# PSEG LONG ISLAND LLC

## On Behalf of and as Agent for the

## LONG ISLAND LIGHTING COMPANY d/b/a LIPA

## Syosset to Oakwood Project

## EXHIBIT E-6

## EFFECT ON TRANSPORTATION

# Exhibit E-6 Effect on Transportation

## E-6.1 Introduction

This exhibit describes the anticipated effects of the Project[1] on airports, railroads, and other transportation systems. Operation 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 Effect on Transportation.

## E-6.2 Airports

There are no airports and four heliports within five miles of the Project. These facilities are detailed in Table E-6-1 Airports and Heliports.

**Table E-6-1 Airports and Heliports**

| Facility | FAA ID | Town/Village | Approximate Distance from Project |
|---|---|---|---|
| Wang Heliport | 24NY | Cove Neck | 4.47 miles north of Woodbury Tap |
| Cove Neck Heliport | 2NK2 | Cove Neck | 4.07 miles north of Woodbury Tap |
| Huntington Emergency Helistop | 1NK9 | Huntington | 2.59 miles north of the West Pulaski Road and Oakwood Road intersection |
| Windy's Heliport | 14NY | Huntington | 2.69 miles southeast of Woodbury Tap |

Source: Homeland Infrastructure Foundation-Level Data. 2024. Aviation Facilities. Available online at: https://services.arcgis.com/xOi1kZaI0eWDREZv/arcgis/rest/services/NTAD_Aviation_Facilities/FeatureServer/0.

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 portions at the Woodbury Tap and Oakwood substation, will not exceed the regulatory trigger height of 200 feet or be constructed as close as 5,000 feet from the nearest landing/takeoff area. As such, the Project will not be considered a hazard to air navigation and will not require obstruction lighting or other visual mitigation.

FAA Notice Criteria was completed for the above ground facilities at the Woodbury Tap and the Oakwood Substation. No notices or determinations were triggered.

## E-6.3 Railroads

Construction of the Project will involve three crossings of the Port Jefferson Branch of the LIRR. At the Woodbury Tap, the proposed Line 138-676 (the "Line") will cross the LIRR overhead. Approximately 350 feet after the Line transitions to underground, the Line crosses the LIRR again. This portion of the Port Jefferson Branch of the LIRR is elevated across Woodbury Road, so the Line will be able to be installed via open-cut trench under the overpass. The final LIRR crossing, which will be south of West 11th Street as it enters the Oakwood Substation expansion, will be trenchless because the LIRR tracks are at-grade.

[1] For clarity and consistency, the Application includes a Glossary that defines terms and acronyms used throughout the Application

The Project's railroad crossings are summarized in the table below.

| Table E-6-2 Railroad Crossings | | | |
|---|---|---|---|
| **Branch** | **Town/Village** | **Longitudinal Street Name** | **Crossing Method** |
| Port Jefferson | Town of Oyster Bay | N/A | Overhead |
| Port Jefferson | Town of Oyster Bay | Woodbury Road | Open-cut trenching under elevated LIRR tracks |
| Port Jefferson | Town of Huntington | N/A | Trenchless crossing |

Final designs for the Project will incorporate appropriate transmission facility design criteria and railroad safety clearances. Following final design and preparation of the EM&CP, the Applicant will seek to obtain railroad crossing permits from the MTA/LIRR. 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 four public roadways. Table E-6-3 Longitudinal Road Occupations below identifies each of these roadways and its classification and jurisdiction. None of the four roadways are under the jurisdiction of NYSDOT.

| Table E-6-3 Longitudinal Road Occupations | | | |
|---|---|---|---|
| **Road Name** | **Town** | **Classification** | **Jurisdiction** |
| Woodbury Road (CR 11) | Town of Oyster Bay | Urban Minor Arterial | Nassau County, Suffolk County |
| West Pulaski Road (CR 11) | Town of Huntington | Urban Minor Arterial | Suffolk County |
| Oakwood Road (CR 92) | Town of Huntington | Urban Minor Arterial | Suffolk County |
| West 11th Street | Town of Huntington | Urban Minor Arterial | Town of Huntington |
| Sources:<br>NYSDOT. Functional Class Viewer. Available online at: https://gis.dot.ny.gov/html5viewer/?viewer=FC.<br>NYSDOT. Nassau County Roads Listing. Available online at: https://www.dot.ny.gov/divisions/engineering/ technical-services/hds-respository/NYSDOT_2022_LHI_County_Roads_Nassau_County.pdf. | | | |

The Project perpendicularly passes 11 roadways. Table E-6-4 Perpendicular Road Passings below identifies each of these roadways and its classification and jurisdiction. Avery Road/Hunters Run is the only road that the Project crosses.

| Table E-6-4 Perpendicular Road Passings | | | |
|---|---|---|---|
| **Road Name** | **Town** | **Classification** | **Jurisdiction** |
| Avery Road/Hunters Run | Town of Oyster Bay | Urban Major Collector | Town of Oyster Bay |

| | | | |
|---|---|---|---|
| East Gate Drive | Town of Oyster Bay | Local | Town of Oyster Bay |
| Uphill Lane | Town of Oyster Bay | Local | Town of Oyster Bay |
| Harbor Road (NY108) | Town of Huntington | Urban Minor Arterial | NYSDOT |
| West Rogues Path | Town of Huntington | Urban Minor Arterial | Town of Huntington |
| Woodbury Road | Town of Huntington | Urban Minor Arterial | Town of Huntington |
| Anondale Drive | Town of Huntington | Local | Town of Huntington |
| Valley View Court | Town of Huntington | Local | Town of Huntington |
| Crawford Court | Town of Huntington | Local | Town of Huntington |
| Crombie Street | Town of Huntington | Local | Town of Huntington |
| Railroad Street | Town of Huntington | Urban Major Collector | Town of Huntington |

Sources:

NYSDOT. Functional Class Viewer. Available online at: https://gis.dot.ny.gov/html5viewer/?viewer=FC.

NYSDOT. Nassau County Roads Listing. Available online at: https://www.dot.ny.gov/divisions/engineering/ technical-services/hds-respository/NYSDOT_2022_LHI_County_Roads_Nassau_County.pdf.

The only Project impacts to roads and traffic are expected to occur during construction. No impact will occur during normal operation of the Project. 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.

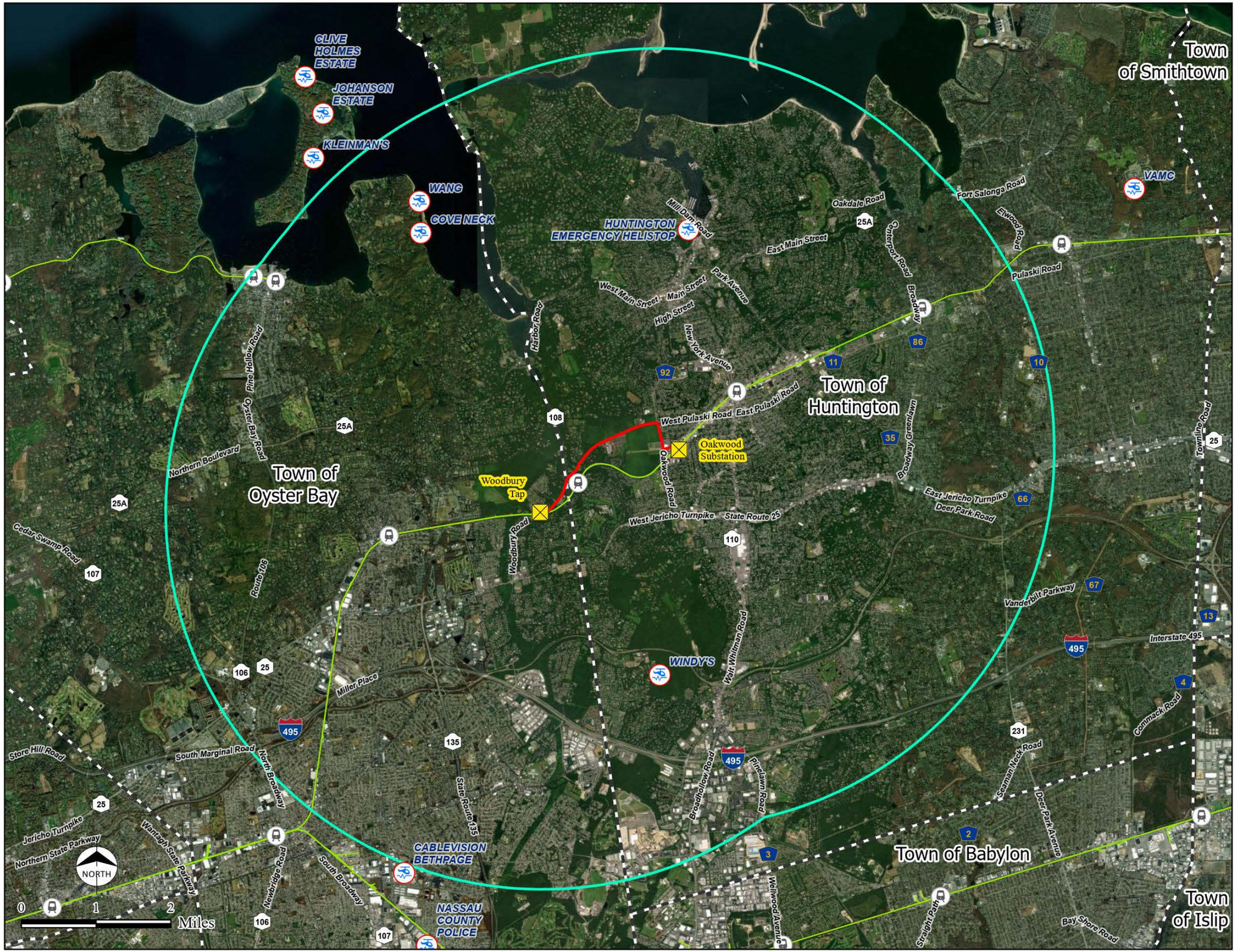
Traffic control measures will be developed as part of the final design to address temporary signage, possible shoulder closings, and procedures for moving equipment and materials onto Project work areas. Construction activities may close travel lanes temporarily, but, to the extent practicable, the Applicant 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.

NYSDOT will be consulted as part of the Project outreach program. The identified NYSDOT road, Harbor Road (Route 108), will be passed by the Project, but not impacted within the NYSDOT zone of influence. No trenching is anticipated to be within the NYSDOT zone of influence.

The Applicant will consult Nassau County and Suffolk County to seek guidance on the construction within and the crossing of County roads. Following final design and preparation of the EM&CP, 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 where the Project will be located. The Applicant will implement appropriate construction and safety practices to minimize pedestrian impacts during Project 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. The Applicant will consider sidewalk detours and will consult with DPS Staff as necessary.




LEGEND

- Project Tap/Substation
- Proposed Route
- Five Mile Buffer of Proposed Area of Disturbance
- Town Boundary
- Long Island Railroad (LIRR)
- Rail Station
- Heliport

Sources:
1. Project details prepared by Burns & McDonnell, January 2025
2. HIFLD, Aviation Facilities/Ferry Terminals/Railroads, Accessed February 2025
3. NYS GIS Data Clearinghouse
4. Esri World Imagery


PROJECT TITLE

PSEG LONG ISLAND

Syosset to Oakwood Project

SHEET TITLE

Figure E-6-1
Effect on Transportation

| | |
|---|---|
| DATE | 04/11/2025 |
| DRN. BY | CR/MK |
| CHK. BY | SH |
| FIGURE NO. | E-6-1 |

BURNS McDONNELL

PRELIMINARY - NOT FOR CONSTRUCTION