

**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**

**ENVIRONMENTAL MANAGEMENT AND CONSTRUCTION PLAN**

**Appendix F**  
**Construction Noise Control**

# 1 INTRODUCTION

The following Construction Noise Control Plan considers typical and expected construction activity noise levels, and describes the practices and procedures implemented during construction to mitigate potential sound disturbance.

The operation and maintenance of the underground transmission facility component of the Project is not anticipated to result in long-term or permanent noise impact. The equipment to be installed at the existing substations to accommodate the transmission facilities is not expected to result in any increase in noise levels at the respective substations (breakers). Some construction activities, such as excavation activities or tree clearing, may cause temporary noise impacts.

## 1.1 Noise Sensitive Receptors

Residential areas immediately adjacent to the Project corridor are generally considered to be noise sensitive. However, ambient noise levels vary by neighborhood, depending on location and proximity to the Certified Route with high levels of vehicular traffic. Religious institutions, public buildings and recreational areas, emergency services, and schools are also considered to be noise-sensitive receptors.

The majority of direct abutters along the route are residential properties. There are two places of worship, one school, one museum, and a post office near the Certified Route, but none are direct abutters.

*Table 1. Nearest Sensitive Noise Receptors Along the Certified Route*

Type	Name	Address	Approximate Distance to the Certified Route
Museum	Southampton African American Museum	245 N Sea Rd, Southampton, NY 11968	85 feet
Place of Worship	King's Chapel Church of God in Christ	57 Hillcrest Ave, Southampton, NY 11968	615 feet
School	Our Lady of Hamptons R C School	160 N Main St, Southampton, NY 11968	620 feet
Place of Worship	Our Lady of Poland R C Southampton Catholic Church	35 Maple St, Southampton, NY 11968	490 feet
Post Office	United States Postal Service	123 N Sea Rd, Southampton, NY 11968	585 feet

## 2 NOISE SOURCES AND ASSESSMENT

Due to the linear nature of the underground transmission line component of the Project, the Project will pass through multiple zones and sound receptor locations. Changes to noise levels in these receptor locations are temporary in nature and typical of roadway construction. No increases in noise levels are anticipated at the existing substations as a result of the limited Project modifications and new equipment at the two substations. The operation of the Project is expected to result in no increased permanent noise levels to surrounding properties and nearby receptors.

The noise associated with the Project will be limited to the construction phase of the Project, which is temporary and will take place primarily, but not exclusively, during daytime hours. The activities that are anticipated to cause temporary noise impacts include pavement saw-cutting, trench excavation, duct placement, backfilling, and pavement restoration.

Noise associated with the construction phase is estimated to range from 65 dBA to 83 dBA at distances of 100 to 200 feet from the construction activity. Estimated construction noise levels at distances of 100 feet or more do not exceed the Federal Transit Administration daytime residential noise level guideline of 90 dBA. At distances of 500 feet or more, construction noise levels are estimated to be 69 dBA or less. Indoor noise levels would be lower than outdoor noise levels by 15 dBA or more. As such, the estimates provided in Table 2 Typical Noise Emission Levels for Construction Equipment can be attenuated by an additional 15 dBA within structures.

*Table 2. Typical Noise Emission Levels for Construction Equipment*

Equipment Item	Noise Level at 50 Feet (dBA)
Backhoe	83-86
Cement Mixer	63-71
Chain Saw Cutting Trees	75-81
Compressor	67
Jack Hammer	82
Woodchipper	89
Bulldozer	50
Grader	85
Truck	91
Generator	78
Rock Drill	98

### **3 NOISE MITIGATION MEASURES**

#### **3.1 Engineering Controls**

Construction equipment will be equipped with engine noise control devices, such as exhaust mufflers and acoustic casing enclosures, in accordance with federal, state, and local regulations. Construction equipment and vehicles will be regularly maintained, and where feasible, the quietest equipment available will be used.

#### **3.2 Administrative Controls**

##### ***3.2.1 Work Hours***

Standard hours of Project construction operations will be 7 a.m. to 7 p.m. Monday through Saturday except Thanksgiving Day, Christmas Eve and Day, and New Year's Day. However, specific activities (such as splicing) are required to be performed continuously and so will occur outside of these planned construction periods, including during overnight hours. Work will also be prohibited on roadways from the day before Memorial Day through Labor Day due to heavy summer traffic.

Project construction activities are likely to increase ambient noise levels for residences and other sensitive receptors closest to the construction activity, but such impacts will be localized, temporary and mitigated to the extent practicable.

There are two locations where night work is planned in order to complete trenching. Following communications with Suffolk County and the Town of Southampton, trenching across County Route 39A will occur during nighttime hours or during off-hours, to limit disruption to local traffic. Trenching work on North Sea Road adjacent to the Southampton Substation will also occur at night at the request of the Village of Southampton.

Both areas are primarily business districts (which are daytime businesses), and therefore not a significant impact.

##### ***3.2.1.1 Communication***

If project activities are to occur beyond the allowable work hours ("Extended Work"), NYSDPS staff, affected landowners, and affected municipalities will be notified at least 24 hours in advance, unless such activities must be completed to address an emergency situation.

All communications are described in Appendix S – Public Involvement Plan.

##### ***3.2.2 Traffic Management***

During construction, heavily loaded truck traffic and heavy equipment will be directed or routed in such a way as to minimize impacts on sensitive receptors. Trucks will also refrain from unnecessary idling during and outside of normal work hours.

### 3.2.2.2 *Communication*

For information regarding communications with impacted properties and other sensitive receptors, please refer to Appendix S – Public Involvement Plan.