

## 1.0 INTRODUCTION

This attachment assesses the potential construction impacts associated with the Proposed Action.

## 2.0 CONSTRUCTION SCHEDULE AND ACTIVITY

KCE intends to directly manage the Project's Engineering, Procurement, and Construction Phase (EPC) and will hire a Balance of Plant (BOP) contractor to complete the physical construction of the BESS Facility and interconnect line portion of the project. KCE is committed to Long Island-based construction firms and utilizing Long Island's local workforce. PSEG Long Island will be responsible for the relocation of the training facility.

Abatement of asbestos containing materials commenced in November 2024, and is expected to be completed by the end of 2024. Demolition of the building is expected to begin in Q1 of 2025 and will take approximately 6 months to complete. At this time, construction of KCE NY 31 is expected to begin in Q1 2026 and will take approximately 16 months. The typical work schedule for the Proposed Action will be from 7 AM to 6 PM, Monday to Friday. No work is proposed within local roadways, as all construction associated with the Proposed Action will be internal to the LIPA-owned property. The number of workers necessary onsite at any one time for the demolition will vary, with a peak of approximately 20 workers present. The number of construction workers necessary onsite at any one time will vary depending on the stage of construction. At the peak of construction, approximately 30 workers will be present. Demolition and construction parking will be located on the Site and not on nearby roadways.

The area where the BESS Facility is proposed currently houses a training facility which contains a metal trailer, a gravel pathway, a concrete slab, sand piles, and is surrounded by a chain-link fence. The area where the training facility will be relocated to, just east of where the BESS Facility will be located, is currently developed with a two-story brick administrative building.

Demolition and removal activities in the area of the proposed BESS Facility include the following: removal of the existing metal trailer (to be relocated to the east); removal of electrical, water, drainage, and sanitary infrastructure; removal and disposal of concrete walls, curbs and columns, portions of the existing fencing, the existing gravel driveway, and areas of existing grass cover. Demolition activities in the area where the training facility will be relocated includes demolition of an existing two-story administrative building.

The Proposed Action will involve the removal of existing grass areas where the new BESS Facility and relocated training facility is proposed. These areas will be stabilized with gravel or grass seeding in certain areas. No vegetation removal is required for the installation of the underground interconnection line, as the proposed route is located in areas that contain gravel/paved roadways.

Construction of the proposed BESS Facility will require excavation to install and/or construct a water connection and fire hydrant for fire suppression purposes, drainage infrastructure, a new underground generation interconnect line to the LIPA substation, and for general site preparation for the BESS Facility foundation. All excavated areas will be backfilled and restored with concrete and/or crushed stone. Other construction and site improvements associated with the proposed BESS Facility includes the following: installation of battery modules, CMA units, MV transformer units, feeder breaker bays, disconnect switches, bus supports, a main power transformer, a waste receptacle, chain link fencing and an emergency egress gate; construction of a new substation control building; construction of internal site driveways and a parking area; construction of a staging/storage area and associated storage shipping container; and upgrades to the existing LIPA substation that will connect to the project substation via the new underground generation interconnect line. These upgrades include installing disconnect switches, one (1) circuit breaker, metering PT & CT, a termination structure with a ground switch, and an enclosure to contain the additional relay panels for the interconnection. Construction/relocation of the training facility will require excavation and grading for general site preparation after the administration building is demolished. Once the area is restored, the existing metal trailer will be relocated to where the administration building was located.

It is anticipated that approximately 1,515 cubic yards of soil generated from the Proposed Action will remain in excess and will be required to be transported off-site for disposal. All other soils will be reused, unless deemed unsuitable. All excess generated soil will be transported off-site in accordance with applicable federal and state regulations.

### **3.0 POTENTIAL IMPACTS OF PROJECT CONSTRUCTION ACTIVITY**

#### **3.1 Traffic**

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 minor increases in traffic to the 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 and deliveries of equipment, will result in minor increases in traffic to the Site for the limited 16-month construction period of the BESS and interconnection. 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. Considering the minor, temporary increase in construction related traffic and lack of construction occurring on nearby rights-of-way, construction activities are not expected to result in any significant adverse impacts to traffic.

#### **3.2 Air Quality**

Demolition vehicles, construction vehicles, worker vehicles, and demolition and construction equipment, as well as dust generating demolition and construction activities, generate air pollutant emissions. Overall, the emissions generated during construction of the Proposed Action will be limited to the operation of construction equipment and vehicles during work hours. These emissions are temporary, lasting approximately six months for the building demolition and approximately 16 months for the construction of the BESS and interconnection, and typical of demolition and construction activities, with no emissions to be generated after construction of the Proposed Action is complete. Since demolition vehicles, construction vehicles, worker vehicles, and demolition and construction equipment are not expected to operate on a continuous basis during any day, any generated air emissions will not result in significant adverse impacts to air quality. In addition, best management practices will be utilized in order to limit off-site migration of dust, including wetting soils and demolition materials, covering stockpiles and roll-off containers, and limiting vehicle speed within the Proposed Action Site. Therefore, construction activities will not result in significant adverse impacts to air quality.

#### **3.3 Noise and Vibration**

Short term impacts to ambient or background noise levels and vibration levels may be experienced on the Proposed Action Site from demolition and construction equipment operation, as well as from mobile sources (i.e., trucks and worker vehicles traveling to and from the Proposed Action Site). These impacts, if any, will be temporary in nature and are typical for any utility construction project of this type. As such, no significant adverse noise or vibration impacts will occur as a result of construction activities.