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# **CONSTRUCTION**

## Chapter Fifteen

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### A. Introduction

The design year for the project has initially been planned for 2011. The applicant desires to complete approvals in 2013 or 2014 and begin construction in 2014 with completion of construction and occupancy in 2015.

### B. Description

1. Site clearing will begin in the summer of 2014.
2. The Construction Sequence Plans shows multiple phases of site disturbance. Staging areas and stockpiles will be located within each phase. Early in the process, the existing planted buffer will remain along Route 312, see Maps #30 to #37.
3. Stormwater will be directed into sediment traps and basins in each phase prior to discharge.
4. Staging areas and rock processing may move during phasing. Initial processing may be established within the footprint of the existing wood processing operation then relocated to the area of the retail building. Rock removal phasing is depicted on Maps #38 to #41.
5. Two points of construction entry will be established. The first of these, the existing entry will remain in use for a portion of the project since it is already established and opposite the Terravest traffic signal. The second construction entry, opposite the I-84 exit 19 west bound ramps, will eventually become the main retail entrance.
6. Foundations for the retail buildings will be started in the fall of 2014. All rock blasting will take place prior to start of concrete placement.
7. Utilities will be extended to site during summer and fall of 2014.
8. During winter of 2015 steel erection for the retail buildings will occur. The restaurant and bank building will start after the main building is well in process.

9. To minimize construction, traffic on local roads, it can be suggested to contractors and suppliers to use Route I-84 to gain access and to exit the site at Interchange #19.
10. The site will be fenced along Route 312 with temporary construction fencing. Limited night time security lights are anticipated at the site until the steel is erected. Lights are usually limited to the gate and trailers for security purposes. Once the building steel begins to be installed, temporary lighting is installed within the building shell and is set to remain on until the building is enclosed, in case someone wanders through the building at night. Construction fencing will also be placed along the contract limit line at the top of the slope as grading proceeds. The temporary construction site fencing will expand as the trees are removed.
11. During the summer of 2015, the tenants will take possession of the buildings and begin their fit-out of the stores and staff training. Temporary certificates of occupancy will be sought.
12. Hours of construction operation will vary but will generally fall between 7:00 a.m and 5:00 p.m. Monday through Saturday. If project schedule requires, construction might need to happen on Sunday afternoon. Evening work inside the buildings may also be a necessity.

### **C. Potential Environmental Impacts and Mitigation**

The various sections of the DEIS have considered traffic, noise, air quality, dust, blasting dust control issues in general. In relation to construction activities, these issues are temporary and can be mitigated when necessary.

Construction traffic should have minimal impact on local roads. Most construction deliveries will likely arrive via I-84. Employees may arrive via I-84 or Route 312. Traffic counts indicate that 1300 vehicles are on Route 312 in front of the site on a normal morning peak hour, should 100 employees arrive in peak hours, the traffic impact would be minimal.

Construction noise will be limited generally to the site. Warning devices are required by OSHA for equipment when backing up. Equipment noise will provide the largest source of noise.

Air quality impacts would include dust and equipment exhaust fumes. With the use of construction equipment there is the potential for generation of dust from vehicles tracking over dry dirt surfaces. Route 312 is the closest road to the site which may be effected. Dust impacts can be minimized by employing the following means:

1. Following the Sequence Plan and minimizing areas of disturbance;
2. Minimizing disturbed soil areas, and the use of shot rock or mulch to create haul roads;
3. In warm weather, spray unpaved surfaces with water;
4. Use of tracking pads at the project entry point will reduce dust brought on to the public road;
5. If necessary, employ a street sweeper to clean Route 312 daily.

Construction equipment will generate exhaust emissions. The source can be controlled by vehicle tuning and maintenance.

Construction blasting will be performed by licensed individuals. All required State and OSHA safety precautions will be followed for controlled blasting. Impacts will be minimized by avoiding large blasting charges and disturbing the site by following the Construction Sequence Plan. Any blasting on the site will be required to meet all Town of Southeast requirements, NYSDEC and other agencies regulations regarding blasting. The Town of Southeast Section 71 regulates blasting within the Town of Southeast. Restrictions within Section 71 include no blasting before 8am or after 5pm, notification of all owners and users within 300' before each blast, use of matting when within 200' of a road or structure. The anticipated area of rock removal based on the site test holes and borings is shown on Maps #38 to #41.

The Erosion and Sedimentation Control Plans are designed to address the temporary site disturbance during construction. Lacking an erosion control process, the site would be exposed to significant potential erosion forces. Erosion and sedimentation danger can be minimized by following the plans:

- Barriers will be established prior to soil disturbances.
- The Sequence Plan will be followed which minimizes areas of disturbance,
- Areas disturbed will be stabilized prior to work starting in adjacent areas,
- Stormwater will always be collected in a work area or temporary basin and allowed to settle prior to discharge.

With proper practices the surrounding area should suffer minimal impact during construction from on-site activities. Erosion and Sedimentation Control practices should protect the Metro North Rail Line and Wetland BR-18. Proper dust control and blasting procedures should protect the two residential homes to the north and Terravest Corporate Park to the west.

