

A. INTRODUCTION

This chapter provides a description of the anticipated construction activities for the Project, and examines the potential for construction-period impacts from the Project.

B. DESCRIPTION OF CONSTRUCTION ACTIVITIES

The construction of the Project is estimated to take approximately 12 months to complete. Construction is projected to begin in 2011 and be fully complete in 2012. Although detailed plans for construction are not yet available, preliminary information is described below. The phasing plans, and other details related to Project construction, will be further refined during the final design of the Project.

PHASE 1: CONSTRUCTION OF GARAGE AND ACCESS ROADWAYS

Phase 1 will last an estimated 6 to 7 months. Construction will begin with demolition of existing structures on the Project Site. Following demolition, the former shopping center site in the southwest corner of the site (1589 Straight Path) will be paved, to create a temporary commuter parking lot while the new garage is under construction. The new garage will be constructed in this phase. Near the end of this phase, the northern and southern access roads to the garage—the relocated Washington Avenue and Acorn Street—and the N. 9th Street Extension along the eastern boundary of the site will be constructed.

PHASE 2: CONSTRUCTION OF PLAZA AND ROADWAY NETWORK

Once the garage and Washington Avenue, Acorn Street, and the N. 9th Street Extension are completed, the garage will open to serve commuters using the LIRR Wyandanch station. Then, construction on the public plaza and remaining roadways through the site will occur. This phase is anticipated to last approximately 5 months. Off-site improvements to Straight Path, such as traffic signal changes and median reconstruction, will also most likely occur during this phase. Phase 2 activities will be coordinated with the construction of the sewer expansion project in downtown Wyandanch, which is anticipated to begin in the summer of 2010.

CONSTRUCTION HOURS

As required by the Town Code (Chapter 156, “Noise”), construction work will occur on weekdays between 7:00 AM and 8:00 PM. Some construction work could be required outside of those hours for particularly time-sensitive activities; when this occurs, the construction will be conducted in accordance with the Town Code, which requires a special variance for such work.

CONSTRUCTION STAGING

Construction staging areas, including construction worker parking areas, will be established close to the construction zone. During construction of Phase 1 (garage and access roadways), the staging area is likely to be adjacent to the garage site. During construction of Phase 2 (plaza and remaining roadways), the staging area or areas will likely be near the construction sites but will not interfere with operation of the garage.

MAINTENANCE AND PROTECTION OF TRAFFIC

A Maintenance and Protection of Traffic (MPT) Plan will be developed to address traffic conditions during construction. The MPT Plan will be used to ensure traffic on Straight Path is not significantly disrupted during work on that roadway. A minimum of one lane in each direction will be maintained at all times through the construction zone.

C. PROBABLE CONSTRUCTION-PERIOD EFFECTS

LAND USE AND ZONING, SOCIAL CONDITIONS, AND COMMUNITY CHARACTER

The Project's construction will not result in significant adverse impacts on land use, social conditions, or community character in the study area. Construction activities required for the Project could be disruptive to nearby uses because of the noise, dust, and increased trucking activity associated with construction. However, the Project Site is buffered from sensitive uses (such as residences or community facilities) on all sides, which will limit the disruption to any sensitive uses. At all times, parking for LIRR commuters will be maintained. At times this will be in temporary parking lots in the vicinity of the LIRR Wyandanch station, such that its operation will not be disrupted. Access to the industrial area that is east of the Project Site—including the businesses that use the Washington Avenue extension through the area where the new off-site street network is to be created—will also be maintained.

The Project will generate an additional 281 person-years of employment within New York State, bringing the total direct and generated jobs from the construction of the Project to 618 person-years. The Regional Input-Output Modeling System (RIMS II), developed by the U.S. Department of Commerce, Bureau of Economic Analysis, was used to estimate the direct and indirect employment that will result from construction of the Project. Based on the estimated construction cost for the Project, the direct construction employment is estimated at about 337 person-years of employment. (A person-year is the equivalent of one employee working full-time for 1 year.) In addition to direct employment, total employment resulting from construction expenditures will include jobs in business establishments providing goods and services to the contractors resulting indirect and generated employment.

HISTORIC RESOURCES

There are no historic resources on the Project Site or within the Area of Potential Effect. Thus, the Project's construction will not result in significant adverse impacts on historic resources.

URBAN DESIGN AND VISUAL RESOURCES

The Project's construction is not anticipated to result in significant adverse impacts on visual and aesthetic conditions on the Project Site or surrounding area. The demolition of existing

structures, the erection of fencing, and the equipment and activity on the Project Site will alter its visual character during construction. This change in the visual character of the Project Site will be temporary and as construction proceeds, the visual character of the Project Site will continually improve as the Project increasingly reflects its finished form.

TRANSPORTATION

The Project's construction is not anticipated to result in significant adverse impacts to vehicular or pedestrian traffic, transit operations, or parking in the area.

The LIRR and Suffolk County Transit will maintain train and bus service, respectively, in the vicinity of the Project Site throughout the construction period. No construction activities will affect the routing of buses or require interruption of bus service. No construction activities will require any changes to operations at the LIRR Wyandanch station or result in interruption of LIRR service.

The Project Sponsor, in cooperation with the Town of Babylon Department of Public Works and Suffolk County Department of Public Works, will develop and implement an MPT Plan to manage traffic operations throughout the construction period. As necessary, the MPT Plan will identify temporary parking regulations, detours, or other measures that will maintain vehicle circulation in the vicinity of the Project Site. With the MPT Plan in place, construction of the Project will not result in any long-term significant adverse impacts to vehicular or pedestrian circulation in the vicinity of the Project Site or in the larger study area.

Construction of the Project will result in the phased removal of the existing surface parking on the Project Site; however, temporary paved off-street replacement parking for commuters will be created and provided during the Project's entire construction period.

AIR QUALITY

The Project's construction will not result in significant adverse impacts on air quality. Air quality concerns on a construction site are related to fugitive dust and vehicular and/or equipment emissions. The primary source of fugitive dust emissions will occur during the demolition and earth moving phases of work. During demolition, as well as site grading, water applications will be used to ensure that visible emissions from demolition are minimized. Water may also be applied to construction roadways where truck traffic is anticipated to generate dust. With respect to mobile source emissions, unnecessary idling of trucks and equipment will be minimized.

NOISE

Construction-related noise impacts will be temporary and short term. Therefore, the Project's construction will not result in significant adverse impacts from increases in noise.

Increased noise levels will occur during construction of the Project. The specific increases will depend on the particular activities occurring, since the noise level depends on the noise characteristics of the equipment, as well as how many pieces of equipment are being operated at that time.

As noted earlier, construction work will comply with the noise requirements of the Town of Babylon's Town Code. As required by the code, construction will occur on weekdays between 7:00 AM and 8:00 PM. Some construction work could be required outside of those hours for

Wyandanch Intermodal Transit Facility

particularly time-sensitive activities; when this occurs, the construction will be conducted in accordance with the Town Code, which requires a special variance for such work.

Construction noise is also regulated by the U.S. Environmental Protection Agency's noise emission standards. These federal requirements mandate that specific construction equipment and motor vehicles meet specified noise emission standards.

INFRASTRUCTURE

The Project's construction will not result in significant adverse impacts on infrastructure and energy.

Utility services to each of the buildings proposed for demolition will be disconnected and removed in accordance with the corresponding utility company's regulations and procedures.

Construction equipment and construction activities will require energy sources. It is anticipated that this energy will be supplied by the local power grid, supplemented by on-site generators, as necessary. Construction vehicles will also demand energy sources for travel to and from the work site. However, the energy demand for construction of the Project is not expected to overburden the energy supplies within the region.

CONTAMINATED MATERIALS

The Project's construction will not result in significant adverse impacts from exposure to or release of regulated materials. The Phase I Environmental Site Assessment conducted for the Project Site identified the potential for environmental contamination resulting from prior activities on the Project Site and adjacent properties. Prior to construction of the Project, further environmental investigation (Phase II investigation and asbestos and lead paint surveys) will be conducted that may identify the need for further remedial activities. All demolition, excavation, and construction activities, including the removal and disposal of storage tanks, asbestos, contaminated soils and groundwater, and handling of lead-based paint, will be undertaken by licensed handlers in compliance with local, State, and federal regulations. Furthermore, all construction activities on the Project Site will be undertaken in accordance with a construction-specific Health and Safety Plan (HASP) that will specify measures to protect workers and the general public during construction of the Project.

NATURAL RESOURCES

The Project's construction will not result in significant adverse impacts on natural resources. Construction will involve clearing, grubbing, or disturbance of greater than one acre. Therefore, a New York State Department of Environmental Conservation (NYSDEC) General State Pollutant Discharge Elimination System (SPDES) Permit will be required for construction. As part of the permit process, a Storm Water Pollution Prevention Plan and an Erosion and Sediment Control Plan will be developed. These plans will identify procedures to be implemented for controlling and treating storm water from the Project Site and adjacent area during construction. *