

PSEG LONG ISLAND LLC

on Behalf of and as Agent for the

LONG ISLAND LIGHTING COMPANY d/b/a LIPA

Southampton to Deerfield Transmission Project

EXHIBIT E-6 — EFFECT ON TRANSPORTATION

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EXHIBIT E-6: EFFECT ON TRANSPORTATION

E-6.1 Introduction

This exhibit describes the anticipated effects of the Project¹ on airports, railroads, and other transportation systems. Operations of the Project will have no permanent impact on these transportation systems.

Transportation systems in the vicinity of the Project are identified on Figure E-6-1.

E-6.2 Airports

There is one airport located within five miles of the Project ROW and two heliports. These facilities are detailed in Table E-6-1 Airports and Heliports.

Facility	FAA ID	Location	Approximate Distance from ROW
Southampton Heliport	87N	Southampton, NY	4.8 miles
Robins Island South Heliport	NY45	Southold, NY	4.9 miles
Foster Farm Airport	80NY	Sagaponack, NY	4.9 miles

The Project is located approximately 4.9 miles west of the nearest airport, Foster Farm Airport. Based on a review of the FAA Order JO 7400.2K, "Procedures for Handling Airspace Matters," an FAA determination will not be required because the Project will be primarily underground and proposed work, including at the aboveground substations, will not exceed the regulatory trigger of a height of 200 feet or be constructed as close as 5,000 feet from the nearest landing/takeoff area.

During operation of the Facility, it will not be considered a hazard to air navigation and will not require obstruction lighting or other visual mitigation.

¹ For clarity and consistency, the Application includes a Master Glossary of Terms that defines terms and acronyms used throughout the Application.

E-6.3 Railroads

Construction of the Project will involve one crossing of the LIRR. The Project will cross the LIRR Montauk Branch on North Sea Road, between Willow Street and West Prospect Street, in the Village of Southampton. The Montauk Branch is elevated above the roadway (North Sea Road) at this location. This crossing will involve open trench work to install the Facility underground.

This railroad crossing is summarized in the table below.

Table E-6-2 Railroad Crossing		
Branch	Town/Village	Longitudinal Street Name
Montauk Branch	Southampton	North Sea Road

Final designs for the Project will incorporate appropriate transmission facility design criteria and railroad safety clearances. The Applicant intends to obtain input from the MTA on the Proposed Route and design of the railroad crossing. Following final design and preparation of the EM&CP for the Project, the Applicant will seek to obtain railroad crossing permits from the MTA. The final Project designs will be reviewed with the MTA/LIRR prior to the commencement of construction. Project construction activities will be coordinated with MTA/LIRR to ensure that construction activities do not conflict with railroad operations and to ensure that appropriate railroad safety precautions are implemented.

E-6.4 Roads and Traffic

The Project will be constructed primarily within public roadways, which include the longitudinal occupation of eight public local roadways. Table E-6-3 below identifies each of these roadways and its classification and jurisdiction. Of these longitudinal crossings, none are under the jurisdiction of the NYSDOT.

Table E-6-3 Longitudinal Road Occupations			
Road Name	Town/Village	Classification	Jurisdiction
North Sea Road	Southampton, Village	16 - Urban Minor Arterial	Local
Willow Street	Southampton, Village	19 - Urban Local	Local
North Main Street	Southampton, Village	16 - Urban Minor Arterial	Local
North Main Street	Southampton, Town	17- Urban Collector	Local
North Sea Mecox Road	Southampton, Town	16 - Urban Minor Arterial	Local
David Whites Lane	Southampton, Town	17- Urban Collector	Local

Table E-6-3			
Longitudinal Road Occupations			
Road Name	Town/Village	Classification	Jurisdiction
Edge of Woods Road	Southampton, Town	17- Urban Collector	Local
Water Mill Towd Road	Southampton, Town	16 - Urban Minor Arterial	Local

Source: NYSDOT 2017 Urban Functional Classification and Roadway Inventory Listings, Suffolk County, Region 10

The Project perpendicularly crosses 17 county or local roadways. Table E-6-4 below identifies each of these roadways and its classification and jurisdiction. Of these perpendicular crossings, all but one are local roadways and none are under the jurisdiction of the NYSDOT.

Table E-6-4			
Perpendicular Road Crossings			
Road Name	Town/Village	Classification	Jurisdiction
Miller Road	Village of Southampton	19 – Local	Local
Hillcrest Avenue	Village of Southampton	19 – Local	Local
Willis Street	Village of Southampton	19 – Local	Local
Dale Street	Village of Southampton	19 – Local	Local
Skinner Street	Village of Southampton	19 – Local	Local
Allen Circuit	Village of Southampton	19 – Local	Local
County Route 39A	Town of Southampton	14 – Principal Arterial	County
Newberry Lane	Town of Southampton	19 – Local	Local
Clearview Farm Road	Town of Southampton	19 – Local	Local
Deweil Drive	Town of Southampton	19 – Local	Local
Long Springs Road	Town of Southampton	17 – Major Collector	Local
Barrel Hill Road	Town of Southampton	19 – Local	Local
Schwenks Road	Town of Southampton	19 – Local	Local
Wood Edge Circuit	Town of Southampton	19 – Local	Local
Edge Avenue	Town of Southampton	19 – Local	Local
7 Ponds Towd Road	Town of Southampton	19 – Local	Local
Jordan Drive	Town of Southampton	19 – Local	Local

Source: NYSDOT Functional Class Viewer, Suffolk County, Region 10

The only Project impacts to roads and traffic are expected to occur during construction. No impact will occur during normal operation of the Facility. Prior to the initiation of construction, appropriate agencies will be contacted in order to develop a construction schedule that will minimize traffic impacts to the extent practicable. Such a schedule may include nighttime work to minimize traffic disruption.

Traffic control measures will be developed as part of the final design to address temporary signage, possible shoulder closings, and procedures for moving equipment and materials onto the Project ROW. Construction activities may close travel lanes temporarily, but, to the extent practicable, the Applicant will have at least one travel lane open for traffic flow. Traffic control personnel and safety signage will be employed to control safe and successful traffic flow when lanes are temporarily shut down. Should parking along the local roadways be required, all vehicles will be situated such that the safe operation of the roadway is not impeded.

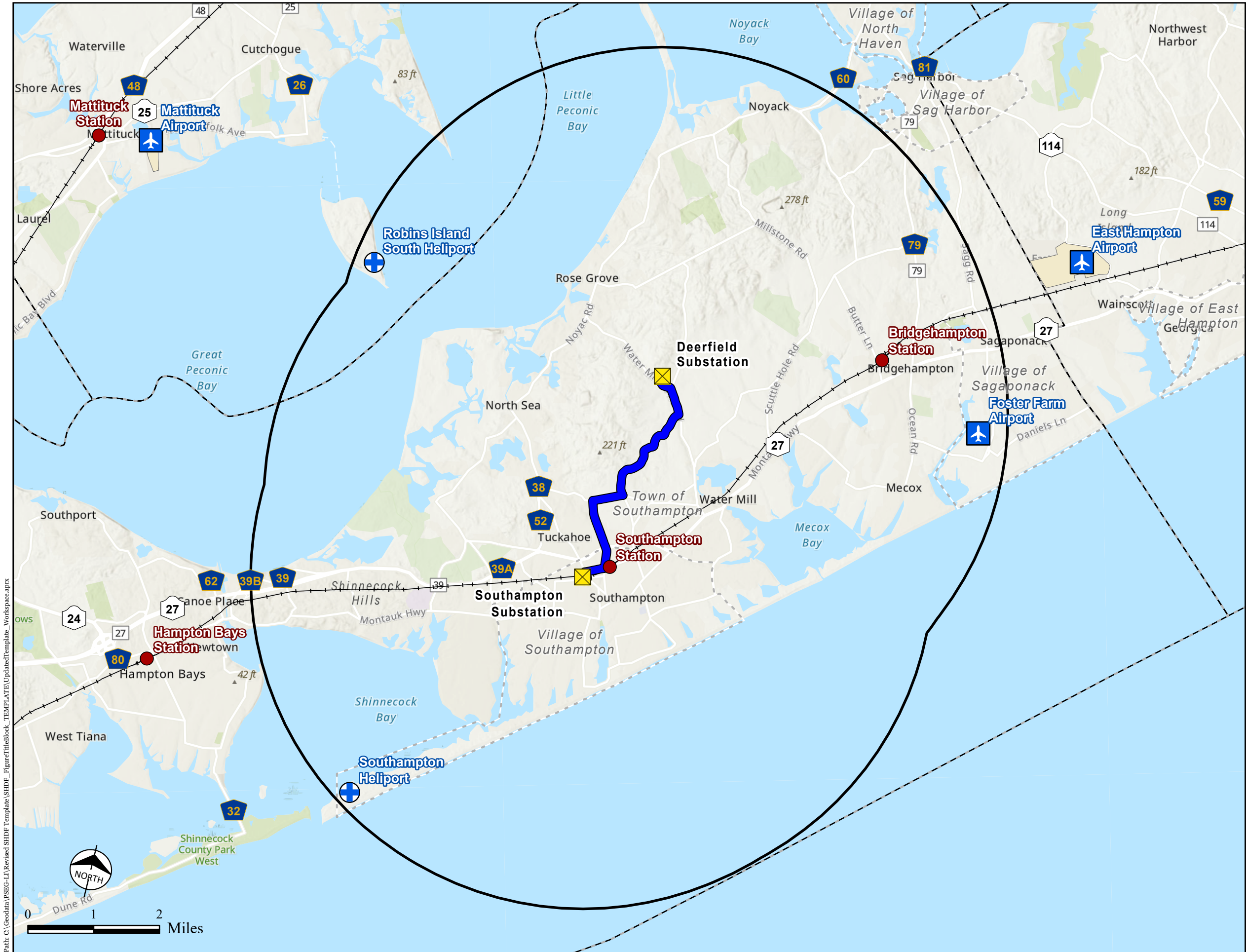
The route makes a perpendicular crossing of County Route 39A. Although the Project does not cross any state jurisdictional roadways, due to the classification of County Route 39A as a principal arterial road, NYSDOT will be consulted as part of the Project outreach program. The Applicant will consult Suffolk County to seek guidance on the crossing of this road. Following final design and preparation of the EM&CP for the Project, the Applicant will seek any road occupancy permits required by the County. During construction, the Applicant will fully comply with all permit conditions. BMPs will be employed during construction activities to prevent the deposition of materials onto local roadways. Soil washed, dropped, spilled, or tracked outside the limit of disturbance or onto public roadways will be removed in a timely manner. BMPs will also aim to minimize traffic impacts and to require that the appropriate safety precautions are implemented.

E-6.5 Pedestrians

Sidewalks are throughout the Project area and pedestrian traffic is expected along the public roadways that comprise the Project ROW. Appropriate construction and safety practices will be implemented by the Applicant to minimize pedestrian impacts from construction activities. Construction practices, such as steel plates, temporary barricades, and fencing, will be used to restrict pedestrians from entering construction zones and limit pedestrian impacts from the Project. Particular consideration will be given in the vicinity of school zones and in high-density commercial and residential land use areas. As with previous projects, the Applicant will consider sidewalk detours and will consult with NYSPSC staff as necessary.

Figure E-6-1

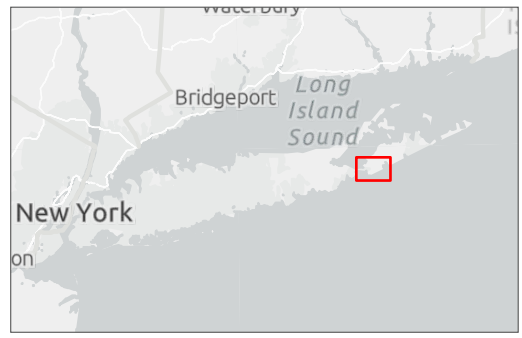
Airports, Railroads, and Transportation Systems



LEGEND

- Proposed Route
- Existing Substation
- 5-Mile Buffer of Proposed Route
- Railroad Station (LIRR)
- Heliport
- Airport
- Railroad
- Village Boundary
- Town Boundary

Sources:
 1. Proposed Route prepared by Burns & McDonnell, July 2023.
 2. Suffolk County GIS Transportation, 2023.
 3. Esri Topographic Basemap, 2023.



PROJECT TITLE

PSEG | LONG ISLAND

**Southampton to Deerfield
 Transmission Project
 Article VII Application**

SHEET TITLE

**AIRPORTS, RAILROADS AND
 TRANSPORTATION SYSTEMS**

DATE 10/27/2023 **BURNS
 MCDONNELL**
 DRN. BY KC
 CHK. BY SH
 FIGURE NO. E-6-1

PRELIMINARY - NOT FOR CONSTRUCTION

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