

1.0 INTRODUCTION

This attachment considers potential impacts on traffic that will be generated from the Proposed Action.

2.0 EXISTING CONDITIONS

This section discusses the roadway types and current traffic conditions on the roadways that vehicles accessing the Proposed Project will travel. All traffic data counts are sourced from the New York State Department of Transportation Traffic Data Viewer.¹

The Site is located on Lilco Road, a private drive, accessed off North Country Road, in the hamlet of East Shoreham in the Town of Brookhaven, New York. The Site is located north of North Country Road and South of Shoreham Beach. North Country Road is a town road which begins at the Rocky Point and East Shoreham border to the west and terminates at a cul-de-sac 2.5 miles to the east in the Town of Riverhead.

The portion of North Country Road between New York State Route 25A (Route 25A) and the Riverhead town line is classified as an urban minor arterial road and carries an estimated Annual Average Daily Traffic (AADT) of 2,784 vehicles per day with a truck percentage of 4%. The posted speed limit is 30 miles per hour.

Lilco Road connects to North Country Road to the south and then continues as a private road to connect to Route 25A. Route 25A is a New York State roadway with one eastbound and one westbound lane in the portions near the Site. Left turn lanes are provided at major intersections. Sections of Route 25A, between the County Route 46 William Floyd Parkway and Wading River Road have an average AADT of 22,721 vehicles per day. The posted speed limit on Route 25A is 45 miles per hour in this section and increases to 55 miles per hour east of Sound Avenue.

3.0 POTENTIAL IMPACTS OF THE PROPOSED PROJECT

During demolition, vehicular trips resulting from a maximum of approximately 20 workers during peak demolition periods, with approximately two to three trucks removing demolition material each day, will result in a minor increase in traffic to the Proposed Action Site for the limited six-month demolition period. During construction, vehicular trips resulting from a maximum of approximately 30 construction workers during peak construction periods, including deliveries of equipment and materials, will result in minor increases in traffic to the Proposed Action Site for the limited 16-month construction period. The demolition and construction operations are not scheduled to overlap. Adjacent roadways are anticipated to be able to absorb this minor increase in trips without significant adverse impacts. The existing site access will be utilized for the Proposed Action. No modifications to the existing site access or construction work within the right-of-way is proposed.

With the relocation of the training facility, there is no increase in usage that will impact traffic to the Site. Vehicles entering for use of the training facility are already counted in existing traffic counts.

The BESS Facility is designed to be a predominately unmanned facility that will be operated and monitored remotely continuously by trained personnel. There will be periodic visits from personnel during project operations which will include monthly, quarterly, and yearly onsite inspections as appropriate for specific components of the project. Considering the foregoing, potential significant adverse impacts to traffic are not anticipated.

¹ New York State Department of Transportation Traffic Data Viewer. Available at: <https://www.dot.ny.gov/tdv>. Accessed April 2024.