



## Highway Work Plan

Case 18-T-0604

August 2021

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**South Fork  
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## Abbreviations

BMP	Best Management Practice
cm	centimeter
dBA	A-weighted decibel
DBH	diameter at breast height
DPS Staff	Department of Public Service Staff
EM&CP	Environmental Management and Construction Plan
ft	feet
HDD	horizontal directional drilling
HWPWP	Hazardous Waste and Petroleum Work Plan
in	inches
kV	kilovolt
lbs	pounds
LIPA	Long Island Power Authority
LIRR	Long Island Rail Road
LOD	Limit of Disturbance
m	meter
mm	millimeter
MPT	Maintenance and Protection of Traffic Plan
NLEB	Northern Long-eared Bat
NYCRR	New York Codes, Rules, and Regulations
NYS	New York State
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
P&P	Plan and Profile
ROW	right-of-way



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sf	square feet
SFEC	South Fork Export Cable
SFW	South Fork Wind, LLC
SWPPP	Stormwater Pollution Prevention Plan
TJB	Transition Joint Bay



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## 1.0 INTRODUCTION

South Fork Wind, LLC (SFW) will construct, operate, and maintain the South Fork Export Cable (SFEC) in support of the South Fork Wind Farm, which will be constructed 35 miles (30 nautical miles, 56 kilometers) east of Montauk Point. The SFEC will be an alternating current electric cable (138 kilovolts [kV]) that will extend from the South Fork Wind Farm in federal offshore waters to coastal New York State (NYS) waters and inland to the existing mainland electric grid in the Town of East Hampton, New York. This Highway Work Plan is part of the Environmental Management and Construction Plan (EM&CP) for the SFEC components subject to Article VII of the New York Public Service Law, including the following, hereafter referred to as “the Project”:

- SFEC-NYS: the submarine segment of the export cable buried beneath the seabed within state territorial waters from the boundary of NYS waters (3 nautical miles offshore) to a sea-to-shore transition vault located in the Town of East Hampton on Long Island, Suffolk County, New York. The SFEC-NYS includes the sea-to-shore transition via horizontal directional drilling (HDD).
- SFEC-Onshore: the terrestrial underground segment of the export cable from the sea-to-shore transition vault to the SFEC-Interconnection Facility where the SFEC will interconnect with the Long Island Power Authority (LIPA) electric transmission and distribution system in the Town of East Hampton, New York.
- SFEC-Interconnection Facility: a new onshore facility, primarily consisting of a transformer and a 69-kV interconnection cable that will connect to the 69-kV bus in the existing East Hampton Substation in the Town of East Hampton, New York.

The Highway Work Plan includes: (i) a schedule showing the sequence and duration of trenching, drilling and/or pipejacking, cable delivery and burial, backfilling, splicing, and testing; (ii) a traffic management plan; (iii) information regarding coordination with planned highway and bridge construction and repair projects; (iv) a map showing the location of: the trench with reference to the paved highway surface, lay down and mobilization areas, drilling and exit pits, and splicing locations; trench profile; (v) a plan for trench backfilling, marking and protection, and temporary covering; (vi) a plan for conducting trenching and cable laying in the vicinity of other underground utility lines, conduits and pipes; (vii) a Soil Handling and Erosion Control Plan, including a plan for the handling of contaminated materials; (viii) a Vegetation Management Plan; and, (ix) plan for minimizing construction-related noise and lighting impacts during the hours between 7:00 p.m. and 7:00 a.m.



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## 2.0 CONSTRUCTION SEQUENCING AND SCHEDULE

The construction sequence and duration of trenching, drilling and/or pipejacking, cable delivery and laying, backfilling, splicing, and testing is based on typical construction methods and equipment and will be coordinated with other construction and maintenance activities taking place at the same time and in the same vicinity by the Town of East Hampton, Trustees, and NYS Department of Transportation (NYSDOT).

### 2.1 CONSTRUCTION SEQUENCING

The general installation sequence for the SFEC located within Town of East Hampton and state public road rights-of-way (ROW) is as follows:

- SFEC-Onshore
  - Consultations with the Town of East Hampton Fire Department, Town of East Hampton Highway Department, and NYSDOT as applicable, for work within Town and State public road ROWs
  - Coordination of utility markouts with 811 Dig Safe prior to ground disturbing activities, initial site survey, and layout
  - Site preparation, including installation of erosion and sediment controls in accordance with the SWPPP included as Appendix F of the EM&CP and vegetation clearing in accordance with the Vegetation Management Plan included as Appendix E of the EM&CP
  - Saw cutting of pavement
  - Installation of Transition Joint Bay (TJB)
  - Installation of onshore splice vaults
  - Installation of the underground duct bank and temporary pavement patch
  - Cable delivery, installation, and splicing
  - Cable testing
  - Trench backfilling
  - Ongoing temporary road/pavement restoration throughout splice vault and duct bank installation
  - Permanent restoration of pavement and ground disturbances
  - Clean-up and equipment demobilization



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- Post-construction surveys (e.g., invasive species)
- Sea-To-Shore Transition
  - Coordination of utility markouts with 811 Dig Safe prior to all ground disturbing activities
  - Site preparation of the onshore HDD work zone and entry pit, including mobilization of equipment, vehicles, survey, pavement saw cutting, installation of sound wall and perimeter fencing, and offshore vessels
  - The sound wall (also referred to as noise barrier) will be installed before beginning work at the HDD entry.
  - HDD drilling operations
  - Cable pull-in through HDD to onshore TJB
  - Upon completion of pull-in, instal remainder of cable on designed cable-route using either simultaneous lay and burial or pre-lay and post-burial processes
  - Grouting of the HDD conduit
  - Onshore cable burial between HDD entry pit and TJB
  - Clean-up and restoration
  - Equipment demobilization

## 2.2 CONSTRUCTION SCHEDULING

For purposes of the Project, Commencement of Construction is defined as: “the beginning of tree clearing, site clearing, ground disturbance, site preparation, and grading activities related to installation of the Project. Commencement of Construction does not include soils or groundwater testing, surveying (such as geotechnical drilling) and similar pre-construction activities to determine the adequacy of the site for construction and the preparation of filings pursuant to [the] Certificate.” Commencement of Construction also does not include other activities, such as limited staging and limited tree cutting, that are required to perform such pre-construction activities.

Prior to commencing construction, SFW will obtain additional necessary permits (e.g., highway work permits and State Pollutant Discharge Elimination System permit), provide necessary notifications (as detailed in Section 6, *Community Relations*, of the EM&CP Main Narrative), finalize contracts with vendors and fabrication and installation contractors, and finalize mobilization plans and arrangements at port facilities to support Project activities. At least 14 days prior to the start of construction, SFW will hold a preconstruction meeting and conduct environmental and safety training. An agenda, location, and invitation list will be agreed upon among NYS Department of Public Service Staff (DPS Staff), the Town, the Trustees, and SFW. SFW will consult with NYS Department of Environmental Conservation (NYSDEC) prior to finalizing



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the date of the meeting. SFW will provide notice of the meeting to invitees at least 10 days prior to the preconstruction meeting date.

Table 1 reflects SFW’s anticipated construction sequencing schedule with expected durations for each Project component, exclusive of both pre-construction surveying/staking and restoration activities. The preliminary schedule presented in Table 1 is based on several factors, including the anticipated time when permits are received, regulatory time-of-year restrictions, environmental conditions, and planning, construction, and installation logistics. Additional details regarding construction sequencing and description of work for the Project components is include in Section 7, *Standard Construction Practices*, of the EM&CP.

**Table 1. Construction Schedule**

Milestone	Expected Duration <sup>a</sup>	Expected Timeframe <sup>b</sup>
<b>SFEC-Interconnection Facility and SFEC-Onshore</b>		
Pre-construction Surveying and Staking	2–4 months	2021–2022
Vegetation Management	2–3 months	2021–2022 <sup>c</sup>
Erosion & Sediment Control (installation)	2–4 months	2022–2023
Earthwork/Grading	2–4 months	2022
Construction	16-20months	2022–2023
Finalize Grading and Landscaping	2–4 months	2022–2023
Restoration Activities (Revegetation and Paving)	3–6 months	2023–2024

Notes:

<sup>a</sup> Note that work may not take place during the entire allowed work duration window. The work will occur in segments as it progresses and SFW will diligently pursue completion of work within Town-owned roads within 9 to 12 months as stated in the Certificate.

<sup>b</sup> Expected timeframes assume construction will commence in January 2022.

<sup>c</sup> Expected to occur between December 1 and February 28 to avoid impacts to Northern Long-Eared Bat.

Some construction activities will be restricted to specified work windows to minimize potential impacts to residents, tourists, businesses, environmental resources, and ongoing marine uses. These work windows include:

- Construction and maintenance work along the SFEC-Onshore route (not including work on the SFEC-Interconnection Facility or work within the Long Island Rail Road (LIRR) ROW) will be confined to the period beginning October 1 and ending on, but inclusive of, April 30 of the succeeding calendar year. Notwithstanding the foregoing, if SFW expects to complete HDD construction work by May 15 of the current calendar year, SFW is authorized to continue HDD construction work in the HDD Work Zone through May 15 provided that SFW complies with the requirements of Certificate Condition 69.
- All ground disturbing construction activity for the SFEC-Onshore along the public road ROWs will take place during the period beginning on or after October 1 and ending on or before April 30. However, accessing the vault manholes associated with the SFEC-Onshore cable for purposes of





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cable installation, testing, repair, splicing, hook-up, or energization will not be considered ground-disturbing activities.

- Drilling operations associated with HDD will be confined to beginning November 1 and ending on, but inclusive of, April 30 of the succeeding year. Between November 1 and November 15, SFW will be authorized to position and anchor vessels to be used in connection with HDD drilling operations; however, the in-water punch-out will not occur prior to November 15.
- No construction or maintenance activities will occur within 500 feet (ft) (152 meters [m]) of the southern edge of the beach/pavement boundary between April 1 and November 1. However, SFW has committed to not perform any construction or maintenance activities within this buffer at any time.
- Tree-clearing activities will be limited to between December 1 and February 28 to avoid potential impacts to the Northern Long-Eared Bat (NLEB). If any proposed clearing activities are performed outside this window, roosting tree surveys will be conducted in accordance with the Roosting Tree Survey Plan and the NLEB Monitoring and Impact Minimization Plan, which are included in Section 4, *Onshore Environmental Protection and Mitigation*, of the EM&CP.
- Restoration work will be performed between October 1 and April 30. No restoration activities will take place between May 1 and September 30 of any year unless a letter of acceptance from the Town of East Hampton for modification of the timeframe is filed with the Secretary.
- Construction activities will be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday, except construction activity in connection with HDD, cable pulling and laying, cable joint splicing, and other activities reasonably necessary to comply with NYS DOT restrictions on daytime construction in or along roadways or public access areas. This restriction will not require the cessation of construction activities that require a continuous work effort once started.
- Deliveries related to construction activities will take place between 7:00 a.m. to 7:00 p.m., except for cable or other oversized deliveries. Nighttime deliveries are not prohibited if reasonably necessary to facilitate compliance with NYS DOT restrictions on daytime construction in or along roadways or public access areas or to require the cessation of construction activities that require a continuous work effort once started.

If modification of a construction window is required, SFW will consult with the NYSDEC, NYS Department of State, DPS Staff, the Town, and Trustees prior to filing a petition with the DPS Staff for the modification. The petition will describe the consultation efforts and results and will include a request for a 30-day public comment period.



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### 3.0 TRAFFIC MANAGEMENT PLAN

This section describes how SFW and its Contractors will incorporate operational procedures to minimize traffic impacts during construction of the SFEC. Additional guidance on traffic management schemes, including detour routes and construction access schemes is located in the Maintenance and Protection of Traffic (MPT) plans, included as Appendix D of the EM&CP. The Traffic Management Plan information below pertains to all onshore components of the Project that may impact traffic within Town and state public roadway ROWs.

The SFEC-Onshore will be located within Town of East Hampton and NYSDOT owned roadways, with the exception of the LIRR ROW portion. The SFEC-Onshore route will extend north along Beach Lane to Wainscott Main Street and then turn east. From Wainscott Main Street the cable will turn and head north along Sayre's Path and then onto Wainscott Stone Road where it will head east. From Wainscott Stone Road, the SFEC-Onshore will turn north on Wainscott Northwest Road, continue north across the Montauk Highway/State Route 27 to the LIRR ROW. At this point, the route will enter the LIRR ROW and continue east to the point of interconnection at the existing East Hampton Substation.

#### 3.1 HDD WORK ZONE

The HDD Work Zone at the southern end of Beach Lane will be set up approximately 550 ft (168 m) from Wainscott Beach at the southern terminus of Beach Lane and stretch north for approximately 600 ft (183 m). The Beach Lane ROW is 49.5 ft (15 m) wide and the existing paved roadway width is approximately 19 ft (6 m). The work area will occupy up to 39 ft (12 m) of the available ROW width including the entirety of the existing roadway.

A temporary access road will be constructed to a minimum 10-ft (3-m) width throughout its length, approximately 600 ft (183 m), along the west side of the work area for the HDD operation on Beach Lane and will be constructed to accommodate all users, including emergency vehicles, delivery trucks/vans, bicycles, pedestrians and passenger vehicles. The HDD Work Zone is anticipated to be occupied full time for approximately 6 months. Construction at the HDD Work Zone will utilize a flagger operation with one lane of alternating traffic through the work zone in accordance with the Certificate. Flaggers will be present at the HDD Work Zone to assist in guiding all users through the work area at all times. Flaggers will advise bicyclists and pedestrians when to proceed through the work zone. Vehicular traffic will be stopped in all directions, if necessary, to allow for safe passage of pedestrians and bicyclists through the work zone, particularly when they are present in the 10-ft (3-m) temporary roadway sections. Advance warning signage will be placed on approaches to the work zone to provide guidance to road users. Based on the characteristics of Beach Lane, the use of flaggers and advance signage is anticipated to adequately mitigate potential conflicts for all road users within the work zone.

No stopping will be permitted along the temporary roadway to allow continued flow of traffic. Due to the low volume, residential nature of Beach Lane, traffic control through the work zone will be passive with signage being provided along Beach Lane in advance of the work zone to alert all road users of the shared temporary access road and establish northbound traffic having priority over southbound traffic and non-



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motorized road users taking preference over vehicular traffic. The temporary roadway will be designed to accommodate all modes of road users including pedestrians and bicyclists. Access to Wainscott Beach and all properties along Beach Lane will be maintained for the duration of the Project, as illustrated in the HDD Work Plan (Appendix C of the EM&CP).

Construction vehicle traffic will reach the HDD Work Zone from the Project staging areas. Construction workers will arrive at the staging areas and be shuttled to and from the HDD Work Zone to reduce parking needs, if necessary. It is assumed construction vehicles departing from the laydown yard or some other origin, will approach the site utilizing Montauk Highway/State Route 27 to Beach Lane. At Beach Lane, large construction vehicles will generally be required to back down Beach Lane to the HDD Work Zone (approximately 0.5 miles [0.8 kilometers]). Construction vehicles backing down Beach Lane will be required to have a flagger/spotter or police presence on the ground directing traffic to avoid conflicts with other road users from Wainscott Main Street south to the HDD Work Zone.

### 3.2 TOWN OF EAST HAMPTON OWNED ROADWAYS

The SFEC-Onshore will be constructed via an open cut trench method. Along the route, the vault locations and ducts connecting the vaults will be situated to avoid utility conflicts and limit traffic impacts. There is the potential for short-term road closures along Town of East Hampton owned roadways to accommodate vault installation and brief road closures for staging of construction vehicles. For the short-term road closures, detour routes will be implemented with appropriate signage in accordance with the previously mentioned MPT plans. The layout and design are intended to allow for a minimum of one lane 10 ft (3 m) wide for traffic to traverse the work area at all times. Flaggers will be required at either end of the work area and intermediary points (cross streets, driveways, etc.) as required to safely move vehicles and other road users through the work zone.

The number of construction vehicles required during a typical workday during open cut trench operations can vary depending on the location and the work to be performed. The intent will be to minimize construction traffic throughout the Project. While no construction vehicles are anticipated to be legally oversized, if a vehicle is oversized, all applicable procedures will be followed. Construction vehicle traffic to and from the work area will be coordinated to minimize queuing of construction vehicles in the general vicinity of the Project. Construction workers will arrive at the staging areas and be shuttled to and from the SFEC-Onshore work areas to reduce construction vehicle traffic and minimize parking issues.

Along the LIRR ROW, the route will traverse three road crossings. The cable will cross Daniels Hole Road, Steven Hands Path, and Buckskill Road before reaching the SFEC-Interconnection Facility located on the southwest corner of the LIRR and Cove Hollow Road. At approaches for each of the road crossings, construction access points will be clearly delineated with signage to guide construction vehicles and advise other road users of active construction access points. As with the linear construction, road crossings will maintain a minimum 10 ft (3 m) wide, one-way travel lane with flaggers. It is anticipated that during vault installations in the vicinity of the LIRR crossings, short term road closures with detours may be required. Should road closures be required, detour routing with appropriate signage will be implemented in accordance with the MPT Plans included as Appendix D of the EM&CP.



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During non-working hours, steel road plates will be permitted to be temporarily placed for crossings of open excavations, so long as they are constructed flush with the adjacent roadway (in accordance with Certificate Condition 130.b) or, if protruding from the adjacent pavement, temporary asphalt ramps are placed prior to a significant snow event. Additionally, when routing construction vehicles, special consideration will be given to the Daniels Hole Road and Stephen Hands Path bridge crossings over the LIRR, which have existing overpasses below standard bridge dimensions that could potentially cause access issues for larger vehicles. Construction vehicle access points along the LIRR ROW will be clearly marked to alert other road users to the access and sight lines must be maximized to allow for optimum visibility of vehicles entering and exiting the construction access driveways.

### 3.3 MONTAUK HIGHWAY CROSSING

The cable will cross Montauk Highway/State Route 27 as it travels north towards the LIRR ROW along Wainscott Northwest Road. Montauk Highway is owned and maintained by the NYSDOT. Work within the NYSDOT ROW will conform to applicable permits, which will be obtained prior to commencing work. The crossing is anticipated to be an open cut trench across Montauk Highway. Night work is permitted within this section of the NYSDOT ROW. Steel plates will be permitted, weather permitting, to allow for traffic to flow unimpeded during non-working hours between April 1 and November 15. Temporary variable message signs will be erected in advance of construction on Montauk Highway and alert travelers to scheduled and/or current road work within the NYSDOT ROW related to the Project.

During working hours, a minimum of one lane of traffic in each direction on Montauk Highway will be maintained. No lane closures will be permitted and SFW will not work on both sides of the roadway in the same area at the same time. Work zone traffic control plans will be implemented in accordance with the NYSDOT permit and the MPT Plans included in Appendix D of the EM&CP. Traffic on Wainscott Northwest Road may be reduced to one lane to accommodate duct bank installation. The existing intersection is controlled by a traffic signal with in-road loops on the Wainscott Northwest Road northbound and southbound approaches. It is anticipated that the traffic signal will remain operational during construction in “recall” mode, or as otherwise requested by the NYSDOT, with full restoration of in-road traffic signal loops at the completion of the duct bank installation at that location. **A detour scheme was developed as part of the MPT plans for a potential full night closure of Montauk Highway at Wainscott Northwest Road to expedite construction times. Utilization of the full closure scheme will require advanced coordination and approval by NYSDOT.**

Staging and contractor activities within the NYSDOT ROW are subject to the requirements of the Utility Work Permit required in advance of commencing work at the Montauk Highway crossing.

Unless otherwise approved by the NYSDOT, SFW will abide by the following traffic restrictions in NYSDOT-owned highway ROW:

- Traffic will be shifted as necessary to maintain one 12-ft (3.7 m) lane in each direction.
- Unless otherwise permitted by the NYSDOT issued Highway Work Permit, no lane shifts will be allowed on weekends and on the following days:



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- from noon on the Friday before Memorial Day through Labor Day
- Veterans Day
- from noon the day before Thanksgiving Day through the Sunday following Thanksgiving Day
- the day before Christmas and Christmas Day
- the day before New Year's and New Year's Day
- Within the following areas where on-street parking and/or traffic signals exist, lane shifts will be permitted between 10:00 p.m. and 6:00 a.m.:
  - 400 ft (122 m) west of Sagg Road to 1,500 ft (457 m) west of Town Line Road (south)
  - 600 ft (183 m) west of Wainscott northwest road to 200 ft (61 m) east of Wainscott Stone Road
- At all other locations, lane shifts will be permitted between 10:00 a.m. and 3:00 p.m.

### 3.4 EXISTING EAST HAMPTON SUBSTATION

The SFEC-Onshore terminates at the existing East Hampton Substation property located on the southwest corner of the LIRR ROW and Cove Hollow Road in East Hampton. Construction access to the site will utilize an existing site driveway on the west side of Cove Hollow Road just south of the LIRR crossing. Construction vehicle traffic to and from the work area will be coordinated to minimize queuing of construction vehicles in the general vicinity of the Project. The SFEC-Interconnection Facility site will allow for minimal on-site construction parking and construction workers will be shuttled from off-site. Construction workers will be required to congregate at the laydown yards at the beginning of the workday and will be shuttled to and from the work site to reduce construction vehicle traffic and parking issues.

Construction vehicle access points will be clearly marked to alert other road users to the access. Most construction traffic will not be able to utilize Cove Hollow Road north of the substation property as the existing overhead bridged railroad crossing has a posted height of 8 ft, 5 inches (in) (2.6 m). As a result, construction vehicles will need to access the site from State Route 27 to the south.

### 3.5 EMERGENCY VEHICLE ACCESS

Emergency vehicle access will be maintained on all roadways during Project construction. Emergency response departments will be regularly advised of active construction zones, including time and duration of road closures. During road closures, provisions will be made to accommodate potential emergency response scenarios. A minimum 10-ft (3-m) one-way travel lane will be maintained through the duration of the Project, except as needed for delivery and installation of the sea-to-shore transition vault. With the exception of the HDD Work Zone on Beach Lane, travel lanes will be reopened to traffic during non-working hours. Local emergency departments will be advised of lane closures and detours throughout construction.



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### 3.6 ABUTTER ACCESS

Access to properties adjacent to Project work areas will be maintained at all times. Short-term temporary access restrictions will be coordinated with the affected property owner. Short travel delays may be experienced by residents and road users due to flagger activities and/or conflicting traffic on temporary roadways or at construction access points. Additionally, properties with multiple access points may be restricted to a reduced number of access points depending on the work being performed. Additional detail for abutter access is provided in the attached MPT Plans, included as Appendix D of the EM&CP. Access to the farm stand on the southeast corner of Beach Lane and Wainscott Main Street will be maintained for the duration of the Project.

### 3.7 TEMPORARY SIGNAGE

The following signage details are included within Appendix D – MPT Plans as they relate to onshore construction:

- Signs at or near intersections will be placed so that they do not obstruct a motorist's line of sight.
- All warning and regulatory signs will be posted on the right side of the active travel lane, unless otherwise authorized by the Project Manager.
- The final locations of signs are subject to approval of the Project Manager.
- The dimensions of work zone traffic control signs are described in the national Manual of Uniform Traffic Control Devices (MUTCD) and NYS Supplement. Any changes to the dimensions will be approved by the regional director by his or her designee.
- The NYR9-12 sign may be used in place of the NYR9-11 sign as identified in the NYS Supplement to the MUTCD.
- All sign colors will be per NYSDOT standard sheet 619-12 color code and color code table unless otherwise noted. Sign sizes will be sized for a conventional roadway except those noted for Montauk Highway/State Route 27.
- Temporary construction signs will not be posted on existing utility poles but will be erected on their own post.
- Signs mounted at locations of limited shoulder will not conflict with moving traffic.
- The location of temporary arrow boards will be field adjusted to comply as closely as possible to NYSDOT standard sheets.
- Prior to nighttime operations and whenever there is on-street parking within the work zone, signs will be posted and spaced every 200 ft (61 m) through the work zone that states: "No parking 10:00 p.m. to 6:00 a.m." Flyers will be distributed to all businesses and residents along the work zone at least 72 hours before the implementation of the parking restrictions. Existing parking signs within the work



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zone, which are conflicting with the nighttime construction parking restrictions, will be covered completely with an opaque material.

### **3.8 COORDINATION WITH OTHER PROJECTS**

SFW will regularly coordinate with the Town of East Hampton and NYSDOT on the Project, including discussions regarding any ongoing or future projects in the vicinity of the SFEC.



## 4.0 TRENCHING, CABLE LAYING, AND RELATED ACTIVITIES

### 4.1 MAPS AND TRENCH PROFILE

The SFEC-Onshore Plan and Profile (P&P) drawings (Appendix A to the EM&CP), and the HDD Work Plan drawings (Attachment A of Appendix C to the EM&CP), depict the locations and profile of the trench within Town and state public ROWs, laydown areas, drilling and exit pits, and splicing locations.

### 4.2 TRENCH BACKFILLING, MARKING AND PROTECTION, AND TEMPORARY COVERING

Generally, the duct bank trench will be excavated and the duct bank will be buried to the design depths as shown on the P&P drawings (Appendix A of the EM&CP). The Limit of Disturbance (LOD) as depicted on the P&P drawings will contain all construction activities. The LOD defines the authorized limit of all construction activity and soil disturbance. This limit confines all activities including access, parking of vehicles and staging of construction materials. Disturbance beyond the paved highway surface is expected to be temporary and will be restored in accordance with State Pollutant Discharge Elimination System General Permit GP-0-20-001 requirements. As there is no space for stockpiling spoil along the route, spoils will be loaded directly into dump trucks and hauled to the laydown areas or to a disposal facility.

During non-working hours, steel road plates will be permitted to be temporarily placed for crossings of open excavations, so long as they are constructed flush with the adjacent roadway (in accordance with the Certificate).

Conduits installed will be strapped together to form a duct bundle. Marking tape will be placed above the conduit bundle as a warning in case of future excavation. Backfill for the trench may include imported fluidized thermal backfill (controlled low-strength material composed of stone, sand, fluidizing agents and cement specifically designed to dissipate heat), concrete (including thermal concrete around the duct bank and/or other mix designs), flow fill (in its various forms/mix designs), and processed aggregate (usually a mix of stone and/or sand that is easy to compact). These materials will be provided by approved ready-mix concrete facilities.

Once backfilled, trenched areas will be restored to pre-construction condition, or better. Excavations that extend into pavement subgrade, subbase or shoulder courses will be replaced in kind. See the P&P drawings (Appendix A to the EM&CP) for backfill and restoration details.

### 4.3 TRENCHING AND CABLE LAYING IN THE VICINITY OF UNDERGROUND UTILITY LINES, CONDUITS, AND PIPES

The SFEC-Onshore cable route has been investigated for known utility crossings. Utility information was compiled from record drawings and field collection. Existing utilities in the area and their locations are shown on the P&P drawings (Appendix A of the EM&CP).





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Prior to all ground disturbing activities, initial site survey, and layout, SFW will coordinate mark-outs of existing, known utilities on the pavement with 811 Dig Safe. Such coordination notifications will be provided at least 2 but not more than 10 working days before the commencement date of the excavation or demolition, exclusive of the date of the call. During the Project, the One- Call requirements will be adhered to, and One-Call tickets will be updated every 10 days.

As work crews approach the marked utilities, soft-dig techniques may be used. Depending on the conditions and the utility involved, soft-dig techniques could consist of hand digging, vacuum excavation, and/or tooth-less bucket excavation. An excavation spotter will be present at all times during excavation procedures to provide a second set of eyes of on all digging operations. In addition, existing utilities will be pot-holed prior to construction to verify their depth and location. Once the conduit is installed, care will be taken while backfilling around the utility to prevent damage.

Vibration monitoring and/or other surveys will not occur on adjacent properties or off right-of-way (ROW) areas. However, vibration monitoring will be conducted along the LIRR ROW in accordance with requirements of the LIRR.



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### 5.0 SOIL HANDLING AND EROSION CONTROL PLAN

This Soil Handling and Erosion Control Plan is also included within the SWPPP included as Appendix F of the EM&CP. Plans for handling contaminated materials are also discussed in the Final Hazardous Waste and Petroleum Work Plan (HWPWP), included as Appendix H to the EM&CP.

Anticipated locations for the temporary erosion and sediment control Best Management Practices (BMPs) are shown on the EM&CP Plan & Profile drawings (Appendix A of the EM&CP). Proposed erosion and sediment control BMPs are to be used on the Project during construction until final stabilization is achieved. Final stabilization means that all soil disturbance activities have ceased and a uniform, perennial vegetative cover with a density of 80 percent over the entire pervious surface has been established; or other equivalent stabilization measures, such as permanent landscape mulches, rock rip-rap or washed/crushed stone have been applied on all disturbed areas that are not covered by permanent structures, concrete or pavement. Proposed erosion and sediment control BMPs and permanent stormwater control measures were designed in accordance with the NYS Standards and Specifications for Erosion and Sediment Control (Blue Book, November 2016) and GP-0-20-001, Effective Date January 29, 2020.

#### 5.1 POTENTIAL IMPACTS FROM STORMWATER CONTAMINATION

The following general operations could introduce pollutants impacting stormwater during construction and, therefore, are subject to the requirements of the SWPPP. This includes all areas of land disturbed either through excavation or material storage.

- Construction Site Access: Vehicles leaving the site can track soil onto public ROWs.
- Tree Clearing: Removal of brush and trees exposes underlying vegetation and soils to direct precipitation, which can lead to erosion.
- Excavation and Grading Operations: Exposed soils have the potential for erosion and transport of sediment to off-site areas.
- Materials Management: Stockpiled spoils and excavated hazardous materials can collect in stormwater runoff and be deposited in wetlands, waterways, public roadways, storm drain inlets, or other resources.
- Movement of Equipment: The continuous movement of construction vehicles can create long swaths of soils disturbance, in particular rutting, especially on softer ground surfaces. When rutting occurs on grades steeper than 2 percent, erosion and sedimentation is often an adverse effect.
- Fugitive Dust: Dust generated by construction vehicles can be deposited in wetlands, adjacent properties, and waterways.
- Dewatering Procedures: Groundwater pumped from excavations can lead to soil erosion and sediment or hazardous waste discharge to environmental resources.



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- **Construction Vehicles:** Refueling of vehicles may spill or drip gasoline and/or diesel fuel onto the ground. On-site maintenance of excavating equipment may drip hydraulic fluid, lubricants, and/or antifreeze onto the ground.
- **Concrete Washout:** Highly alkaline wash water from the cleaning of chutes, mixers, hoppers, vibrators, placing equipment, trowels, and screeds.
- **Solid Waste Management Practices:** Typical construction projects often generate significant quantities of solid waste, much of which on the Project is expected to be in the form of material wrappings, personnel-generated trash, and waste and construction debris.
- **Laydown/Staging Areas and Marshaling Yards:** Laydown/staging areas and marshaling yards are vulnerable to soil erosion, stormwater runoff, and waste accumulation. These areas will require appropriate BMPs and erosion and sedimentation controls to manage increased vehicle and equipment traffic, material storage, handling of spoils, and waste and hazardous material spill prevention, containment, and clean-up.

### 5.2 TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES

Erosion and sediment control BMPs are used to reduce the amount of soil particles carried from a disturbed land area and deposited into receiving waters or sewer collection systems. Based on field conditions at the time of construction, the contractor(s) and subcontractor(s) may adjust the location and types of BMPs so that erosion and sedimentation are controlled to the greatest extent practicable. If adjustments are made, the SWPPP will be amended accordingly; however, in no case will amendments to the SWPPP result in less stringent erosion and sediment control BMPs than specified herein and on the Onshore P&P drawings (Appendix A of the EM&CP). Revisions to the SWPPP will be recorded on the SWPPP Amendment Log provided in Attachment D of Appendix F.

### 5.3 RUNOFF PROTECTION AND PERIMETER CONTROLS

Sediment barriers (e.g., silt fence, compost filter sock, and/or straw bale barriers) will be used for perimeter control of sediment and soluble pollutants (such as phosphorus and petroleum hydrocarbons), on and around construction activities. Perimeter controls will be located between the area of disturbance, and/or stockpiles, and the wetlands or receiving waters. Project BMPs that may be required for construction are listed below. Specific BMPs used throughout the project may be dependent on time of year for construction, weather conditions, and duration of construction activities in particular areas, in coordination with the Qualified Inspector. Table 2 below outlines Project-specific controls.



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**Table 2. Project-Specific Runoff Protection and Perimeter Controls**

<b>Compost Filter Sock and Silt Fence</b>	
<b>Description:</b> A temporary sediment control device to filter sediment and other pollutants associated with construction activity to prevent their migration offsite.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawing, Sheet No. 71) for compost filter sock and silt fence specifications, in accordance with page 5.7 (compost filter sock) and page 5.54 (silt fence) of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Install prior to ground disturbing activities. Compost filter socks and silt fence will remain in place while ground disturbance is taking place and will be removed once the disturbed area has been stabilized.
<b>Straw Bale Barrier</b>	
<b>Description:</b> A temporary barrier of straw, or similar material, used to intercept sediment laden runoff from small drainage areas of disturbed soil to reduce runoff velocity and effect deposition of the transported sediment load.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 71) for straw bale barrier specifications, in accordance with page 5.63 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Install prior to ground disturbing activities that could create sediment laden runoff. Bales will be removed when they have served their usefulness so as not to block or impede storm flow or drainage.
<b>Check Dam</b>	
<b>Description:</b> Small barriers or dams constructed of stone, bagged sand or gravel, or other durable materials across a drainageway to reduce erosion in a drainage channel by reducing the velocity of flow in the channel.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 72) for check dam specifications, in accordance with page 3.2 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Install in open channels subject to erosion where permanent stabilization is impractical. Remove when channel is stabilized and potential for erosion has been reduced.
<b>Flow Diffuser</b>	
<b>Description:</b> A permanent non-erosive outlet for concentrated runoff constructed to diffuse flow uniformly through a stone matrix onto a stabilized area in the form of shallow, low velocity, sheet flow.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 74) for flow diffuser specifications, in accordance with page 3.16 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Install in areas where sediment-free stormwater runoff can be released in low velocity sheet flow once work areas have been stabilized.
<b>Earth Dike</b>	
<b>Description:</b> A temporary berm or ridge of compacted soil, located in such a manner as to channel water to a desired location. Its purpose is to direct runoff to a sediment trapping device, thereby reducing the potential for erosion and off-site sedimentation.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 73) for earth dam specifications, in accordance with page 3.14 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Will be installed where there is potential for off-site storm runoff due to construction. Earth dike will remain in place until the disturbed areas are stabilized.



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<b>Perimeter Dike/Swale</b>	
<b>Description:</b> A temporary ridge of soil formed by excavating an adjoining swale located along the perimeter of the site or disturbed area.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 74) for perimeter dike/swale specifications, in accordance with page 3.35 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Will be installed where there is potential for off-site storm runoff due to construction. Will remain in place until the disturbed areas are stabilized.
<b>Topsoil Stockpile</b>	
<b>Description:</b> Temporary perimeter controls around stockpiled soils.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 72) for typical topsoil stockpile specifications, in accordance with the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Will be installed when there is excavated soil stockpiled in the Project site. Controls will remain in place until stockpiled soil is removed.
<b>Erosion Control Blanket</b>	
<b>Description:</b> Blankets of various materials placed pneumatically, hydraulically, or by other means on a prepared planting area or a critical area where existing vegetation can remain to reduce rain splash and sheet erosion and promote vegetative stabilization.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 72) for typical erosion control blanket specifications, in accordance with page 4.37 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Will be used on streambanks, road cuts and embankments, and construction site areas where stormwater runoff occurs as sheet flow. Erosion control blankets should not be used in areas of concentrated flow.

## 5.4 SEDIMENT TRACK-OUT

Stabilized construction access will be used at points where traffic will be entering and leaving a construction site to or from a public ROW, street, alley, sidewalk, or parking area where surface conditions change from paved to unpaved. Tracking pads will be located where construction vehicles exit onto paved roadways. Soil or sediment tracked onto paved roadways will be cleaned daily and will not be allowed to accumulate throughout the Project. Project-specific track-out controls are included below in Table 3.

**Table 3. Project-Specific Track-Out Controls**

<b>Stabilized Construction Entrance</b>	
<b>Description:</b> A stabilized pad of aggregate underlain with geotextile located at any point where traffic will be entering or leaving a construction site to or from a public ROW, street, alley, sidewalk, or parking area.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 71) for stabilized construction entrance specifications, in accordance with page 2.30 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Will be installed prior to construction access, where applicable. Removal after construction has been completed and access is no longer necessary at proposed locations.



## 5.5 DUST SUPPRESSION

Dust control will be used during construction activities to mitigate air movement of dust from disturbed soil surfaces that may cause off-site damage, health hazards, and traffic safety problems. Unpaved, high-traffic areas will be covered with gravel and exposed soils will be wetted during extended dry periods to minimize dust generation. Project-specific dust controls are detailed below in Table 4.

**Table 4. Project-Specific Dust Controls**

Dust Control	
<b>Description:</b> Control of dust resulting from land-disturbing activities, to prevent surface and air movement of dust from disturbed soil surfaces that may cause off-site damage, health hazards, and traffic safety problems.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings) for dust control specifications, in accordance with page 2.25 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Dust control will be applied on construction roads, access points, and other disturbed areas subject to surface dust movement and dust blowing.

## 5.6 CONCRETE TRUCK WASHOUT

Concrete washout facilities consist of a temporary, above ground lined constructed pit where concrete truck mixers and equipment can be washed after their loads have been discharged, to prevent highly alkaline runoff from entering storm drainage systems or leaching into soil. All washout facilities will be lined with plastic sheeting with a minimum thickness of 0.39 in (10 millimeters [mm]) with no holes or tears to prevent leaching of liquids into the ground. Sumps will be located near work sites, as needed, but will be placed a minimum of 300 ft (91 m) from wetlands and drainage swales. Project-specific concrete truck washout controls are included below in Table 5.

**Table 5. Project-Specific Concrete Truck Washout Control**

Concrete Truck Washout	
<b>Description:</b> Lined constructed pit to prevent washout from concrete truck mixers from entering drainage systems or soils.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 71) for concrete truck washout specifications, in accordance with page 2.24 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Will be installed along construction accesses and at staging areas prior to concrete work commencing. Will be removed when concrete work has been completed at each location.

## 5.7 INLET PROTECTION

Storm drain inlet protection consists of a temporary barrier with low permeability, installed around inlet openings to detain and temporarily pond sediment laden runoff, allowing deposition of suspended solids prior to entry to the storm drain system. Project-specific inlet controls are included below in Table 6.



**Table 6. Project-Specific Inlet Controls**

<b>Riprap Outlet Protection</b>	
<b>Description:</b> A section of rock protection placed at the outlet end of culverts, conduits, or channels to reduce depth, velocity, and energy of water.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings) for rock outlet protection specifications, in accordance with page 3.39 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Install at any culverts, conduits, or channels where water velocity may be sufficient to erode downstream reaches.
<b>Storm Drain Inlet Protection</b>	
<b>Description:</b> Prevent heavily sediment laden water from entering a storm drain system.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings) for storm drain inlet protection specifications, in accordance with page 5.57 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	May be installed prior to construction activities that result in disturbance of surrounding drainage area. Inlet protection to remain in place as long as the potential for construction-related sediment laden water to enter storm drain system exists.

## 5.8 DEWATERING

A Dewatering Plan is included as Appendix G of the EM&CP, which includes:

- Locations where dewatering will be required, including the anticipated depth of groundwater and the installation depth of the cable and vaults at those locations;
- Method of dewatering;
- Pump capacity, rate, and estimated daily volumes and duration of dewatering for each location requiring dewatering;
- BMPs to prevent erosion and sedimentation from dewatering operations;
- Pre-construction groundwater sampling results; and
- Treatment and disposal plan for contaminated water generated from the dewatering operations.

Generally, SFW anticipates dewatering with vacuum trucks or pumps with hoses, which will transfer the dewatered fluids to frac tanks pending characterization. Once tested for emerging contaminants and treated, if necessary, the water will be transferred by vacuum truck for off-site disposal at a local Publicly Owned Treatment Works facility. SFW does not anticipate discharging dewatered fluids to the ground surface, groundwater, surface water, or storm drains (refer to the Dewatering Plan for the Project, included as Appendix G of the EM&CP). However, dewatering will be performed in accordance with the NYS Standards and Specifications for Erosion and Sediment Control, including the use of geotextile filter bags, as described below in Table 7.



**Table 7. Project-Specific Dewatering Practices**

<b>Sediment Filter Bag</b>	
<b>Description:</b> A temporary portable device through which sediment laden water is pumped to trap and retain sediment prior to its discharge to drainageways or off-site.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 72) for sediment filter bag specifications, in accordance with page 5.16 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	To be Installed where ROWs are limited, and larger de-silting devices are impractical. Replace as needed to maintain flow.
<b>Filter Fabric Drop Inlet Protection</b>	
<b>Description:</b> An appurtenance to a sediment trapping structure such as a basin or trap that allows sediment laden water to pond allowing sediment to settle out while removing relatively clean water to a suitable, stable outlet.	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 75) for dewatering device specifications, in accordance with page 5.57 of the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Install where drainage area to inlet is disturbed. Remove device when surrounding drainage area has been stabilized after construction is complete.
<b>Dewatering Basin</b>	
<b>Description:</b> Temporary storage basin for dewatering	
<b>Design Specifications</b>	See Appendix A to the EM&CP (P&P Drawings, Sheet No. 72) for dewatering device specifications, in accordance with the NYS Standards and Specifications for Erosion and Sediment Control.
<b>Implementation Schedule</b>	Install in proximity to where dewatering activities are required; will be removed as soon as dewatering is complete and water has been removed from the site.

## 5.9 VEGETATION PROTECTION

Although a portion of the Project will take place on roadways, the Project will seek to limit damage to existing vegetation to the extent practicable. Refer to the Vegetation Management Plan included as Section 6 of this Highway Work Plan and Appendix E of the EM&CP. Recommended measures to protect vegetation include:

- Limit soil placement over existing tree and shrub roots to a maximum of 3 in (7.6 centimeters [cm]). Soils with loamy texture and good structure should be used.
- Trench across tree root systems no closer than the dripline of the tree. For narrow-canopied trees and shrubs, the stem diameter in inches is converted to feet and doubled, such that a 10 in (25.4 cm) tree is protected to 20 ft (6.1 m).
- Start tunnels under root systems for underground utilities 18 in (45.7 cm) or deeper below the normal ground surface. Tree roots that must be severed should be cut clean. Backfill material that will be in contact with the roots should be topsoil or a prepared planting soil mixture.
- Construct sturdy fences, or barriers, of wood, steel, or other protective material around vegetation to be protected from construction equipment. Place barriers far enough away from trees, but not





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less than the specifications of the trench as noted in the EM&CP, so that tall equipment such as backhoes and dump trucks do not contact tree branches. See Appendix A of the EM&CP (P&P Drawings, Sheet No. 75) for Tree Fencing and Armoring specifications, in accordance with page 2.26 of the NYS Standards and Specifications for Erosion and Sediment Control.

- Clearly mark construction limits to exclude equipment.
- Avoid spills or oil/gas or other contaminants.
- Prune obstructive and broken branches properly. The branch collar on all branches, whether living or dead, should not be damaged. The 3 or 4 cut method should be used on all branches larger than 2 in (5.1 cm) at the cut. If the branch is larger than 5 to 6 in (12.7 to 15.2 cm) in diameter, use the 4 cut system. Do not paint the cut surface. Where heavy compaction is anticipated, a layer of wood chips or gravel may be applied.

### 5.10 SITE STABILIZATION

In areas where soil disturbance activity has temporarily or permanently ceased, the application of soil stabilization measures must be initiated by the end of the next business day and completed within 14 days from the date the current soil disturbance activity ceased. To achieve soil stabilization, disturbed soils can be covered with topsoil, grass, mulch, straw, geotextiles, trees, vines, rock, or shrubs, and soil fertilizer and amendments. Vegetative cover serves to reduce the erosion potential by absorbing the energy of raindrops, promoting infiltration in-lieu-of runoff, and reducing the velocity of runoff. All areas disturbed during installation will be stabilized as soon as practicable and appropriate as indicated in the Onshore P&P drawings in Appendix A of the EM&CP, but in any event, no later than the end of the workday in which site disturbance occurs.

Temporary stabilization measures will be implemented in portions of the Project site where construction activities have temporarily ceased. In roadway areas, stabilization will include placement of temporary pavement, crushed rock, or metal plating. Landscaped areas, if encountered and disturbed, will be restored to pre-construction conditions following backfill.

Temporary seeding will also be implemented to protect areas where final grading is complete, when preparing for winter work shutdown or to provide cover when permanent seeding is likely to fail due to mid-summer heat and drought. If spring, summer, or early fall, the area will be seeded with ryegrass (annual or perennial) at 30 pounds (lbs) per acre (approximately 0.7 lbs/1,000 square feet [sf]). If late fall or early winter, the area will be seeded with Certified 'Aroostook' winter rye (cereal rye) at 100 lbs per acre (2.5 lbs/1,000 sf). Seeding methods will be used that provide uniform application of seed to the area and result in relatively good soil to seed contact. Temporary seeding areas will be mulched with straw, or similar material, at 2 tons per acre (approximately 90 lbs/1,000 sf or 2 bales). Use of hay is prohibited. Mulch anchoring will be performed where wind or areas of concentrated water are of concern. Wood fiber hydromulch or other sprayable products approved for erosion control (nylon web or mesh) may be used if applied according to manufacturer's specification.



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Final Stabilization is achieved when all soil disturbance activities have ceased and a uniform, perennial vegetative cover with a coverage density of 80 percent over the entire pervious surface has been established; or other equivalent stabilization measures, such as permanent landscape mulches, rock rip-rap or washed/crushed stone have been applied on all disturbed areas.

Refer to the Onshore P&P drawings in Appendix A of the EM&CP for temporary and permanent construction area seeding specifications, in accordance with page 4.42 (permanent seeding) and page 4.58 (temporary seeding) of the NYS Standards and Specifications for Erosion and Sediment Control.

### 5.11 SOIL HANDLING

Soil handling will be conducted in accordance with the Final HWPWP, Appendix H of the EM&CP. Urban fill (fill material containing non-native components such as ash, cinders, and slag), petroleum impacted soil, and other indications of potential hazardous materials were not observed during the Initial HWPWP investigation. However, should hazardous wastes be identified during construction activities, as defined by United States Environmental Protection Agency Title 40 of the Code of Federal Regulations Part 261, it will not be transported offsite without obtaining a United States Environmental Protection Agency Generator identification number and a letter of approval from the designated hazardous waste disposal facility. The Contractor will ensure that all transported hazardous waste will be removed to its designated final destination within 90 calendar days of generation.

Whenever possible, identified hazardous materials will be loaded directly to a licensed transport vehicle for transfer to the disposal facility and will not be stored on-site. In the event that hazardous materials are stored at the Project site, the Contractor will ensure that they are protected from precipitation, stormwater runoff, and erosion. Staging and storing locations will be protected from public and unauthorized access and will only be accessible to the authorized personnel.

Non-hazardous fill material containing urban fill components and other impacted soil that will be exported off-site will be managed under the supervision of the Environmental Monitor and disposed of as non-hazardous regulated solid waste at a permitted landfill that has pre-approved the material for acceptance in accordance with its permit. Alternatively, impacted soils could be used at a pre-approved off-site location for which a Beneficial Use Determination petition has been approved in advance by NYSDEC.

The preferred method for transportation and disposal of excavated soil is via "live load" (i.e., excavate and place soils directly into an awaiting dump truck for immediate transportation and disposal off-site). Material excavated and removed from the site will be transported and disposed of in accordance with applicable local, state (including Title 6 of the New York Codes, Rules and Regulations [6 NYCRR] Part 360), and federal regulations at approved disposal facilities. Non-hazardous fill and contaminated soils taken off-site will be handled, at minimum, as a regulated Solid Waste per 6 NYCRR Part 360.

Loaded vehicles leaving the site will adhere to applicable local, state, NYSDOT, and federal transportation requirements (e.g., be appropriately lined, tarped, securely covered, manifested, and placarded).

Should suspected contaminated material be encountered during construction, a temporary decontamination pad will be used to decontaminate earthwork-related equipment to prevent



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cross-contamination from the excavation to public areas (e.g., roads, highways, support trailer, vehicles). Trucks and equipment leaving the site that have come in contact with potential contaminated material must have their equipment (e.g., tires, undercarriage, tracks, bucket) cleaned prior to departing the Project site.

The decontamination pad will be constructed of poly sheeting with a sump to collect the wash water. The decontamination pad will be covered when not in use to limit collection of stormwater. Wash water will be stored on-site in 55-gallon drums or a storage tank, then transported and disposed of at a permitted facility in accordance with applicable laws and regulations.

Accumulated sediments will be sampled and disposed of accordingly. The decontamination pad construction materials will be disposed of off-site as municipal solid waste.



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### 6.0 VEGETATION MANAGEMENT PLAN

The Vegetation Management Plan is provided as Appendix E of the EM&CP. In accordance with the Certificate, the Vegetation Management Plan includes: (i) a Tree Protection Plan that provides an inventory of existing resources and describes potential impacts and protection to root systems; (ii) vegetation clearing and disposal methods for natural vegetation that poses a hazard or hindrance to the construction, operation, or maintenance of the onshore components of the Project (e.g., SFEC-Onshore and SFEC-Interconnection Facility); (iii) measures to avoid damage to specimen tree stands of desirable vegetation; and, (iv) procedures for long-term ROW maintenance. Information pertaining to clean-up and restoration efforts for the Project can be found in Section 8, *Clean-up and Restoration*, of the EM&CP Main Narrative. Additionally, a post-construction assessment of the need for remedial vegetation plantings will be completed, in accordance with Certificate Condition 49(i).

Vegetation clearing will be generally avoided or minimized, to the extent practicable, along the SFEC-Onshore corridor due to construction occurring within existing portions of Town of East Hampton public roadway ROWs. Trimming or removal of vegetation may occur along the maintained roadside and other maintained communities, as well as clearing, grubbing, and trimming along the LIRR ROW portion of the SFEC-Onshore corridor. However, construction of the SFEC-Interconnection Facility will require clearing and removal of vegetation from the full work area. Mechanical vegetation removal techniques will be utilized where possible. No application of herbicides, fungicides, or pesticides is proposed during construction activities.

SFW will perform tree clearing activities between December 1 and February 28 to avoid potential impacts to the NLEB, in accordance with Certificate Condition 72.c. Additional information regarding roosting tree surveys and NLEB monitoring and impact minimization is included in Section 4, *Onshore Environmental Protection and Mitigation* of the EM&CP Main Narrative.

Construction of the SFEC-Onshore will primarily consist of excavation of a trench and installation of the duct banks, transmission and communication cables and splice vaults within the Project ROW. The majority of the SFEC-Onshore will be installed with a minimum depth of 5 ft (1.5 m) to the bottom of the excavated trench, within the excavated trench width of approximately 3 to 4 ft (1.2 m) to accommodate shoring or clearance for other utilities. The splice vaults will require a larger area of excavation, approximately 12 ft (3.7 m) deep, 26 ft (7.9 m) long, and 12 ft (3.7 m) wide. The P&P drawings in Appendix A of the EM&CP depict the Project LOD, which defines the authorized limit of all construction activity, soil disturbance, and alteration to vegetation. All activities including access, parking of vehicles and staging of construction materials are confined to the LOD.

Open trench excavation is the primary SFEC-Onshore installation method and will be completed with a rubber-tired backhoe or tracked excavator. Pavement debris and trench spoils will typically be stockpiled on the roadway surface within the Project LOD. Typical splice vault installation equipment will include a crane, excavator, payload, digging box, tractor trailer low-boy, assemblies, and various fittings and accessories.



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In accordance with Certificate Condition 63, at least 14 days (or as authorized by DPS Staff) before construction of the SFEC-Onshore begins in any area, SFW will, in such area: "(a) delineate both edges of the SFEC-Onshore ROW, as certified; (b) stake and/or flag all ROW access roads and any additional workspace; (c) where SFW has a right of access, mark, other than in beach and ocean areas, all environmentally sensitive areas including, but not limited to, wetlands and the 100 ft (31 m) adjacent and setback areas associated with regulated freshwater wetlands and the 300 ft (91 m) adjacent areas associated with regulated tidal wetlands, threatened or endangered species habitat, contaminated soil areas, etc.; (d) flag any trees to be removed in such area for review and acceptance by DPS Staff, NYSDEC, and the Town; and (e) notify DPS Staff, NYSDEC, the Trustees, and the Town when the above-described field stake-out is complete in such area."



## 7.0 CONSTRUCTION-RELATED NOISE AND LIGHTING IMPACT MINIMIZATION

### 7.1 NOISE MINIMIZATION

This Highway Work Plan includes a plan for minimizing construction-related noise during the hours between 7:00 p.m. and 7:00 a.m. Most construction activities are planned to occur between 7:00 a.m. and 7:00 p.m., however, some construction activities may be performed at night due to:

- Safety reasons;
- To protect life and/or property;
- To protect the structural integrity of the HDD bore hole or to prevent damage to or loss of the bore hole;
- Construction activities involving installation of the HDD conduit, HDD cable pulling and laying, cable joint splicing, and dewatering;
- Other activities reasonably necessary to comply with NYSDOT restrictions on daytime construction in or along roadways or public access areas; and
- Other activities reasonably necessary to comply with LIRR restrictions.

These construction activities will be conducted in accordance with the Noise Control Plan, Appendix I of the EM&CP. In addition to including an analysis on existing and anticipated noise sensitive receptors and measurements, the Noise Control Plan includes the following provisions for nighttime work:

- For work outside 7:00 a.m. to 7:00 p.m., back-up alarms will be replaced with strobes, as allowed within Occupational Safety and Health Administration regulations, to eliminate the impulsive sound;
- SFW will ensure that equipment is functioning properly and equipped with mufflers and other noise-reducing features;
- Locate especially noisy equipment as far from sensitive receptors as possible;
- Use quieter construction equipment and methods, as feasible, such as smaller backhoes;
- Use path noise control measures such as portable enclosures for small equipment (e.g., jackhammers and saws); and
- Maintain strong communication and public outreach with adjacent neighbors. SFW will provide information to abutting owners and residents about the time and nature of construction activities to help minimize the effects of construction noise. Additionally, SFW will provide the phone number of the Environmental Monitor to abutting owners/residents.



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Additionally, prior to deliveries between 7:00 p.m. and 7:00 a.m. of any components, supplies, or equipment for construction or restoration of the Project, SFW will consult with the Town Supervisor and Superintendent of Highway as to the routes to be used for such deliveries, and no such deliveries will take place using any roadways other than those designated by the Town Supervisor and Superintendent of Highway.

For construction activities at the HDD Work Zone on Beach Lane as described above, a noise barrier will be installed and construction will be minimized to the extent practicable within nighttime hours. Construction activities extending beyond 8:30 p.m. will be performed only Monday through Thursday except for operations that must be continued (a) for safety reasons; (b) to protect life and/or property; and/or (c) to protect the structural integrity of the HDD bore hole, or to prevent damage to or loss of the bore hole. A continuous construction noise monitoring terminal will be located in the vicinity of the HDD Work Zone, approximately 130 ft (40 m) from the perimeter construction noise wall, to record noise levels between 8:30 p.m. and 7:00 a.m.

The stationary noise monitor will meet Type I accuracy according to the American National Standards Institute Standard 1.4, "Specification for Sound Level Meters". The stationary noise monitor will be Bruel and Kjaer Model 2245, Bruel and Kjaer Model 2250, Bruel and Kjaer Model 2270, Larson Davis Model 831, Larson Davis SoundTrack LxT, or an equivalent and will be capable of collecting overall A-weighted sound levels. The noise monitor will be capable of reporting results, including minimum (Lmin), maximum (Lmax), energy-average (Leq), and statistics (i.e., L10, L50, L90), for every 15-minute period during nighttime construction activities. The noise monitor will also be able to collect snapshot audio recordings of noise events that exceed a prescribed limit (e.g., 65 A-weighted decibel [dBA]) to aid in identifying the source of sound. The noise monitor will also be capable of sending noise monitoring results via text message or email to the Environmental Monitor and to a person designated by the Town to receive such results ("Town Designee") provided that such Town Designee is qualified to review the noise monitoring results.

If the stationary noise monitor registers an exceedance of either of the noise limits established herein, the Environmental Monitor will use a handheld monitor to conduct noise measurements near the closest occupied residence at a distance no closer than 130 ft (40 m) to the HDD drilling site. If the handheld monitor measurements exceed either of the noise limits established herein, the Environmental Monitor will employ measures to mitigate the noise levels to the established limits. SFW will determine the closest occupied residence by asking residences on Beach Lane if they will be occupying their property during the period of nighttime construction at the time such residences are notified that the nighttime construction will occur.

The Environmental Monitor will conduct handheld noise measurements at receptor locations to evaluate noise conditions, review data from the stationary noise monitor and determine if corrective measures (additional mitigation measures) are warranted for nighttime construction work after 8:30 p.m. Nighttime construction noise will not exceed 65 dBA (equivalent continuous sound level [Leq]) or an L10 sound level (sound level exceeded only 10 percent of the time) of 70 dBA at the receptor. In the event a nighttime noise complaint is made, the Environmental Monitor will conduct noise measurements at the location of the complaint for 15 minutes. If the Environmental Monitor determines that construction noise levels exceed either 65 dBA (Leq) or 70 dBA (L10), SFW will mitigate the noise levels to the above limits or stop the



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activity until 7 a.m., unless operations must be continued (a) for safety reasons; (b) to protect life and/or property; and/or (c) to protect the structural integrity of the HDD bore hole, or to prevent damage to or loss of the bore hole. However, if noise levels during these activities exceed noise levels described above and lead to a noise complaint two times during the course of one week, all such nighttime activity will be halted until more effective mitigation measures can be developed and implemented in consultation with the Environmental Monitor.

Additional information on noise can be found in Appendix I, Noise Control Plan.

### **7.2 LIGHTING IMPACT MINIMIZATION**

As previously described, every effort will be made to conduct construction activities between the hours of 7:00 a.m. and 7:00 p.m. However, when nighttime work is required, temporary auxiliary lighting will be used to illuminate the workspace and maintain visibility for both worker and public safety. All traffic signs related to the Project will be sufficiently visible during evening work hours to provide adequate traffic safety for the public and construction workers. Temporary lighting, to the extent practical, will be focused on the work area to minimize lighting impacts to adjacent properties and comply with applicable NYSDOT and Town specifications for temporary construction lighting. Additional information on lighting can be found in Appendix Y, Lighting Plan.

