendix B-23 Evaluation and Comparison of the Proposed Route to the Lambertville Station Alternative Route (LL MP 1R3 – LL MP 1.7R3)		
Proposed Route	Alternative Route	Evaluation/Comparison
General Information		
Length: 0.66 miles	Length: 0.98 miles	The Alternative Route has a greater length by a factor of 1.5 and a greater construction cost than the Proposed Route by a factor of 1.6.
Collocated Length: 0.4 miles (u)	Collocated Length: 0.4 miles (r)	
Construction Cost: \$6,970,605	Construction Cost: \$12,050,510	
Construction Duration: 0.5 months	Construction Duration: 1 month	
Regulated Resource Impact: Wetlands		
Wetland Areas Crossed: 1	Wetland Areas Crossed: None	Little observed difference in anticipated impact.
Crossing Method: 1 open-cut	Crossing Method: N/A	
Impact: PEM Impact = < 0.01 acres	Impact: N/A	
Regulated Resource Impact: Waterbodies		
Waterbodies Crossed: 7	Waterbodies Crossed: 2	With the trenchless technology construction (bores) along the Proposed Route and the culverted access road, there is no observed difference in anticipated impacts to waterbodies.
Classification: 7 Alexauken Creek UNTs (FW2-TMC1)	Classification: 2 Alexauken Creek UNTs (FW2-TMC1)	
Crossing Method: 2 (FW2-TMC1) dry crossings 4 (FW2-TMC1) trenchless (bore) 1 (FW2-TMC1) access road (culverted)	Crossing Method: 2 (FW2-TMC1) dry crossings	
Regulated Resource Impact: T&E Species		
Habitat Mapping: Great Blue Heron (foraging) Northern Myotis (inactive sighting)	Habitat Mapping: Northern Myotis (inactive sighting)	The Proposed Route has the potential to impact one additional T&E species habitat.
Regulated Resource Impact: Cultural Resources^{1,2}		
Architectural Properties: 1 One historic district.	Architectural Properties: None	The Proposed Route impacts one more architectural property than the Alternative Route.
Archaeological Sites: None	Archaeological Sites: None	
Logistics: Traffic Impact		
Old 518 and Hewitt Road will be open-cut, causing a brief closure for one to two days. Local traffic has convenient detour options.	Construction of the pipeline within Route 179 (Old York Road), will require the closure of the roadway during pipeline construction activities. During the road closure, detours would be required.	Implementation of the Alternative Route roadway closure and detours would significantly increase project related traffic impacts during construction.
Logistics: Proximity to Structures and Residences³		
None	There are 2 residences and the West Amwell Township police station in close proximity to the Alternative Route workspace.	The Alternative Route has more potential to impact residences and structures.
Logistics: Emergency Services Impact		
None	Emergency services would be required to use detour routes during pipeline construction within the roadway. These detours would	Full or partial road closures associated with construction of the Alternative Route would adversely impact response times for emergency services on a localized basis.

	impact emergency services response times on a localized basis.	
Logistics: Impact to Places of Public Assembly		
None	The West Amwell Township police station's access to Route 179 will be closed-off during construction of this Alternative Route.	The Alternative Route would impact Route 179 access to the West Amwell police station during construction.
Logistics: Constructability		
None	The construction of the pipeline would require the removal and relocation of some utility poles and associated utility lines along the roadway portions of the Alternative Route.	The Alternative Route has greater constructability issues.
Conclusion		
<p>The Lambertville Station Alternative Route does not present a significant reduction in environmental consequences when compared with the Proposed Route. After taking into consideration its greater construction cost and its logistical limitations including anticipated community impacts and constructability, the Lambertville Station Alternative Route is dismissed as impracticable.</p> <p>PennEast strives to minimize locating the pipeline in areas prone to any amount of an increased operational risk as much as practicable. Implementing the alternative routes within the roadway would substantially increase the linear footage of the project within areas at an elevated operational risk for third-party damage. The probability of third-party excavator accidents, a major cause of natural gas transmission pipeline incidents over the past 20 years, is higher with pipelines located within roadways due to the higher frequency of excavation activities that increase the probability of accidental striking of the pipeline, such as the installation and maintenance of other subsurface infrastructure (e.g. water lines, fiber optic cables, sewers, etc.), building construction activities, and roadway resurfacing.</p>		
Legend: N/A – Not Applicable r – road		rr – railroad u – utility UNT – Unnamed Tributary
Notes:		
<p>1 Unless otherwise noted, includes only those resources listed on or determined eligible for listing on the National Register of Historic Places (NRHP). Sources: "Historic Districts of New Jersey" and "Historic Properties of New Jersey" datasets, 28 January 2019, available at http://njogis-newjersey.opendata.arcgis.com/datasets?q=historic; and/or recorded by AECOM on behalf of PennEast Pipeline Company, LLC, as of June 2019.</p> <p>2 Includes NRHP-eligible and/or listed archaeological sites as well as those that have not been evaluated for NRHP eligibility. Source: archaeological site locations on file at the New Jersey State Museum as of 12 March 2019; and/or recorded by AECOM on behalf of PennEast Pipeline Company, LLC, as of June 2019.</p> <p>3. Close Proximity - In terms of structures and residences is defined as within 50 feet of the workspace</p>		