

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

THIS AREA FOR LEAD AGENCY USE ONLY

DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: Part 1 Part 2 Part 3
Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which **will not** have a significant impact on the environment, therefore **a negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore **a CONDITIONED negative declaration will be prepared.***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared.**

*A Conditioned Negative Declaration is only valid for Unlisted Actions

Realignment and Reconstruction of Route 28A

Name of Action

NYC Department of Environmental Protection

Name of Lead Agency

Angela Licata

Deputy Commissioner

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

June 7, 2007

Date

PART 1--PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action

Location of Action (include Street Address, Municipality and County)

Name of Applicant/Sponsor

Address

City / PO

State

Zip Code

Business Telephone

Name of Owner (if different)

Address

City / PO

State

Zip Code

Business Telephone

Description of Action:

Please Complete Each Question--Indicate N.A. if not applicable

A. SITE DESCRIPTION

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other

2. Total acreage of project area: acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	acres	acres
Forested	acres	acres
Agricultural (Includes orchards, cropland, pasture, etc.)	acres	acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	acres	acres
Water Surface Area	acres	acres
Unvegetated (Rock, earth or fill)	acres	acres
Roads, buildings and other paved surfaces	acres	acres
Other (Indicate type)	acres	acres

3. What is predominant soil type(s) on project site?

- a. Soil drainage: Well drained % of site Moderately well drained % of site.
 Poorly drained % of site

b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? Yes No

a. What is depth to bedrock (in feet)

5. Approximate percentage of proposed project site with slopes:

0-10% % 10- 15% % 15% or greater %

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No

8. What is the depth of the water table? (in feet)

9. Is site located over a primary, principal, or sole source aquifer? Yes No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No

According to:

Identify each species:

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)

Yes No

Describe:

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

Yes No

If yes, explain:

14. Does the present site include scenic views known to be important to the community? Yes No

15. Streams within or contiguous to project area:

a. Name of Stream and name of River to which it is tributary

16. Lakes, ponds, wetland areas within or contiguous to project area:

b. Size (in acres):

17. Is the site served by existing public utilities? Yes No
- a. If **YES**, does sufficient capacity exist to allow connection? Yes No
- b. If **YES**, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous wastes? Yes No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).
- a. Total contiguous acreage owned or controlled by project sponsor: acres.
- b. Project acreage to be developed: acres initially; acres ultimately.
- c. Project acreage to remain undeveloped: acres.
- d. Length of project, in miles: (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed. %
- f. Number of off-street parking spaces existing ; proposed
- g. Maximum vehicular trips generated per hour: (upon completion of project)?
- h. If residential: Number and type of housing units:
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | | | | |
| Ultimately | | | | |
- i. Dimensions (in feet) of largest proposed structure: height; width; length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? ft.
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? tons/cubic yards.
3. Will disturbed areas be reclaimed Yes No N/A
- a. If yes, for what intended purpose is the site being reclaimed?
- b. Will topsoil be stockpiled for reclamation? Yes No
- c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?

Yes No

6. If single phase project: Anticipated period of construction: months, (including demolition)

7. If multi-phased:

a. Total number of phases anticipated (number)

b. Anticipated date of commencement phase 1: month year, (including demolition)

c. Approximate completion date of final phase: month year.

d. Is phase 1 functionally dependent on subsequent phases? Yes No

8. Will blasting occur during construction? Yes No

9. Number of jobs generated: during construction ; after project is complete

10. Number of jobs eliminated by this project .

11. Will project require relocation of any projects or facilities? Yes No

If yes, explain:

12. Is surface liquid waste disposal involved? Yes No

a. If yes, indicate type of waste (sewage, industrial, etc) and amount

b. Name of water body into which effluent will be discharged

13. Is subsurface liquid waste disposal involved? Yes No Type

14. Will surface area of an existing water body increase or decrease by proposal? Yes No

If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain? Yes No

16. Will the project generate solid waste? Yes No

a. If yes, what is the amount per month? tons

b. If yes, will an existing solid waste facility be used? Yes No

c. If yes, give name ; location

d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No

e. If yes, explain:

17. Will the project involve the disposal of solid waste? Yes No

a. If yes, what is the anticipated rate of disposal? tons/month.

b. If yes, what is the anticipated site life? years.

18. Will project use herbicides or pesticides? Yes No

19. Will project routinely produce odors (more than one hour per day)? Yes No

20. Will project produce operating noise exceeding the local ambient noise levels? Yes No

21. Will project result in an increase in energy use? Yes No

If yes, indicate type(s)

22. If water supply is from wells, indicate pumping capacity gallons/minute.

23. Total anticipated water usage per day gallons/day.

24. Does project involve Local, State or Federal funding? Yes No

If yes, explain:

25. Approvals Required:

Type

Submittal Date

City, Town, Village Board Yes No

City, Town, Village Planning Board Yes No

City, Town Zoning Board Yes No

City, County Health Department Yes No

Other Local Agencies Yes No

Other Regional Agencies Yes No

State Agencies Yes No

Federal Agencies Yes No

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? Yes No

If Yes, indicate decision required:

Zoning amendment

Zoning variance

New/revision of master plan

Subdivision

Site plan

Special use permit

Resource management plan

Other

2. What is the zoning classification(s) of the site?

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

4. What is the proposed zoning of the site?

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

6. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile? Yes No

9. If the proposed action is the subdivision of land, how many lots are proposed?

a. What is the minimum lot size proposed?

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? Yes No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)?

Yes No

a. If yes, is existing capacity sufficient to handle projected demand? Yes No

12. Will the proposed action result in the generation of traffic significantly above present levels? Yes No

a. If yes, is the existing road network adequate to handle the additional traffic. Yes No

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name David S WARNE Date 6/7/07

Signature 

Title Assistant Commissioner

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- ! In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- ! The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- ! The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- ! The number of examples per question does not indicate the importance of each question.
- ! In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO YES

Examples that would apply to column 2

C	Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.	Yes	No
C	Construction on land where the depth to the water table is less than 3 feet.	Yes	No
C	Construction of paved parking area for 1,000 or more vehicles.	Yes	No
C	Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.	Yes	No
C	Construction that will continue for more than 1 year or involve more than one phase or stage.	Yes	No
C	Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.	Yes	No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

- | | | | |
|---|---------------------------------------------------|-----|----|
| C | Construction or expansion of a sanitary landfill. | Yes | No |
| C | Construction in a designated floodway. | Yes | No |
| C | Other impacts: | Yes | No |

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO YES

- | | | | |
|---|----------------------|-----|----|
| C | Specific land forms: | Yes | No |
|---|----------------------|-----|----|

Impact on Water

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

NO YES

Examples that would apply to column 2

- | | | | |
|---|------------------------------------------------------------------------------------|-----|----|
| C | Developable area of site contains a protected water body. | Yes | No |
| C | Dredging more than 100 cubic yards of material from channel of a protected stream. | Yes | No |
| C | Extension of utility distribution facilities through a protected water body. | Yes | No |
| C | Construction in a designated freshwater or tidal wetland. | Yes | No |
| C | Other impacts: | Yes | No |

4. Will Proposed Action affect any non-protected existing or new body of water?

NO YES

Examples that would apply to column 2

- | | | | |
|---|------------------------------------------------------------------------------------------------------------------|-----|----|
| C | A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease. | Yes | No |
| C | Construction of a body of water that exceeds 10 acres of surface area. | Yes | No |
| C | Other impacts: | Yes | No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

5. Will Proposed Action affect surface or groundwater quality or quantity?

NO YES

Examples that would apply to column 2

C	Proposed Action will require a discharge permit.	Yes	No
C	Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.	Yes	No
C	Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.	Yes	No
C	Construction or operation causing any contamination of a water supply system.	Yes	No
C	Proposed Action will adversely affect groundwater.	Yes	No
C	Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.	Yes	No
C	Proposed Action would use water in excess of 20,000 gallons per day.	Yes	No
C	Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.	Yes	No
C	Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.	Yes	No
C	Proposed Action will allow residential uses in areas without water and/or sewer services.	Yes	No
C	Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.	Yes	No
C	Other impacts:	Yes	No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

NO YES

Examples that would apply to column 2

- | | | |
|--------------------------------------------------------------------|-----|----|
| C Proposed Action would change flood water flows | Yes | No |
| C Proposed Action may cause substantial erosion. | Yes | No |
| C Proposed Action is incompatible with existing drainage patterns. | Yes | No |
| C Proposed Action will allow development in a designated floodway. | Yes | No |
| C Other impacts: | Yes | No |

IMPACT ON AIR

7. Will Proposed Action affect air quality?

NO YES

Examples that would apply to column 2

- | | | |
|-----------------------------------------------------------------------------------------------------------------------------------|-----|----|
| C Proposed Action will induce 1,000 or more vehicle trips in any given hour. | Yes | No |
| C Proposed Action will result in the incineration of more than 1 ton of refuse per hour. | Yes | No |
| C Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. | Yes | No |
| C Proposed Action will allow an increase in the amount of land committed to industrial use. | Yes | No |
| C Proposed Action will allow an increase in the density of industrial development within existing industrial areas. | Yes | No |
| C Other impacts: | Yes | No |

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?

NO YES

Examples that would apply to column 2

- | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| C Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. | Yes | No |
|-----------------------------------------------------------------------------------------------------------------------------------------|-----|----|

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change	
--	-------------------------------------	-----------------------------------	------------------------------------------------------	--

- | | | | | | |
|---|-----------------------------------------------------------------------------------------------------|--|--|-----|----|
| C | Removal of any portion of a critical or significant wildlife habitat. | | | Yes | No |
| C | Application of pesticide or herbicide more than twice a year, other than for agricultural purposes. | | | Yes | No |
| C | Other impacts: | | | Yes | No |

9. Will Proposed Action substantially affect non-threatened or non-endangered species?

NO YES

Examples that would apply to column 2

- | | | | | | |
|---|--------------------------------------------------------------------------------------------------------------------------------------------|--|--|-----|----|
| C | Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species. | | | Yes | No |
| C | Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation. | | | Yes | No |
| C | Other impacts: | | | Yes | No |

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?

NO YES

Examples that would apply to column 2

- | | | | | | |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|-----|----|
| C | The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.) | | | Yes | No |
| C | Construction activity would excavate or compact the soil profile of agricultural land. | | | Yes | No |
| C | The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land. | | | Yes | No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change	
			Yes	No
C The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).			Yes	No
C Other impacts:			Yes	No

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)
 NO YES

Examples that would apply to column 2

C Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.			Yes	No
C Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.			Yes	No
C Project components that will result in the elimination or significant screening of scenic views known to be important to the area.			Yes	No
C Other impacts:			Yes	No

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?
 NO YES

Examples that would apply to column 2

C Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.			Yes	No
C Any impact to an archaeological site or fossil bed located within the project site.			Yes	No
C Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.			Yes	No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

C Other impacts:		Yes	No
------------------	--	-----	----

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?

NO YES

Examples that would apply to column 2

C The permanent foreclosure of a future recreational opportunity.		Yes	No
-------------------------------------------------------------------	--	-----	----

C A major reduction of an open space important to the community.		Yes	No
------------------------------------------------------------------	--	-----	----

C Other impacts:		Yes	No
------------------	--	-----	----

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?

NO YES

List the environmental characteristics that caused the designation of the CEA.

Examples that would apply to column 2

C Proposed Action to locate within the CEA?		Yes	No
---------------------------------------------	--	-----	----

C Proposed Action will result in a reduction in the quantity of the resource?		Yes	No
-------------------------------------------------------------------------------	--	-----	----

C Proposed Action will result in a reduction in the quality of the resource?		Yes	No
------------------------------------------------------------------------------	--	-----	----

C Proposed Action will impact the use, function or enjoyment of the resource?		Yes	No
-------------------------------------------------------------------------------	--	-----	----

C Other impacts:		Yes	No
------------------	--	-----	----

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?
 NO YES

Examples that would apply to column 2

- | | | | |
|---|--------------------------------------------------------------------|-----|----|
| C | Alteration of present patterns of movement of people and/or goods. | Yes | No |
| C | Proposed Action will result in major traffic problems. | Yes | No |
| C | Other impacts: | Yes | No |

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply?
 NO YES

Examples that would apply to column 2

- | | | | |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| C | Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. | Yes | No |
| C | Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | Yes | No |
| C | Other impacts: | Yes | No |

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?
 NO YES

Examples that would apply to column 2

- | | | | |
|---|------------------------------------------------------------------------------------------------------------------------|-----|----|
| C | Blasting within 1,500 feet of a hospital, school or other sensitive facility. | Yes | No |
| C | Odors will occur routinely (more than one hour per day). | Yes | No |
| C | Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | Yes | No |
| C | Proposed Action will remove natural barriers that would act as a noise screen. | Yes | No |
| C | Other impacts: | Yes | No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety?
 NO YES

- | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <p>C Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.</p> | Yes | No |
| <p>C Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)</p> | Yes | No |
| <p>C Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids.</p> | Yes | No |
| <p>C Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.</p> | Yes | No |
| <p>C Other impacts:</p> | Yes | No |

**IMPACT ON GROWTH AND CHARACTER
OF COMMUNITY OR NEIGHBORHOOD**

19. Will Proposed Action affect the character of the existing community?
 NO YES

Examples that would apply to column 2

- | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <p>C The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.</p> | Yes | No |
| <p>C The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.</p> | Yes | No |
| <p>C Proposed Action will conflict with officially adopted plans or goals.</p> | Yes | No |
| <p>C Proposed Action will cause a change in the density of land use.</p> | Yes | No |
| <p>C Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.</p> | Yes | No |
| <p>C Development will create a demand for additional community services (e.g. schools, police and fire, etc.)</p> | Yes | No |

	1	2	3	
	Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change	

- | | | | | |
|---|----------------------------------------------------------------------|--|-----|----|
| C | Proposed Action will set an important precedent for future projects. | | Yes | No |
| C | Proposed Action will create or eliminate employment. | | Yes | No |
| C | Other impacts: | | Yes | No |

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?

NO YES

If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

Realignment and Reconstruction of Route 28A
Town of Olive, Ulster County New York
Purpose and Project Description

The Ashokan Reservoir serves as one of the primary drinking water supply reservoirs for New York City. Following the September 11, 2001 terrorist attacks on the World Trade Center in New York City, security was heightened at the Ashokan Reservoir and other critical water supply facilities for the City. This resulted in Monument Road, from Route 28A to Reservoir Road, being temporarily closed to traffic. Route 28A, Monument Road, and Reservoir Road are roadways that are owned and maintained by the New York City Department of Environmental Protection (NYCDEP). Vehicle traffic that would normally cross the now closed portion of Monument Road was diverted to travel along the existing portion of Route 28A (see attached map). NYCDEP is responsible to maintain the City's water supply and after the terrorist attacks it undertook a security assessment, in consultation with the U.S. Army Corps of Engineers, of its water supply facilities. As the result of that assessment, Monument Road over the Olivebridge Dam was permanently closed to public traffic on February 28, 2003 as a precautionary measure by the NYCDEP to protect the City's water supply. Pending the installation of the necessary security access improvement at Olivebridge Dam (being done under a separate contract), use of Monument Road will be permitted for local emergency vehicles (police, fire, and medical) in cooperation with DEP Police.

A portion of Route 28A, located in the Town of Olive, Ulster County is now used as a permanent detour and/or route change due to this closure of Monument Road over the Olivebridge Dam at Ashokan Reservoir. The entire route change is approximately 2.5 miles long. Prior to the diversion to Route 28A, traffic volumes for this roadway were at or below the annual rate of 0.6 percent for this region of the state according to previously accepted traffic reports. With the closure of Monument Road, traffic volumes on this section of Route 28A have increased proportionally. This can be seen by the increase in the annual average daily traffic volumes along Route 28A between Reservoir Road and Monument Road which was 300 vehicles per day in 1999, 460 in 2002, and 1,938 in 2004. In addition, the combination of non-standard features (e.g., less than optimum horizontal curve radius and line of sight distances) and increased traffic volume may have contributed to the increased number of traffic accidents on Route 28A since the closure of Monument Road.

The route change along Route 28A is made up of a two lane, one in each direction, east west roadway with two undivided travel lanes of asphalt pavement that vary in width through the corridor, from ten feet wide near the intersection with New York State (NYS) Route 213, to nine feet wide as the road approaches Stony Hollow to the east. Asphalt shoulders, where present, are two to three feet wide. There are no curbs, nor are there existing climbing or turning lanes, or medians in the project limits. The area that should be clear immediately adjacent to the road is limited by utility poles, guide rails, signs and trees that exist in the four to six foot range of the travelway. The guide rail is in fair to poor condition along the roadway. There are at least four curves in the southern portion of the roadway in which the horizontal alignment does not meet what should be the minimal horizontal radius for a road of this functional class.

The portion of Route 28A that is now serving as the detour falls within two road classifications. Route 28A from Boiceville to NYS Route 213 is currently classified as a Rural Minor Collector Road. Route 28A from NYS Route 213 and Stony Hollow has been functionally a Rural Local Road, which by definition, provides access to abutting lands over relatively short distances. However, due to the closure of Monument Road, Route 28A has experienced an increase in traffic volumes and has become a roadway that provides a link between the local roadway and routes of higher classification. As a result, the functional classification of the section of Route 28A between NYS Route 213 and the Waste Channel Bridge is being considered a Rural Collector Road by NYCDEP in accordance to the New York State Department of Transportation (NYSDOT) criteria. As a Rural Collector Road which generally serve

travel of primarily intracounty rather than statewide importance, this roadway should provide a balance between both access to abutting lands, and to mobility on the roadway.

To address the various issues noted above and bring this section of Route 28A up to standards for a Rural Collector Road, NYCDEP is proposing to construct various improvements along this portion of roadway. The project would be comprised of two major components, realignment and reconstruction. Currently, the existing detour route has a very tight "S" curve at the bottom of a steep hill. The proposed realignment, approximately 0.4 mile, would eliminate that potentially dangerous curvature for public safety. The remaining 2.1 miles would be reconstructed with various improvements such as shoulder widening and grading to improve sight distances. In addition, two existing intersections will be improved for safety.

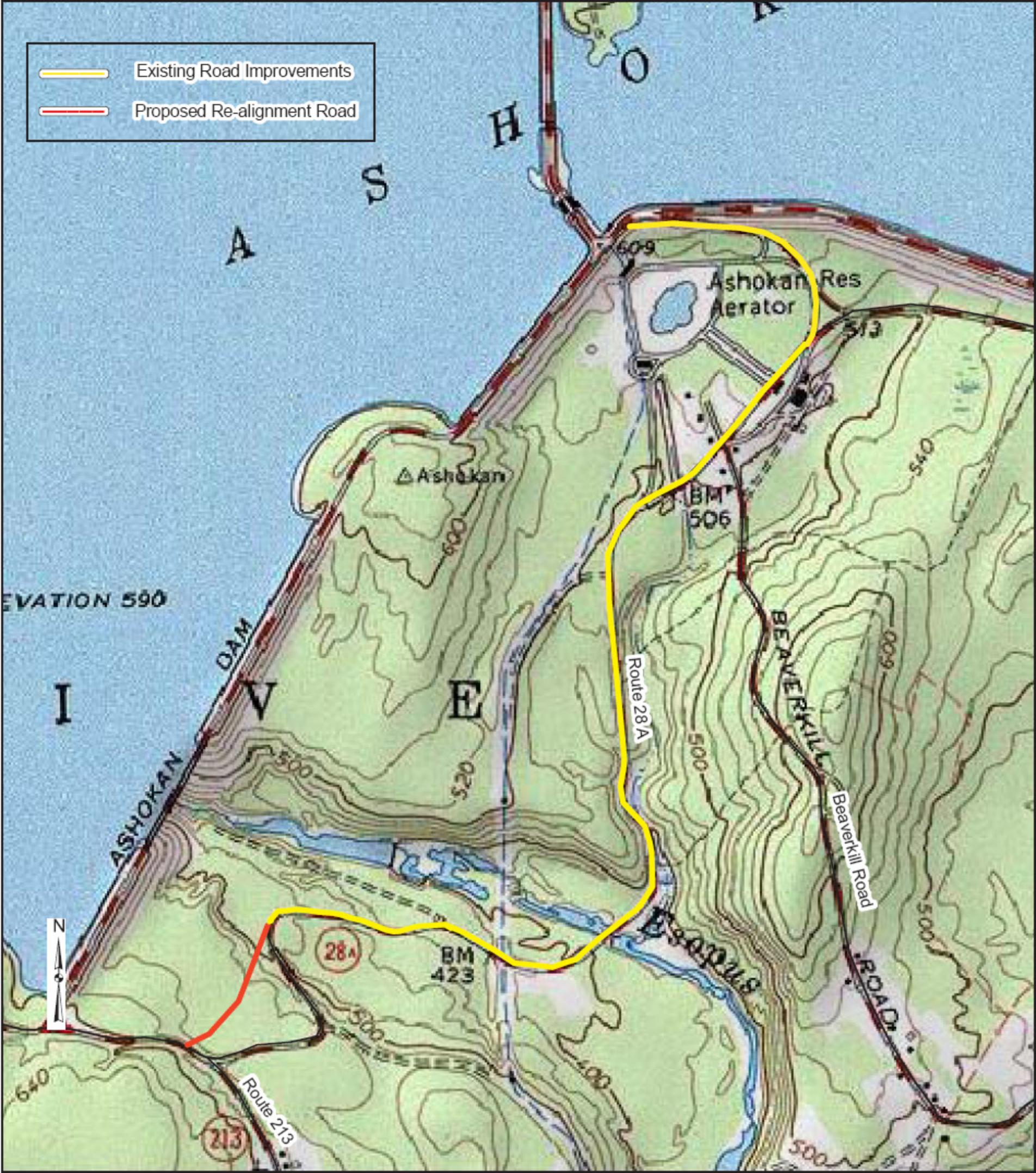
The western terminus of the project area is located at the intersection of Route 28A and Monument Road , approximately 1,300 feet west of the current intersection of NYS Route 213 and Route 28A. The eastern terminus of the project area is located at the southern end the Dividing Weir Bridge at Reservoir Road.

In addition to the realignment and reconstruct of the roadway, the proposed project design would include changing the existing speed, presently posted at 35 miles per hour (mph), to a design speed of 45 mph (to be posted as 40 mph) from the western end of the project at Monument Road to the Waste Channel Bridge. From the Waste Channel Bridge to the eastern terminus of the proposed project at the Dividing Weir Bridge the design speed would be 40 mph (to be posted as 30 mph. In order to improve safety measures, the roadway would be redesigned and constructed in accordance with roadway geometries for those speed limits. This would include reducing the curvature of the existing "S" curve, widening the lanes to twelve feet, widening and/or adding four feet shoulders, and improving clear zones and sight distances.

Two intersections, Route 28A with NYS Route 213 and Route 28A with Monument Road, would be redesigned and reconstructed. And, in order to alleviate anticipated congestion associated with vehicles turning on to NYS Route 213 from Route 28A in either direction, the proposed project would include turning lanes to be utilized on Route 28A for these turning movements.

General public parking is available at the southwest end of Monument Road for use of those utilizing the nearby public access areas of Ashokan Reservoir (Frying Pan and Acorn Hill). At present there is approximately twelve spaces available. As part of the proposed project this public parking area would be improved and expanded s to allow for twenty parking spaces. Lastly, with the exception of the relocation of two telephone poles, no modifications or relocations of other utility poles, power lines, or underground utilities are anticipated for the proposed project.

- Existing Road Improvements
- Proposed Re-alignment Road



Realignment and Reconstruction of Route 28A

Environmental Impact Analysis

Introduction

Although the proposed project would affect traffic conditions to some degree, it would not directly change the existing traffic volume nor the principal use of the properties adjacent to the roadway. It would not add any new air emissions sources nor affect any known or eligible historic resources. Therefore, certain impact categories are not anticipated to result in potential adverse impacts and thus will not be the subject to detailed review in this EAF. These impact categories include:

- Air Quality
- Visual and/or Scenic Resources
- Historic or Archaeological Resources
- Neighborhood or Community Character
- Energy
- Socioeconomic conditions
- Community facilities and services
- Transit and Pedestrians
- Shadows

Existing Conditions

The proposed project area falls along Route 28A between Dividing Weir Bridge and Monument Road and is located south and east of Ashokan Reservoir in the Town of Olive, Ulster County. Topography along this portion of Route 28A consists of graded roads traversing steep slope conditions, rock outcrops, and generally rigorous site terrain. Elevations in the project area range from approximately 615 feet to 380 feet above mean sea level. Slopes along the roadway or in close proximity range from no appreciable slope to as high as forty percent in some locations.

The Ashokan Reservoir is located directly to the north and west of the proposed project area and is directly adjacent at the northern most portion of the project area. The Reservoir is classified as a AA(t) water body. The AA classification indicates the Reservoir provides a source of drinking water and the (t) classification indicates the water supports trout fisheries. Additionally, four watercourses bisect the existing project area. These are the Esopus Creek and three unnamed tributaries to the Esopus Creek. The Esopus Creek intersects the southern portion of the project area. Esopus Creek is a Class "B(t)" tributary which indicates that the best usage for swimming and other contact recreation but not for drinking water supplies. Two of the three unnamed tributary streams are designated as Class "C(t)" tributaries and the northernmost stream is designated as a Class "C" tributary. The Catskill Aqueduct also traverses through the southern portion of Route 28A.

The upland areas adjacent to the existing Route 28A and the proposed realignment area are comprised of a successional hardwood community. This community is a hardwood or mixed forest that occurs on sites that have been cleared for farming, logging or otherwise disturbed. Portions of the low-lying lands within the project area contain a wetland community, red maple hardwood swamp, that is commonly found throughout New York State and comprises the wetlands identified within the project area (see following the Wetlands section below for more information). The dominant vegetation observed in this community that were identified during a wetland delineation conducted in 2004 include red maple (*Acer rubrum*), American elm (*Ulmus americana*), and American hornbeam (*Carpinus caroliniana*) in the over story; sedges (*Carex spp.*), cinnamon fern (*Osmunda cinnamomea*), sensitive fern (*O. sensibifis*), and skunk cabbage (*Symplocarpus foetidus*) in the herbaceous layer; and, much of the shrub layer consisted primarily of young American hornbeam saplings and some tartarian honeysuckle (*Lonicera tatarica*).

As noted above, the wetlands identified within the project area have formed in low lying areas, primarily in pockets at the base of slopes and rock outcroppings and along stream channels. The shallow depth to bedrock would likely limit the wetlands from serving as a resource for groundwater discharge. Those

existing wetlands located along the stream channels would allow flood flows from storm events to spread out over the wetlands, thus reducing the force of the water. Furthermore, wetlands often serve as settling and filtering basins. Those wetlands located along the roadway would likely provide this function to a good degree due to their proximity to the existing roadway especially during rain events due to the high stem density of the vegetation found in the wetland and the fact that this stem density would slow down the flows through the wetlands. Lastly, most of the wetlands found in the proposed project area and the vegetation contained within are identified as having a high productivity for wildlife habitat that serves as feeding, cover and breeding grounds for both wetland and non-wetland associated wildlife species.

Bald eagles (*Haliaeetus leucocephalus*), a federal and state threatened species, have been known to nest in the vicinity of the project area. Other endangered and/or threatened species that have the potential to occur in the proposed project area include the endangered Indiana bat (*Myotis soldalis*) and bog turtle (*Clemmys muhlenbergii*). In addition, a check with the New York State Natural Heritage Program found that there is a possibility for the endangered small whorled pagonia (*Isotria medeloides*) to exist within the project limits although the last known sighting of this plant in the Town of Olive was in 1920.

Water Quality

As noted above, the proposed project area would be bisected by the Esopus Creek and three unnamed tributaries along with a number of small wetlands (red maple swamp). Based on current design plans, there are no plans for changing the footprint or modifying the structures located at any stream crossing along Route 28A. Any modifications made to the road would be at the pavement level and therefore is not expected to impact the streams. The only bridge structure within the project area, Waste Channel Bridge, is being reconstructed under a separate contract and has been subject to a separate environmental review (City Environmental Quality Review No. 04DEP198U).

Currently stormwater is discharged directly to the Esopus Creek via overland flow. Post construction stormwater would continue to discharge similarly into the Esopus Creek, however best management practices (BMPs) would be utilized to insure water quality by providing sediment, erosion and pollutant control, especially for those areas where slopes would exceed ten percent.

Once completed, the proposed project would disturb approximately 24 acres of land which will include tree cutting, road widening with shoulders and guard rails, and the replacement of culverts where warranted. In order to attenuate post-construction stormwater runoff due to the increase in impervious area, triangular ditches would be constructed alongside Route 28A. Although several of the existing culverts located along Route 28A are suitable to receive additional flow, some culverts would be resized in order to accommodate the anticipated increase in stormwater runoff. Design details and flow profiles of the constructed ditches and resized culverts are being incorporated in the proposed stormwater pollution prevention plan (SPPP) for the project. The SPPP will be reviewed by NYCDEP in accordance with the NYC Watershed Rules and Regulations and New York State Department of Environmental Conservation (NYSDEC) for the State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater required for the proposed project.

By implementing a properly designed and approved SPPP, the proposed project would not be expected to result in a potentially significant adverse water quality impact.

Natural Resources

Natural resources that may be impacted by the proposed project include loss of forest land and wetlands and potential adverse impacts to threatened and/or endangered species that may inhabit the project area. As noted above, the proposed project would disturb approximately 24 acres of land. The majority of this disturbance would along the existing roadway itself. However, approximately 7.2 acres of forest lands

and 0.8 acres of wetlands would be permanently disturbed by the proposed project. Further details on the wetlands disturbance and proposed mitigation are discussed in the Wetlands section below.

As noted, the forest land disturbance would come to 7.2 acres. Approximately 3.5 acres would be for the proposed realignment of Route 28A and the remaining 3.7 acres would be the result of road widening and new/expanded shoulders. The forest land lost due the latter need could not be readily replaced in these areas as that the proposed roadway and line of sight would need to be properly maintained following construction for public safety reasons. However, the existing roadway that would be abandoned due to the proposed realignment component of the project would provide approximately 2.8 acres that would be re-vegetated. Although a landscape plan has not yet been developed for this proposed abandoned roadway, it has been recommended that this land should be reforested versus being planted with grasses and similar planting materials. Assuming that this recommendation is adapted, the net loss of forest land would be only 4.4 acres or approximately 1,400 to 1,800 trees based on the estimated tree density of an established tree plot that NYCDEP currently maintains near the proposed project area.

As that NYCDEP owns in excess of 1,000 acres of land immediately surrounding the Ashokan Reservoir, with nearly all in forest cover, the loss of 4.4. acres of forest land due to this proposed project would not be considered a significant adverse impact to habitat and other functions that forest lands provide in the Catskill watershed.

Wetlands

As part of the proposed project, NYCDEP had a wetlands delineation survey conducted in June and September 2004 for the project area. An U.S. Army Corps of Engineers (ACOE) representative visited the project area on June 29, 2006, to review that delineation. Based on ACOE's 2006 field visit, the wetlands delineation was adjusted and resubmitted to the ACOE on August 31, 2006. It should be noted that according to May 2004 correspondence from NYSDEC, there are no state jurisdictional wetlands within the proposed project area outside of the streams themselves (Esopus Creek and its tributaries).

The wetlands identified within the project area have formed in low lying areas, primarily in pockets at the base of slopes and rock outcroppings and along stream channels and are all categorized as red maple hardwood swamp. As noted earlier, the dominant vegetation observed in this community include red maple, American elm, American hornbeam, sedges, cinnamon fern, sensitive fern, skunk cabbage, young American hornbeam saplings, and tartarian honeysuckle. The wetlands provide flood flow relief, serve as settling and filtering basins, and have a high productivity for wildlife habitat.

Based on current design plans for the proposed project, wetlands that would permanently lost due to the project would amount to 0.8 acres. To offset these losses, NYCDEP has proposed enhancement and expansion of an existing wetlands area located on its lands along Route 28 north of Ashokan Reservoir. Onsite offset options were not feasible due to the existing steep grades and the potential disturbance to additional forest lands. The proposed offset location is nearly three acres in size and currently contains approximately one acre of wetlands. The proposal being made by NYCDEP would restore 0.2 acre that was previously impacted by another's filling activities on the property and expand the existing wetlands by 0.9 acre.

The proposed offset plan would be to excavate down to the level of the remaining undisturbed wetlands in order to intercept the groundwater table. This would be followed by implementing a planting plan which would result in the creation of a diversity of emergent, shrub, and forested habitats. A monitoring plan would then be conducted for a period of three years to ensure the necessary wetland hydrology and dominant vegetation was established.

The ACOE has indicated in their communications with NYCDEP that they believe that the Department has adequately shown that the wetlands impacts have been avoided to the greatest extends feasible and

where wetlands could not be avoided that the resultant impacts are the minimal given the need of the proposed project. Further, ACOE has indicated that the proposed wetland offset plan appears to be acceptable.

By implementing a properly designed and approved wetlands offset plan, the proposed project would not be expected to result in a potentially significant adverse impact to the overall wetlands functions found in the environs of Ashokan Reservoir.

Threatened and Endangered Species

The small whorled pagonia is listed as an endangered species in New York State and as a federally listed threatened species. A field survey was performed in order to determine if the small whorled pagonia was present within the proposed project area, as well as, to document the presence of any other endangered or threatened species could be found within the project area. The field survey was performed on June 2, 2005, as that the small whorled pagonia is usually found in moist woods and flowers in late May to early June. After consultation with NYCDEP Natural Resources staff, the survey focused on the area located between the edge of pavement and approximately forty feet from the centerline of Route 28A and the undeveloped area located in the northern portion of the project area. The investigation consisted of traversing the areas and compiling a comprehensive vegetation list documenting species encountered during the field investigation. The small whorled pagonia was not observed; furthermore, no species observed within the project area were known to be in the New York Rare Plant Status List. Based on the field investigation, all plant species observed at the project area are typical for these habitat types throughout this portion of New York State.

NYCDEP consulted with the Endangered Species Unit of NYSDEC regarding the necessary measures that would need to be incorporated into the proposed project to safeguard any bald eagles that could be utilizing the Ashokan Reservoir environs for its nesting and/or foraging activities. In accordance with NYSDEC requirements, an Eagle Habitat Buffer has been established in the project area. This buffer may be adjusted where warranted based on any new or former nesting sites that may be occupied after the buffer was established. In accordance with NYSDEC stipulations:

1. No human entry will be allowed within the 750' buffer zone, modified to match Route 28A at it's closest point during the nesting season of January 1st to September 30th. In addition, the service road located nearest to this buffer zone is to be closed.
2. No alteration of vegetation (cutting) could occur within the 750' buffer ring, as modified, at any time of the year. No trees should be cut and no clearing any closer than the now closest distance to the existing road.
3. No clearing and/or cutting of trees in any area north of Route 28A outside the aforementioned buffers occur between January 1st and September 30th.

In addition to the above requirements, NYCDEP would specific that the project contractor to coordinate with NYCDEP Wildlife Studies staff prior to and periodically during any construction activities to ensure all necessary safeguards are properly observed to protect any bald eagles that would be utilizing the Ashokan Reservoir environs.

The proposed project is within the range of the federally endangered species the Indiana bat. This species is typically associated with cave habitats for hibernacula and trees with exfoliating bark for roosting. The U.S. Fish and Wildlife Service (USFWS) typically requests that a site be surveyed to determine the presence, amount, and distribution of suitable summer roosting and maternity habitat, and the presence of any mines and/or caves that could serve as hibernacula. On April 8, 2005, NYCDEP had a biologist visited the proposed project area to evaluate the presence of maternity roosting trees and other potential

critical habitat. No mines and/or caves were observed within the project area. Although the majority of the project area is forested, the trees that dominate the canopy layer lack the aforementioned summer roost characteristics.

Although it does not appear that suitable habitat exist in the proposed project area for Indiana bat, the ACOE (possibly as the bequest of USFWS) has asked that tree cutting for the proposed project be limited to the period between October 1st and March 31st. NYCDEP will comply with this request.

The proposed project is also within the range of the federally-listed threatened and State-listed endangered bog turtle. According to the USFWS factsheet for bog turtles, this species prefers open canopy wetlands with soft, saturated soils such as fens or sedge meadows fed by seeps and springs of cold groundwater that have been in contact with calcium-rich bedrock or soils. In New York, bog turtles are often found in or near rivulets having deep mucky substrate, but where above-surface water depths are very shallow – usually only a few inches deep at most. Plant species commonly associated with bog turtle habitats include tamarack, cinquefoil, alders, willows, sedges, sphagnum moss, jewelweed, rice cut-grass, tearthumb, arrow arum, red maple, skunk cabbage, rushes, and bulrushes.

Based on an assessment by wildlife biologists with expertise in bog turtle habitat, the proposed project area does not contain the appropriate habitat necessary to support this species. According to the Ulster County Soil Survey, the area around the south side of the Ashokan Reservoir is dominated by Lordstown-Arnot-Mardin soils in which its cantina are formed in glacial till deposits of variable thickness over bedrock. These glacial till deposits are similar and are derived mainly from brownish siltstone, sandstone and shale. As such, this area does not have the necessary calcium rich bedrock or soils to support this species. In addition, the project site does not contain the necessary wetland habitat to support this species as that the majority of existing wetlands are located along narrow drainage channels dominated by red maple.

By implementing as part of the proposed project the various requirements noted above for bald eagles and Indiana bats, the proposed project would not be expected to result in a potentially significant adverse impact to threatened and/or endangered species that may be anticipated to be found within or in close proximity of the proposed project area.

Traffic

With the closure of Monument Road over the Olivebridge Dam, Route 28A saw a significant increase in traffic volume as the traffic that had previously traveled across Olivebridge Dam was diverted to Route 28A. In addition, the combination of non-standard features for a roadway that now should be functioning as a Rural Collector Road and increased traffic volume may have contributed to the increased number of traffic accidents on Route 28A since the closure of Monument Road.

Prior to the diversion to Route 28A, traffic volumes for this roadway were at or below the annual rate of 0.6 percent for this region of the state according to previously accepted traffic reports. Following the implementation of the detour, traffic volumes on this section of the roadway have increased many fold over that seen prior to the closure of Monument Road. This can be seen by the increase in the annual average daily traffic volumes along Route 28A between Reservoir Road and Monument Road which was 300 vehicles per day in 1999, 460 in 2002, and 1,938 in 2004. Two-lane highways when operating in a rural environment are typically capable of handling 400 vehicles per hour while still maintaining a free flow traffic condition. When this is compared to the 2004 traffic volumes for Route 28A, it appears that this roadway was operating post-Monument Road closure at only twenty percent of what it could be expected and still have a free flow traffic condition. Lastly, it is expected that future increases in traffic volumes for Route 28A will return to the historic annual background traffic growth rate used by NYSDOT in this region which is less than 1 percent.

Although traffic volumes have increased, an analysis of level of service for 2004 found that service along the detour route on Route 28A is still operating at service level "A". Level of service is a measure of the operational quality of an intersection for which "A" is the highest most efficient level and "F" is the lowest. Furthermore, when a growth rate of 1 percent is applied and projected to the year 2025, the level of service for this section of Route 28A remains either at "A" or experiences only a slight drop to service level "B".

As noted earlier, the entire detour or route change is approximately 2.5 miles long, which is approximately 1,000 feet longer than the original route along Monument Road. With only this minor increase in distance along the detour route, any delay in travel time is minimal.

According to the latest figures available, the accident rate for Route 28A between NYS Route 213 and Monument Road is 6.06 which is substantially higher than the statewide average accident rate of 2.81 for similar road conditions. The types of accidents which have increased significantly along this section of Route 28A include run off the road/fixed-object and sideswipe/head-on type accidents. It is believed that the increase in traffic volumes along with non-standard and non-conforming features of Route 28A may have contributed to the increased accident rate in this section of Route 28A.

The proposed roadway project for the Route 28A would correct many, if not all, of the engineering inadequacies found along this section of Route 28A. These current shortfalls for what should be a functioning Rural Collector Road include poor site distances, inappropriate super elevations, lack of intersection turning lanes, and sharp turns. The proposed project would correct all these and would result in safer road conditions based on the new geometry of the proposed road redesign. Therefore, it is anticipated that accident rates would, at minimum, return to pre-closure rates or even decrease to below those rates.

Although traffic volumes have increase, level of service along the Route 28A detour remains very good and should remain so with the proposed project. Further, one of the key objectives of the proposed project would be to provide safer road conditions by eliminating the non-standard features currently found along this section of Route 28A. Therefore, the proposed project is anticipated to have no potential adverse impact to traffic conditions in this area.

Construction Impacts – Traffic, Noise, and Air Quality

The proposed project is expected to take place over a 18-month period and would be limited to daytime hours. The reconstruction of the Waste Channel Bridge, to be done by a separate contract, would be completed prior to the start of construction activities associated with the proposed Route 28A project. The necessary lane closures that would be expected through the duration of the construction would be limited to a single travel lane of approximately 0.25 mile in length at any one time.

Additional vehicle trips to the project area would occur during the construction period for the proposed project. The number of construction employees needed for the project is estimated to be no more than thirty. Construction truck traffic would be distributed through the construction work day and is estimated at approximately six per work hour. Staging areas would be located off the roadway. Therefore, significant impacts to traffic in the area are not anticipated.

Construction activities would temporarily increase ambient noise levels in the proposed project area during the construction work day. These construction noise sources would include operation of both mobile equipment (i.e., trucks, bulldozers, etc) and stationary equipment (i.e. compressors, pile drivers, power tools, etc). The increase in noise would be short-term in nature and, once the proposed project is completed, the ambient noise in the area would return to current levels. Therefore, the proposed project is not expected to result in a potential significant noise impact.

In general, the main air quality concern associated with construction activities is fugitive dust. Potential sources of fugitive air emissions include mechanical erosion of the soil due to increased equipment travel, fugitive emissions from excavation, dumping, and soil removal by backhoes, dump trucks, etc., and wind erosion from exposed soil. Good housekeeping practices, such as water spraying, would be employed during construction to minimize the potential for fugitive dust generation. Hence, a potentially significant adverse impact by fugitive dust is not expected.

Other sources of air emissions are those due to the construction-related mobile sources (e.g., trucks). Potentially significant adverse mobile source impact due to project construction would not be anticipated due to the low number of vehicles associated with this proposed project. In addition, all non-road diesel-powered construction equipment would use ultra-low sulfur diesel fuel as required by NYC Local Law 77 of 2003. Therefore, the proposed project is not expected to result in a potential significant air quality impact.

Public Health and Safety

As noted previously, the key objective of the proposed project would be to provide safer road conditions by eliminating the non-standard features currently found along the Route 28A detour route. Therefore, public safety would be enhanced by the proposed project.