
CONSTRUCTION

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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 and begin construction in 2014 with completion of construction and occupancy in 2015.

B. Description

1. Site clearing will begin in the winter of 2014.
2. The Site Construction Sequence Plan (SWPPP) 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.
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 lower retail building.
5. Two points of construction entry will be established. One 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 entry will become the lower retail entrance. The initial entry point will be relocated to the spot of the primary project entrance when earth cuts are made for the lower retail level.
6. Foundations for the lower retail building including the retaining wall for the building will be started in the summer of 2014. All rock blasting will take place prior to start of concrete placement.
7. Utilities will be extended to site during summer of 2014 and fall of 2014
8. Foundations for the lower retail building including the retaining wall for the building will be finished by late fall 2014.

9. During late winter of 2014 steel erection for the retail building will occur. The restaurant and bank building will start after the main building is well in process.
10. 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.
11. The site will be fenced along Route 312 with temporary construction fencing. Few night time security lights are anticipated until the steel is erected. Lights are usually set to remain on when steel is being set and the building not 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.
12. 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.
13. 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.

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.