

CHAPTER 30
CONSTRUCTION IMPACTS

TABLE OF CONTENTS

30-1 OVERVIEW	30-1
30-2 PROCEDURE	30-1
30-2.1 Content of Construction Impacts Section	30-1
30-3 REFERENCE	30-3

30. CONSTRUCTION IMPACTS

30-1 OVERVIEW

This section is found in Type 2 Categorical Exclusions (CEs), Environmental Assessments (EAs), Environmental Impact Statements (EISs) and State Environmental Impact Reports (SEIRs). The purpose of this section is to outline and discuss those direct impacts related to the actual construction of the proposed project. In developing this section for Type 2 CEs, EAs, SEIRs and EISs, the information provided must address all alternatives under consideration. For Type 2 CEs, Finding of No Significant Impacts (FONSI), Final Environmental Impact Statements (FEISs) and SEIRs, the section should be modified to address the impacts and associated mitigation and preventative measures to be employed by the Department for the recommended alternative.

30-2 PROCEDURE

30-2.1 Content of Construction Impacts Section

The Construction Impacts section must address all direct impacts on the community resulting from the actual construction of the proposed project. It must identify any impact which will have a disruptive or beneficial effect on the community and provide corrective measures, where feasible, to reduce the amount of community disruption which could result. Generally, the Department has standard construction practices which take into consideration many of the direct impacts of construction and provides for measures to reduce or eliminate their effects. Many of these measures are found in the Florida Department of Transportation Standard Specifications for Road and Bridge Construction. Where this is the case, the Standard Specifications should be cited as the mitigative measure for the impact being discussed.

There are occasions, however, where the Standard Specifications may not completely cover the impact identified and some special preventative or mitigative measure may be required. In those cases, the Department should fully identify its proposed intentions to reduce or eliminate the impact effects identified in this section. In outlining these preventative measures, they will become commitments by the Department and, as such, should be reiterated again in the Commitments and Recommendation section of the Type 2 CE, SEIR, FONSI or FEIS (Part 2, Chapter 32).

The reader of this section should gain a firm understanding of the Department's standards and policies regarding construction activity and community disruption. The Department must seek to provide assurance to businesses and residents that it fully intends to work with the community to make the construction of the project the least disruptive possible.

The direct impacts which are generally discussed in this section are provided below. The analyst should take care to remember that this list is not all inclusive; therefore, there may be other areas in a community where the disruptive effects of the project are just as sensitive:

1. Air quality impacts related to open burning and dust control;

2. Noise and vibration impacts related to construction activities;
3. Water quality impacts related to erosion control, sedimentation, and turbidity reduction;
4. Traffic maintenance and detour routing;
5. Maintenance of access to businesses and residences;
6. Safety considerations;
7. Public involvement and community interaction to ease disruptive effects;
8. Disposal of construction material;
9. Stock piling of construction material and fill; and
10. Use of borrow areas and any mitigation measures proposed to reduce dredge and fill-related impacts.

Provided below is a sample Construction Impacts discussion.

"Construction activities for the proposed SR XX will have air, noise, vibration, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project."

"The air quality impact will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's "Standard Specifications for Road and Bridge Construction" as directed by the FDOT Project Engineer."

"Noise and vibrations impacts will be from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's "Standard Specifications for Road and Bridge Construction" in addition to those recommended in the Noise Impact section of this document. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable."

"Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's "Standard Specifications for Road and Bridge Construction" and through the use of Best Management Practices."

"Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will

be notified in advance of road closings and other construction-related activities which could excessively inconvenience the community so that motorists, residents, and business persons can plan travel routes in advance."

"A sign providing the name, address, and telephone of a Department contact person will be displayed on-site to assist the public in obtaining immediate answers to questions and logging complaints about project activity."

"Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. In the SR X area from SR XX to SR XXX, the present traffic congestion may become worse during stages of construction where narrow lanes may be necessary. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain two lanes of traffic in each direction of SR XX at all times and to comply with the Best Management Practices of FDOT (Commitments and Recommendations). Also, present interchange movements will be maintained through use of detour ramps. No other locations will require temporary roads or bridges."

"For the residents living along SR XX right-of-way, some of the materials stored for the project may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the short term."

"Construction of the roadway and bridges requires excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and portland cement concrete. Demucking is anticipated at most of the wetland sites and will be controlled by Section 120 of the FDOT Standard Specifications. Disposal will be on-site in detention areas or off-site. The removal of structures and debris will be in accordance with local and State regulation agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in the FDOT's Standard Specifications, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms."

30-3 REFERENCE

1. U.S. Department of Transportation, Federal Highway Administration, October 30, 1987. Guidance for Preparing and Processing Environmental and Section 4(f) Documents, FHWA Technical Advisory T6640.8A.