

A. INTRODUCTION

This attachment assesses the potential for significant adverse impacts due to construction of the Proposed Action.

B. CONSTRUCTION SCHEDULE AND ACTIVITY

The construction of the Proposed Action will take a total of approximately 18 months. The typical work schedule for the Proposed Action would be from 7 AM to 6 PM, Monday to Friday. Work within state roads will be completed during work hours in accordance with the requirements of NYSDOT. Possible evening or weekend work may be scheduled as needed, particularly for work at major intersections. All evening and weekend work will be coordinated with local municipalities prior to commencement.

The Proposed Substation property currently is graded, covered in dolomite and surrounded by a chain-link fence. Construction of the Proposed Substation will require excavation of the property to install a grounding grid and foundation work for substation equipment. Site improvements will include installation of substation equipment and the control enclosure, an 8-foot-high perimeter security fence with a sliding access gate, and placement of additional dolomite within the equipment area, as needed.

Transmission pole installations and removals will require the removal of small amounts of vegetation at each location, followed by pole hole excavation, and then by the pouring of concrete pads for foundation poles, or installation of direct-embed poles. Once the concrete pads have cured for foundation poles, the poles will be installed by a crane, and then by the installation of all pole top attachments, including insulators and OH wire.

Construction of the UG distribution exit feeders will typically include the following activities: asphalt cutting and open trenching or horizontal directional drilling (HDD); conduit installation, manhole and splice vault installation; backfilling open trench or drill pit areas; and right-of-way restoration.

It is anticipated that approximately 1,120 cubic yards of soil generated from the Proposed Action will remain in excess and will be required to be transported off-site for disposal. All other soils will be re-used, unless deemed unsuitable. All excess generated soil will be transported off-site in accordance with applicable federal and state regulations.

C. ENVIRONMENTAL EFFECTS OF PROJECT CONSTRUCTION ACTIVITIES**TRAFFIC**

During the majority of the Proposed Substation construction work, there will be no impact on traffic given that much of the work will occur within the Proposed Substation property. Traffic will be temporarily impacted during the distribution exit feeder construction activities (including manhole

and splice vault installations, as well as pavement restoration activities), as work will occur within/along public roadways. For all distribution exit feeder activities, traffic will be managed in accordance with municipal road opening permits to ensure safe traffic flow. Work activities will be accommodated by partial lane closures/lane modifications to channel traffic appropriately, where needed. Flaggers will be deployed any time traffic needs to be regulated.

The Proposed Action will not require full road closures, with the exception of road crossings for the distribution exit feeder work across Hicksville Road (Route 107), where detours will be established. Work at these locations will be conducted during evening hours to the extent practical, to minimize traffic impacts, and has been coordinated with and approved by the local municipality. This work is expected to be completed in approximately three to four days.

Based on the relatively modest increases in vehicular trips, and anticipated coordination with the appropriate authorities and traffic control implementation in impacted areas, construction activities are not expected to result in any significant adverse impacts to traffic.

AIR QUALITY

Construction vehicles, worker vehicles and construction equipment, as well as dust generating construction activities, generate air pollutant emissions. Overall, the emissions generated during construction of the Proposed Action will be limited to the operation of construction equipment and vehicles during work hours. These emissions are typical of construction activities, and will be temporary in nature as they will be limited to construction operations, with no emissions to be generated after construction of the Proposed Action is complete. Since construction vehicles, worker vehicles and construction equipment are not expected to operate on a continuous basis during any day, any generated air emissions will not result in significant adverse impacts to air quality. Therefore, construction activities will not result in significant adverse impacts to air quality.

NOISE AND VIBRATION

Short term impacts to ambient or background noise levels and vibration levels may be experienced along the Proposed Action route from construction equipment operation, as well as from mobile sources (i.e., trucks and worker vehicles traveling to and from the Proposed Substation Property). These impacts, if any, will be temporary in nature and are typical for any utility construction project of this of this type. As such, no significant adverse noise or vibration impacts will occur as a result of construction activities.