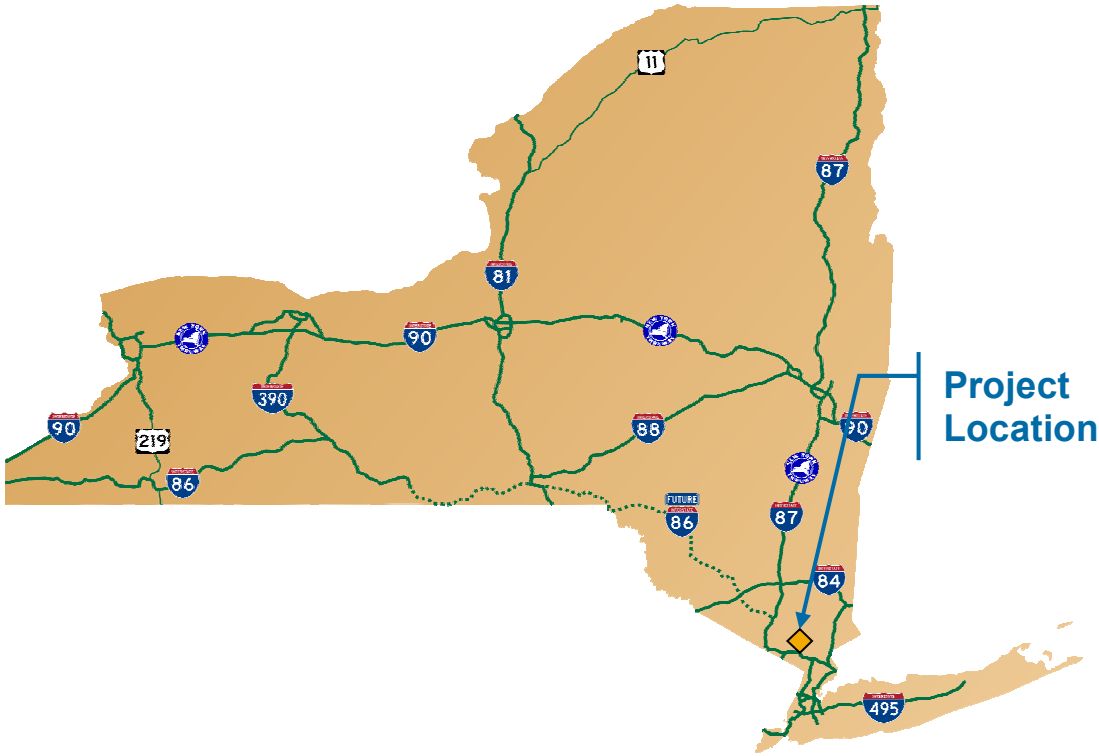
Transportation Project Report

Initial Project Proposal/Final Design Report

June 2020

Call Hollow Road over Minisceongo Creek Bridge Rehabilitation
Project Identification Number (PIN): 8762.15
Bridge Identification Number (BIN): 3345900
Town of Haverstraw
Rockland County



NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

Project Approval Sheet

Milestones	Signatures	Dates
A. Recommendation for, Initiation, Scope and Design Approval:	The project cost and schedule are consistent with the Regional Capital Program. Name, Regional Program Manager	Date
B. Recommendation for Scope, Design, and Nonstandard Feature Approval:	All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained. The nonstandard features have been adequately justified and it is not prudent to eliminate them as part of this project. Name	Date
C. Public Hearing Certification (Pursuant to 23 USC 128 and 23 CFR 771.111):	A public hearing was not required; however a public informational meeting was held on XX, YY, ZZZZ. Name	Date
D. Categorical Exclusion Determination on Behalf of FHWA	This project qualifies as a Categorical Exclusion under the National Environmental Policy Act per the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions. Name	Date
E. Local Project Nonstandard Feature Approval	Nonstandard features on Non-NHS local roadway have been appropriately justified. Name	Date
F. Local Project Scope and Design Approval	The required environmental determinations have been made, and the preferred alternative for this project is ready for final design. Name	Date

CONTACT: Daniel Quinn, Rockland County Highway Department
PHONE: (845) 638-5060
PROJECT MANAGER: Jared Anderson, PE, HVEA Engineers

List of Preparers

Group Director Responsible for Production of this Initial Project Proposal/Final Design Report (IPP/FDR):

Jared Anderson, P.E., Project Manager, HVEA Engineers

Description of Work Performed:
Directed the preparation of the IPP/FDR in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.

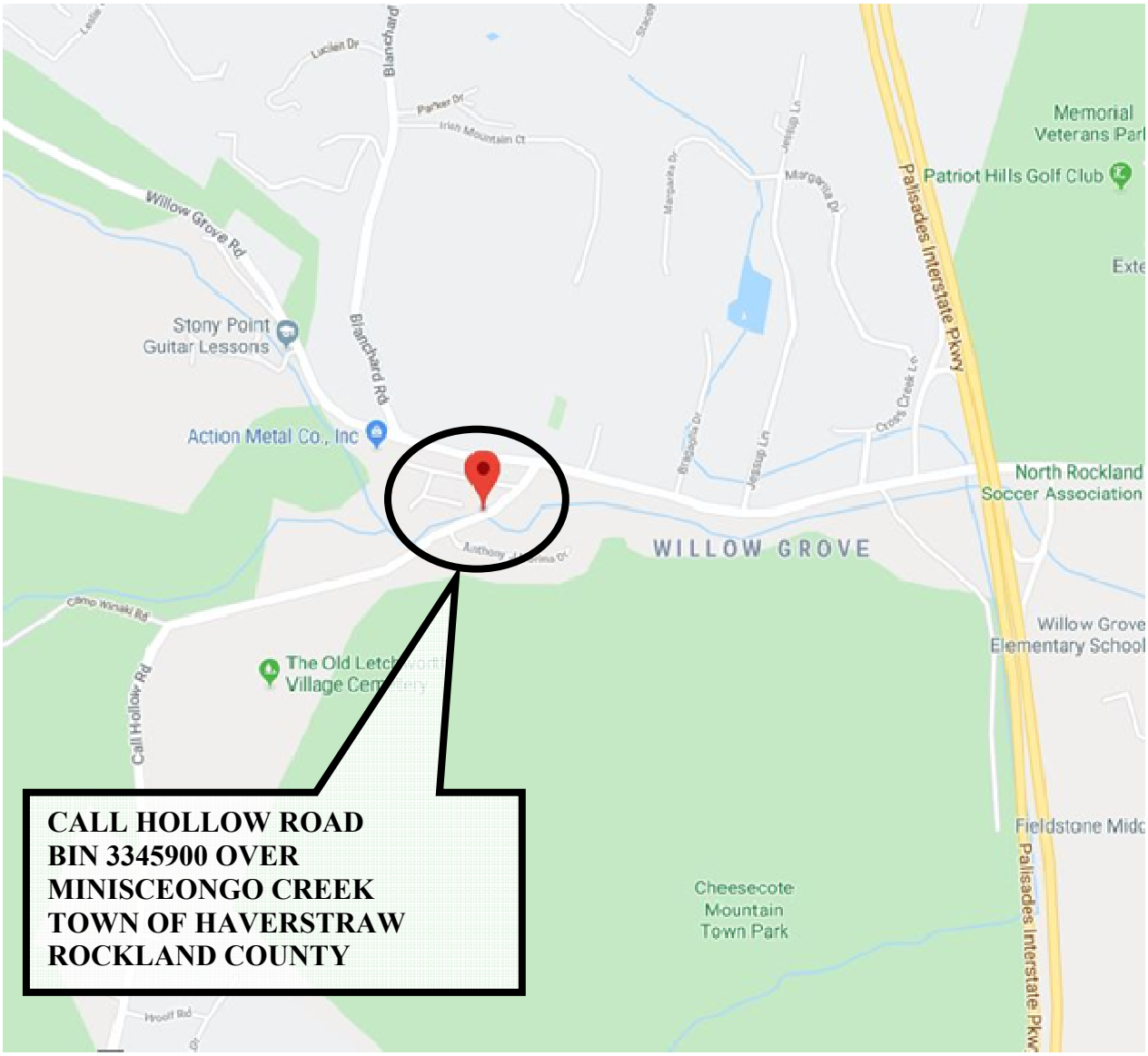
Note: *It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.*

1.1. PUBLIC FRIENDLY DESCRIPTION OF PROJECT

This report was prepared in accordance with the NYSDOT Project Development Manual, 6 NYCRR (New York Codes, Rules and Regulations) Part 617, and 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (Section 1.3), objectives established (Section 1.4) to address the needs, and a cost-effective proposal to complete the objectives (Section 1.5).

The Call Hollow Road Bridge over the Minisceongo Creek has developed minor deficiencies that require rehabilitation. The bridge was built in 1989; however, it is showing deterioration, along with slope failure adjacent to the roadway. The creek bank adjacent to the roadway will be supported with a new retaining wall, extended from the existing northwest wingwall, to ensure future stability. Existing temporary concrete barrier will be removed, and new guide rail will be installed along the shoulder.

1.2. PROJECT LOCATION



Location Details

A. Route number: Rockland County Route 75
B. Route name: Call Hollow Road
C. BIN (Bridge Identification Number) and feature crossed: BIN 3345900 over Minisceongo Creek
D. City/Village/Township: Town of Haverstraw
E. County: Rockland County
F. Length: 250 feet
G. Funding**:** Bridge NY (95% Federal, 5% local match), Non-NHS
H. Function Class: Urban Minor Arterial (16), Free access undivided 2 lane
I. Existing AADT (2014): 2,011
a. Trucks (%): 24.3% Heavy Vehicles (%): 8%

1.3. PROJECT NEED

Existing Characteristics of Concern	
Element	**Measure/Indicator**
Bridge	Inspection reports show spalling and exposed rebar on the left side of the first span. Horizontal cracking and efflorescence leakage on the right side of the first span. Random cracking exists throughout the second span. Water is leaking through segment joints on both spans.
Highway Deficiencies	Stream banks are heavily eroded near upstream wingwall encroaching on roadway shoulder. Temporary concrete barrier has been installed in place of guide rail along shoulder, which collapsed and was removed due to eroding embankment. Required repairs are beyond the capabilities of Highway Department Maintenance forces.

Project Element(S) To Be Addressed:

☒ Highway Element-Specific
☒ Bridge Element-Specific
☒ Other: Slope failure
☐ Operational Maintenance
☐ Where & When

Priority Results: ☒ Mobility & Reliability ☒ Safety ☐ Security ☐ Economic Competitiveness ☐ Environmental Stewardship

1.4. PURPOSE/OBJECTIVES

(1) Rehabilitate the bridge using cost effective techniques to minimize the life cycle cost of maintenance and repair.
(2) Replace eroding side slope with a permanent wall solution, resistant to scour, using cost effective methods to reduce the vulnerability of the existing roadway.
(3) Correct safety deficiencies within the project limits to improve overall public safety with quality design and construction.

1.5. DESCRIPTION OF PROPOSED WORK

Alternatives Considered:

No Build/Maintenance Alternative

Several deficiencies, including spalled and cracked concrete and leaking joints in between precast sections were noted in the latest Bridge Inspection Report. There is evidence of scour at the abutments and the approach embankment is currently being stabilized by temporary concrete barrier. Selection of the "No build/maintenance" alternative will result in further degradation of the bridge. Maintenance cost and effort would exceed the County's means making rehabilitation the more attractive alternative. The approach embankment is also vulnerable to a significant rainfall event and an engineered solution should be implemented to replace the existing temporary support of the slope.

Alternative 1 – Bridge Rehabilitation and Retaining (Wing) Wall Extension

This alternative includes rehabilitation of the existing bridge structure, an extension of the existing northwest wingwall and necessary highway repair work along Call Hollow Road (CR 75). Cast-in-place concrete is the anticipated preferred alternative. The wall will be constructed to support Call Hollow Road and prevent future erosion of the banks. Guide rail will be reinstalled alongside the approach roadway, and the existing temporary concrete barrier will be removed after the retaining wall is constructed.

Spalls and cracks on the underside of the bridge will be sealed and repaired. This will be addressed by sealing and patching. The roadway asphalt over the bridge will be removed and a waterproofing membrane and sealer will be applied to prevent leakage through joints between adjacent bridge units.

For a more in-depth discussion of the design criteria and non-standard features see Section 2.3 of this report.

2.1. DESIGN STANDARDS

Design Standards	
Function	**NYSDOT Design Guidance**
Bridge/Culvert Rehabilitation	NYSDOT Highway Design Manual Chapter 19 and NYSDOT Bridge Manual Chapters 2, 3 and 19
Design Criteria	NYSDOT Highway Design Manual Chapter 2
Guide Rail	NYSDOT Highway Design Manual Chapter 10
Retaining Wall Design	NYSDOT Highway Design Manual Chapter 9

Critical Design Elements for Call Hollow Road over Minisceongo Creek Bridge Rehabilitation					
PIN:		8762.15	**NHS (Y/N):**	No	
Route No. & Name:		County Route 75 – Call Hollow Road	**Functional Classification:**	Urban Minor Arterial	
Project Type:		Bridge Rehabilitation	**Design Classification:**	Rural Town Arterial	
% Trucks:		24.3%[3]	**Terrain:**	Level	
Design Year ADT:		2,011	**Truck Access/Qualifying Hwy.**	Access-No; Qualifying-No	
Element		**Standard**		**Existing Condition**	**Proposed Condition**
1	Design Speed	30 mph (min.), 45 mph (max.) HDM Section 2.7.2.3.A.		30 mph posted	45 mph[1]
2	Lane Width	13 ft (min.) - 15 ft (des.) shared lane HDM Section 2.7.2.3.B, Exhibit 2-4 BM Section 2.2.1 Table 2-1 and App. 2A Tables R and N		11 ft	11 ft[2]
	Approach Roadway Width			30 ft	30 ft
3	Shoulder Width	4 ft. (min.) BM Section 2.2.1 Table 2-1, No Planned Improvement HDM Section 2.7.2.3.C, Exhibit 2-8		4 ft	4 ft
	Approach Shoulder Width			4 ft	4 ft
4	Horizontal Curve Radius	466 ft. (min. at e_{max}=4%) HDM Section 2.7.2.3.D Exhibit 2-4 and 2-11		521 ft	521 ft
5	Superelevation	4% (Max.) HDM Section 2.7.2.3 and Exhibit 2-1b		5%	4%
6	Stopping Sight Distance (Horizontal and Vertical)	327 ft. (Min.) HDM Section 2.7.2.3 and Exhbit 2-4		200 ft	327 ft
7	Maximum Grade	6% (Max.) HDM Section 2.7.2.3 Exhibit 2-4		1.0%	0.8%
8	Cross Slope	1.5% Min. to 3% Max. HDM Section 2.7.2.3 H		2%	2%
9	Vertical Clearance	n/a		n/a	n/a
10	Design Loading Structural Capacity	Existing substructure to remain, need not upgrade BM Section 2.5.2.		HS20-44	HS20-44

1 Proposed Design Speed is based on a 2014 NYSDOT Speed Study (85th percentile speed = 43 mph) and verified with field observation.
2 See Section 2.3 for additional explanation.
3 Obtained from a 2014 NYSDOT Vehicle Class Study. Potentially overstated.

2.2. OTHER DESIGN PARAMETERS

Other Design Parameters			
Element	**Parameter**	**Existing Conditions**	**Proposed Condition**
Freeboard	2 feet for the 50-year design flood	1.5 ft	1.5 ft
Design Vehicle	SU	SU	SU

2.3. NON-STANDARD FEATURES

In order to maintain a consistent lane width through the project corridor, an 11-foot lane is proposed along with a 4-ft standard shoulder. There are no future plans to widen the remainder of Call Hollow Road. Per HDM Exhibit 2-4, Note 3, a non-standard feature justification has been prepared and appears in Appendix E.

2.4. SPECIAL TECHNICAL ACTIVITIES REQUIRED

An on-site contraflow lane with temporary traffic signals is proposed to allow continued access to be maintained to a small residential development on Anthony Morina Drive. This will provide adequate work space while avoiding the need for a nearly 7-mile detour.

2.5. WORKZONE SAFETY & MOBILITY

The County has determined that this project is not significant per 23 CFR 630.1010.

A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP will be considered during final design.

2.6. POTENTIAL UTILITY INVOLVEMENT

☒ Yes ☐ No

Owner	Type	Impact
Orange and Rockland	OH Electric & Underground Gas	Gas relocation needed, Coordinating on overhead
Verizon	OH Comm/Fiber Optic	None anticipated
Altice	OH and Underground Comm/Fiber Optic	None anticipated
Haverstraw Joint Regional Sewer Board	Sewer (UG)	None anticipated
Suez Water	Two Water Mains (UG)	None anticipated

2.7. RIGHT OF WAY

All proposed work can be accomplished within the existing right of way; therefore, it is anticipated that no right of way acquisitions will be required for the project. A ROW Clearance Certificate will be furnished with the PS&E package.

2.8 OWNERSHIP AND MAINTENANCE JURISDICTION

Existing and Future Maintenance Jurisdiction							
Part No.	Highway	Limits	Feature(s) being Maintained	Centerline (mile)	Lane (mile)	Agency	Authority
1	Call Hollow Road	Entire Project Limits	Bridge, Pavement, Drainage, Guiderail, Striping	0.02	0.04	Rockland County	Highway Law Section 129
2	Call Hollow Road	Entire Project Limits	Sanitary Sewer	0.02	0.04	Haverstraw Joint Regional Sewer Board	Highway Law Section 10, Subdivsion 24

2.9 BICYCLISTS AND PEDESTRIANS

Bicyclists and pedestrians will continue to use the 11' travel lane and 4' minimum shoulder following this project. An 11-foot lane is consistent with the project area and will be proposed as part of this project. The concrete segment on the west side of the structure is not a sidewalk; rather, it is used to protect a gas main owned by Orange and Rockland. This utility buffer is not ADA compliant and is not intended for use by pedestrians.

3.1. ENVIRONMENTAL CLASSIFICATION

NEPA (National Environmental Policy Act):

This project is being progressed as a NEPA Class II action (Categorical Exclusion).

In accordance with the Federal Highway Administration's regulations in 23 CFR 771.117(c) this is an action which will not have significant environmental effects and does not normally require additional federal approval regarding NEPA. Specifically, this action meets the description in 23 CFR 771.117c(28) "Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph e…". This is further detailed in the Federal Environmental Approvals Worksheet (FEAW) included in Appendix B.

SEQRA (State Environmental Quality Review Act):

In accordance with 6 NYCRR, Part 617, "State Environmental Quality Review", Rockland County has determined that this project is a SEQR Type II Action. Refer to Appendix B for the SEQR determination.

The following Checklist(s) are attached:

☒ Federal Environmental Approvals Worksheet (FEAW)
☒ Social, Economic and Environmental Resources Checklist
☒ Capital Projects Complete Streets Checklist

3.2. ENVIRONMENTAL DOCUMENTATION

For topics checked yes on the Social, Economic, and Environmental Resources Checklist or applicable on the FEAW in the appendix, resolution is as follows:

Neighborhoods and Community Cohesion

Are there potential changes to travel patterns that could affect neighborhood quality of life?

During construction there will be minor delays due to temporary signal control for alternating traffic and flagging operations.

Community Services

Is there potential to affect emergency service response?

Emergency services will be provided with advance notice of the project in order to properly plan methods to access all service response areas.

Environmental

Are there surface waters (other than wetlands) within or immediately adjacent to the project limits?

The Minisceongo Creek runs beneath the bridge. Precautionary measures will be taken to minimize the impact of the creek, including appropriate stormwater pollution and prevention measures. Appropriate permits will be secured from USACoE and NYSDEC.

Are federally/state listed endangered species or designated critical habitat indicated for the project county?

Bog Turtle *(Glyptemys muhlenbergii)*

> The bog turtle status in New York State is endangered and its Federal status is threatened. As per the New York Natural Heritage Program, bog turtles occur in open-canopy wet meadows, sedge meadows, and calcareous fens. The known habitat in the Lake Plain region of the state includes large fens that may include various species of sedges, such as slender sedge (Carex lasiocarpa), bog buckbean (Menyanthes trifoliata), mosses (Sphagnum spp.), pitcher plants (Sarracenia sp.), scattered trees, and scattered shrubs. Although historical records come from a larger area of the state, extant populations are known from small portions of six counties in the lower Hudson River Valley (Columbia, Dutchess, Putnam, Ulster, Orange, and Sullivan).
>
> There are no known occurrences of the Federally threatened bog turtle within the project site. The project location is above a riverine habitat R3UBH (class C(T) stream). There are two freshwater ponds 0.35 miles (PUBHh) and 0.78 miles (PUBHh) from the site. There is also a Freshwater Forested/Shrub Wetland (PFO1C) 0.11 miles from the site, which is a brook connecting one of the freshwater ponds to the Minsceongo Creek.
>
> There is no habitat for the bog turtles present in the site location. This has been confirmed by FHWA in their April 7, 2020 letter indicating that the project activities will have “No Effect, No Suitable Habitat” on the Bog Turtle. Refer to Appendix B for ESA documentation.

Indiana Bat *(Myotis sodalist)*

The Indiana bat status in New York is endangered and its Federal status is endangered. As per the New York Natural Heritage Program, Seventeen Indiana bat hibernacula are known to be extant in New York. Indiana bats hibernate in caves and mines during the winter. These bats show a strong preference for woodland and wooded riparian habitat over cropland (Kniowski and Gehrt 2014). Predominately female Indiana bats radio-tracked from hibernacula in Jefferson, Essex, and Ulster Counties were found to move between approximately 12 and 40 miles to roost location on their foraging grounds. Natural Heritage has records of the species being reported within 2/3 mile of the project site. The Indiana bat is generally found in wooded areas where they usually roost under loose tree bark on dead or dying trees. Trees will only be cleared during the October 1st to March 31st time frame.

A determination of "May Affect, but is Not Likely to Adversely Affect" was received by FHWA in their April 7, 2020 letter. Refer to Appendix B for ESA documentation.

Northern Long-eared Bat (*Myotis septentrionalis*)

The Northern Long-eared Bat status in New York is threatened and its Federal status is also threatened. As per the New York Natural Heritage Program, Northern myotis are typically associated with mature interior forest (Carroll et al. 2002) and tend to avoid woodlands with significant edge habitat (Yates and Muzika 2006). Northern myotis may most often be found in cluttered or densely forested areas including in uplands and at streams or vernal pools (Brooks and Ford 2005). Northern myotis may use small openings or canopy gaps as well. Northern myotis select day roosts in dead or live trees under loose bark, or in cavities and crevices, and may sometimes use caves as night roosts (U.S. Fish and Wildlife Service 2013). Limited suitable habitat is present within the project action area. Approximately 5-10 trees greater than or equal to 3 inches will be cut as a result of this project. Trees will only be cleared during the October 1st to March 31st time frame.

A determination of "May Affect, but is Not Likely to Adversely Affect" was received by FHWA in their April 7, 2020 letter. Refer to Appendix B for ESA documentation.

Category	Alternatives Evaluated	
	Null	**Reasonable/Preferred Alternative – Alt. 1**
Property Impacts	None	None
Operation at ETC + 20	Possible roadway collapse	None
20-year Crash Costs	n/a	n/a
Construction Cost	n/a	$911,000

Proposed Mitigation: No mitigation efforts are required as part of this project.

3.3. ANTICIPATED PERMITS/CERTIFICATIONS/COORDINATION

Permits

New York State Department of Environmental Conservation (NYSDEC):

- Section 401 Water Quality Certification
- Article 15 Protection of Waters Permit

Army Corps of Engineers (USACE):

- Section 404/ Section 10 Nationwide Permit #3, #13 and #33

Others

- RCDOH Resource Evaluation Well Permit (for geotechnical borings)

Coordination

- Federal Highway Administration
- NYSDOT Region 8
- Rockland County Highway Department
- NYSDEC
- New York State Historic Preservation Officer (SHPO)
- US Fish and Wildlife Service
- New York Natural Heritage Program
- Town of Haverstraw
- Utility services – Orange and Rockland, Suez Water, Verizon, Altice, Haverstraw Joint Regional Sewer Board
- Emergency Services – police, fire, EMA

Certifications

- None anticipated

3.4. NYS SMART GROWTH PUBLIC INFRASTRUCTURE POLICY ACT (SGPIPA)

To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107. The Smart Growth Screening Tool was used to assess the project's consistency and alignment with relevant Smart Growth criteria; the tool was completed by the Rockland County Highway Department on January 8, 2019 and reflects the current project scope.

4.1. FUNDING

FUNDING SOURCE: ☐ 100% State ☒ Federal: BRIDGE NY

MPO INVOLVEMENT: ☐ No ☒ Yes: NYMTC (MHSTCC)

TIP AMENDMENT REQUIRED: ☒ No ☐ Yes; Needed by:

STIP STATUS: ☒ On STIP ☐ Not on STIP

4.2. COST AND SCHEDULE

☒ Public Meeting ☐ 4(f)/106 FHWA sign-off
☒ Permits ☐ Consultant(s) for:
☒ Other – Identify e.g., utilities, endangered species (ESA)

Schedule and Cost				
Project Phase	**Activity Duration**	**Estimated Cost**	**Fund Source**	**Obligation Date**
Preliminary Design	Nov '19 - July '20	$85,000	BRIDGE NY	**07/19**
Final Design	July '20- Dec 20'	$85,000	BRIDGE NY	**07/19**
Construction	Feb '21 - Nov '21	$911,000*	BRIDGE NY	**02/21**
Construction Inspection	Feb '21 - Nov '21	$68,000	BRIDGE NY	**02/21**
TOTAL ESTIMATED COST		**$1,149,000**		

*Total from Engineer's Estimate with 20% contingency. Project is estimated to exceed programmed amount.

BASIS OF ESTIMATE: IPP / Engineer's Estimate

PROGRAM DISPOSITION/LETTING: Scheduled for letting in SFY 2021

STATEWIDE SIGNIFICANCE: ☒ No Remarks:

Design approval is anticipated in July 2020 with construction scheduled to begin in early 2021 and last 9 months. This duration anticipates that the project will be combined with 2 other concurrent projects, PIN 8762.25 and PIN 8762.26 to be let as one construction contract.

Rockland County acknowledges a funding shortfall between available BRIDGE NY funding and the expected award amount. The County is committed to funding any costs above and beyond programmed funding amounts.

Project Schedule	
Activity	**Date Occurred/Tentative**
Scope Approval	July 2019
Design Approval	July 2020
ROW Acquisition	N/A
Construction Start	February 2021
Construction Complete	November 2021

Project Cost (in millions)		
Activities		**Reasonable/Preferred Alternative (Alternative 1)**
Construction Costs	Bridge	0.132
	Highway	0.564
	Field Change Item	0.035
Incidentals		n/a
Subtotal 1		0.731
Contingency (20%)		0.152
Mobilization (4%)		0.028
Subtotal 2		0.911
*Expected Award Amount		0.911
Construction Inspection		0.068
ROW Costs		N/A
Total Alternative Costs**		0.979

*Estimate has been itemized as this stage.

**Rockland County acknowledges responsibility for all costs beyond programmed amounts.

5.1. PUBLIC INVOLVEMENT

Notifications to public officials, potential stakeholders and emergency responders and schools have not yet been completed.

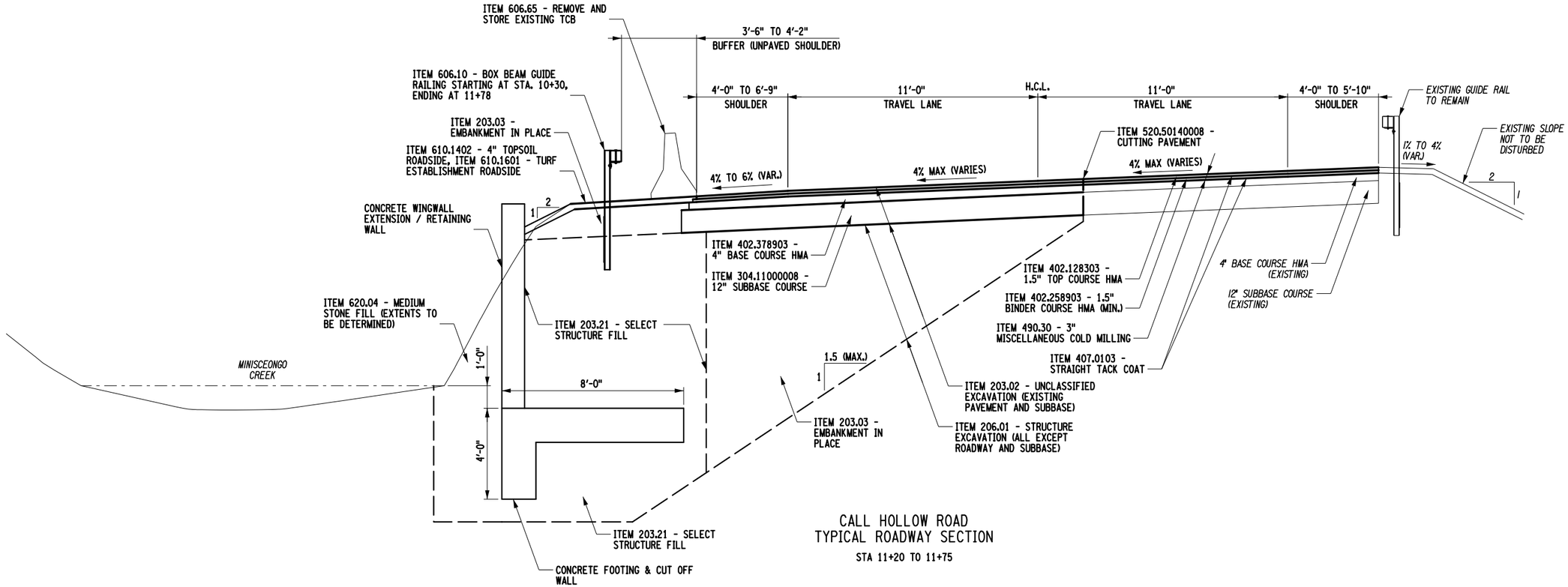
Public Involvement Plan Schedule of Milestone Dates	
Activity	**Date Occurred/Tentative**
Kickoff Meeting with County	December 4, 2019
Public Informational Meeting	July 2020

6.1. LIST OF ATTACHMENTS / APPENDCIES

Appendix A – Preliminary Plans
Appendix B – Environmental Information
Appendix C – Accident & Traffic Data
Appendix D – Structural Information
Appendix E – Non-Standard Features Justification
Appendix F – Stakeholders and Public Input
Appendix G – Photos
Appendix H – Preliminary Estimate
Appendix I – Miscellaneous

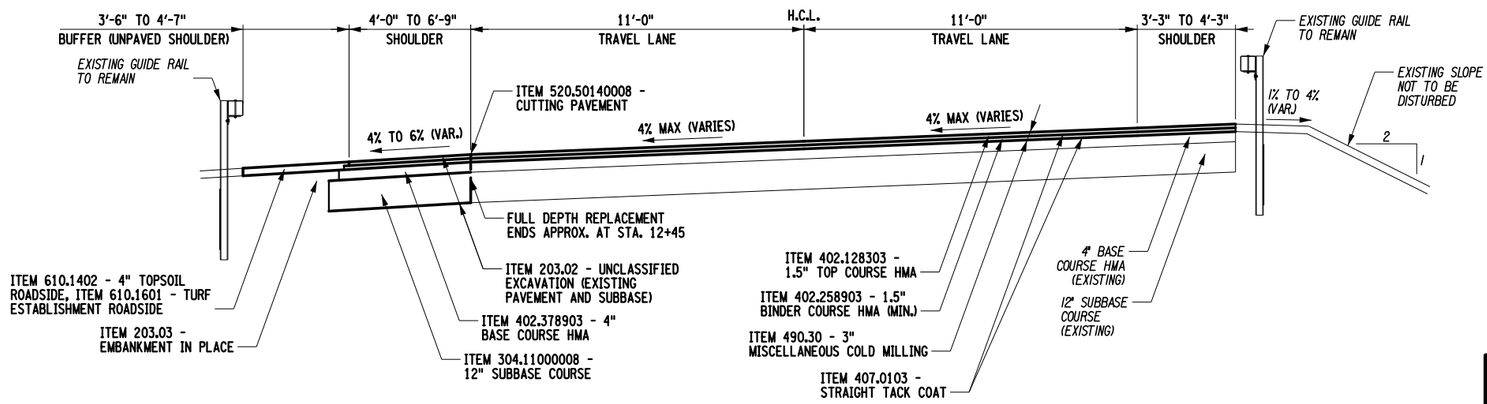
APPENDIX A

MAPS, PLANS, PROFILES, AND TYPICAL SECTIONS



CALL HOLLOW ROAD
TYPICAL ROADWAY SECTION

STA 11+20 TO 11+75



CALL HOLLOW ROAD
TYPICAL ROADWAY SECTION

STA. 12+11 TO 12+61

0 2.5' 5' 7.5' 10'

B-SIZE: 1" = 5'

ROCKLAND COUNTY HIGHWAY DEPARTMENT

CALL HOLLOW ROAD BRIDGE
OVER MINISCEONGO CREEK
TOWN OF HAVERSTRAW, COUNTY OF ROCKLAND

TYPICAL SECTIONS

DESIGNED BY:	DRAWN BY:	CHECKED BY:
DATE: JUNE 2020	SCALE: AS SHOWN	PIN: 8762.15
DWG No.: TYP-01		SHEET OF XX

HVEA ENGINEERS
BEACON, NEW YORK 12508
(845) 838-3600
www.hveapc.com

AS-BUILT REVISIONS DATE

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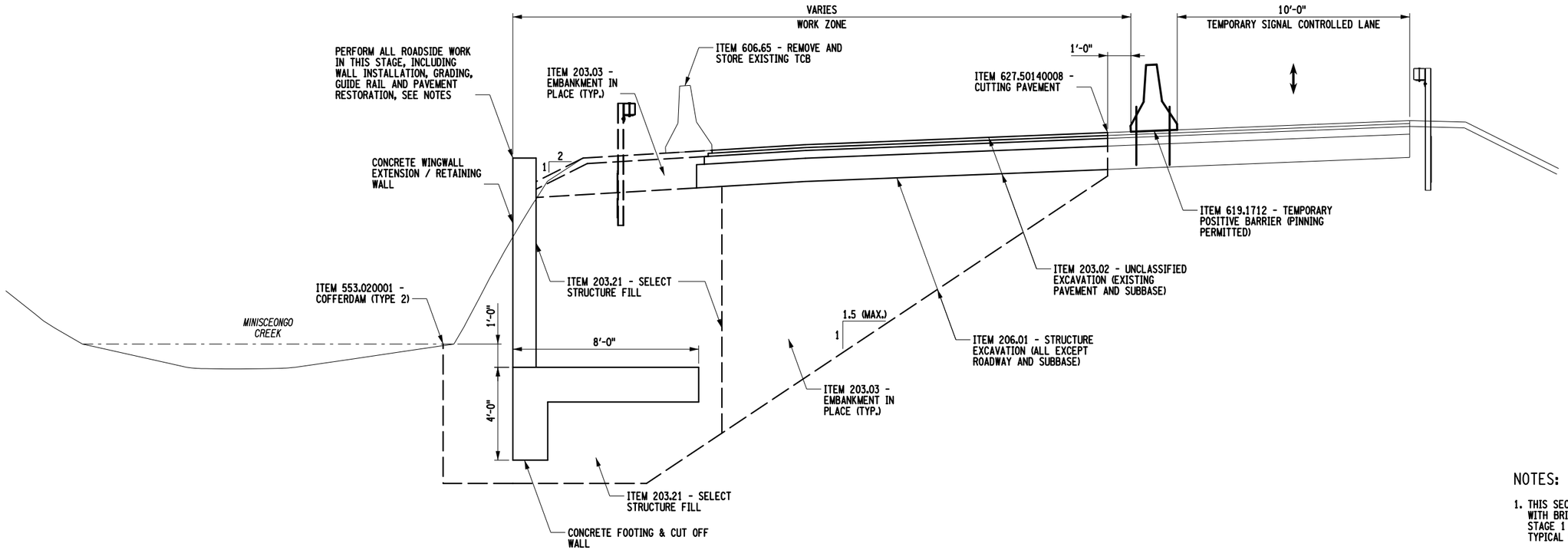

CALL HOLLOW ROAD
TYPICAL ROADWAY WORK ZONE SECTION

NOTES:

1. THIS SECTION IS INTENDED TO BE USED IN CONJUNCTION WITH BRIDGE SECTION STAGE 1. UPON COMPLETION OF ALL STAGE 1 WORK, THE STAGE 2 BRIDGE SECTION SHALL BE TYPICAL FOR BOTH BRIDGE AND ROADWAY.
2. TEMPORARY TRAFFIC SIGNAL SHALL BE IN ACCORDANCE WITH NYSDOT STANDARD SHEET 619-62.

0 2.5' 5' 7.5' 10'

B-SIZE: 1" = 5'

ROCKLAND COUNTY HIGHWAY DEPARTMENT

CALL HOLLOW ROAD BRIDGE
OVER MINISCEONGO CREEK
TOWN OF HAVERSTRAW, COUNTY OF ROCKLAND

WORK ZONE SECTIONS

HVEA ENGINEERS
BEACON, NEW YORK 12508
(845) 838-3600
www.hveapc.com

AS-BUILT REVISIONS DATE	DESIGNED BY:	DRAWN BY: / CHECKED BY:
	DATE: JUNE 2020	SCALE: AS SHOWN / PIN: 8762.15
	DWG No.: WZS-01	SHEET OF XX

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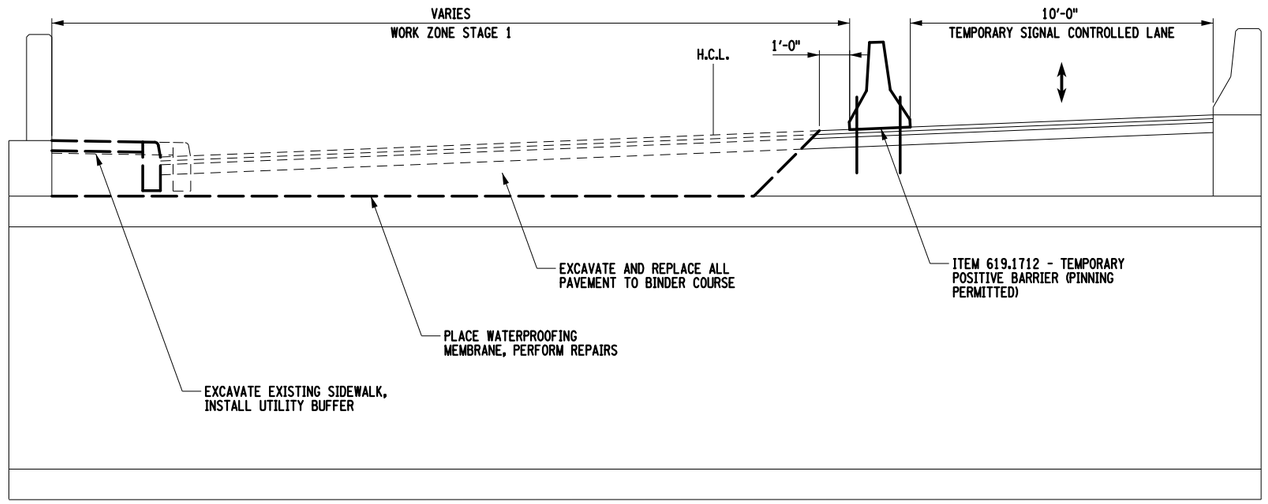
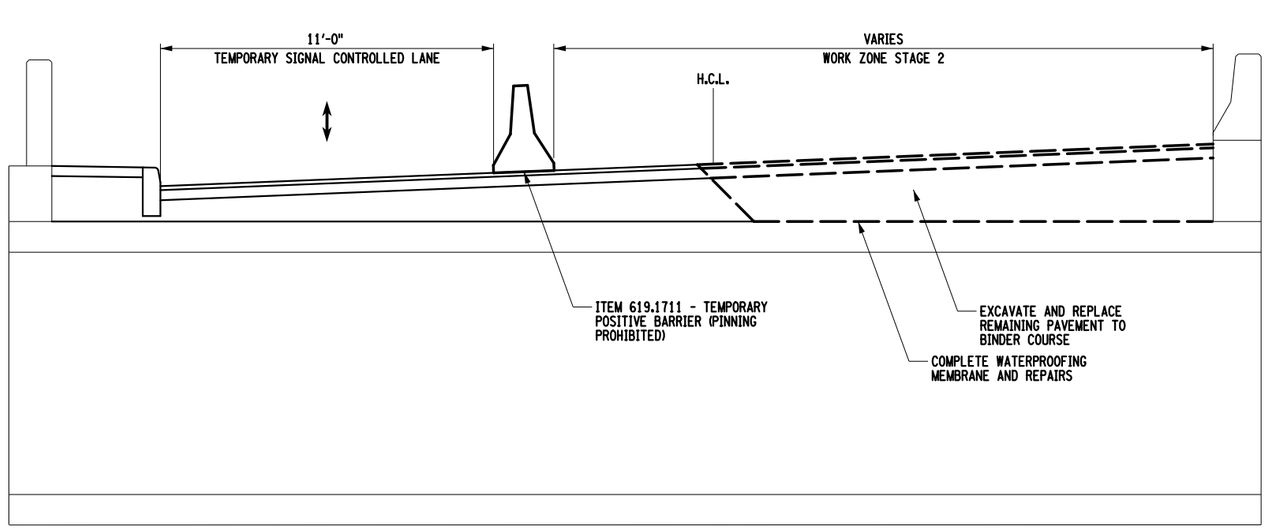


CALL HOLLOW ROAD
TYPICAL BRIDGE WORK ZONE SECTION
STAGE 1



CALL HOLLOW ROAD
TYPICAL BRIDGE WORK ZONE SECTION
STAGE 2

NOTES:
1. SEE NOTES ON DWG. WZS-01.
2. TOP COURSE ASPHALT SHALL BE PLACED FOLLOWING STAGED OPERATIONS.

0 2.5' 5' 7.5' 10'

B-SIZE: 1" = 5'

HVEA ENGINEERS
BEACON, NEW YORK 12508
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AS-BUILT REVISIONS DATE

ROCKLAND COUNTY HIGHWAY DEPARTMENT

CALL HOLLOW ROAD BRIDGE
OVER MINISCEONGO CREEK
TOWN OF HAVERSTRAW, COUNTY OF ROCKLAND

WORK ZONE SECTIONS

DESIGNED BY:	DRAWN BY:	CHECKED BY:
DATE: JUNE 2020	SCALE: AS SHOWN	PIN: 8762.15
DWG No.: WZS-02		SHEET OF XX

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GRID NORTH

REMOVE EXISTING 4'-0" SIDEWALK AND CURB, REPLACE WITH 3'-0" CONCRETE BUFFER AND CURB, ITEMS 608.0101 AND 609.0401

EXISTING BRIDGE SURFACE TO RECEIVE WATERPROOFING MEMBRANE, ITEM 595.50000018, JOINTS AND SPALLS TO BE REPAIRED, EXACT LIMITS TO BE DETERMINED

COORDINATE IMPACTS TO GAS MAIN WITH ORANGE AND ROCKLAND

EXISTING CONCRETE PARAPET TO REMAIN

ITEM 606.8802 - BOX BEAM GUIDE RAIL TRANSITION TO CONCRETE BARRIER (TRAILING END), CONNECT TO EXISTING EMBEDDED RAIL PLATE

END PROPOSED RETAINING WALL STA. W2+39

PROPOSED CONCRETE RETAINING WALL

ITEM 606.65 - REMOVE CONCRETE BARRIER AND STORE AT A LOCATION TO BE DETERMINED BY RCHD

ITEM 606.10 - BOX BEAM GUIDE RAILING (POST SPACING = 3'-0")

BEGIN PROPOSED RETAINING WALL, STA. W1+00

ITEM 606.73 - REMOVING AND DISPOSING BOX BEAM GUIDE RAILING

ITEM 606.120201 - BOX BEAM GUIDE RAILING TYPE IIA END ASSEMBLY

*N/F FOUNTAINHEAD PARKS *449-457 CALL HOLLOW RD. 980/611 19J0-1-1*

*N/F CLIFFORD, DEIDRE *448 CALL HOLLOW RD. 1997-34059 19J0-1-4*

*N/F OLIVER, JASON *437 CALL HOLLOW RD. 2016-3925 19J0-1-17*

*N/F TOWN OF HAVERSTRAW (PUMP STATION) *440 CALL HOLLOW RD. MAP *7709 2011-5507 19J0-1-3.20*

*N/F CHERUBIN, CARLO *1 ANTHONY MORINA DR. MAP *7709, LOT *17 2015-11182 19J0-1-3.1*

*N/F TORIO, JANET *3 ANTHONY MORINA DR. MAP *7709, LOT *16 2007-60483 19J0-1-3.2*

PERMANENT EASEMENT L378/P1472

PERMANENT EASEMENT L378/P1466

LIMIT OF MILLING AND TWO COURSE OVERLAY STA. 12+61±

LIMIT OF FULL DEPTH RECONSTRUCTION OVER THE BRIDGE, STA. 12+11±

LIMIT OF FULL DEPTH RECONSTRUCTION OVER THE BRIDGE, STA. 11+75±

LIMIT OF RECONSTRUCTION (LT) AND TWO-COURSE OVERLAY (RT), STA. 10+07±

*PROPERTY LINE FROM MAP *7709*

*PERMANENT EASEMENT SHOWN ON TAKING MAP *T659 (DEED WAS NOT FOUND)*

*CONSERVATION EASEMENT SHOWN ON MAP *7709 (NO DEED WAS FOUND)*

EXISTING CONCRETE BARRIER TO REMAIN

MINISCEONGO CREEK

FLOW

CALL HOLLOW ROAD (CR 75)

15.0' (MIN) 15.0' (MIN) 11.5' (TYP.)

0 15' 30' 45' 60'

B-SIZE: 1" = 30'

ROCKLAND COUNTY HIGHWAY DEPARTMENT

CALL HOLLOW ROAD BRIDGE
OVER MINISCEONGO CREEK
TOWN OF HAVERSTRAW, COUNTY OF ROCKLAND

GENERAL PLAN

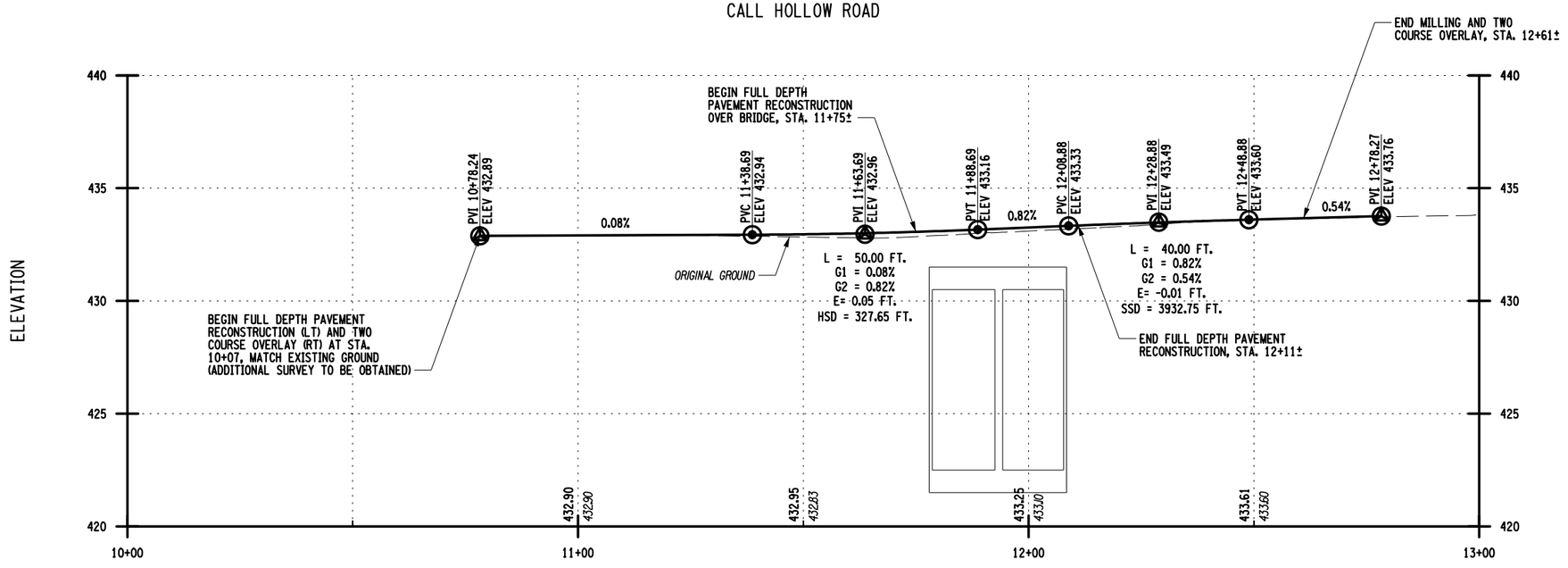
DESIGNED BY:	DRAWN BY:	CHECKED BY:
DATE: JUNE 2020	SCALE: AS SHOWN	PIN: 8762.15
DWG No.: GNP-01		SHEET OF XX

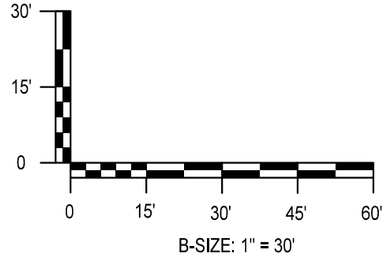
HVEA ENGINEERS
BEACON, NEW YORK 12508
(845) 838-3600
www.hveapc.com

AS-BUILT REVISIONS DATE

FILE NAME = 876215_cph_gnp_01.dgn
DATE/TIME = 24-JUN-2020 10:42
USER = MattErbacher

CALL HOLLOW ROAD





ROCKLAND COUNTY HIGHWAY DEPARTMENT

CALL HOLLOW ROAD BRIDGE
OVER MINISCEONGO CREEK

TOWN OF HAVERSTRAW, COUNTY OF ROCKLAND

PROFILE

HVEA ENGINEERS
BEACON, NEW YORK 12508
(845) 838-3600
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AS-BUILT REVISIONS DATE	DESIGNED BY:	DRAWN BY: / CHECKED BY:
	DATE: JUNE 2020	SCALE: AS SHOWN / PIN: 8762.15
	DWG No.: PRO-01	SHEET OF XX

FILE NAME = 876215_cph_pro_01.dgn
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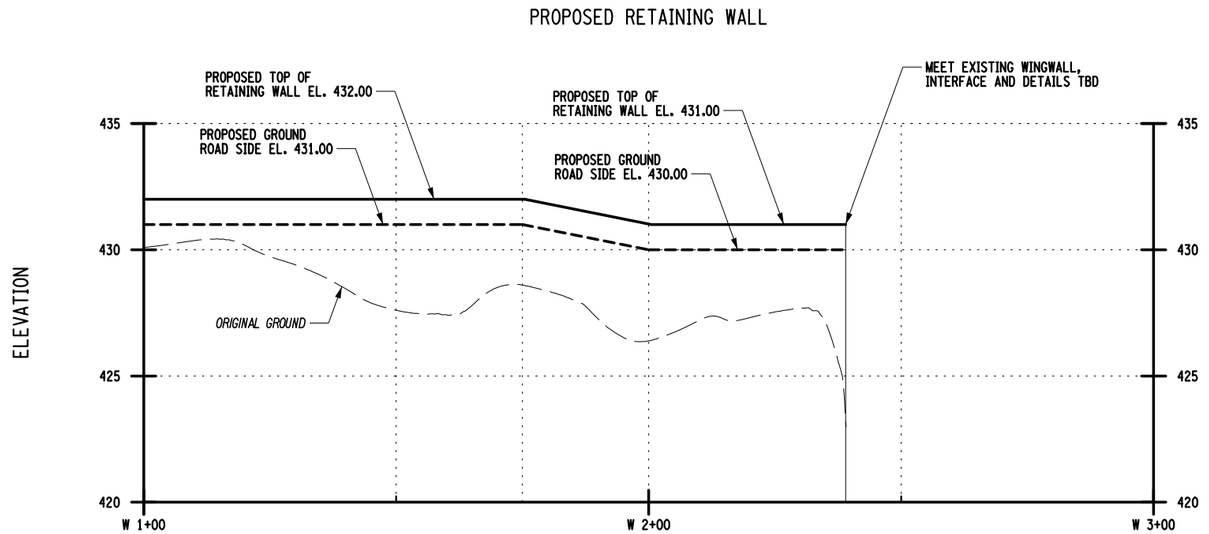

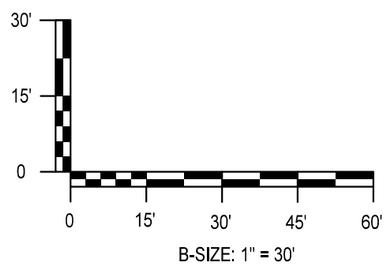

ROCKLAND COUNTY HIGHWAY DEPARTMENT

CALL HOLLOW ROAD BRIDGE
OVER MINISCEONGO CREEK

TOWN OF HAVERSTRAW, COUNTY OF ROCKLAND

PROFILE

DESIGNED BY:	DRAWN BY:	CHECKED BY:
DATE: JUNE 2020	SCALE: AS SHOWN	PIN: 8762.15
DWG No.: PRO-02		SHEET OF XX

HVEA ENGINEERS
BEACON, NEW YORK 12508
(845) 838-3600
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AS-BUILT REVISIONS DATE

FILE NAME = 876215_cph_pro_02.dgn
DATE/TIME = 24-JUN-2020 10:42
USER = MattErbacher

APPENDIX B

ENVIRONMENTAL INFORMATION

Federal Environmental Approval Worksheet

PIN: 8762.15	Completed by: Tim Mahoney	Date Completed: 4/8/20	FUNDING TYPE: Federal
DESCRIPTION: This project will rehabilitate the existing bridge on Call Hollow Road over the Minisceongo Creek. Existing joints, spalls and cracks will be repaired. A retaining wall will be installed along the stream bank to increase slope stabilization as well. Temporary concrete barrier will be removed and guide rail will be re-installed along the roadway where the slope had previously become unstable.			NEPA CLASS: Class II: CE SEQR TYPE: Type II
LOCALITY (Village, Town, City): Town of Haverstraw			COUNTY: Rockland

Purpose of this Worksheet:

- Implement the ***P**rogrammatic **A**greement Between the Federal Highway Administration, New York Division (FHWA), and the New York State Department of Transportation (NYSDOT) **R**egarding the Processing of Actions Classified as **C**ategorical **E**xclusions (CEs) for Federal-Aid Highway Projects* (PARCE), executed September 2017.
- Communicate the project National Environmental Policy Act (NEPA) classification and identify whether the FHWA or the NYSDOT (titles identified per Project Development Manual (PDM) Chapter 4, Exhibit 4-2) is making the CE determination.
- Identify any FHWA independent determinations, approvals and/or concurrences required before the CE determination can be made.
- To be included within the Design Approval Document (DAD) in accordance with the documentation requirements in the PARCE.

Categorical Exclusion (CE) - a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency (40 CFR 1508.4). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (23 CFR 771.115(b)).

Instructions:
Initial review of the Federal Environmental Approval Worksheet (FEAW) should occur in scoping or early in Design Phase I to identify potential risks. Complete new review of the FEAW periodically, particularly if project parameters or site condition changes result in potential resource impacts. Completion of the FEAW with signature in Step 4 is required prior to Design Approval. See PDM Chapter 4 for additional details.

Step 1A: Unusual Circumstances Threshold Determination – 23 CFR 771.117(b)
Do any, or the potential for any, unusual circumstances exist[1]?

- Significant environmental impacts **YES☐ NO☒**
- Substantial controversy on environmental grounds **YES☐ NO☒**
- Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act **YES☐ NO☒**
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the project **YES☐ NO☒**

If yes to any of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). Any project which would normally be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with the Office of Environment (OOE) and subsequently with the FHWA to determine if CE classification is still warranted. If, after consultation with the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can be progressed as a CE, **proceed to step 1B.**

If no to all the above, then this project qualifies as a CE; **proceed to step 1B**.

Step 1B: Identification of CE action
Is the project an action listed in 23 CFR 771.117 (c) - (d) (or as identified in FHWA's additional flexibilities memo)?
YES☒ NO☐

If Yes, proceed to step 2.

[1] See definitions and examples of unusual circumstances *in FEAW_Instructions.doc*

If No, contact the MOPL (see PDM Exhibit 4-1). If, after consultation with the OOE and the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can continue as a CE, **proceed to step 2.**

Federal Environmental Approval Worksheet

Project ID Number: 8762.15

Step 2: FHWA environmental actions required prior to CE determination[2]
The Step 2 table identifies certain issues that require: the FHWA to make the CE determination (Column A and 2.4); independent FHWA determinations (2.1); FHWA approvals, compliance or concurrence (2.2); or notification to the FHWA (2.3). Review ***the FEAW Thresholds document*** to determine how to fill out each column of Step 2.

2.1	Required FHWA Independent environmental determinations	PARCE threshold exceeded[3]	FHWA independent determination/ concurrence required	Date determination/ concurrence issued	Resource not present, or present but threshold not exceeded
		A	B	B1	C
Executive Order (EO) 11990 Protection of Wetlands Individual Finding			☐	Date Issued	☒
ESA Section 7 Threatened and Endangered Species		☐	☒	4/7/2020	☐
Section 106 of National Historic Preservation Act		☐	☐	Date Issued	☒
Section 4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers)		☐	☐	Date Issued	☒
2.2	**Other FHWA environmental approvals, compliance and/or concurrence required**	**PARCE threshold exceeded[3]**	**Threshold exceeded; FHWA approval, compliance or concurrence required**		**Resource not present, or present but threshold not exceeded**
EO 11988 Floodplains		☐	☐		☒
EO 13112 Invasive Species			☐		☒
EO 12898 Environmental Justice			☐		☒
Safe Drinking Water Act Section 1424(e)			☐		☒
US Army Corps of Engineers, Section 404/10 NWP #23			☐		☒
Section 6(f) Land and Water Conservation Funds			☐		☒
Migratory Bird Treaty Act			☐		☒
23CFR772 Type I Noise abatement			☐		☒
2.3	**Other Environmental Issues requiring FHWA notification**	**PARCE threshold exceeded[3]**	**FHWA notification threshold exceeded**		**Resource not present, or present but threshold not exceeded**
US Army Corps of Engineers, Section 404/10 Individual Permit		☐	☐		☒
National Wild and Scenic Rivers		☐	☐		☒
US Coast Guard Bridge Permit		☐	☐		☒
Known hazardous waste site (only EPA National Priority list)			☐		☒
Project on or affecting Native American Lands			☐		☒
2.4	**Other Issues Triggering FHWA Approval of Categorical Exclusion**	**PARCE threshold exceeded[3]**			**Resource not present, or present but threshold not exceeded**
Property Acquisition		☐			☒
Major Traffic Disruptions		☐			☒
Changes in Access Control		☐			☒

[2] **This table does not represent all environmental issues and actions that a project is subject to**. Classification as a CE does not exempt the project from further environmental review. Refer to the PDM and The Environmental Manual (TEM) to determine review requirements.
[3] When PARCE threshold is exceeded, the NYSDOT recommends that the project qualifies as a CE and requests the FHWA make the CE determination. Information on PARCE specific thresholds are contained within ***the FEAW Thresholds document.***

Federal Environmental Approval Worksheet

Project ID Number: 8762.15

Step 3: Who makes the NEPA CE Determination?

To identify which party, either the FHWA or the NYSDOT, makes the CE determination in accordance with the PARCE, follow the instructions found in the table below, beginning in Step 3A. This step also identifies which correspondence shell to use to distribute the FEAW and other environmental notifications or approvals.

3	**Determine whether the FHWA or the NYSDOT makes the CE determination and whether additional notifications or approvals are required.**
3A	**Is the project an action listed in 23 CFR 771.117 (c) - (d)** (Answered yes in Step 1B)**?** **YES** ☒ If Yes, **proceed to 3B.** **NO** ☐ If No, the FHWA makes the CE determination. • For **Locally Administered Federal Aid Projects only**, the DAD, the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the Regional Planning and Program Manager (RPPM) to the FHWA directly using **Shell 4.** • For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using **Shell 3**. **Proceed to Step 4.**
3B	**Are any of the CE Thresholds from the PARCE exceeded** (Are there any checks in Column A of Step 2)**?** **YES** ☐ If Yes, the FHWA makes the CE determination. • For **Locally Administered Federal Aid Projects only**, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using **Shell 4.** • For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using **Shell 3**. **Proceed to Step 4.** **NO** ☒ If No, **proceed to 3C.**
3C	**Are there outstanding independent environmental approvals or concurrences?** (Are there checks in column B of Step 2.1 without dates in column B1)**?** **YES** ☐ If Yes, then the FHWA makes the CE determination. • For **Locally Administered Federal Aid Projects only**, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using **Shell 4.** • For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using **Shell 3**. **Proceed to Step 4.** **NO** ☒ If No, the NYSDOT makes the NEPA CE determination. **Proceed to 3D.**
3D	**Are there** ☐ any circumstances requiring demonstration of applicable EO compliance (any checks in column B of Table 2.2); or ☐ any issues requiring the FHWA environmental notification (any checks in column B of Table 2.3)? **YES** ☐ If **either** box is checked, **once all required approvals and concurrences have been secured,** the NYSDOT makes the CE determination but the information must be forwarded to FHWA for notification or action prior to Design Approval using **Shell 1. Proceed to step 4.** **NO** ☒ If **neither** box is checked, **once all required approvals and concurrences have been secured** the NYSDOT makes the CE determination without notification to the FHWA. The project will use **Shell 2**. **Proceed to step 4.**

Federal Environmental Approval Worksheet

Project ID Number: 8762.15

Step 4: Summary and Recommendation

- The project **is** located within an area subject to transportation air quality conformity.
  - **If the project is within such areas, the NEPA process may not be completed until all transportation conformity requirements are met[4].** Transportation conformity requirements **have** been met at the time of this signature.
- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination will be made by NYSDOT
- Project is c(28) "Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e)..." [4]
- All outstanding FHWA environmental approvals will be obtained and are listed here:

- All the conditions of the PARCE are addressed herein (or within the DAD or attachments).

I certify that the information provided above is true and accurate and recommend the project be processed as described above.

Project Manager/Designer
(or Responsible Local Official) X _____ Date_____

Print Name and Title: Charles Vezzetti, Rockland County Highway Department, Responsible Local Official

Regional Environmental Unit
Supervisor X _____ Date_____

Print Name and Title: _____

Regional Local Project Liaison
(Locally Administered Projects Only) X _____ Date_____

Print Name and Title: _____

Changes that may have occurred since the preparation of the FEAW which would create the need to go through the FEAW again include, but are not limited to: a change in the scope of the proposed project; a change in the social, economic or environmental circumstances or the setting of the project study area (i.e. the affected environment); a change in the federal statutory environmental standards: discovering new information not considered in the original process; and a significant amount of time has passed (equal or greater than three years).

[4] See additional information on identifying (c)26, (c)27 & (c)28 versus d (13) *in FEAW_Instructions.doc*

Rockland County

Ed Day, Rockland County Executive

DEPARTMENT OF PLANNING
Dr. Robert L. Yeager Health Center
50 Sanatorium Road, Building T
Pomona, New York 10970
Phone: (845) 364-3434 Fax: (845) 364-3435

Douglas J. Schuetz
Acting Commissioner

Arlene R. Miller
Deputy Commissioner

NOTE TO FILE

DATE: 3/8/2019

RE: Determination of applicability to the State Environmental Quality Review Act (SEQRA)

PROJECT: Call Hollow Road over Minisceongo Creek - Bridge Rehabilitation

DESCRIPTION: The bridge consists of a two-span precast concrete box culvert. Spalling and exposed rebar are present on the left side of the first span. Horizontal cracking and efflorescence leakage is present on the right side of the first span. Random cracking is present throughout the second span. Water is leaking through all the segment joints on both spans. The stream banks leading towards the inlet are heavily eroded. A temporary concrete barrier has been placed along the approach roadway to replace the guiderail, and shield the roadway embankment that was washed out during severe storm events.

The project proposes to repair the spalls and patch the leaking joints inside the box culvert. The top of the box culvert will be exposed to install new waterproofing membrane. The upstream wingwall will be extended with soldier pile and precast concrete lagging to support Call Hollow Road, as the bank erosion is encroaching on the roadway shoulder. No property acquisition will be required, all work will be contained within the existing right-of-way. A stream disturbance permit will be required from the NYS Department of Environmental Conservation, as well as a general permit from the US Army Corps of Engineers.

DETERMINATION: Review of this project indicates that it is a Type II Action as defined in Section 617.5(c)(2) of 6 NYCRR Part 617, the Statewide SEQRA regulations and is therefore not subject to the provisions of those regulations.

PREPARED BY: The Rockland County Department of Planning - Helen Kenny Burrows HKB

Cc: C.H. Vezzetti

J. Pyzowski
V. Altieri
M. Drummond
RC Legislature
USACOE
NYS DEC
H. Phillips
J. Monaghan
NRCSD Transportation Office

Social, Economic and Environmental Resources Checklist	
PIN:8762.15	FUNDING TYPE:BRIDGE-NY
DESCRIPTION: Call Hollow Road over Minisceongo Creek Bridge Rehabilitation	DATE:6/24/2020
	REVISION DATE:
MUNICIPALITY:Rockland County	NEPA CLASS:Class II: CE
COUNTY:Rockland	SEQRA TYPE:II
SCOPE:Repair joints, cracks and spalls in Call Hollow Road Bridge over Minisceongo Creek. Install retaining wall along creek bank to prevent future erosion. Reinstall guiderail along roadway.	

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT[1] OR ISSUE?	
	NO	YES	NO
Social			
A. Land Use			
1. Is there potential to affect current land use/zoning?	☒	☐	☐
2. Is there a lack of consistency with community's comprehensive plan and/or other local or regional planning goals?	☒	☐	☐
3. Will the project affect any planned or future development?	☒	☐	☐
B. Neighborhoods and Community Cohesion			
1. Are relocations of homes or businesses proposed or acquisition of community resources anticipated?	☒	☐	☐
2. Is there potential for changes to neighborhood character?	☒	☐	☐
3. Is there a potential to impact transportation options (e.g., transit, walking, bicycling)?	☒	☐	☐
4. Are there potential changes to travel patterns that could affect neighborhood quality of life?	☐	☐	☒
5. Will the project divide or isolate portions of the community or generate new development that could affect the current community structure?	☒	☐	☐
C. General Social Groups			
1. Are there potential effects to the ability of transit dependent, elderly, or disabled populations to access destinations (particularly local businesses and health care facilities)?	☒	☐	☐
2. Does the project have the potential to disproportionately impact low income or minority populations (Environmental Justice)?	☒	☐	☐
3. Are there alterations to pedestrian facilities that would affect the elderly or disabled such as lengthening pedestrian crossings or providing median refuge?	☒	☐	☐
D. Community Services			
1. Is there potential to affect access to or use of Schools, Recreation Areas or Places of Worship (e.g., detours, sidewalk removal, addition of curb ramps, crosswalks, pedestrian signals, etc.)?	☒	☐	☐

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT[1] OR ISSUE?	
	NO	YES	NO
2. Is there potential to affect emergency service response?	☐	☐	☒
Economic			
A. Regional and Local Economies			
1. Is there potential to affect local economic viability (e.g., development potential, tax revenues, employment opportunities, retail sales or public expenditures)?	☒	☐	☐
2. Is there a potential to divert traffic away from businesses?	☒	☐	☐
B. Business Districts			
1. Are there potential effects on the viability or character of Business Districts?	☒	☐	☐
2. Will the project affect transportation options available for patrons getting into or out of the District?	☒	☐	☐
3. Will sidewalks, bicycling opportunities or transit opportunities to or within the district be affected?	☒	☐	☐
4. Will parking within the district be affected?	☒	☐	☐
C. Specific Business Impacts			
1. Are effects to specific businesses anticipated? (e.g., sidewalks, bicycling opportunities, or handicapped access to and from businesses)?	☒	☐	☐
2. Will the project affect available transportation options for patrons to businesses?	☒	☐	☐
3. Will the project affect the ability of businesses to receive deliveries?	☒	☐	☐
4. Will parking for businesses be affected?	☒	☐	☐
Environmental			
1. Are there wetlands within or immediately adjacent to the project limits? *See Environmental Procedures Manual (EPM) 4.A.R, Executive Order (EO) 11990 may apply.*	☒	☐	☐
2. Are there Surface Waters (other than wetlands) within or immediately adjacent to the project limits? *lakes, ponds streams or wetlands of any jurisdiction*	☐	☒	☐
3. Is there a designated Wild or Scenic River within or immediately adjacent to the project limits? *(See The Environmental Manual (TEM) 4.4.3)*	☒	☐	☐
4. Will the project require a U.S. Coast Guard Bridge Permit? *Project area includes a bridge over navigable waters of U.S.*	☒	☐	☐
5. Does the project area contain waters regulated as Navigable by U. S. Army Corps of Engineers? *Section 404/10 Individual Permit or NWP 23 may be required*	☒	☐	☐
6. Is the project in a mapped Flood Zone? *TEM section 4.?, EO 11988*	☒	☐	☐
7. Is the project in or could it affect a designated coastal area? *FAN and/or Consistency determination may be required. See TEM 4.6*	☒	☐	☐
8. Is the project area above a Sole Source Aquifer? *See TEM 4.4 Coordination with FHWA and/or EPA may be required.*	☒	☐	☐

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT[1] OR ISSUE?	
	NO	YES	NO
9. Will the project involve one (1) acre of ground disturbance (or 5,000 sf in the East of Hudson watershed)?	☒	☐	☐
10. Are federally/state listed endangered species or designated critical habitat indicated for the project county? *Coordination with DEC and/or a FHWA determination may be required. See TEM 4.4.9.3*	☐	☐	☒
11. Is the project in a designated Critical Environmental Area? *TEM 4.4.11(SEQR issue)*	☒	☐	☐
12. Are there any resources protected by Section 106 (or Section 1409) within the project limits or immediate area? *See TEM 4.4.12 Appendix G*	☒	☐	☐
13. Is Native American coordination required outside of Section 106 consultation? *The project on or affecting Native American Lands or other areas of interest*	☒	☐	☐
14. Is there a use, constructive use or temporary occupancy of a 4(f) resource? *See SECTION 4(f) POLICY PAPER and contact Area Engineer.*	☒	☐	☐
15. Will the project involve conversion of a 6(f) resource? *listed as having Land and Water Conservation funds spent on the resource*	☒	☐	☐
16. Is there any potential to affect the character of important and possibly significant the visual resources of the project area and its environs? (*See PDM Chapter 3.2.2.2)*	☒	☐	☐
17. Will the project convert land protected by the Federal Farmland Protection Act? *See TEM 4.4.15*	☒	☐	☐
18. Will the project acquire active farmland from an Agricultural District? *(SEQR issue)*	☒	☐	☐
19. Is the project in a non-attainment area and exceed the CO screening criteria? *see EPM Chapter 1 1.1-19 an Air Quality Analysis required*	☒	☐	☐
20. Is the project in a non-attainment area and exceed the PM screening criteria? *see EPM Chapter 1 1.1-19? A hot spot analysis is required*	☒	☐	☐
21. Is the project a Type I Noise project as per 23 CFR 772? *See TEM 4.4.18*	☒	☐	☐
22. Will the project require the removal of Asbestos Containing Materials? *See TEM 4.4.19*	☒	☐	☐
23. Does the project area contain Contaminated and Hazardous Materials? *EPA National Priority List*	☒	☐	☐
24. Will the project increase the height of towers, construct new towers or other obstructions in a known migratory bird flyway?	☒	☐	☐

NOTES:

[1] The term "impacts" means both positive and negative effects. Both types of effects should be discussed in the body of the report as appropriate.

PREPARED BY (Print Name and Title)**:**

Jared Anderson, P.E., Project Manager, HVEA Engineers

CERTIFICATION:

I certify that the information provided above is true and accurate.

Responsible Local Official _____ Date _____

Print Name and Title: _____

NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE

Section 106 of the National Historic Preservation Act

For Locally-Administered Federal-Aid Projects

A Project Submittal Package is prepared by the Local Project Sponsor (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSDOT assessment of Section 106 obligations. The Sponsor sends the package to the Regional Local Project Liaison (RLPL) for RCRC review. The RCRC will make recommendations to identify what is needed for Section 106 compliance for the project.

DATE: March 2020 PIN: 8762.15 BIN: 3345900

IDENTIFICATION

Project Name (if any): Call Hollow Road (CR 75) Bridge over Minisceongo Creek Rehabilitation

---

Project Area Boundaries See attached project description and location map

(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County: Rockland Town/City: Haverstraw Village/Hamlet: N/A

Have you consulted the NYSHPO web site at *http://nysparks.state.ny.us to determine the preliminary presence or absence of previously identified cultural resources within or adjacent to the project area? If yes: ☒ Yes ☐ No

- Was the project site wholly or partially included within an identified archaeologically sensitive area? ☐ Yes ☒ No
- Does the project site involve or is it substantially contiguous to a previously evaluated National Register of Historic Places listed property? ☐ Yes ☒ No

*http://nysparks.state.ny.us then select **HISTORIC PRESERVATION** then **Historic Preservation Field Services Bureau** then **On Line Tools**

ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION

Project Description – Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.

Location Maps - Provide USGS Quad or DOT Planimetric map showing project area location. The map must clearly show street and road names surrounding the project area as well as all portions of the project.

Photos - Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:

- Buildings/structures more than 50 years old that are located along the property or on adjoining property
- Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance)

LOCAL SPONSOR CONTACT

Name:	Jared Anderson, P.E.		
Title:	Project Manager		
Firm/Agency:	HVEA Engineers		
Address:	560 Route 52 Suite 201	City: Beacon	
State:	NY	Zip: 12508	
Phone: 845-838-3600	E-Mail: janderson@hveapc.com		

Project Description:
Rockland County Highway Department is planning to repair the Call Hollow Road Bridge over the Minisceongo Creek in the Town of Haverstraw. The project will include repairing damaged spalls and patching the leaking joints inside the box culvert. Additionally, there will be new waterproofing membrane installed for the culvert and the upstream wingwall will be extended to address the bank erosion. All work will be completed within the existing right of way. The project is being funded through the Bridge NY program.

Review of the SHPO CRIS:
A preliminary screening utilizing the NYSHPO CRIS was completed and found no eligible or listed historical or historic district within the project limits.

- The green outline is indicative of an archaeological survey conducted in 2015 (15SR00444).
- The dark blue outline is the outline of Harriman State Park, USN 07109.001181. This is over 650 feet from the Call Hollow Road bridge.
- The black square is noted as 451 Call Hollow Road, USN 08702.000289 with a status of "undetermined"

The project will not impact any of these resources. Additionally, no eligible or listed historical or historic districts were found within the project limits. A screenshot of the CRIS map is included in the attachments.

Documentation of Previous Soil Disturbance:
Work for this project will be on areas of previously disturbed soil. Roadway construction will be minimal as most of the work involves repairs to the structure. Work includes repairs to the existing structure (spalls, patching joints, new culvert membrane) and an additional wingwall. The area of previous disturbance is shown on the Area of Potential Effect Plan attached. A record plan from the original 1989 construction is also included for reference.

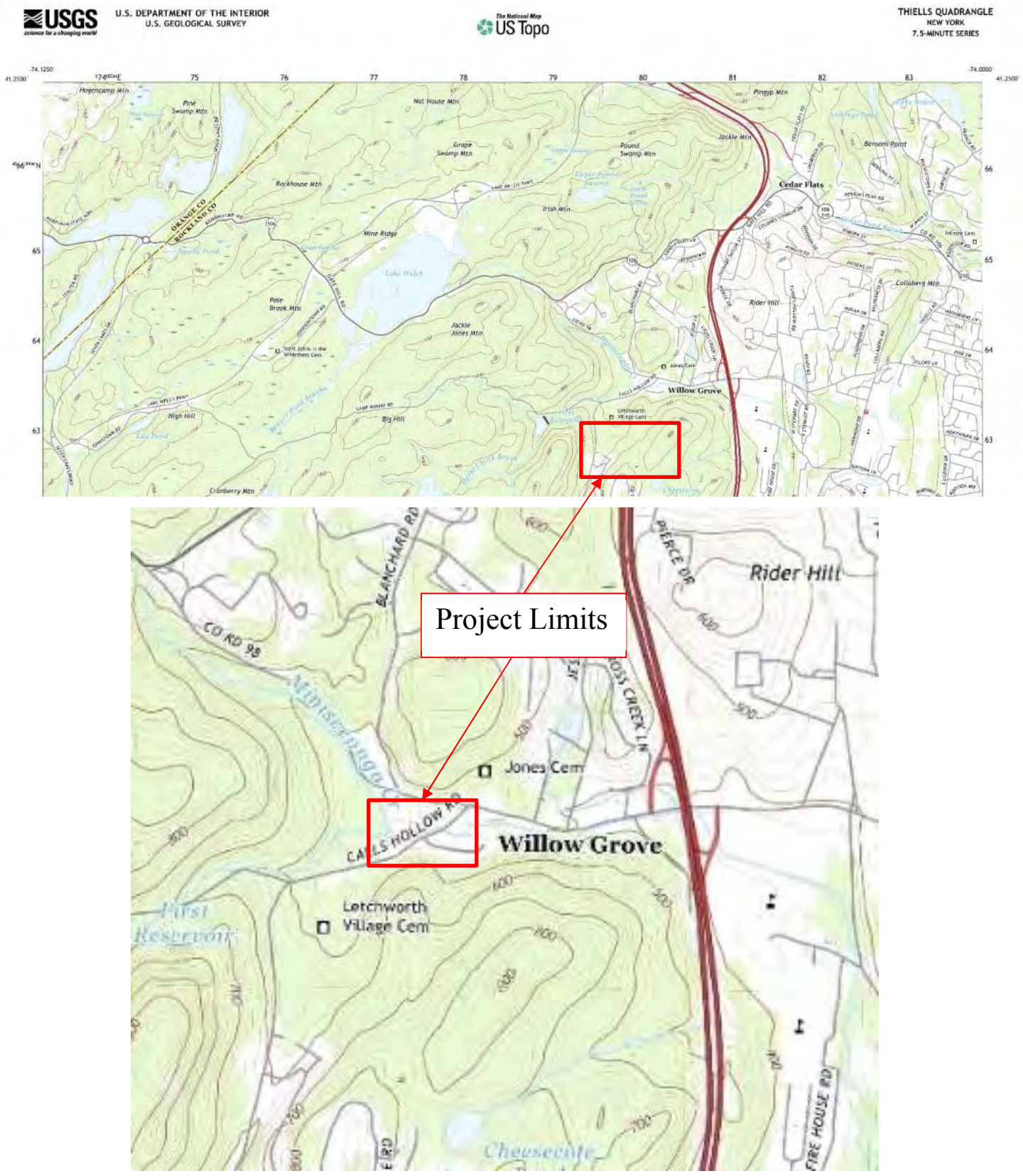
Structures Over 50 Years Old Within the Project Limits:
The existing bridge was built in 1989 and is therefore 31 years old. Photos of the bridge are attached. No other buildings, culverts, or other structures are located within the project limits.

Recommended Project Finding:
Based on preliminary screening, field review, amount of previous disturbance/fill from the original bridge construction, and lack of right-of-way acquisition, the County has determined that this project will have no effect on historic properties.

Attachments
1. Project Location Map
2. Area of Potential Effect Plan
3. 1989 Record Plan
4. Photo Key Map & Photos
5. CRIS Screenshot

PROJECT LOCATION MAP

The coordinates of the center of the project are N 41.219531, W 74.044277.



GRID NORTH

AREA OF POTENTIAL EFFECT = 7,845 SF ±

PREVIOUSLY DISTURBED AREA

N/F
FOUNTAINHEAD PARKS
•449-457 CALL HOLLOW RD.
980/611
19J0-1-1

N/F
CLIFFORD, DEIDRE
•448 CALL HOLLOW RD.
1997-34059
19J0-1-4

N/F
OLIVER, JASON
•437 CALL HOLLOW RD.
2016-3925
19J0-1-17

N/F
TOWN OF HAVERSTRAW
(PUMP STATION)
•440 CALL HOLLOW RD.
MAP •7709
2011-5507
19J0-1-3.20

N/F
CHERUBIN, CARLO
•1 ANTHONY MORINA DR.
MAP •7709, LOT •17
2015-17182
19J0-1-3J

N/F
TORIO, JANET
•3 ANTHONY MORINA DR.
MAP •7709, LOT •16
2007-60483
19J0-1-3.2

MINISCEONGO CREEK
FLOW

CALL HOLLOW ROAD (CR 75)

PERMANENT EASEMENT
L378/P1472

PERMANENT EASEMENT
L378/P1466

PROPERTY LINE FROM MAP •7709

PERMANENT EASEMENT
SHOWN ON TAKING MAP •T659
(DEED WAS NOT FOUND)

CONSERVATION EASEMENT
SHOWN ON MAP •7709
(NO DEED WAS FOUND)

W 1+00
10+00
11+00
12+00
13+00
13+37
W 2+00
W 2+39
9+45

LEGEND:

- PREVIOUSLY DISTURBED AREA
- AREA OF POTENTIAL EFFECT

NOTES:

1. PREVIOUSLY DISTURBED AREA APPROXIMATED FROM 1989 RECORD PLAN FOR THE CONSTRUCTION OF THE CULVERT. AREA EXTENDS BEYOND THIS PROJECT.

0 15' 30' 45' 60'

ROCKLAND COUNTY HIGHWAY DEPARTMENT

CALL HOLLOW ROAD BRIDGE
OVER MINISCEONGO CREEK
TOWN OF HAVERSTRAW, COUNTY OF ROCKLAND

AREA OF POTENTIAL EFFECT

HVEA ENGINEERS
BEACON, NEW YORK 12508
(845) 838-3600
www.hveapc.com

AS-BUILT REVISIONS DATE	DESIGNED BY:	DRAWN BY:	CHECKED BY:
	DATE: APRIL 2020	SCALE: AS SHOWN	PIN: 8762.15
	DWG No.: APE-1		SHEET OF XX

FILE NAME = 876215_cph_ape.dgn
DATE/TIME = 08-APR-2020 09:39
USER = janderson

CURVE DATA				
NO	Δ	R	L	T
1	25° 48'	521'	234.60'	119.32'

N

FOUNTAINHEAD PARKS, INC.
(REPUTED OWNER)

WALTON T. BUCK, JANE L. BUCK, a/k/a
MARCEL J. BUCK (REPUTED OWNERS)

BEGIN CONTRACT

& PAVING "B" STA. 10+50

BEGIN CHANNEL IMPROVEMENT "B" STA. 11+42 ±

MINISCEONGO CREEK

CALLS HOLLOW ROAD

PERMANENT EASEMENT LINE

PROP. R.O.W. LINE

PROP. BOTTOM OF BANK

PROP. EDGE OF PAVEMENT

BEGIN CURB

END CURB

BEGIN CULVERT STA. 12+33.49

END CULVERT STA. 12+66.15

10' (TYP.) VERT. CURB TAPER

ITEM 620-04
ITEM 606-1402
ITEM 606-10
ITEM 606-11
ITEM 619-10
ITEM 604-07
ITEM 607-0110

END CONTRACT

& PAVING "B" STA. 15+50

END CHANNEL IMPROVEMENT STA. 13+70±

DAVID EDWARD HASTINGS &
LOUISE ANN HASTINGS
(REPUTED OWNERS)

THIS SHEET SUPERSEDES SHEET NO. 5 OF 20
OF THE ORIGINAL CONTRACT.

WALTON T. BUCK, JANE L. BUCK, a/k/a
MARCEL J. BUCK (REPUTED OWNERS)

NOTE: THE SURVEY OF THIS PROJECT AND THE PLOTTING OF TOPO WAS ACCOMPLISHED BY THE OFFICE OF THE COUNTY ENGINEER OF ROCKLAND AND THE PLOTTED TOPOGRAPHY WAS PROVIDED TO BOSWELL ENGINEERING FOR THE PREPARATION OF THESE PLANS

LEGEND

- FIELD INLETS
- ALTERING CATCH BASINS, MANHOLES, FIELD INLETS & DROP INLETS
- RESURFACING
- ASPHALT CONCRETE SIDEWALKS, DRIVEWAYS AND CLASS I BIKEWAYS
- CONCRETE SIDEWALKS & DRIVEWAYS
- STONE FILLING (MEDIUM)
- CONVENTIONALLY FORMED OR MACHINE FORMED CONCRETE CURB, TYPE BB
- GALVANIZED GABIONS
- (F) TOE OF FILL
- (C) TOP OF CUT
- GUARD RAIL
- ALUMINUM CHAIN LINK FENCING ON ALUMINUM FRAME WITH TOP RAIL, 4' HIGH

IN CHARGE OF: E.P.C.

REVISION	BY	C'K'D	DATE
REDUCTION IN CULVERT CELLS & CHANGE IN BROOK PROFILE	JHW	KGA	6-19-89

REPLACEMENT OF THE CALLS HOLLOW ROAD BRIDGE
(BIN 3345900)
OVER MINISCEONGO CREEK
TOWN OF HAVERSTRAW, ROCKLAND COUNTY, NEW YORK

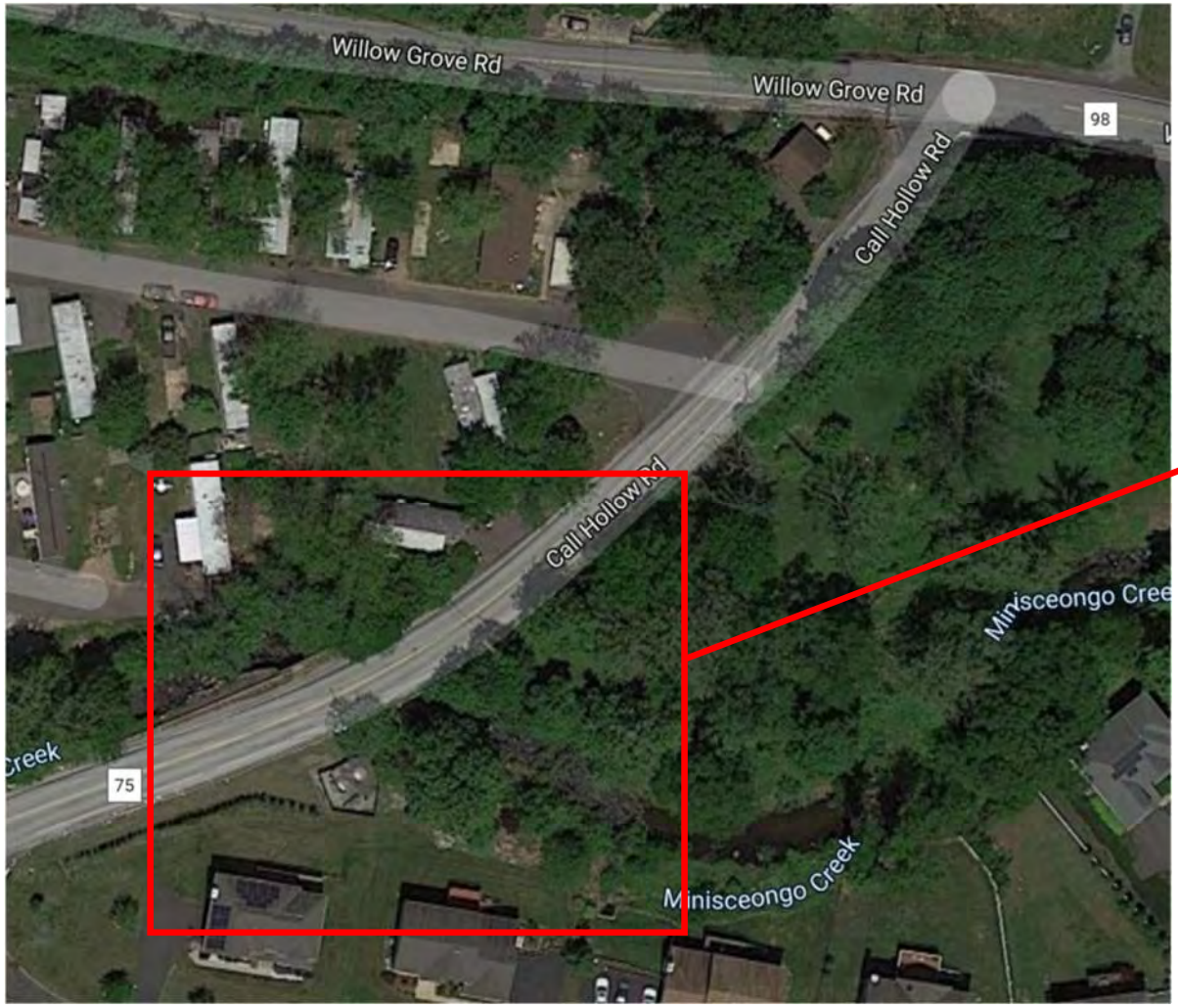
PLAN

BOSWELL ENGINEERING ASSOC.
15 VIRGINIA AVENUE
WEST NYACK, N.Y. 10994
330 PHILLIPS AVENUE
SOUTH HACKENSACK, N.J. 07606

DRAWN BY: JHW
CHECKED BY: KGA
PROJECT NO: BC-002
DATE: MAY 9, 1989
SCALE: 1"=30'
SHEET NO. 5A OF 20

HOWARD BOSWELL, JR., P.E.
PROFESSIONAL ENGINEER
N.Y. LIC. No. 055912
DATE 5.9.89

22-10



See Next Page

PIN 8762.15 – Call Hollow Road Bridge – Project Area

Photo Key Map

1

East side, looking west

2

West side, looking east

3

Southeast side, looking east

4

Southeast side, looking down

5

Northwest side, looking down

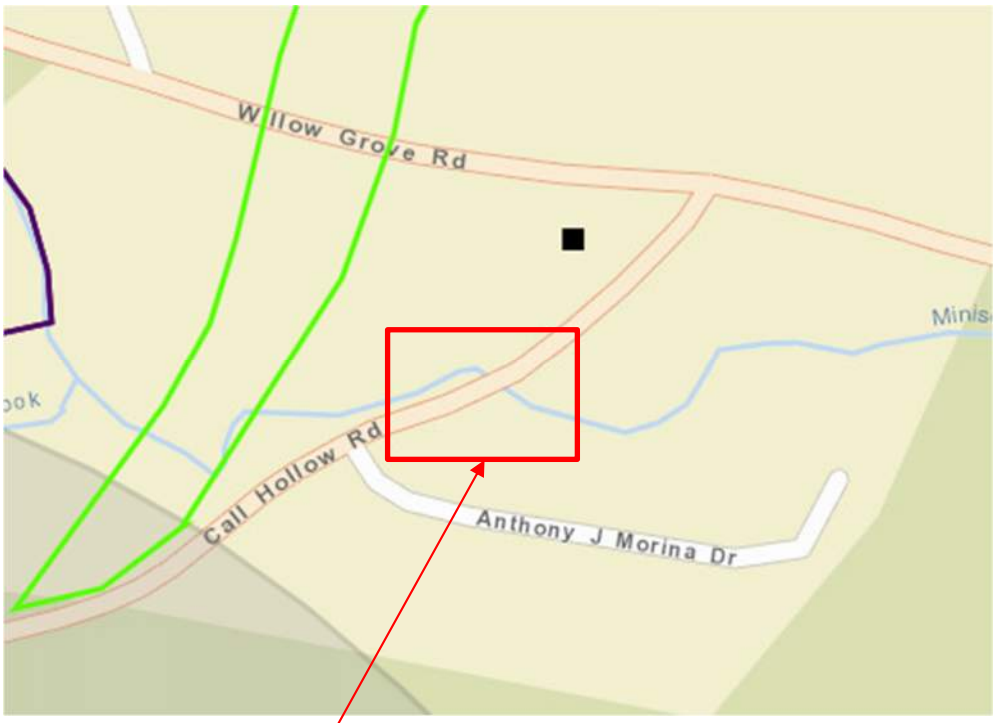
6

Northwest side, looking north

7

Northwest side, looking west

CRIS Screenshot



NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ANDREW M. CUOMO
Governor

MARIE THERESE DOMINGUEZ
Commissioner

MEMORANDUM

TO: O. Trocard/S. MacAvery, Local Projects Unit, Region 8

FROM: K. Wolfanger, Regional Cultural Resources Coordinator, Region 8 *KLW*

SUBJECT: **SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT**
PIN 8762.15 – CALL HOLLOW ROAD (CR 75) OVER MINISCEONGO CREEK
CULVERT REHABILITATION (BIN 3345900)
TOWN OF HAVERSTRAW
ROCKLAND COUNTY

DATE: March 25, 2020

The Department has reviewed the most recent Project Submittal Package (PSP) dated March 2020 prepared for the above referenced Locally Administered Federal Aid project for assessment of obligations under Section 106 of the National Historic Preservation Act (36 CFR Part 800). The PSP was submitted to our office on March 11, 2020.

The project will include repairing spalls and patching the leaking joints inside the bridge (box culvert construction). Additionally, there will be new waterproofing membrane installed for the culvert and the upstream wingwall will be extended to address the bank erosion.

The bridge was built in 1989 (therefore less than 50 years old). The project will occur within the existing right-of-way and within soils previously disturbed by road construction and utilities. The project is not within a historic district.

Because the project meets the conditions above and the activity is work on a bridge that is less than 50 years old within the existing disturbed areas, we conclude the project activities have no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1). Therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. This determination should be recorded in the project environmental documentation.

If the project scope or limits change, this project needs to be resubmitted for review.

KW:SL:EM

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ANDREW M. CUOMO
Governor

MARIE THERESE DOMINGUEZ
Commissioner

MEMORANDUM

TO: O. Trocard/S. MacAvery, Local Projects Unit, Region 8

FROM: K. Wolfanger, Regional Cultural Resources Coordinator, Region 8

SUBJECT: **SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT**
PIN 8762.15 – CALL HOLLOW ROAD (CR 75) OVER MINISCEONGO CREEK
CULVERT REHABILITATION (BIN 3345900)
TOWN OF HAVERSTRAW
ROCKLAND COUNTY

DATE: April 8, 2020

The Department has reviewed the revised Project Submittal Package (PSP) dated April 2020 prepared for the above referenced Locally Administered Federal Aid project for assessment of obligations under Section 106 of the National Historic Preservation Act (36 CFR Part 800). The PSP was submitted to our office on April 8, 2020.

The project will include repairing spalls and patching the leaking joints inside the bridge (box culvert construction). Additionally, there will be new waterproofing membrane installed for the culvert and the upstream wingwall will be extended to address the bank erosion.

The bridge was built in 1989 (therefore less than 50 years old). The project will occur within the existing right-of-way and within soils previously disturbed by road construction and utilities. The project is not within a historic district.

The APE was enlarged slightly between the previous PSP (March 2020) and the current PSP (April 2020). The APE remains within the existing right-of-way and within soils previously disturbed.

Because the project meets the conditions above and the activity is work on a bridge that is less than 50 years old within the existing disturbed areas, we conclude the project activities have no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1). Therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. This determination should be recorded in the project environmental documentation.

If the project scope or limits change, this project needs to be resubmitted for review.

KW:SL

NEW YORK STATE OF OPPORTUNITY. | Department of Transportation

ANDREW M. CUOMO
Governor

MARIE THERESE DOMINGUEZ
Commissioner

MEMORANDUM

TO: O. Trocard/S. MacAvery, Local Projects Unit, Region 8

FROM: K. Wolfanger, Regional Environmental Contact, Region 8 KW

SUBJECT: **SECTION 7 OF THE ENDANGERED SPECIES ACT**
PIN 8762.15 – CALL HOLLOW ROAD OVER MINISCEONGO CREEK
BRIDGE REHABILITATION (BIN 3345900)
TOWN OF HAVERSTRAW
ROCKLAND COUNTY

DATE: March 3, 2020

The Department has reviewed the threatened and endangered species submittal dated February 12, 2020 prepared for the above referenced Locally Administered Federal Aid project for assessment of obligations under Section 7 of the National Endangered Species Act (ESA, 16 USC 1531-1544).

The project proposes to repair spalls, patch leaking joints, install a new waterproof membrane, and extend an upstream wingwall to address bank erosion and provide better support for the roadway above. There will be no right-of-way acquisitions for this project. An estimated five to ten trees will be removed between October 1 and March 31 to minimize disturbance to bat species.

Please ask the sponsor to:

- Explain in greater detail the basis for the determination that there is no suitable habitat for bog turtles, such as documentation of site visits and/or a Phase I survey for suitable bog turtle habitat. Note that wetlands may be present but not mapped and that site visits are generally required to confirm the absence of unmapped wetlands.
- Complete the determination key in IPaC titled, "FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat". We believe the sponsor incorrectly evaluated the project using the "Northern Long-Eared Bat (NLEB) Consultation and 4(d) Rule Consistency" key.
- Note that NYSDOT requires copies of future correspondence with the NYSDEC Region 3 Permits Office regarding the northern long-eared bat.

If you or the project sponsor have any questions, or if the scope of the project changes, please contact me.

KW:SL:EM

PIN: 8762.15 **PROJECT NAME:** Call Hollow Road over Minisceongo Creek

Section 7 ESA Process: ESA/EFH Transmittal Sheet

Step 3: Documentation. Please complete the appropriate boxes below and complete the documentation as described.

	ESA/EFH Does Not Apply	No Effect, Activity-Based	No Effect, No Suitable Habitat or No Effect	BATS: MA, NLAA, 14-Day Form, or IPaC Submittal	NLEB: MA, LAA 30 Day Form, or IPaC Submittal	MA, NLAA, Traditional 7-step Process	MA, LAA, Formal Consultation
Northern Long-eared Bat				MA,NLAA			
Indiana Bat				MA,NLAA	NA		
Bog Turtle			No Suitable Habitat	NA	NA		
Mollusks (Dwarf Wedge Mussel, Rayed Bean, Clubshell, Chittenango Ovate Amber Snail)	X			NA	NA		
Karner Blue Butterfly	X			NA	NA		
Sturgeon (Shortnose, Atlantic)	X			NA	NA		
Sea Turtles	X			NA	NA		
Atlantic Large Whales	X		NA	NA	NA		
EFH Resources (circle one)	EFH Does Not Apply	No Effect, Activity-Based	NA	NA	EFH Programmatic Agreement Applies	EFH Programmatic Agreement MAY Apply	Individual EFH Consultation is Required
Documentation Required	The IPaC/NMFS ESA/EFH Mapper report is included in the Design Report.	Record the corresponding number of the activity in the box above. This sheet and the IPaC/NMFS ESA/EFH printout are included in the Design Report.	NYSDOT submits "No Effect, No Suitable Habitat Determination" to FHWA. Concurrence has been obtained if 15 days passes without correspondence from FHWA.	NYSDOT submits 14-day Form to USFWS-cc: Area Engineer, OR submits through IPaC w/Area Engineer included.	NYSDOT submits 30-day Form to FHWA-then to USFWS, OR NYSDOT submits through IPaC w/ Area Engineer included.	NYSDOT submits either BE or BA to FHWA, who submits to USFWS for concurrence.	NYSDOT submits BA to FHWA for Initiation of Formal Consultation with USFWS or NMFS.

Instructions for Use: This Summary Sheet is sent to FHWA for concurrence for all submissions, except "ESA Does Not Apply" and "No Effect, Activity-Based". A submittal package includes all documentation for all species requiring concurrence, with a cover letter requesting concurrence, so that FHWA can make one ESA determination. SEE EACH SPECIES-SPECIFIC PACKAGE FOR SPECIFIC DOCUMENTATION REQUIREMENTS FOR SUBMITTALS. Also, FHWA requires documentation of compliance with ESA in the Design Report.

Species Conclusions Table

Project Name: PIN 8762.15 Repair of Call Hollow Bridge over Minisceongo Creek
Date: June 2020

Species Name	Potential Habitat Present?	Species Present?	Piping Plover Critical Habitat Present?	ESA / Eagle Act Determination	Notes / Documentation Summary (include full rationale in your report)
Indiana bat (*Myotis sodalist*)	Yes	No	No	MA,NLAA	IPAC has records of the species potentially existing near the project site. The Indiana bat is generally found in wooded areas where they usually roost under loose tree bark on dead or dying trees. Trees will only be cleared during the October 1st to March 31st time frame, resulting in an IPAC determination of "May Affect, Not Likely to Adversely Affect".
Northern Long-Eared Bat (*Myotis septentrionalis)*	Yes	No	No	MA,NLAA	Limited suitable habitat is present within the project action area. There is an existing hibernaculum within 4.75 miles of the project site. Trees will only be cleared during the October 1st to March 31st time frame, resulting in an IPAC determination of "May Affect, Not Likely to Adversely Affect".
Bog turtle (*Clemmys (Glyptemys) muhlenbergii*)	No	No	No	No Suitable Habitat	There are no known occurrences of the Federally threatened bog turtle within the project site. This is a semi-aquatic species, preferring habitat with cool, shallow, slow moving water, deep soft muck soils, and tussock-forming herbaceous vegetation. In New York, the bog turtle is generally found in open, early successional types of habitats such as wet meadows or open calcareous boggy areas generally dominated by sedges or sphagnum moss. Like other cold-blooded or ectothermic species, it requires habitats with a good deal of solar penetration for basking and nesting. The project location is above a riverine habitat R3UBH (class C(T) stream). There are two freshwater ponds 0.35 miles (PUBHh) and 0.78 miles (PUBHh) from the site. There is also a Freshwater Forested/Shrub Wetland (PFO1C) 0.11 miles from the site, which is a brook connecting one of the freshwater ponds to the Minsceongo Creek. No bog turtle habitat was observed on any portion of the proposed project location.

Last modified: 3/10/2020

U.S. Fish and Wildlife Service
National Wetlands Inventory

Wetlands

= Project area

November 22, 2019

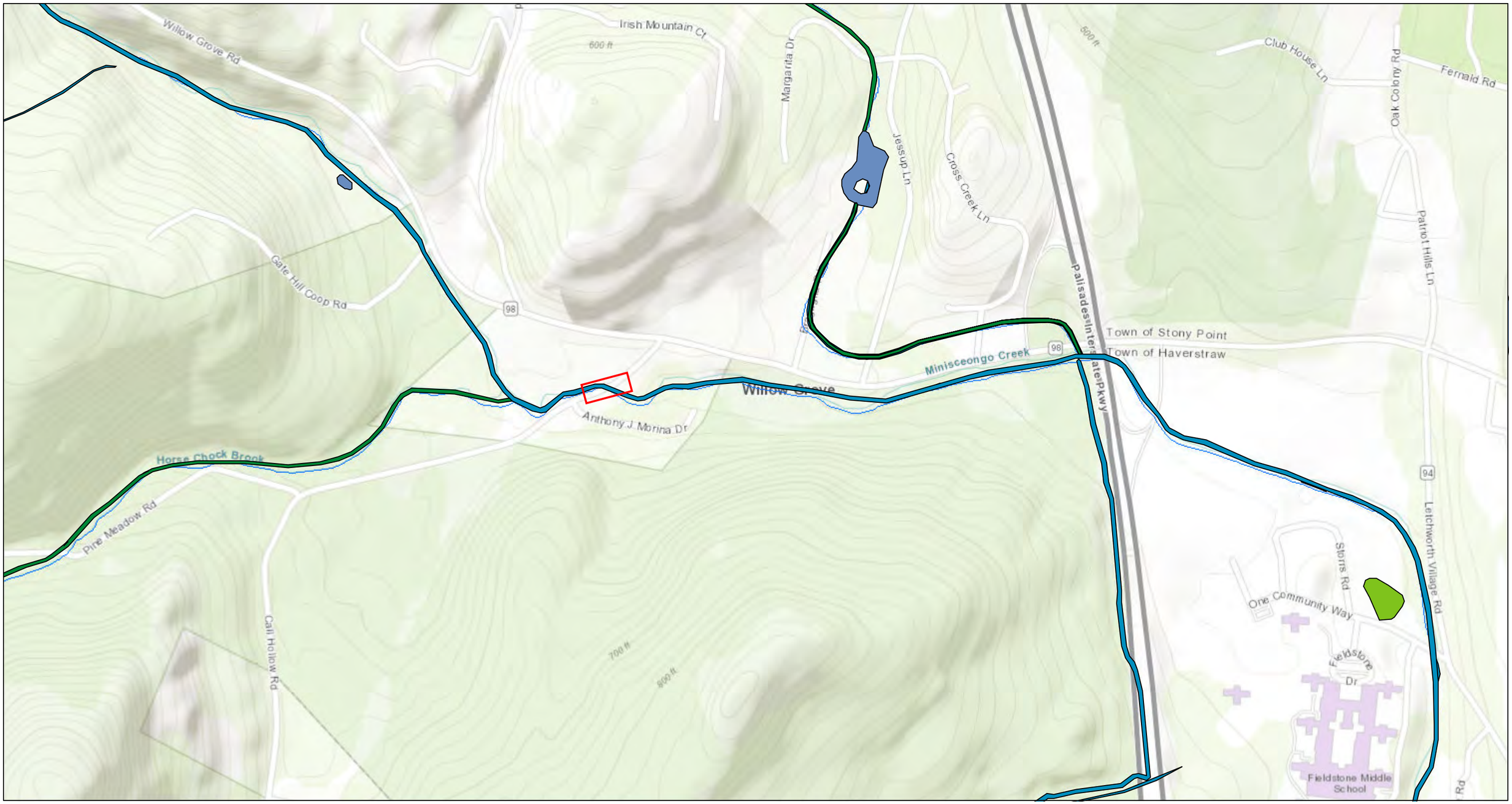
Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

= Project area

Environmental Resource Mapper



November 22, 2019

1:9,028

0 0.1 0.2 0.4 mi

0 0.175 0.35 0.7 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

NYS Department of Environmental Conservation
Not a legal document

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
http://www.fws.gov/northeast/nyfo/es/section7.htm

In Reply Refer To: January 28, 2020
Consultation Code: 05E1NY00-2020-SLI-1449
Event Code: 05E1NY00-2020-E-04444
Project Name: Call Hollow Bridge Repair

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: http://www.fws.gov/northeast/nyfo/es/section7.htm

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/

eagle_guidance.html). Additionally, wind energy projects should follow the Services wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
(607) 753-9334

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

Project Summary

Consultation Code: 05E1NY00-2020-SLI-1449

Event Code: 05E1NY00-2020-E-04444

Project Name: Call Hollow Bridge Repair

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: suburban, bridge repair

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/41.21953285046501N74.04430911879916W

Counties: Rockland, NY

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Reptiles

NAME	STATUS
Bog Turtle *Clemmys muhlenbergii* Population: Wherever found, except GA, NC, SC, TN, VA No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6962 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/182/office/52410.pdf Habitat assessment guidelines: https://ecos.fws.gov/ipac/guideline/assessment/population/182/office/52410.pdf	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To: January 28, 2020
Consultation Code: 05E1LI00-2020-SLI-0253
Event Code: 05E1LI00-2020-E-00585
Project Name: Call Hollow Bridge Repair

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
(607) 753-9334

Project Summary

Consultation Code: 05E1LI00-2020-SLI-0253

Event Code: 05E1LI00-2020-E-00585

Project Name: Call Hollow Bridge Repair

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: suburban, bridge repair

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/41.21953285046501N74.04430911879916W

Counties: Rockland, NY

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Reptiles

NAME	STATUS
Bog Turtle *Clemmys muhlenbergii* Population: Wherever found, except GA, NC, SC, TN, VA No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6962	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

EFH Data Notice: Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional Fishery Management Councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.

Greater Atlantic Regional Office
Atlantic Highly Migratory Species Management Division

Query Results

Degrees, Minutes, Seconds: Latitude = 41º14'3" N, Longitude = 75º57'36" W
Decimal Degrees: Latitude = 41.23, Longitude = -74.04

The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

*** W A R N I N G ***

Please note under "Life Stage(s) Found at Location" the category "ALL" indicates that all life stages of that species share the same map and are designated at the queried location.

HAPCs

No Habitat Areas of Particular Concern (HAPC) were identified at the report location.

EFH Areas Protected from Fishing

No EFH Areas Protected from Fishing (EFHA) were identified at the report location.

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data. ****For links to all EFH text descriptions see the complete data inventory: open data inventory -->**
Mid-Atlantic Council HAPCs, No spatial data for summer flounder SAV HAPC.

Drawn Action Area & Overlapping S7 Consultation Areas

Area of Interest (AOI) Information

Area : 572.38 acres

Nov 22 2019 7:55:32 Eastern Standard Time

Summary

Name	Count	Area(acres)	Length(mi)
Atlantic Sturgeon	0	0	N/A
Shortnose Sturgeon	0	0	N/A
Atlantic Salmon	0	0	N/A
Sea Turtles	0	0	N/A
Atlantic Large Whales	0	0	N/A
In or Near Critical Habitat	0	0	N/A

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Assistant Director-Ecological Services
1849 C Street Nw
Room 3345
Washington, DC 20240-0001
Phone: (202) 208-4646 Fax: (202) 208-5618

IPaC Record Locator: 571-20664816 March 10, 2020

Subject: Consistency letter for the 'Call Hollow Road Bridge Rehabilitation over Minisceongo Creek' project (TAILS 05E1NY00-2020-R-1449, 05E1LI00-2020-R-0253) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Call Hollow Road Bridge Rehabilitation over Minisceongo Creek** (Proposed Action) may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

This "may affect - not likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO to satisfy the agency's consultation requirements for this project.

Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative with a request for review, and as the agency deems appropriate, to submit for concurrence verification through the IPaC system. The lead Federal action agency or designated non-federal representative should log into IPaC using their agency email account and click "Search by record locator". They will need to enter the record locator **571-20664816**.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Bog Turtle, *Clemmys muhlenbergii* (Threatened)

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

Call Hollow Road Bridge Rehabilitation over Minisceongo Creek

Description

PIN 8762.15, Town of Haverstraw, Spring-Summer 2021, repair of damaged spalls, patching leaking joints, new waterproofing membrane, extension of an upstream wingwall

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat[1]?

   [1] See Indiana bat species profile

   Automatically answered
   Yes

2. Is the project within the range of the Northern long-eared bat[1]?

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

3. Which Federal Agency is the lead for the action?
   A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

   [1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

   No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces[1]?

   [1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

   No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum[1]?

   [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

   No

7. Is the project located **within** a karst area?

   No

8. Is there *any* suitable[1] summer habitat for Indiana Bat or NLEB **within** the project action area[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

   [1] See the Service's summer survey guidance for our current definitions of suitable habitat.

   [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the national consultation FAQs.

   Yes

9. Will the project remove *any* suitable summer habitat[1] and/or remove/trim any existing trees **within** suitable summer habitat?

   [1] See the Service's summer survey guidance for our current definitions of suitable habitat.

   Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

    No

11. Have presence/probable absence (P/A) summer surveys[1][2] been conducted[3][4] **within** the suitable habitat located within your project action area?

    [1] See the Service's summer survey guidance for our current definitions of suitable habitat.

    [2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

    [3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

    [4] Negative presence/probable absence survey results obtained using the summer survey guidance are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

    No

12. Does the project include activities **within documented Indiana bat habitat**[1][2]?

    [1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

    [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

    No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

    Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur[1]?

    [1] Coordinate with the local Service Field Office for appropriate dates.

    B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**[1][2]?

    [1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

    [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

    No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

    Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

    B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

    Yes

19. Will the tree removal alter *any* **documented** Indiana bat or NLEB roosts and/or alter any surrounding summer habitat **within** 0.25 mile of a documented roost?

    No

20. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

    No

21. Are *all* trees that are being removed clearly demarcated?

    Yes

22. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

    No

23. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

    No

24. Does the project include slash pile burning?

    No

25. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

    Yes

26. Is there *any* suitable habitat[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

    [1] See the Service's current summer survey guidance for our current definitions of suitable habitat.

    Yes

27. Has a bridge assessment[1] been conducted **within** the last 24 months[2] to determine if the bridge is being used by bats?

    [1] See User Guide Appendix D for bridge/structure assessment guidance

    [2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

    Yes

    SUBMITTED DOCUMENTS

    - *3345900_bbs.pdf https://ecos.fws.gov/ipac/project/ORJBALCLCBDV5MKEP7ETI2C4M4/projectDocuments/20718313*

28. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)[1]?

    [1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

    Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

    No

29. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

    No

30. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

    No

31. Will the project involve the use of **temporary** lighting *during* the active season?

    No

32. Will the project install new or replace existing **permanent** lighting?

    No

33. Does the project include percussives or other activities (**not including tree removal/ trimming or bridge/structure work**) that will increase noise levels above existing traffic/ background levels?

    No

34. Are *all* project activities that are **not associated with** habitat removal, tree removal/ trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

    Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

    Yes

35. Will the project raise the road profile **above the tree canopy**?

    No

36. Are the project activities that are not associated with habitat removal, tree removal/ trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

    Automatically answered
    Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

39. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

40. **General AMM 1**
Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

41. **Tree Removal AMM 1**
Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

42. **Tree Removal AMM 3**
Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

43. **Tree Removal AMM 4**
Can the project avoid cutting down/removal of *all* (1) **documented**[1] Indiana bat or NLEB roosts[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

   Yes

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

   No

3. How many acres[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

   [1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.9

4. Please describe the proposed bridge work:

   Repair of damaged spalls and patching leaking joints, new waterproofing membrane, extension of an upstream wingwall.

5. Please state the timing of all proposed bridge work:

   Spring-Summer 2021

6. Please enter the date of the bridge assessment:

   1/20/2019

Avoidance And Minimization Measures (AMMs)

This determination key result includes the committment to implement the following Avoidance and Minimization Measures (AMMs):

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or
documented foraging habitat any time of year.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on December 02, 2019. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects. The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

U.S. Fish & Wildlife Service Contact List

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
(607) 753-9334

Bridge/Bat Survey Form

Note: One form can be submitted for all species of bats.

Project Name: D037642 - NYSDOT Region 8 Bridge Inspection PIN: 8818.02

Type of Road Carried: Cutts Hollow Road Lat/Long:

Feature Crossed (land, wetland, river, etc.): Minisceongo Creek BIN: 3345900

Project Description: Bridge Inspection

Project Start Date: 1/20/2019

Date of Survey (must be completed during the active season April 1 – September 30):

Bridge Characteristics

Is the bridge over water or road/rail/land?

What is the height over water/road/rail/land? 10'±

Is the bridge made of concrete, steel, or a combination? concrete

Please rate the human disturbance or traffic under the bridge (high >5,000 ADT, low, none): low

Methods of Bridge/Bat Survey

Is the Bridge/Bat survey complete within 1 year of the start of the work? Yes

What was the survey method (Environmental Specialist w/ binoculars, staff w/ binoculars, manlift, etc)?
Bridge inspection staff w/ binoculars

Were all areas checked for bats, including expansion joints, rough surfaces or imperfections in the concrete, spaces between walls and ceiling joists, guiderails, unsealed crevices, and vertical crevices that are sealed at the top? Yes

Results of Bridge/Bat Survey

Are there bats present, or are there droppings, or is there staining from bats, or can you hear bats? no

If the answer is no, submit the form in the documentation for either a "No Effect, No Suitable Habitat" determination from FHWA, or as part of the package for other determinations (i.e. the 14-Day Form, 30-Day Form, traditional Section 7 ESA, etc.).

If the answer is yes, the determination is that the bridge contains bats. The species needs to be determined by the USFWS, and clearance must be obtained from the USFWS before work can begin on the bridge. Please take photos of the bats, if possible, and coordinate with Main Office, who will, in turn, coordinate with the FHWA Area Engineer and an Environmental Specialist.

Details: Please provide any additional details regarding bats, including number of bats, observations, whether or not there is a colony or individual bats, if the bats appear to be using bird nests, etc.:

Name (individual completing the bridge survey): SHUANGBI CHEN

Signature: Date: 5/8/19

Memo

To: File

From: Lora Rinaldi, E.I.T.

cc: Jared Anderson, P.E.

Date: March 10, 2020

Re: PIN 8762.15 – Call Hollow Road Bridge Rehabilitation

Bog Turtle Assessment

The US Fish and Wildlife Service was contacted on January 28, 2020 for a list of threatened and endangered species for this project in preparation of an ESA submittal. The list indicates that the Bog Turtle may be present within our project limits.

Prior to contacting USFWS, HVEA had already reviewed the NYSDEC Environmental Resource Mapper and made a preliminary determination that there were no wetlands within or adjacent to the project area. This information was verified during a site visit on November 20, 2019.

The area within and adjacent to the project action area is not characteristic of a wetland. The banks of the stream are distinctly shelved, and quickly transition to an upland, rocky slope. A Phase I survey was not conducted for this project, as there are no wetlands in or adjacent to the project area, and therefore there is no suitable habitat for bog turtles.

U.S. Department of Transportation
Federal Highway Administration

New York Division

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
New York.FHWA@dot.gov

April 7, 2020

In Reply Refer To:
HPD-NY

Kathleen Wolfanger
Regional Environmental Contact
New York State Department of Transportation, Region 8
4 Burnett Boulevard
Poughkeepsie, NY 12603

Subject: PIN 8762.15 – Threatened and Endangered Species Concurrence
Call Hollow Road (CR 75) over Minisceongo Creek Bridge Rehabilitation
(BIN 3345900)
Town of Haverstraw
Rockland County

Dear Ms. Wolfanger:

We have reviewed the documentation dated March 26, 2020 regarding consultation under Section 7 of the Endangered Species Act (ESA) for the subject project. The Federal Highway Administration (FHWA) has determined that the project, as proposed by New York State Department of Transportation (NYSDOT), "*May Affect, but is Not Likely to Adversely Affect"* the federally-listed Indiana Bat and Northern Long-eared Bat as tree removal will occur during the winter cutting window of October 1st to March 31st and all trees to be removed are within 100 feet of the road surface.

Concurrence was sought from the United States Fish and Wildlife Service (USFWS) on March 24, 2020. The USFWS did not provide a response within the 14 days they are allotted under the current consultation procedures, resulting in their concurrence. Section 7 consultation for the bat species is complete under the rangewide programmatic informal consultation process.

Since the project involves bridge work between the dates of April 1 and September 30 a Bridge/Bat Survey must be completed within two years prior to the start of work. A Bridge/Bat survey was completed on May 8, 2019. If the project does not go to construction within 2 years of the survey, an additional survey will need to be completed. If the survey concludes there are no signs of bats, then the determination remains valid.

FHWA also concurs that the project activities will have *"No Effect, No Suitable Habitat"* on the Bog Turtle as no suitable habitat was identified within the project limits. FHWA concurs that ESA for fish species/Essential Fish Habitat (EFH) does not apply as the proposed work is not within an ESA fish species consultation area, nor within mapped EFH.

If at any time during construction the presence of these federally-listed species, or their habitat, is discovered or suspected, construction activities must be halted. Activities cannot resume until FHWA and the USFWS are consulted.

If you have any questions, please feel free to contact me at (518) 431-8855.

Sincerely,

Jared A. Gross, P.E.
Area Engineer

cc: O. Trocard, Local Projects Unit, NYSDOT, Region 8
S. MacAvery, Local Projects Unit, NYSDOT, Region 8
E. Morgan, Environmental Specialist, NYSDOT, Region 8
S. Lewison, Environmental Specialist, NYSDOT, Region 8

November 14, 2019

NY Natural Heritage Program - Information Services
NYSDEC
625 Broadway, 5th Floor
Albany, NY 12233-4757

Attn: Ms. Andrea Chaloux

Re:

Dear Ms. Chaloux:

The County of Rockland is planning to repair the Call Hollow Bridge over Minisceongo Creek in the Town of Havestraw, NY.

The coordinates of the center of the project are N: 41°13'10.3" W: 74°02'39.4"
See figure 1 for a location map.

560 Route 52 – Suite 201 Beacon, New York 12508 Ph: 845.838.3600 Fax: 845.838.5311

Figure 1: Location Map of Repair of Call Hollow Bridge

The U.S. Fish & Wildlife Service's Information, Planning and Consultation (IPaC) system was used to determine if any federally-listed, proposed, or candidate species may be present in the Superstructure Replacement over Shawangunk Kill project area. The results showed that the following species may be affected by the project:

1. Bog Turtle (Clemmys muhlenbergii; Threatened)
2. Indiana Bat (Myotis sodalist: Endangered)
3. Northern Long-eared Bat (Myotis septentrionalis: Threatened)

Please advise if any federally-listed, proposed, or candidate species are known to exist in the action area of the project and if any critical habitat areas have been designated that overlap the project area.

Thank you for your assistance. If you have any questions or concerns, please call me at (845) 838- 3600.

Sincerely,
HVEA Engineers

by _____
Lora Rinaldi
Staff Engineer

560 Route 52 – Suite 201 Beacon, New York 12508 Ph: 845.838.3600 Fax: 845.838.5311

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

February 10, 2020

Emma Chilton
HVEA Engineers
560 Route 52
Beacon, NY 12508

Re: Rehabilitation of Call Hollow Bridge
County: Rockland Town/City: Haverstraw

Dear Ms. Chilton:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities at the project site.

Within 4.75 miles of the project site are two documented winter hibernacula of **Northern long-eared bat** (*Myotis septentrionalis*, state and federally listed as Threatened). The bats may travel five miles or more from documented locations. The main impact of concern for bats is the removal of potential roost trees. For information about any permit considerations for your project, please contact the Permits staff at the NYSDEC Region 3 Office, Division of Environmental Permits, at dep.r3@dec.ny.gov.

For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

For information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the Permits staff at the NYSDEC Region 3 Office as described above.

Sincerely,

Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program

HVEA ENGINEERS

To:	DEC Region 3	From:	Emma Chilton
Fax:		Pages:	3 w/ cover
Phone:		Date:	11/14/2019
Re:	State-Listed Species, Stream Classification/ Wetland Locations/ Endangered Species	CC:	

☐ Urgent ☐ For Review ☐ Please Comment x Please Reply ☐ Please Recycle

Please find attached a map showing the location of the Repairs to the Call Hollow Bridge over Minisceongo Creek Project. We are currently working on the preliminary design of this project.

In determining the regulatory requirements of this project we need to ascertain the potential for State-Listed Species in the vicinity of the project. Please provide a review of the State's Master habitat Databank (MHDB) at your earliest convenience.

A NYSDEC Stream Classification for any waterways within the project limits, as well as any wetlands in the vicinity of the project is also necessary.

Thank you for your time on this matter.

March 6, 2020

Project Information:

The County of Rockland is planning to repair the Calls Hollow Bridge on Calls Hollow Road over the Minisceongo Creek in the Town of Haverstraw, New York. The project is funded by the Bridge NY Project. The scope of work includes repairing the damaged spalls and patching he leaking joints inside the box culvert. Additionally, there will be new waterproofing membrane installed for the culvert, the upstream wingwall will be extended to address the bank erosion. No property acquisition is required as all work will be completed within the existing right-of-way. The majority of the land within the project limits is considered suburban.

The coordinates of the center of the project are N 41.219531, W 74.044277**.**

See figure 1 for a location map.

March 6, 2020

Project Map:

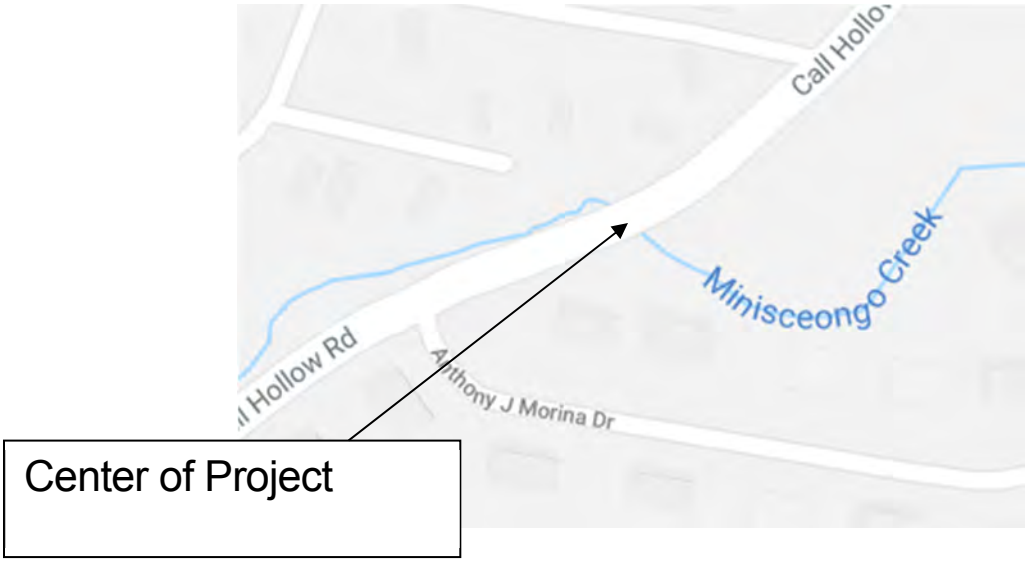


Figure 1: Location Map of Replacement of the Call Hollow Road bridge over the Minisceongo Creek, Rockland County

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Permits, Region 3
21 South Putt Corners Road, New Paltz, NY 12561-1620
P: (845) 256-3054 | F: (845) 255-4659
www.dec.ny.gov

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

December 3, 2019

Emma Chilton
HVEA Engineers
560 Route 52 – Suite 201
Beacon, New York 12508

RE: Call Hollow Bridge over Minisceongo Creek
Town of Haverstraw, Rockland County
CH# 8560; DEC Facility ID# 3-3922-00070
Permit Jurisdiction Screening

Dear Ms. Chilton:

The New York State Department of Environmental Conservation (DEC or Department) received your request for a jurisdictional review of the above-referenced project on November 22, 2019. According to the submitted documents, the project involves repairing the damaged spalls of the existing bridge (Bridge Identification Number (BIN) 3345900) at the above-referenced location. Leaking joints within the existing box culvert are to be patched. In addition, a new waterproofing membrane is to be installed for the culvert, and the upstream wingwall is to be extended to mitigate bank erosion. All work is proposed within the existing right-of-way. Based upon our review of your inquiry and submitted materials, we offer the following comments:

PROTECTION OF WATERS

The following stream is located within or near the site you indicated:

Name	Class	DEC Water Index Number	Status
North Branch Minisceongo Creek	C(T)	H-43-1-11	Protected

A Protection of Waters permit is required to physically disturb the bed or banks (up to 50 feet from stream) of any streams identified above as "protected." A time restriction may be required for protection of cold-water trout fisheries (waters classified under Article 15 of the Environmental Conservation Law (ECL) with a "T" or "TS" designation), beginning October 1 and ending April 30.

If a permit is not required, please note, however, you are still responsible for ensuring that work shall not pollute any stream or waterbody. Care shall be taken to stabilize any disturbed areas promptly after construction, and all necessary precautions shall be taken to prevent contamination of the stream or waterbody by silt, sediment, fuels, solvents, lubricants, or any other pollutant associated with the project.

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

FRESHWATER WETLANDS

The project site is not within a New York State protected Freshwater Wetland. The project site does not appear to contain a federally regulated wetland area. If the United States Army Corps of Engineers (ACOE) requires a permit for work completed in or impacting a federal wetland, the Department may require a Section 401 Water Quality Certification. Please contact the ACOE at (917) 790-8411 for a determination.

STATE-LISTED SPECIES

The DEC has reviewed the State's Natural Heritage records. We have determined that the site is located within or near records of the following state-listed species:

Name	Status
Northern long-eared bat (*Myotis septentrionalis*)	Threatened

Any potential impacts of the proposed project on this species should be fully evaluated during the review of the project pursuant to the State Environmental Quality Review Act (SEQR). A permit is required for the incidental taking of any species identified as "endangered" or "threatened," which can include the removal of habitat. To avoid adverse impacts to northern long-eared bats and the need for an Incidental Take Permit pursuant to 6 NYCRR Part 182, all tree removal must take place from November 1st to March 31st. If the project sponsor cannot complete tree clearing within this time-of-year restriction, then the Department may require further review on the impacts to this species. Additional project modifications may be needed to avoid or adequately mitigate any potential impacts identified.

Please note that a project sponsor may not commence site preparation, including tree clearing, until the provisions of SEQR are complied with and all necessary permits are issued for the proposed project.

For technical questions regarding this species and their associated avoidance and mitigation measures, please contact the NYSDEC Bureau of Wildlife at (845) 256-3098.

The absence of data does not necessarily mean that other rare or state-listed species, natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

OTHER

Other permits from this Department or other agencies may be required for projects conducted on this property now or in the future. Also, regulations applicable to the location subject to this determination occasionally are revised and you should, therefore, verify the need for permits if your project is delayed or postponed. This determination regarding the need for permits will remain effective for a maximum of one year unless you are otherwise notified. More information about DEC permits may be found on our website,

www.dec.ny.gov, under "Regulatory" then "Permits and Licenses." Application forms may be downloaded at http://www.dec.ny.gov/permits/6081.html.

Please contact this office if you have questions regarding the above information.

Sincerely,

Christina Pacella

Christina Pacella
Division of Environmental Permits
Region 3, Telephone No. (845) 256-2250

Enc: Protection of Northern Long-eared Bats Guidance Document

cc: Josh Fisher, NYSDEC Bureau of Ecosystem Health
Brian Orzel, USACOE
Lisa Masi, NYSDEC Bureau of Wildlife
Town of Haverstraw Town Clerk

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Protection of Northern Long-eared Bats

Protective Measures Required for Northern Long-eared Bats When Projects Occur within Occupied Habitat

Background

The USFWS has the authority to write special rules and exemptions for threatened species under section 4(d) of the federal Endangered Species Act. These rules are referred to as "4(d) rules." On January 14, 2016, USFWS issued a Final 4(d) Rule for the Northern long-eared bat (NLEB), imposing a number of specific conservation measures. Purposefully harming NLEB remains prohibited except in defense of human health and safety.

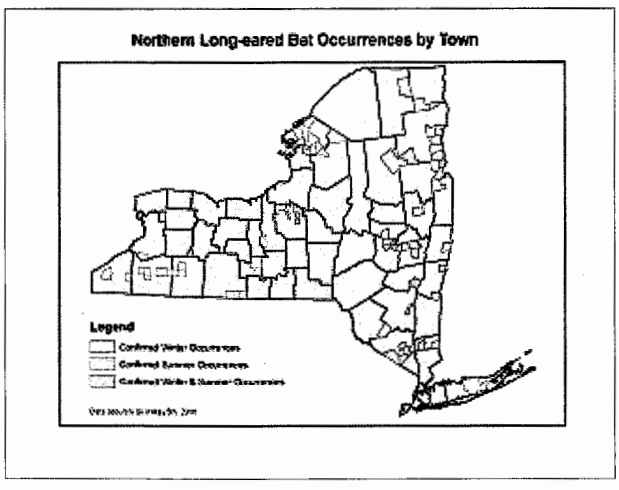
In contrast, most incidental take (defined as impacts to the species from otherwise legal activities) is allowed without the need for a federal permit with the following specific exceptions:

- All incidental take within known hibernacula is prohibited;
- Incidental take resulting from tree removal within a 0.25 mile buffer around known occupied northern long-eared bat hibernacula or within a 150-foot buffer around known occupied maternity roost trees during the pup season (June 1 through July 31).

On April 27, 2016, USFWS announced its determination that it would not designate critical habitat for the NLEB because "Northern long-eared bat summer habitat is not limited or in short supply and summer habitat loss is not a range-wide threat to the species."

Guidance from DEC

The Department concurs with the conclusion of the USFWS that the NLEB population decline is not the result of habitat loss. However, because the State endangered species law and its implementing regulations require consideration of impacts to occupied habitat of listed species, the Department is requiring additional conditions on tree cutting in order to protect any bats that may be roosting in the trees in the vicinity of the hibernacula and documented summer occurrences. Therefore, ***in addition to the requirements of USFWS Final 4(d) Rule for the NLEB***, all forest management activities must comply with the following conditions in areas of known occupied habitat. Forest management activities that incorporate the following requirements do not need a permit from the Department under 6 NYCRR Part 182 because cutting of live trees under the prescribed conditions is unlikely to result in an incidental take of NLEB.



Click to view a larger map and a list of NLEB Occurrences by Town (PDF, 493 KB).

How to Proceed with Projects

Requirements for projects within NLEB occupied habitat (e.g. located within 5 miles of a known hibernation

site or 1.5 miles of a documented summer occurrence see map of known locations) vary depending on the type of project proposed. Projects can be split into two major types:

- Projects that result in a change in land use - Is any portion of forest habitat or a hibernation site being converted to another form of land use (e.g. development)? If yes, see Requirements for projects that result in a change of land use within NLEB Occupied Habitat.
- Projects that maintain existing land uses - Is forest habitat or a hibernation site being managed to perpetuate their existing use (e.g. sustainable forestry, forest maintenance, cave or hibernacula maintenance)? If yes, see Requirements for projects that do not result in a change of land use within NLEB occupied habitat.

Requirements for Projects that Result in a Change of Land Use within NLEB Occupied Habitat

Projects that are intended to convert forested habitat to other uses have a greater impact on NLEB than projects that allow for the regeneration and retention of forest habitat on the landscape. This is because even though trees are not currently a limiting resource for NLEB, the species also uses forest habitat of all types for feeding. NLEB will use regenerating forest for foraging habitat within the same year that cuts are implemented. However, when forest habitat is lost from the landscape because the land is converted to another use, these areas no longer provide any benefit to NLEB.

For projects requiring tree removal to convert forest habitat to another land use between April 1 and October 31 that are within 5 miles of an occupied hibernaculum or 1.5 miles of a documented summer occurrence, the following recommendations must be followed unless a permit is obtained from the Department.

November 1 to March 31

During this period of time, the NLEB are inactive and are within the hibernation sites.

- No cutting of any trees may occur within the ¼ mile buffer around a hibernation site.
- No activities that may result in disturbance to a hibernation site including, but not limited to, actions that would alter the hydrology, increase noise or introduce fill may occur.
  - Please note that if you plan any development or tree clearing activities within ¼ mile of a hibernation area for NLEB, you may be required to obtain a permit from the US Fish and Wildlife Service and the DEC.
- For cutting of trees outside of the ¼ mile buffer around hibernacula:
  - No restrictions, with the following **voluntary** measures recommended:
    - Leave uncut all known and documented roost trees, and any trees within a 150 foot radius of a documented summer occurrence.
    - Leave uncut ***all*** snag and cavity trees unless their removal is necessary for protection of human life and property. For the purposes of this guidance, protection of human life and property includes removal of trees that, if not removed, could result in the loss of electric service. Snag and cavity trees are defined under DEC Program Policy ONR-DLF-2 Retention on State Forests.

April 1 to October 31

During this period of time, NLEB are active and are within the forested landscape. The following restrictions are **required** unless a permit is obtained from the DEC:

- No cutting of any trees may occur within the ¼ mile buffer around a hibernaculum.
  - Please note that if you plan any tree clearing activities within ¼ mile of a hibernation area for NLEB, you may be required to obtain a permit from the US Fish and Wildlife Service and DEC.

- For cutting of trees in occupied NLEB habitat outside of the ¼ mile buffer around hibernacula or within 1.5 miles of a summer occurrence:
  - The following are restrictions that must be followed for forest management activities at this time of year:
    - Leave uncut ***all*** snag and cavity trees unless their removal is necessary for protection of human life and property. For the purposes of this guidance, protection of human life and property includes removal of trees that, if not removed, could result in the loss of electric service. Snag and cavity trees are defined under DEC Program Policy ONR-DLF-2 Retention on State Forests.
    - Leave uncut all known and documented roost trees, and any trees within a 150 foot radius of a documented summer occurrence.
      - Please note that if you plan any tree clearing activities within 150 ft of a summer occurrence for NLEB during June or July, you may be required to obtain a permit from the US Fish and Wildlife Service and DEC.
    - If any bats are observed flying from a tree, or on a tree that has been cut, forestry activities in the area should be suspended and DEC Wildlife staff notified as soon as possible.

If a project cannot follow the restrictions above, a permit from DEC under Part 182 would be required. Applications for incidental take permits are handled by regional Division of Environmental Permits offices. To be eligible for a permit, the project proponent must be able to demonstrate a net conservation benefit to NLEB as a result of their action. For information on how to apply, contact your regional DEC permit administrator.

This guidance is only intended to address NLEB protective measures. Additional regulations may apply to the land, including wetland and stream protection regulations and protective measures for other federal or state endangered species that may be present. Regional DEC staff in Division of Environmental Permits can help determine if any of these restrictions apply to the property and project in question.

Requirements for Projects That Do Not Result in a Change of Land Use within NLEB Occupied Habitat

November 1 to March 31

During this period of time, the NLEB are inactive and are within the hibernacula.

- No cutting of any trees may occur inside of the ¼ mile buffer around a hibernaculum.
  - Please note that if any tree clearing activities are required within ¼ mile of a hibernation area for NLEB, you may be required to obtain a permit from the US Fish and Wildlife Service.

April 1 to October 31

During this period of time, the NLEB are active and will be found outside the hibernacula.

- Within 5 miles of known hibernacula or within 150' of documented summer occurrence the following cutting restrictions apply:
  - Leave uncut ***all*** snag and cavity trees unless their removal is necessary for protection of human life and property. For the purposes of this guidance, protection of human life and property includes removal of trees that, if not removed, could result in the loss of electric service. Snag and cavity trees are defined under DEC Program Policy ONR-DLF-2 Retention on State Forests.
  - Leave uncut all known and documented roost trees, and any trees within a 150 foot radius of a documented summer occurrence.
    - Please note that if you plan any tree clearing activities within 150 ft of a summer occurrence for NLEB during June or July, you may be required to obtain a permit from the US Fish and Wildlife Service.

- If any bats are observed flying from a tree, or on a tree that has been cut, forestry activities in the area should be suspended and DEC Wildlife staff notified as soon as possible.

- Within a ¼ mile of a hibernaculum, leave all trees uncut unless their removal is necessary for protection of human life and property.
  - Please note that if any tree clearing activities are required within ¼ mile of a hibernation area for NLEB, you may be required to obtain a permit from the US Fish and Wildlife Service.

If a project cannot follow by the restrictions above, a permit from DEC under Part 182 would be required. Applications for incidental take permits are handled by regional Division of Environmental Permits offices. To be eligible for a permit, the project proponent must be able to demonstrate a net conservation benefit to NLEB as a result of their action. For information on how to apply, contact your regional DEC permit administrator.

This guidance is only intended to address NLEB protective measures. Additional regulations may apply to the land, including wetland and stream protection regulations and protective measures for other federal or state endangered species that may be present. Regional DEC staff in Division of Environmental Permits can help determine if any of these restrictions apply to the property and project in question.

Northern Long-eared Bat Occurrences by Town

Data accurate as of May 5th, 2016

Northern Long-eared Bat Occurrences by Town

County	Town	Winter	Summer
Albany	Guilderland	Yes	
	Knox	Yes	
	New Scotland	Yes	
Allegany	Belfast		Yes
	Caneadea		Yes
	New Hudson		Yes
Cattaraugus	Franklinville		Yes
	Little Valley		Yes
	Lyndon		Yes
	Mansfield		Yes
	New Albion		Yes
Cayuga	Ledyard		Yes
Chautauqua	Chautauqua		Yes
	Ellington		Yes
Clinton	Ausable	Yes	
	Black Brook	Yes	
Columbia	Ancram	Yes	
	Canaan	Yes	
Erie	Collins		Yes
	Newstead	Yes	
Essex	Crown Point	Yes	

	Elizabethtown	Yes	
	Minerva	Yes	
	Moriah	Yes	
	Ticonderoga	Yes	
	Westport	Yes	
Franklin	Bellmont	Yes	
Greene	Catskill	Yes	
Hamilton	Indian Lake	Yes	
Jefferson	Alexandria		Yes
	Brownville	Yes	
	Champion		Yes
	Clayton		Yes
	Le Ray		Yes
	Watertown	Yes	Yes
Lewis	Denmark		Yes
	Diana		Yes
Livingston	Portage	Yes	
Montgomery	Root	Yes	
Onondaga	Clay		Yes
	De Witt	Yes	
	Geddes		Yes
	Lysander		Yes
Orange	Blooming Grove	Yes	
	Highlands	Yes	
	Tuxedo	Yes	
	Warwick	Yes	
	Woodbury	Yes	Yes
Putnam	Putnam Valley	Yes	
	Southeast	Yes	
Rensselaer	Berlin	Yes	
Saratoga	Greenfield	Yes	
Schoharie	Carlisle	Yes	
	Cobleskill	Yes	
	Schoharie	Yes	
	Wright	Yes	
Schulyer	Hector		Yes
Steuben	Caton		Yes
	Lindley		Yes
	Tuscarora		Yes
Suffolk	Brookhaven		Yes

Sullivan	Manmakating	Yes	
Ulster	Kingston	Yes	
	Rosendale	Yes	
Warren	Hague	Yes	
Washington	Dresden	Yes	
	Fort Ann	Yes	

Hazardous Waste/Contaminated Materials (HW/CM) Site Screening for Local Projects

To be completed for all Local Project Design Approval Documents (Design Reports – IPP/FDR, PSR.FDR, DDR, BRR) and included in an appendix)

PIN: 8762.15
Project Description: Call Hollow Road Bridge Rehabilitation over Minisceongo Creek, Town of Haverstraw, Rockland County
Project limits: Between Anthony J Morina Drive and Willow Grove Road
Completed by: Jared Anderson, P.E. Date completed: 03/18/2020

Project Scope

[x] Soil disturbance/excavation required
[ ] Right-of-way FEE takings required
[x] Bridge or culvert work with a
- [ ] bridge containing lead-based paint
- [ ] bridge/culvert that contains asbestos-containing material
- [ ] bridge/culvert that has not been inspected for asbestos-containing material

[ ] Replacement of bridge rail with caulked plates over bridge (caulk may contain asbestos)
[x] Sidewalk or curb ramp replacement (e.g. caulk or joint filler may contain asbestos)
[x] Underground utility relocations (e.g. pipe wrap may contain asbestos)
[ ] Building demolition

Visual Site Inspection Results

Site inspection from [x] site walk-over and/or [x] aerial photos/online street view
[ ] Presence of noxious odors from [ ] soil and/or [ ] water
[ ] Discoloration of [ ] soil, [ ] water, and/or [ ] foundation
[ ] Site contains [ ] dead vegetation and/or [ ] little to no vegetation
[ ] Observed [ ] leaking pipes, [ ] transformers, [ ] tanks, [ ] barrels, [ ] monitoring wells[1], [ ] suspicious pavement patches[2]
[x] No potential hazardous waste/contaminated materials observed

Project Area and Vicinity

Results from screening[3] of project limits and vicinity using [x] site walk-over and/or [x] aerial photos/online street view and/or [x] NYSDEC Environmental Site Database Search[4]:

[ ] Spill sites	[ ] Manufacturer	[ ] Chemical Plant/Refinery
[ ] Gas station	[ ] Electro-Plating	[ ] Electrical Substation
[ ] Auto body/repair shop	[ ] Paint Shop	[ ] Lumber Yard
[ ] Dry cleaner	[ ] Printing Shop	[ ] Rail Yard/Tracks
[ ] Junk/Scrap Recycling	[ ] Foundry	[ ] Boat Yard
[ ] Municipal Landfill	[ ] Metal/Machine Fabricating	[ ] Gas/Oil/Coal Storage Yard
[ ] National Priority List (NPL)	[ ] Furniture Refinisher	[ ] Other

Specific site names & whether there will be ROW acquisition from the property:
n/a

Other Notes:
No reported spills within project site. Bridge was built in 1989, presence of ACM highly unlikely. Gas line is a 4" plastic main inside an 8" steel sleeve.

Conclusions:
[ ] An asbestos inspection is required
[ ] A hazardous waste assessment is required (excluding asbestos)
[x] No further hazardous waste investigation is warranted

APPENDIX C

ACCIDENT & TRAFFIC DATA

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** **(**18A-2)

PIN:	8762.15	**Project Location:**	Town of Haverstraw, Rockland County
Context:	☑ Urban/Village ☐ Suburban, or ☐ Rural		
Project Title:	Call Hollow Road over Minisceongo Creek Bridge Rehabilitation (BIN 3345900)		

STEP 1- APPLICABILITY OF CHECKLIST

1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If **no**, continue to question 1.2. If **yes**, stop here.*	☐ **Yes** ☑ **No**
1.2	a. Is this project a 1R* Maintenance project? *If **no**, continue to question 1.3. If **yes**, go to part b of this question.* b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing *Document opportunities or deficiencies in the IPP and **stop here.*** ** Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*	☐ **Yes** ☑ **No** ☐ **Yes** ☐ **No**
1.3	Is this project a Cyclical Pavement Marking project? *If **no**, continue to question 1.4. If **yes**, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:* • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists *Document opportunities or deficiencies in the IPP and **stop here.*** ** EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".*	☐ **Yes** ☑ **No**
1.4	Is this a Maintenance project *(as described in the "Definitions" section of this checklist)* and different from 1.2 and 1.3 projects? *If **no**, continue to Step 2. If **yes,** the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and **stop here.***	☐ **Yes** ☑ **No**

STEP 1 prepared by: Joseph Pyzowski Date: 1/30/2019

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)			**Comment/Action**
2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? *Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.*	☐ **Yes** ☑ **No**	

2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	☐ **Yes** ☑ **No**	
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? *If **no**, proceed to question 2.4. If **yes**, go to part b of this question.* b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * *Contact Regional Bicycle/Pedestrian Coordinator* ** Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.*	☐ **Yes** ☑ **No** ☐ **Yes** ☐ **No**	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	☐ **Yes** ☑ **No**	
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? *Contact Regional Traffic and Safety*	☐ **Yes** ☑ **No**	
2.6	Are there existing or proposed generators within the project area (*refer to the "Guidance" section*) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? *Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.*	☐ **Yes** ☑ **No**	
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? *If **yes**, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.*	☐ **Yes** ☑ **No**	
2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	☐ **Yes** ☑ **No**	

STEP 2 prepared by: Joseph Pyzowski Date: 1/30/2019

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ☐ **Yes** ☐ **No**

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			**Comment/Action**
3.1	Is there an identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	☐ **Yes** ☑ **No**	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	☐ **Yes** ☑ **No**	
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?	☑ **Yes** ☐ **No**	See end of section.
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? *Refer to EI 13-021.*	☐ **Yes** ☑ **No**	
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	☐ **Yes** ☑ **No**	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	☐ **Yes** ☑ **No**	
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	☐ **Yes** ☑ **No**	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	☐ **Yes** ☑ **No**	
3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? *Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)*	☐ **Yes** ☑ **No**	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) *Consult with Traffic and Safety and transit operator, as appropriate*	☐ **Yes** ☑ **No**	
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	☐ **Yes** ☑ **No**	

3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	☐ **Yes** ☑ **No**	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	☐ **Yes** ☑ **No**	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	☐ **Yes** ☑ **No**	

STEP 3 prepared by: Jared M. Anderson, P.E. Date: 3/18/2020

Preparer's Supporting Documentation, Comments and Clarifications:

There is only a small piece of sidewalk on the bridge that contains a gas main. It is not intended to be a pedestrian facility. Width will be reduced as a part of this project. There are no pedestrian facilities within the project limits.

Last Revised 06/22/2015

Introduction

The intent of this checklist is to assist in the identification of needs for Complete Streets design features on Capital projects, including locally-administered projects.

This checklist is one tool that NYSDOT employs in its integrated approach to Complete Streets considerations. It provides a focused project-level evaluation which aids in identifying access and mobility issues and opportunities within a defined project area. For broader geographic considerations (e.g., bicycle route planning, corridor continuity), NYSDOT and other state and local agencies use a system-wide approach to identifying complete streets opportunities.

Use of this checklist is initiated during the earliest phase of a project, when information about existing conditions and needs may be limited; it is therefore likely that the Preparer will only be able to complete Steps 1 and 2 at this time. As the project progresses, and more detailed information becomes available, the Preparer will be able to complete Step 3 and continue to refine earlier answers, to give an increasingly accurate indication of needs and opportunities for Complete Streets features.

Guidance for Steps 1, 2 and 3

Based on the guidance below, the Regions will assign the appropriate staff to complete each step in the Checklist. The Preparer should have expertise in the subject matter and be able to effectively work with and coordinate comments/responses with involved Regional Groups.

- Steps 1 & 2: Preparer is from Planning; review occurs as part of the normal IPP process.
- Step 3: Preparer is Project Designer; review occurs as part of Design Approval Document review/approval process.
- For Local Projects - Local Project Sponsors will be responsible for completing all steps.

a. A check of "yes" indicates a need to further evaluate the project for Complete Streets features. Please identify in the comment box, or append at the end of the checklist, any supporting information or documentation.

b. Answers to the questions should be checked with the local municipality, transit provider, MPO, etc., as appropriate, to ensure accuracy and evaluate needed items versus desirable items (i.e., prioritize needs).

c. Answers to the questions should be coordinated with NYSDOT Regional program areas as appropriate (e.g., Traffic and Safety, Landscape Architecture, Maintenance, etc.)

d. This checklist should be reviewed during the development of the IPP, Scoping Document, and Design Approval

Document; and revisited due to a project delay or if site conditions or local planning changes during the project development process. Continued coordination with the Regional Bicycle and Pedestrian Coordinator is necessary throughout project scoping and design.

e. It will be assumed that the Project Description and Limits will be as described in the IPP for Step I, the Scoping Document for Step 2 and the Design Approval Document for Step 3. Preparers should describe any deviations from this assumption under "Preparer's Supporting Documentation".

f. For the purposes of this checklist, the "project area" is within 0.5 mi (800 m) for pedestrian facilities and 1.0 mi (1600 m) for bicycle facilities. In some circumstances, bicyclists may travel up to 7 miles for a unique generator, attraction or event. These special circumstances may be considered and described as appropriate.

g. For background on Complete Streets features and terminology, please visit the following websites:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/highway/index.cfm
http://www.fhwa.dot.gov/publications/publicroads/10julaug/03.cfm
http://www.smartgrowthamerica.org/complete-streets/

h. Refer to *Highway Design Manual* Chapter 18, Section 18.5.1 for further information and guidance on the use of this checklist.

i. For projects with multiple sites, Preparers may choose to prepare multiple checklists for each site.

Definitions

- CAMCI (Comprehensive Asset Management/Capital Investment) Viewer - A web-based GIS application used for planning purposes and located at http://gisweb/camci/.
- Generator - A generator, in this document, refers to both origins and destinations for bicycle and/or pedestrian trips (e.g., schools, libraries, shopping areas, bus stops, transit stations, depots/terminals).
- HDM - New York State Department of Transportation's *Highway Design Manual*.
- Maintenance project - For the purposes of this checklist, maintenance projects are listed as the following project types: Rigid pavement repairs, pavement grooving, drainage system restoration, recharge basin reconditioning, SPDES facilities maintenance, underdrain installation, guide rail and/or median barrier upgrading, impact attenuator repair, and/or replacement, reference marker replacement, traffic management systems maintenance, repair and replace loop detectors, highway lighting upgrades, noise wall rehab/replacement, retaining wall rehab/replacement, graffiti removal/prevention, vegetation management, permanent traffic count detectors, weigh-in-motion detectors, slope stabilization, ditch cleaning, bridge washing/cleaning, bridge joint repair, bridge painting and crack sealing.
- MPO (Metropolitan Planning Organization) - A federally mandated and federally funded transportation policy-making organization made up of representatives from local government and governmental transportation authorities.
- Raised Pedestrian Refuge Medians and Corner Islands - Raised elements within the street at an intersection or midblock crossing that provide a clear or safety zone to separate pedestrians, bicyclists, and other non-motorized modes, from motor vehicles . See FHWA's *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations* at http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf.
- Road diet - A transportation planning technique used to achieve systemic improvements to safety or provide space for alternate modes of travel. For example, a two-way, four lane road might be reduced to one travel lane in each direction, with more space allocated to pedestrian and cyclist facilities. Also known as a lane reduction or road re-channelization.
- Transit facilities - Includes facilities such as transit shelters, bus turnouts and standing pads.
- 1R project - A road resurfacing project that includes the placement or replacement of the top and/or binder pavement course(s) to extend or renew the existing pavement design life and to improve serviceability while not degrading safety.
- 2R project - A multicourse structural pavement and resurfacing project that may include: milling, super elevation, traffic signals, turn lanes, driveway modifications, roadside work, minor safety work, lane and shoulder widening, shoulder reconstruction, drainage work, sidewalk curb ramps, etc.

STATION: 852013

New York State Department of Transportation
Roadway Traffic Count Hourly Report

ROUTE/ROAD:	CALLS HOLLOW RD	FROM:	RAMAPO TL	TO:	WILLOW GROVE R	REGION-COUNTY:	8-ROCKLAND
FED DIR CODE:	1, 5	REF. MARKER:		FUNC. CLASS:	16 - U Minor Arterial	MUNI:	Haverstraw-Town-0383
ST DIR CODE:	7	END MILEPOST:	2.81	FACTOR GROUP:	30	BIN:	3345900
DOT ID:	193285	LANES BY DIR:	1 North 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	7/22/2014	WEEK OF YEAR:	29	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	.605MI SOUTH OF WILLOW GR(	JURISDICTION:	02-County	1 WAY CODE:	
NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW30C	SPEED LIMIT:	

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
7/22, Tue																					**79**	**60**	**42**	**21**	202		
7/23, Wed	**8**	**7**	**7**	**4**	**4**	**20**	**58**	**145**	**193**	**134**	**108**	**94**	**107**	**98**	**104**	**159**	**211**	**250**	**152**	**115**	**84**	**49**	**29**	**19**	2159	250	17-18
7/24, Thu	**12**	**4**	**4**	**2**	**1**	**19**	**56**	**153**	**236**	**137**	**101**	**100**	**93**	**99**	**131**	**150**	**220**	**245**	**158**	**124**	**84**	**44**	**43**	**22**	2238	245	17-18
7/25, Fri	**13**	**4**	**5**	**9**	**2**	**21**	**64**	**133**	**195**	**126**	**88**	**116**	**107**	**111**	**148**	**176**	**255**	**228**	**176**	**113**	**102**	**56**	**73**	**39**	2360	255	16-17
7/26, Sat	**15**	**12**	**7**	**6**	**3**	**11**	**22**	**48**	**90**	**102**	**139**	**138**	**139**	**132**	**134**	**120**	**125**	**165**	**151**	**84**	**61**	**36**	**44**	**25**	1809	165	17-18
7/27, Sun	**20**	**13**	**8**	**4**	**2**	**9**	**16**	**19**	**47**	**66**	**68**	**92**	**103**	**107**	**115**	**108**	**110**	**135**	**105**	**96**	**71**	**44**	**25**	**14**	1397	135	17-18
7/28, Mon	**10**	**7**	**11**	**7**	**3**	**19**	**64**	**145**	**190**	**144**	**105**	**104**	**118**	**104**	**111**	**147**	**189**	**204**	**153**	**88**	**67**	**49**	**22**	**22**	2083	204	17-18
7/29, Tue	**11**	**4**	**7**	**3**	**3**	**23**	**56**	**161**	**209**	**156**	**108**	**117**	**120**	**123**	**131**	**174**	**201**								1607		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	11	**5**	**6**	**5**	**3**	**21**	**60**	**147**	**205**	**139**	**102**	**106**	**110**	**106**	**119**	**158**	**205**	**233**	**154**	**109**	**79**	**51**	**34**	**21**	2186		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	165	4	99	233	10.7	146	12.6	127	12.4

ESTIMATED AADT		
Roadway	North	South
2011	1070	942

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
7	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

STATION: 852013

NB Traffic Count Hourly Report

ROUTE/ROAD:	CALLS HOLLOW RD	FROM:	RAMAPO TL	TO:	WILLOW GROVE R	REGION-COUNTY:	8-ROCKLAND
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DOT ID:	193285	LANES BY DIR:	1 North	CC STN:		RR CROSSING:	
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NOTES 2:						COUNT TYPE:	Vehicle
TAKEN BY:	TST-KAJ	PROCESSED BY:	DOT-CEL	BATCH ID:	DOT-R8 WW30C	SPEED LIMIT:	

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
7/22, Tue																					**53**	**32**	**28**	**9**	122		
7/23, Wed	**4**	**3**	**4**	**2**	**0**	**7**	**14**	**51**	**73**	**65**	**55**	**46**	**65**	**57**	**52**	**95**	**133**	**159**	**94**	**59**	**49**	**28**	**15**	**12**	1142	159	17-18
7/24, Thu	**7**	**1**	**0**	**1**	**0**	**3**	**18**	**52**	**90**	**54**	**46**	**50**	**51**	**62**	**71**	**82**	**146**	**150**	**96**	**79**	**59**	**25**	**30**	**12**	1185	150	17-18
7/25, Fri	**3**	**3**	**2**	**6**	**0**	**6**	**25**	**47**	**70**	**54**	**47**	**60**	**52**	**70**	**88**	**95**	**172**	**128**	**92**	**58**	**58**	**34**	**53**	**28**	1251	172	16-17
7/26, Sat	**8**	**4**	**2**	**1**	**2**	**3**	**8**	**13**	**42**	**31**	**43**	**40**	**56**	**79**	**91**	**79**	**77**	**127**	**105**	**40**	**44**	**18**	**25**	**12**	950	127	17-18
7/27, Sun	**13**	**7**	**5**	**1**	**1**	**2**	**7**	**10**	**19**	**31**	**34**	**31**	**51**	**56**	**50**	**50**	**70**	**87**	**64**	**54**	**36**	**21**	**14**	**4**	718	87	17-18
7/28, Mon	**2**	**2**	**5**	**4**	**2**	**4**	**15**	**48**	**79**	**65**	**43**	**49**	**64**	**63**	**59**	**88**	**118**	**129**	**103**	**59**	**37**	**36**	**16**	**11**	1101	129	17-18
7/29, Tue	**5**	**4**	**5**	**3**	**2**	**2**	**19**	**55**	**74**	**73**	**53**	**64**	**67**	**67**	**71**	**101**	**134**								799		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	5	**3**	**3**	**3**	**1**	**5**	**18**	**51**	**77**	**62**	**49**	**54**	**62**	**62**	**63**	**92**	**133**	**146**	**98**	**66**	**50**	**30**	**22**	**11**	1163		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day	ESTIMATED AADT Roadway	North	South
7	165	4	99	233	10.7	146	12.6	127	12.4	2011	1070	942

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
7	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

New York State Department of Transportation

STATION: 852013

SB Traffic Count Hourly Report

ROUTE/ROAD:	CALLS HOLLOW RD	FROM:	RAMAPO TL	TO:	WILLOW GROVE R	REGION-COUNTY:	8-ROCKLAND
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BEGIN DATE:	7/22/2014	WEEK OF YEAR:	29	ADDL DATA:	CLS SPD	HPMS SAMPLE:	
NOTES 1:	SB TRAVEL LANE	PLACEMENT:	.605MI SOUTH OF WILLOW GR(	JURISDICTION:	02-County	1 WAY CODE:	
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DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
7/22, Tue																					**26**	**28**	**14**	**12**	80		
7/23, Wed	**4**	**4**	**3**	**2**	**4**	**13**	**44**	**94**	**120**	**69**	**53**	**48**	**42**	**41**	**52**	**64**	**78**	**91**	**58**	**56**	**35**	**21**	**14**	**7**	1017	120	08-09
7/24, Thu	**5**	**3**	**4**	**1**	**1**	**16**	**38**	**101**	**146**	**83**	**55**	**50**	**42**	**37**	**60**	**68**	**74**	**95**	**62**	**45**	**25**	**19**	**13**	**10**	1053	146	08-09
7/25, Fri	**10**	**1**	**3**	**3**	**2**	**15**	**39**	**86**	**125**	**72**	**41**	**56**	**55**	**41**	**60**	**81**	**83**	**100**	**84**	**55**	**44**	**22**	**20**	**11**	1109	125	08-09
7/26, Sat	**7**	**8**	**5**	**5**	**1**	**8**	**14**	**35**	**48**	**71**	**96**	**98**	**83**	**53**	**43**	**41**	**48**	**38**	**46**	**44**	**17**	**18**	**19**	**13**	859	98	11-12
7/27, Sun	**7**	**6**	**3**	**3**	**1**	**7**	**9**	**9**	**28**	**35**	**34**	**61**	**52**	**51**	**65**	**58**	**40**	**48**	**41**	**42**	**35**	**23**	**11**	**10**	679	65	14-15
7/28, Mon	**8**	**5**	**6**	**3**	**1**	**15**	**49**	**97**	**111**	**79**	**62**	**55**	**54**	**41**	**52**	**59**	**71**	**75**	**50**	**29**	**30**	**13**	**6**	**11**	982	111	08-09
7/29, Tue	**6**	**0**	**2**	**0**	**1**	**21**	**37**	**106**	**135**	**83**	**55**	**53**	**53**	**56**	**60**	**73**	**67**								808		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									**AWDT**		
	6	**2**	**3**	**2**	**2**	**16**	**41**	**97**	**127**	**77**	**53**	**52**	**48**	**44**	**56**	**66**	**73**	**87**	**57**	**43**	**29**	**20**	**12**	**10**	1023		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY Roadway High Hour	Roadway % of day	North High Hour	North % of day	South High Hour	South % of day
7	165	4	99	233	10.7	146	12.6	127	12.4

ESTIMATED AADT		
Roadway	North	South
2011	1070	942

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
7	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

TE 213 (9/79)

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

STUDY NO.

P.I.N.. 8762.15

INVENTORY NO.

ROUTE NO. or STREET NAME Call Hollow Road (CR 75)

AT INTERSECTION WITH / OR BETWEEN Near Anthony J Morina Drive

COUNTY Rockland
MUNICIPALITY Town of Stony Point
BY DQ
DATE 2/25/2020

NO. OF MONTHS

Begin Date 7/1/2016

End Date 6/30/2019

LIGHT CONDITIONS (LC)

1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted

ROADWAY CHARACTER (RC)

1. Straight & Level
2. Straight & Grade
3. Straight at Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve at Hillcrest

ROADWAY SURFACE CONDITION (RSC)

1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other

WEATHER (WEA)

1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
1	36354880	8/23/2016	09:05	1	NR	1	1	1	1	04, 18		OTHER FIXED OBJECT	OPER#1 WENT AROUND A ROAD CLOSED SIGN AND PASSED REPORTING OFFICER AS WELL. OPER#1 ATTEMPTED TO TURN AROUND IN THE DRIVEWAY OF 436 CALL HOLLOW RD, AND AS HE PULLED OUT OF DRIVEWAY HE STRUCK THE MAILBOX AND KNOCKED IT DOWN. WORKERS FROM CONSTRUCTION CREW REPLACED MAILBOX FOR RESIDENT WHO WAS NOT HOME.
2	36598192	1/30/2017	22:00	2	NR	5	1	1	1	18, YY, ZZ		RIGHT TURN (WITH OTHER CAR)	UPON ARRIVAL RO1 MET W/ THE OWNER OF VEH2 WHO STATED AT ABOUT 220 HRS HE WAS SLEEPING IN HIS CAR AND HE FELT SOMETHING PUSH HIS VEHICLE BUT HE THOUGHT IT WAS THE ENGINE. HE STATED THAT WHEN HE WOKE UP AT APPROX 2230 HE WAS WALKING IN FRONT OF HIS VEHICLE AND HE OBSERVED DAMAGE TO THE PASSENGER SIDE FRONT CORNER OF HIS VEHICLE. RO1 CHECKED THE AREA W/ NEGATIVE RESULTS.
3	37143350	2/7/2018	18:55	1	PDO	5	5	4	3	66, YY		LIGHT SUPPORT/UTILITY POLE	DRIVER V1 STATES HE WAS TRAVELING NORTHEAST ON CALL HOLLOW RD WHEN V1 SLID ON ICY PAVEMENT AND COLLIDED WITH A FIXED UTILITY POLE.
4	37524363	10/10/2018	15:10	1	PDO	1	4	1	1	47, YY		FIRE HYDRANT	operator of vehicle 1 states that she lost control of her vehicle as it slid off the roadway and into a fire hydrant.


CALL HOLLOW ROAD (CR 75)
ANTHONY J. MURPHY DRIVE
18-01
17-01
OE
W
S
KEY:
- FIXED OBJECT
- STOPPED VEHICLE
- LOOSE OBJECT
10' 0 10 20'
1" = 20'
HVEA
ENGINEERS
ACCIDENT MAP 1 FOR
CALL HOLLOW ROAD BRIDGE


CALL HOLLOW ROAD (CR 75)
16-01
436 CALL HOLLOW RD DRIVEWAY
18-02
KEY:
- FIXED OBJECT
- STOPPED VEHICLE
- LOOSE OBJECT
10' 0 10 20'
1" = 20'
HVEA
ENGINEERS
ACCIDENT MAP 2 FOR
CALL HOLLOW ROAD BRIDGE

APPENDIX D

STRUCTURAL INFORMATION

GEOTECHNICAL FIELD INVESTIGATION

PIN 8762.15

Call Hollow Road over Minisceongo Creek Bridge Rehabilitation

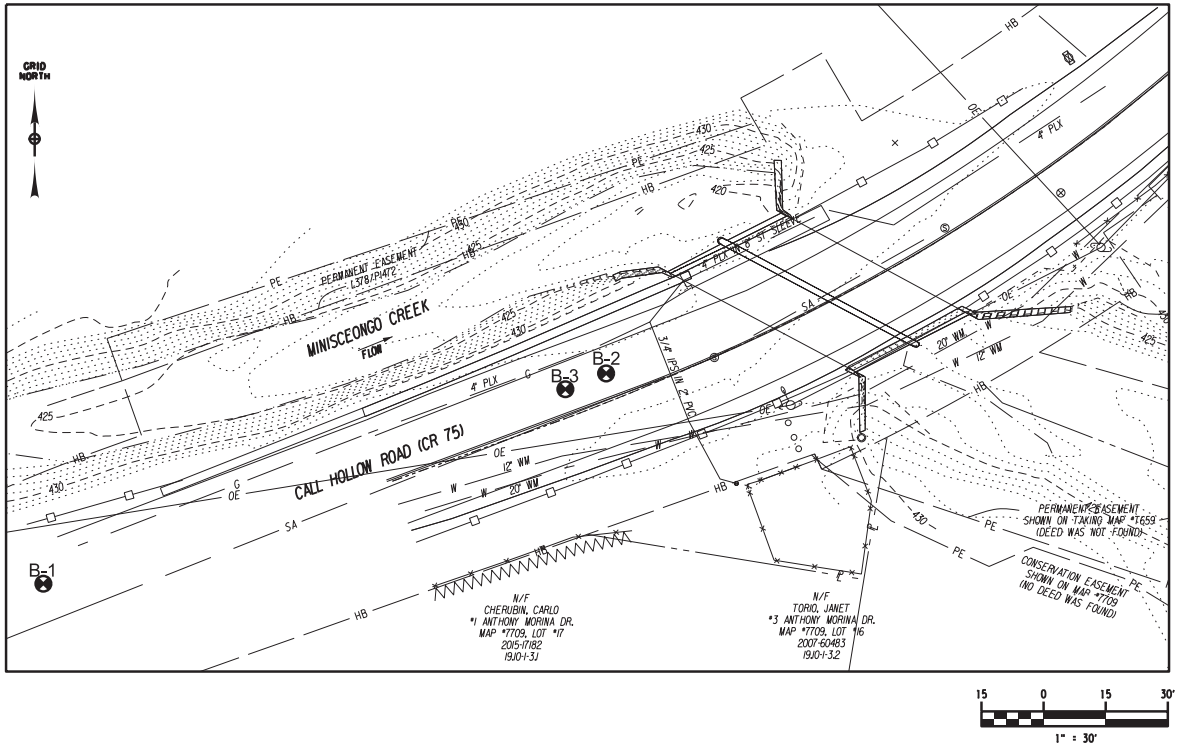
Rockland County Highway Department

Town of Haverstraw

March 2020

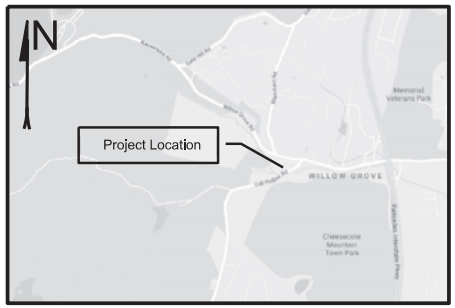
Prepared by HVEA Engineers

TABLE OF CONTENTS



LEGEND

B-1 As-built Boring Location



LEGEND

- W — Suez Water Line
- Water Edge
- OE — Overhead Electric Line
- G — Underground Gas Line (4" Steel Gas Main, 4" Plastic with 8" Sleeve Over Bridge)
- SA — Sanitary Sewer Line

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Boring Location Plan
Calls Hollow Road
Haverstraw, NY

Date:	3/17/2020	Project No.:	D19-0363
Scale:	AS SHOWN	Dwg No:	Figure 1

Call Hollow Road Site Conditions

The Call Hollow Road Bridge (CR 75) over the Minisceongo Creek has developed minor deficiencies that require rehabilitation. The bridge was built in 1989; however, it is showing deterioration, along with slope failure adjacent to the roadway. The creek bank adjacent to the roadway will be supported with a new retaining wall, extended from the existing northwest wingwall, to ensure future stability. Existing temporary concrete barrier will be removed, and new guide rail will be installed along the shoulder. The existing bridge will also be repaired of cracks and necessary joint repairs.

A geotechnical field investigation was performed between March 4th and March 6th to analyze the subsurface soil conditions of Call Hollow Road in Haverstraw of Rockland County, NY. Craig Geotechnical Drilling Inc. was on site to perform the drilling by the "mud rotary" method using a CME-750X drilling rig. All drilling performed was done with a 3-7/8" drill bit and a 4" casing. Standard Penetration Testing (SPT) and sampling was done in accordance with ASTM D1586. A 2" split spoon sampler was dropped from a height of 30 inches using a 140-pound hammer to obtain the Standard Penetration N-values for each sample collected. Collection of information for boring logs and termination depths were done in accordance with NYSDOT Geotechnical Design Manual Chapter 4. All samples were taken to the HVEA Engineering laboratory in the Village of Chestnut Ridge to be stored.

Along Call Hollow Road, three separate borings were drilled along the southwest side of the bridge. While drilling for holes B-3 and B-2 closest to the bridge, the first 15' below the roadway was a brown well graded sand with gravel and recovery beginning at 18" to 8". A distance 15- 25' beneath the surface, a grey clay was found with recovery of 6". This layer was very difficult to remove from the split barrel sampler and break apart. From 25-35' beneath the surface, there was a noticeable brown silty sand layer that changed to a fine gravel with medium sand layer receiving minimal recovery at 35'. Drilling terminated for both locations at 35-40' beneath the surface because the holes collapsed. While drilling for hole B-1, the clay layer was noticeable from approximately 10-25' beneath the surface. A medium sand with gravel layer was found between 30-40' below, with another boulder at 37'. From 40-95' beneath roadway surface, at the termination depth there was a very dense brown fine to medium sand with silt layer with recovery ranging from 6-12". This layer was the densest from 50-95' with SPT values over 50 in 6" continuously. The groundwater elevation was determined to be approximately 5'-1" from the top of the roadway at elevation 427.93 for hole B-1 when returning for a second day of continuation. During drilling there were numerous boulders and dense gravel making drilling difficult throughout.

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-3
Project ID:	19-0363	Date:	3/4/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Drilling Method:	Mud Rotary	Start time:	8:10 AM	Surface El.:	432.54
Drill Rig:	CME-750 X	Finish time:	11:30	Datum El.:	
Bit size/type:	3-7/8"	Total depth:	35'	Water El.:	
Casing size:	4"	Spoon size:	2" OD		

Hammer weight/drop height: 140 lbs/30"
Depth/time of water discovery:

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
						93	+/- 8" Asphalt	
431.54	1					10	Well graded sand with fine gravel (brown)	
						9		
430.54	2	S-1	SS	24"	18"	11		
						29		
429.54	3					32	Brown well graded sand with coarse gravel	
						36		
428.54	4	S-2	SS	24"	18"	38		
						10		
427.54	5					67	Brown well graded medium to coarse sand with fine gravel	Hit rock at 4.5' (found bits in sample)
						19		
426.54	6	S-3	SS	24"	12"	26		
						5		
425.54	7					33	Brown fine gravel with medium to coarse sand	
						54		
424.54	8	S-4	SS	24"	12"	24		
						20		
423.54	9					20	Brown well graded sand with fine gravel	
						20		
422.54	10	S-5	SS	24"	8"	16		
						20		
421.54	11					24	Brown well graded sand with fine gravel	
						21		
420.54	12	S-6	SS	24"	8"	29		
419.54	13							

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-3
Project ID:	19-0363	Date:	3/4/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
418.54	14							
417.54	15							
416.54	16					33 50/3"	Slate broken into parallel layers	Hard rock at 15'-9"
415.54	17	S-7	SS	24"	8"			
414.54	18							
413.54	19							
412.54	20							
411.54	21					30 50/1"	Grey clay with coarse gravel	Boulder from 21-23.5'
410.54	22	S-8	SS	24"	6"			
409.54	23							
408.54	24							
407.54	25							
406.54	26					14 13	Grey clay with coarse gravel	
405.54	27	S-9	SS	24"	6"	21 17		
404.54	28							
403.54	29							

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-3
Project ID:	19-0363	Date:	3/4/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
402.54	30						Coarse gravel	Minimal recovery
401.54	31					7 16		
400.54	32	S-10	SS	24"	min.	23 18		
399.54	33							
398.54	34							
397.54	35							Abandoned hole at 35'. - Could not drive casing through boulders because drilled hole was too small - Moving 10' upstation (East) for B-2 - Hole was grouted after finishing

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-2
Project ID:	19-0363	Date:	3/4/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Drilling Method:	Mud Rotary	Start time:	11:45 and 0810	Surface El.:	432.38
Drill Rig:	CME-750 X	Finish time:	1:30 and 0920	Datum El.:	
Bit size/type:	3-7/8"	Total depth:	35'	Water El.:	
Casing size:	4"	Spoon size:	2" OD		

Hammer weight/drop height: 140 lbs/30"
Depth/time of water discovery:

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
						46	+/- 8" Asphalt	
431.54	1					10	Well graded sand with fine gravel (brown)	
						10		
430.54	2	S-1	SS	24"	18"	9		
429.54	3							
428.54	4							
427.54	5							
						15		
426.54	6					25	Fine gravel with course sand (brown)	
						56		
425.54	7	S-2	SS	24"	18"	29		
424.54	8							
423.54	9							
422.54	10							
						10		
421.54	11					67	Well graded sand with fine gravel (brown)	No fines noticeable
						19		
420.54	12	S-3	SS	24"	6"	26		
419.54	13							

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-2
Project ID:	19-0363	Date:	3/4/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
418.38	14						Fine gravel with coarse sand (brown)	Little gravel over 3/4"
417.38	15							
416.38	16					21 21		
415.38	17	S-4	SS	24"	6"	42 21		
414.38	18							
413.38	19							
412.38	20							
411.38	21					31 21	Stiff clay with fine gravel (grey)	
410.38	22	S-5	SS	24"	4-6"	33 22		
409.38	23							
408.38	24							
407.38	25							Hit boulder from 24-26'
406.38	26					15 13	Well graded gravel with clay (grey)	Capped hole and poured grout and cold patch asphalt at the top of hole temporarily to be continued the next day (25')
405.38	27	S-6	SS	24"	min.	15 15		
404.38	28							
403.38	29							

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-2
Project ID:	19-0363	Date:	3/5/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
402.38	30							
401.38	31					15 11	Silty sand with fine gravel (Brown)	Drill bit being chewn up and losing teeth on a boulder
400.38	32	S-7	SS	24"	8"	19 18		
399.38	33							
398.38	34							
397.38	35							
396.38	36					28 18	Fine gravel with medium to coarse sand (Brown)	
395.38	37	S-8	SS	24"	6"	17 16		
394.38	38							
393.38	39							
392.38	40							
								Abandoned hole at 40'. - Could not drive casing through boulders because drilled hole was too small - Hole was grouted after finishing

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-1
Project ID:	19-0363	Date:	3/5/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Drilling Method:	Mud Rotary	Start time:	9:40 and 8:05	Surface El.:	433.01
Drill Rig:	CME-750 X	Finish time:	1:30 and 10:40	Datum El.:	
Bit size/type:	3-7/8"	Total depth:	95'	Water El.:	427.93
Casing size:	4"	Spoon size:	2" OD		

Hammer weight/drop height: 140 lbs/30"
Depth/time of water discovery:

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
432.01	1							Hitting boulder at 18" skipped to 5' to begin sampling
431.01	2							
430.01	3							
429.01	4							
428.01	5							
427.01	6					29 20	Medium to coarse sand with fine gravel (brown)	Chunks of broken rock in sample
426.01	7	S-1	SS	24"	15"	29 44		
425.01	8							
424.01	9							
423.01	10							
422.01	11					28 16	Silt with clay (brown)	When rolled in palm of hand it broke apart
421.01	12	S-2	SS	24"	15"	13 12		
420.01	13							

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-1
Project ID:	19-0363	Date:	3/5/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
419.01	14							
418.01	15							
417.01	16					21		
416.01	17	S-3	SS	24"	18"	15 18 19	Clay (Grey)	Sample was very stiff and difficult to break apart when being removed from split spoon.
415.01	18							
414.01	19							
413.01	20							
412.01	21					8 3		
411.01	22	S-4	SS	24"	24"	4 7	Clay (Grey)	Sample was very stiff and difficult to break apart when being removed from split spoon.
410.01	23							
409.01	24							
408.01	25							
407.01	26					31 8		
406.01	27	S-5	SS	24"	18"	10 15	Silty clay with gravel, grey and lean	
405.01	28							
404.01	29							Drilled through boulder from 27-30'

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-1
Project ID:	19-0363	Date:	3/5/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
403.01	30							
402.01	31					18 14	Coarse gravel with medium to coarse sand (Brown)	
401.01	32	S-6	SS	24"	6"	15 11		
400.01	33							
399.01	34							
398.01	35							
397.01	36					25 15	Silty sand with gravel (Brown)	
396.01	37	S-7	SS	24"	8"	19 17		Hitting boulder at 37'
395.01	38							
394.01	39							
393.01	40							
392.01	41					18 14	Medium to coarse sand with very little fine gravel	Noticed all coarse gravel just above sample
391.01	42	S-8	SS	24"	6"	16 14		
390.01	43							
389.01	44							
388.01	45							

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-1
Project ID:	19-0363	Date:	3/5/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
						30		
387.01	46					22	Fine sand with silt (brown)	
						26		
386.01	47	S-9	SS	24"	15"	24		
385.01	48							
384.01	49							
383.01	50							
						39		
382.01	51					39	Dense medium to coarse sand with fine gravel (Brown)	Capped hole and poured grout and cold patch asphalt at the top temporarily to be continued the next day. **3/6** Water level measured to be 5'-1" from top of asphalt.
						64		
381.01	52	S-10	SS	24"	12"	84		
380.01	53							
379.01	54							
378.01	55							
						51		
377.01	56					50/3"	**3/6**	
							Dense silty sand wth fine gravel	
376.01	57	S-11	SS	24"	12"			
375.01	58							
374.01	59							
373.01	60							
						41		
372.01	61					51		

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-1
Project ID:	19-0363	Date:	3/6/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
						84	Very dense fine to medium sand with silt (Brown)	
371.01	62	S-12	SS	24"	12"	75		
370.01	63							
369.01	64							
368.01	65							
						75		
367.01	66					100/5"	Very dense fine to medium sand with silt (brown)	Little bits of fine gravel found
366.01	67	S-13	SS	24"	9"			
365.01	68							
364.01	69							
363.01	70							
						54		
362.01	71					100/4"	Very dense fine to medium sand with silt	Little bits of gravel found
361.01	72	S-14	SS	24"	6"			
360.01	73							
359.01	74							
358.01	75							
						44		
357.01	76					64	Very dense fine to medium sand with silt (Brown)	
						100/4"		
356.01	77	S-15	SS	24"	12"			

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-1
Project ID:	19-0363	Date:	3/6/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
355.01	78							
354.01	79							
353.01	80							
352.01	81					100/5"	Very dense fine to medium sand with silt (Brown)	Hitting rock at 5" through SPT and found broken piece in sample
351.01	82	S-16	SS	24"	6"			
350.01	83							
349.01	84							
348.01	85							
347.01	86					58 91	Very dense fine to medium sand with silt (Brown)	
346.01	87	S-17	SS	24"	6"	100/5"		
345.01	88							
344.01	89							
343.01	90							
342.01	91					83 100/5"	Very dense fine to medium sand with silt (Brown)	
341.01	92	S-18	SS	24"	6"			
340.01	93							

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SOIL BORING LOG

Project:	Call Hollow Rd. Over Minisceongo Creek	Boring No.:	B-1
Project ID:	19-0363	Date:	3/6/2020
Location:	Call Hollow Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Elevation	Depth (ft.)	Sample No.	Sample Type	Sample Length	Sample Recovery	Blows on SS per 6"	Material Description	Remarks
339.01	94						Coarse gravel	Began to hit boulder or possibly bedrock at 3" through SPT. Met criteria of continuous 25 blow count for 50' and continuous 40 blow count for 40'. No casing needed to be installed the last 40' with stiff soil. Minimal recovery.
338.01	95							
337.01	96					100/3"		
336.01	97	S-19	SS	24"	min.			

Craig Geotechnical Drilling at Call Hollow Rd. at boring hole B-3 in the WB lane on 3/4/2020. Rockland County Highway Department providing MP&T.

Clay sample taken during boring B-1 on 3/5/2020 at approximately 22' below surface.

Drill casing that was removed during boring B-2 on 3/5/2020. Casing was chipped on the bottom and bent from boulders.

Drillers performing Standard Penetration Test for hole B-1 on 3/6/2020 at Call Hollow Road.

New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: June 06, 2017

Structure Information

BIN: **3345900**
Feature Carried: CALLS HOLLOW ROAD
Feature Crossed: MINISCEONGO CREEK
Orientation: 3 - EAST

Region: 08 - POUGHKEEPSIE
County: ROCKLAND
Political Unit: Town of HAVERSTRAW
Approximate Year Built: 1989

Primary Owner: 30 - County
Primary Maintenance Responsibility: 30 - County
General Type Main Span: 1 - Concrete, 19 - Culvert
This Bridge is not a Ramp
Number of Spans: 2

Postings

Posted Vertical Clearance On: Not Posted
Posted Vertical Clearance Under: Not Posted
Bridge Load Posting: Not Posted

Number of Flags Issued

Red PIA: 0
Red: 0
Yellow: 0
Safety PIA: 0

New York State Inspection Overview

General Recommendation: 5

Federal NBI Ratings

NBI Deck Condition: N
NBI Superstructure Condition: N
NBI Substructure Condition: N
NBI Channel Condition: 5
NBI Culvert Condition: 6

Action Items

Non-Structural Condition Observations noted: YES
Vulnerability Reviews Recommended: NO
Diving Inspection Requested: NO
Further Investigation Requested: NO

Inspector & Reviewer Signature Information

Inspection Signature: Paul Meyer, P.E. 074731-1
Date: August 15, 2017
Review Signature: Paul Schade, P.E. 074797-1
Date: August 16, 2017

Report Printed: September 05, 2017 7:26:25 AM

Additional Information

Overloads Observed

No overload vehicles observed during this inspection.

Notes to Next Inspector

The BIN plate is attached to the outside face of the right parapet at the begin (covered with vines).

Improvements Observed

None

Pedestrian Fence Height

None

Snow Fence

None

Element Quantities

Element Assessment Summary Table							
Element	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
220 - Reinforced Concrete Pile/Cap Footing	69	ft	12				57
241 - Reinforced Concrete Culvert	116	ft	109	5	2		0
331 - Reinforced Concrete Bridge Railing	64	ft	64				0
800 - Erosion or Scour	133	ft	97	20	16		0
801 - Stream Hydraulics	1	each			1		0
810 - Sidewalk	150	ft^2			150		0
811 - Curb	32	ft				32	0
853 - Wingwall	69	ft	69				0
860 - Headwall	64	ft	64				0

Element Assessment by Span*							
Element**	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
Span Number : 1							
BW220 - Reinforced Concrete Pile/Cap Footing	29	ft					29
BW800 - Erosion or Scour	29	ft	29				0
BW853 - Wingwall	29	ft	29				0
CO800 - Erosion or Scour	32	ft	32				0
241 - Reinforced Concrete Culvert	58	ft	54	2	2		0
331 - Reinforced Concrete Bridge Railing	32	ft	32				0
801 - Stream Hydraulics	1	each			1		0
810 - Sidewalk	75	ft^2			75		0
811 - Curb	16	ft				16	0
860 - Headwall	32	ft	32				0
Span Number : 2							
EW220 - Reinforced Concrete Pile/Cap Footing	40	ft	12				28
EW800 - Erosion or Scour	40	ft	24	16	0		0
EW853 - Wingwall	40	ft	40				0
CO800 - Erosion or Scour	32	ft	12	4	16		0
241 - Reinforced Concrete Culvert	58	ft	55	3			0
331 - Reinforced Concrete Bridge Railing	32	ft	32				0
810 - Sidewalk	75	ft^2			75		0
811 - Curb	16	ft				16	0
860 - Headwall	32	ft	32				0

** Elements with a prefix designate the locations of BA-Begin Abutment, BW-Begin Wingwall, EA-End Abutment, EW-End Wingwall, CO-Culvert Outlet, and PR-Pier. No prefix generally indicates the element is part of the superstructure.

Inspection Notes

General Comments

The stream channel bottom consists of a combination of stones, gravel and sand. At the time of inspection the water was clear and generally less than 18 inches deep with a moderate flow. Flow is from left to right through this two span precast segmental box culvert. All flow passes through span 2 due to a deposit of stone in span 1. The culvert floor is partially exposed in span 1. Record plans indicate the cut-off walls are 4 feet deep on both sides of the bridge. The left and right side cut-off walls are exposed in span 2. No undermining is noted. No scour readings are necessary. No piles are present.

The hydraulic vulnerability classification is low. The last assessment was completed in 2013. Therefore, an H.V.A. review/revision is not recommended at this time.

Element Condition Notes

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 241 - Reinforced Concrete Culvert	58	54	2	2	0	0
Span 2: 241 - Reinforced Concrete Culvert	58	55	3	0	0	0

Referenced Photo(s): 1, 2, 3

Referenced Sketch(es): None

The bridge consists of a two span precast concrete segmental box culvert. The upper leg of the four sided box units is rated as the primary member. The primary members are in an overall fair condition. The following conditions were observed:

Span 1 - the first segmental unit at the left side has two areas of spalling present. The first spall is located towards the begin abutment and is +/-3 feet long by 15 inches wide by up to 3-1/2 inches deep. The second spall is +/-5 ft long by 20 inches wide by 2-1/2 inches deep. Both spalled areas are located at the right side of the unit, adjacent to the longitudinal joint with the adjacent segment. Both spalled areas have a total of three exposed rust covered longitudinal reinforcement bars.

The second and third segments have tight horizontal cracking with efflorescence leakage present. All cracking is located within 8 to 16 inches of the right side. Water leakage is present at the joints to the right of segments 1, 2 and 3.

Span 2 – the first and second segments have random cracking present along the right sides for the full length of the span. Water leakage is present at all longitudinal joints between the precast units. The worst leakage is at the left side at the first and second segments.

In both spans each precast culvert segment has four drain holes present. Rust stained water leakage is present at all drain holes in both spans.

The vertical faces (abutments and pier) of the culvert are in good condition throughout.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 801 - Stream Hydraulics	1	0	0	1	0	0

Referenced Photo(s): 7, 8, 9

Referenced Sketch(es): None

Stream Alignment:
Flow is from left to right. Upstream of the bridge the channel flows parallel to the roadway and then turns +/-60 degrees within 10 feet of the bridge opening. Currently all of the flow passes through span 2 with a concentration of flow against the end left wingwall and along the end abutment. The end left wingwall footing and the adjacent cut-off wall are exposed as a result.

Stream Channel Erosion:
The end left stream bank has a +/-30 feet long area of erosion where the stone bank protection is collapsed. Exposed and undercut tree root systems are present. This area of erosion start 35 to 40 feet upstream of the bridge.

The end right stream bank has areas of erosion with exposed tree roots. In one area the bank is cut back vertically up to 6 feet high. A few trees are leaning in towards the stream channel.

The begin left and begin right stream banks are in fair condition.

Waterway Opening:

Prior to the 2009 inspection the deposit of stone through span 1 was removed. In 2011 it was noted the stone had redeposited in its original location. Currently the stone is still present through span 1. The area where the stone is accumulating is along the inside edge of the curve in the stream. This is the location where water flows at a slower rate and material has a tendency to settle out of the main flow. The accumulation is +/-18 inches higher than the current water level. This condition contributes to all the flow passing through span 2 and the noted scour condition at the left side cut-off wall in span 2 and the exposure of the end left wingwall footing.

Bank protection
At the end left stream bank the large stone bank protection has partially collapsed into the stream channel for a length of +/-30 feet starting 35 to 40 feet upstream of the bridge. The stream bank is eroded with exposed tree roots in the area above the failing bank protection.

The three remaining banks are in fair condition.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 810 - Sidewalk	75	0	0	75	0	0
Span 2: 810 - Sidewalk	75	0	0	75	0	0

Referenced Photo(s): 10

Referenced Sketch(es): None

A sidewalk is present on the left side only. The sidewalk is covered in vegetation and is not usable. At both approaches the sidewalk terminates within 10 feet of both ends of the bridge. Any pedestrians in the area would most likely use the shoulder of the roadway.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 811 - Curb	16	0	0	0	16	0
Span 2: 811 - Curb	16	0	0	0	16	0

Referenced Photo(s): 10

Referenced Sketch(es): None

A curb exists on the left side of the bridge only. The curb's effectiveness in directing runoff is greatly diminished by an large accumulation of dirt and vegetation in the shoulder along the curb.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 2: EW800 - Erosion or Scour	40	24	16	0	0	0

Referenced Photo(s): 6

Referenced Sketch(es): None

The top of the end left wingwall footing is exposed for +/-75% of the wingwall length adjacent to the cut-off wall. The vertical face of the footing is not exposed. Record plans indicate the wingwall footings have a height of 2 feet. The end right wingwall footing is not exposed.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 2: CO800 - Erosion or Scour	32	12	4	16	0	0

Referenced Photo(s): 4, 5

Referenced Sketch(es): None

Flow is from left to right. Presently all flow passes through span 2. The left side cut-off wall is exposed for its full length in span 2. The height of exposed vertical face ranges from 2 inches adjacent to the pier to 26 inches adjacent to the end abutment, no change since 2015. Record plans indicate the cut-off wall height is 4 feet.

The vertical face of the right side cut-off wall is exposed for a length of +/-4 feet adjacent to the end abutment. The maximum height of exposure is +/-2 inches.

Non-Structural Condition Observations

Category: APPROACH - Drainage Quantity: NONE Unit: NONE

Referenced Element(s): NONE

Referenced Photo(s): 11
Referenced Sketch(es): NONE

The roadway is superelevated at both approaches due to a horizontal curve. Runoff drains from right to left. At the begin left and end left large amounts of debris are present along the edge of the shoulder. In addition, an accumulation of roadway sand and vegetation is present at the edge of the shoulder at the end left. The begin right and end right approaches are in fair condition.

Category: APPROACH - Railing Quantity: NONE Unit: NONE

Referenced Element(s): NONE

Referenced Photo(s): 12
Referenced Sketch(es): NONE

The temporary concrete barrier at the begin left is in fair condition. The barrier has been in place over the course of several inspection cycles.

Field Notes

Staff Present During Inspection		
Name	**Title**	**Organization**
Joe Kospa	ATL	NYSDOT
Paul Meyer	TL	NYSDOT

General Equipment Required for Inspection*
Access Type
13 - Walking

*** For span specific equipment requirements refer to the Active Inventory's "Access Needs" tab in BDIS.**

Detailed Time & Weather Conditions				
Field Date	**Arrival**	**Departure**	**Temp (F)**	**Weather Conditions**
06/06/2017	08:00 AM	03:00 PM	60	overcast, showers

Inspection Times (hours)	
Time required for travel, inspection and report preparation	9
Lane closure usage	None
Railroad flagging time	No

Inspection Photographs

Attachment Description: Span 1, Underside of Primary Member towards Left Side	Photo Number: **1** Photo Filename: **1 Span 1, Undereside of Primary Member** 

Attachment Description: Span 1, Underside of Primary Member towards Left Side	Photo Number: **2** Photo Filename: **2 Span 1, Underside of Primary Member** 

Attachment Description: Span 2, Underside of Primary Member towards Left Side	Photo Number: **3** Photo Filename: **3 Span 2, Underside of Primary Member** 

Attachment Description: Span 2, Left Side Cutoff Wall Scour	Photo Number: **4** Photo Filename: **4 Span 2, Left Side Cutoff Wall Scour.JPG** 

Attachment Description:
Span 2, Right Side Cutoff Wall Scour

Photo Number: **5** Photo Filename: **5 Span 2, Right Side Cutoff Wall Scour.JPG**

Attachment Description:
End Left Wingwall (scour)

Photo Number: **6** Photo Filename: **6 End Left Wingwall (scour).JPG**

Attachment Description: View Downstream towards Left Side of Bridge (stream alignment)	Photo Number: **7** Photo Filename: **7 View Downstream towards Left Side of** 

Attachment Description: End Left Stream Bank (channel erosion, bank protection)	Photo Number: **8** Photo Filename: **8 End Left Stream Bank (channel erosion,** 

Attachment Description: View Downstream through Span 1 (waterway opening)	Photo Number: **9** Photo Filename: **9 View Downstream through Span 1** 

Attachment Description: Left Curb and Sidewalk looking towards End	Photo Number: **10** Photo Filename: **10 Left Curb and Sidewalk looking towards** 

Attachment Description:
NSCO - Begin Left Approach Drainage

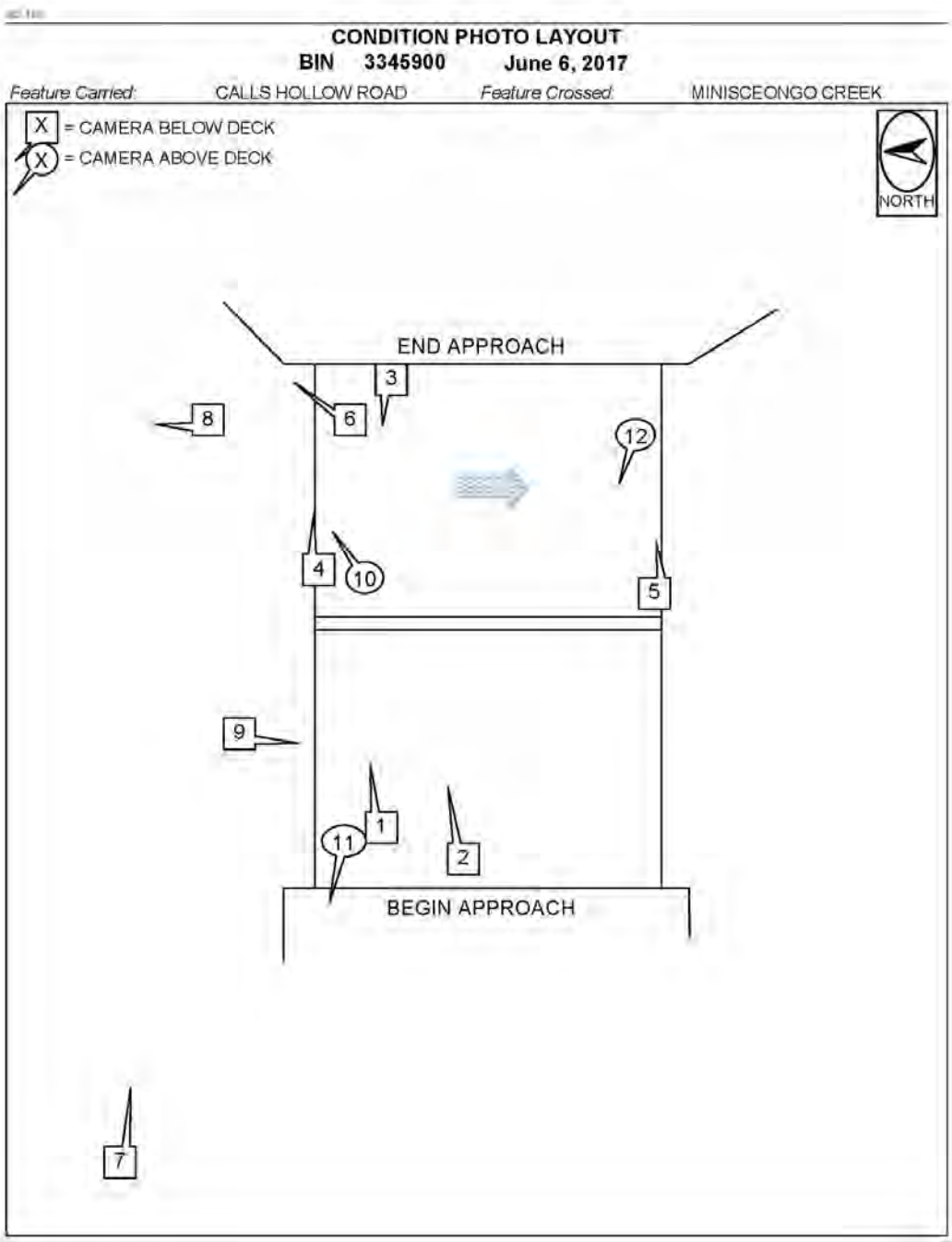
Photo Number: **11** Photo Filename: **11 NSCO - Begin Left Approach Drainage.JPG**

Attachment Description:
NSCO - Begin Left Approach Railing

Photo Number: **12** Photo Filename: **12 NSCO - Begin Left Approach Railing.JPG**

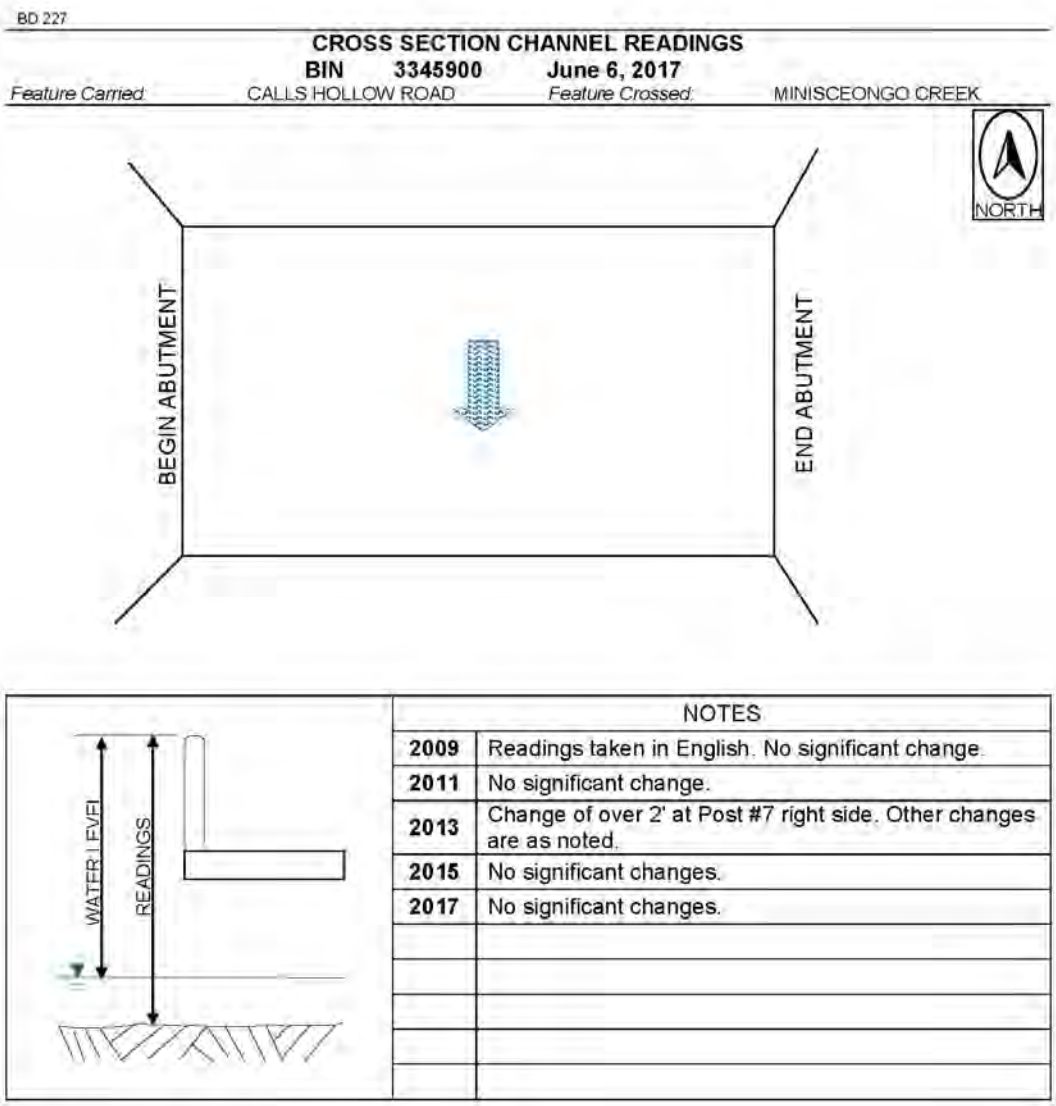
Inspection Sketches

Sketch Number: **1** Sketch Filename: **Condition Photo Layout.jpg**



Sketch Description: Condition Photo Layout

Sketch Number: **2** Sketch Filename: **Cross Section Channel Readings, page 1 of 2.jpg**



	NOTES
2009	Readings taken in English. No significant change.
2011	No significant change.
2013	Change of over 2' at Post #7 right side. Other changes are as noted.
2015	No significant changes.
2017	No significant changes.

Sketch Description: Cross Section Channel Readings, page 1 of 2

Sketch Number: **3** Sketch Filename: **Cross Section Channel Readings, page 2 of 2.jpg**

BD 226

CROSS SECTION CHANNEL READINGS

BIN 3345900 June 6, 2017

Feature Carried: CALLS HOLLOW ROAD *Feature Crossed:* MINISCEONGO CREEK

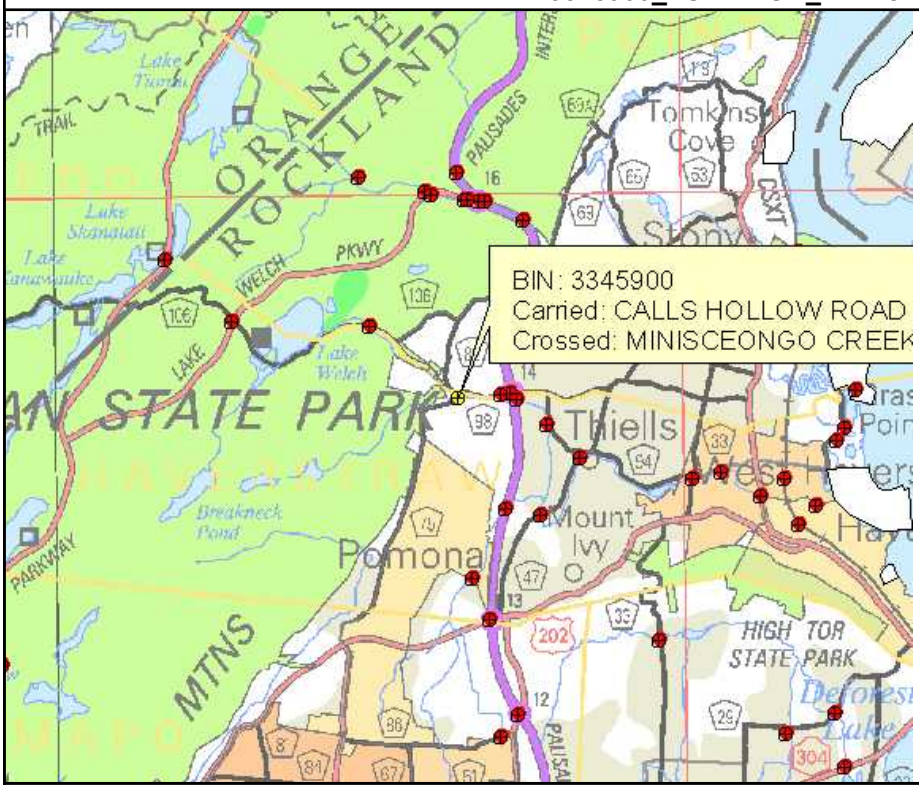
FBA. = Face of Begin Abutment, FEA = Face of End Abutment, TF = Top of Footing, SB = Stream Bed at Edge of Footing, WL = Water Level, * = Edge of Stream

STA.		LEFT SIDE READINGS					STA.		RIGHT SIDE READINGS				
YEAR>		2009	2011	2013	2015	2017			2009	2011	2013	2015	2017
FBA		13.1	12.1	13.4	12.9	12.9*	FBA		14.2	13.0	13.8	13.8	13.8
Mid Sp 1		13.7	12.3	14.0	14.1	13.6	Mid Sp 1		14.6	12.7	13.7	13.7	13.8
Pier	Beg	13.4	12.7	13.8	13.8	13.8	Pier	Beg	14.5	13.0	13.1	14.0	14.1
	End		13.5*	13.9	13.8	13.8		End		15.0*	14.9	14.9	14.9*
Mid Sp 2		15.1	14.6	15.2	15.0	14.7	Mid Sp 2		15.3	15.7	15.4	15.5	15.3
FEA		14.4	14.7*	13.3	13.5	14.7*	FEA		14.6	15.0*	15.8	15.8	15.9*
WL@2		12.7	13.4	15.3	14.0	13.8							

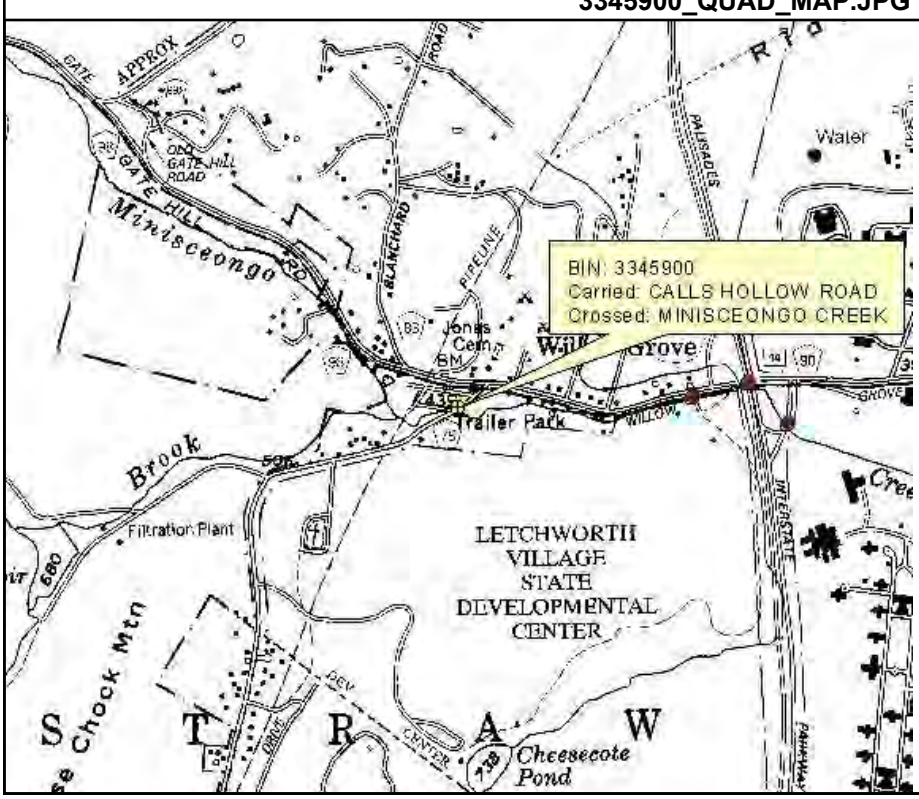
Sketch Description: Cross Section Channel Readings, page 2 of 2

Standard Photographs

3345900_LOCATION_MAP.JPG



3345900_QUAD_MAP.JPG



AbutmentBegin.JPG

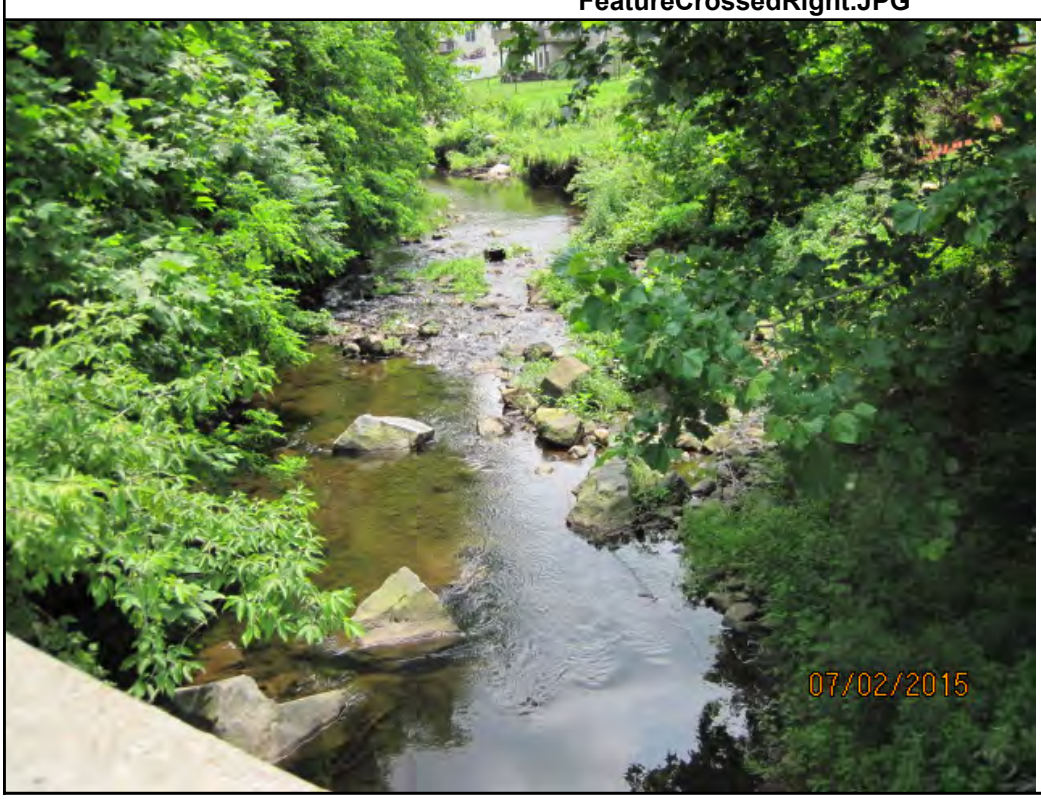
ApproachBegin.JPG

ApproachEnd.JPG

Elevation.JPG

FeatureCrossedLeft.JPG

FeatureCrossedRight.JPG



FrameSpan2.JPG

PierEndFace.JPG

TopOfDeck.JPG

WingwallEndRight.JPG

APPENDIX E

NON-STANDARD FEATURE JUSTIFICATIONS

Justification Number

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

Exhibit 2-15
Nonstandard Feature Justification

Rev. 03/16/20 EB 20-018

PIN: 8762.15	**Route No. and Name:** Rockland County Route 75 / Call Hollow Road		
Project Type: Bridge Rehabilitation		☐ **National Network/Qualifying Highway**	☐ **Access Highway**
Functional Class: Urban Minor Arterial		**Design Classification:** Arterial	**Context Class:** Rural Town
AADT: 2,011	**% Trucks:** 24.3	○ **NHS** ◉ **Non-NHS**	**Terrain:** Level

1. Description of Nonstandard Feature

Type of Feature: Lane Width

Location: Call Hollow Road over Minisceongo Creek

Latitude and Longitude (Linear Feature) **FROM** Lat: Long: **TO** Lat: Long:

Latitude and Longitude (Point Feature) Lat: 41^ 13' 10.3" N Long: 74^ 02' 39.4" W

Standard Value: 13 feet	**Design Speed:** 45 mph
Existing Value: 11 feet	**Recommended Speed - Existing:** 30 mph
Proposed Value: 11 feet	**Recommended Speed - Proposed:** 45 mph

2. Accident Analysis

Current Accident Rate[1]**:** 1.82 ○ acc/mvm ◉ acc/mev	**Statewide Accident Rate:** 0.18 ○ acc/mvm ◉ acc/mev
From 7/1/2016 **to** 6/30/2019	**Is the Nonstandard Feature a contributing factor?** ○ Yes ◉ No

Anticipated accident rates, severity, and costs:

This accident rate is for a 0.25 mile corridor surrounding the project site, which may be analyzed as a location rather than a segment. Accident Rate = (# of accidents) x 1,000,000 / (AADT) x (365 days/yr) x (length of study in yrs) = (4 x 1,000,000) / (2011 x 365 x 3) = 1.82 acc/mev. . No accidents were reported at the bridge location. It is not anticipated that retaining the 11 foot lane will cause additional accidents. Accidents that occurred were at a side road and a driveway in the vicinity of the bridge.

3. Cost Estimates

Cost to fully meet standards: Millions of dollars	**Cost(s) for incremental improvements:** n/a

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Although an excess of 13 feet of physical space will exist upon project completion, it is felt prudent to not eliminate the white shoulder line in an area of new construction where one presently exists. An 11 foot lane is consistent with the project area and will be proposed.

5. Compatibility with Adjacent Segments and Future Plans

Providing a 13 foot shared lane for this short length (250 feet) project would be incompatible with the rest of Call Hollow Road. There are no future plans to widen Call Hollow Road.

6. Other Factors

e.g., social, economic, and environmental

Bicyclists must use the 11' travel lane and 4' minimum shoulder in present day conditions and will continue to do so following this project.

7. Proposed Treatment (i.e., recommendation)

Provide an 11 foot travel lane and 4 foot minimum standard shoulder.

[1] *Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.*

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

Instructions for Completing

Exhibit 2-15 - Nonstandard Feature Justification

Similar features with similar accident histories may be justified with a single Nonstandard Feature Justification form. Examples of features that may be grouped together include: a series of curves with similar radii, shoulders on a grouping of similar ramps, and bridge widths for a series of bridges to be rehabilitated or replaced in a future project.

Filing Instructions

The documentation for all nonstandard features to be created or retained must be included as follows:
1. A brief narrative in Section 3.3.3.2 of the Design Report, Section 2.3.3.5 of the PSR/FDR, or in the IPP/FDR, as appropriate.
2. Exhibit 2-15: completion and inclusion in the body of the DAD or as an appendix to the DAD.
3. The Project Manager or a designee of the Project Manager shall furnish a copy to the Regional Quality Control Engineer, who shall place a copy of the completed form in ProjectWise at NYSDOT\Documents\Main Office\Hwy Nonstandard Feature.

NYSDOT\Documents\Main Office\Hwy Nonstandard Feature.

The names of all files placed in this folder are to begin with the PIN, e.g., "PIN_dat_nfj_DESCRIPTION"

Justification Number (top right of form) is optional. It can be used to distinguish individual justifications when multiple justifications are prepared for one project.

Functional Class The functional classification is based upon the service the highway is intended to provide and is dependent upon census data and urban boundaries.

Design Classification The design classification terminology does not precisely match that used for functional class. Classifications are based on AASHTO's *A Policy on Geometric Design of Highways and Streets* , 2018. Judgment should be used to determine the appropriate AASHTO design criteria category.

Context Class is based on development density, land uses, and building setbacks. Refer to HDM §2.4.2

NHS/Non-NHS Indicate whether the highway is part of the National Highway System or not.

Functional class and NHS System information can be found on the NYSDOT Functional Class Viewer at:
http://gis3.dot.ny.gov/fc

AADT Annual Average Daily Traffic

National Network/Qualifying Highway A highway designated as part of the Surface Transportation Assistance Act (STAA) of 1982 which allows STAA vehicles (tractor trailers combinations greater than 65 feet, tractor with 28 foot tandem trailers, maxi-cubes, triple saddle mounts, stinger-steered auto carriers and boat transporters) and 53' trailers to use that highway and any other highway within one linear mile of the Qualifying highway.

Access Highway A highway designated for use by STAA vehicles and 53' trailers. Unlike a Qualifying Highway, these vehicle combinations may not travel off the access highway for any distance.

A listing of National Network/Qualifying/Access Highways is available in the "Official Description of Designated Qualifying and Access Highways in New York State", found on the NYSDOT public website at:

https://www.dot.ny.gov/divisions/operating/oom/transportation-systems/manuals

1. Description of Nonstandard Feature

Type of feature Select type of feature to be justified as nonstandard. Pedestrian features that need to be justified for compliance with the Americans with Disabilities Act (ADA) should use Exhibit 2-15a, Nontstandard Feature Justification for Pedetrian Facilities.

Location Furnish project stationing or a description of the feature location

Location (Latitude and Longitude) should be given in coordinates as decimal degrees. Coordinates can be found by using Google Maps (right click a point and select "What's Here?") or by using any one of a number of websites that furnish coordinates for a point selected on a map, including:

http://maps.cga.harvard.edu/gpf/
http://www.findlatitudeandlongitude.com/

Linear features require a location start point and a location end point. Any feature longer than 75 ft. should be considered a linear feature.

Point features require only one location point. Any feature that is 75 ft. long or less should be considered a point feature.

2. Accident Analysis

The information presented here should agree with the discussion in the Safety and Accident Analysis section of the DAD. If the NSF does contribute to an accident problem, the above section can reference the discussion in the Safety and Accident Analysis section of the DAD rather than repeating it.

3. Cost Estimates

This section must always be filled out. The cost to fully or partially meet standards need only be a "ballpark" estimate. The cost for incremental improvements should examine the cost to bring the feature a significant step closer to standard values, e.g., improving a 2 ft shoulder to 5 ft when the standard is 8 ft.

4. Mitigation

List proposed measures which WILL be added to the project to mitigate the NSF.

5. Compatibility with Adjacent Segments and Future Plans

6. Other Factors

For example, "Improving the curve radius would adversely impact a heavily used city park."

7. Proposed Treatment (i.e., recommendation)

Briefly summarize what the project will do, such as, "The project will incrementally improve the shoulder width from 2 ft. to 5 ft." The relevant section(s) in the DAD may be referred to rather than including the whole discussion in Exhibit 2-15.

Revisions to Form

1/31/2017	Original version of electronic form
4/24/2017	Reformatted to reflect latest version of form currently in use; added Justification Number (top right of form); corrected file naming convention
8/22/2019	.pdf form only - "Turning Roadway" and "Ramp" added to drop down menu choices for Design Classification (AASHTO Class)
3/16/2020	Revised form to include separate field for "Context Class", incorporating new context classes introduced into HDM Chapter 2 with Revision 92 (EB 20-018) and changed "ADT" to "AADT"

APPENDIX F

STAKEHOLDERS AND PUBLIC INPUT
(TO BE COMPLETED FOLLOWING PIM)

APPENDIX G

PHOTOS

Call Hollow Road – West Side of Structure

Call Hollow Road – East Side of Structure,
Looking Upstream

Call Hollow Road – Looking North/East, Downstream

Call Hollow Road – Looking East, Downstream

Call Hollow Road – Roadway View, Looking North/East

APPENDIX H

PRELIMINARY ESTIMATE

HVEA ENGINEERS

Project: Call Hollow Road over Minisceongo Creek
Client: Rockland County Proj. No. 19-0363

ESTIMATE OF QUANTITIES SUMMARY

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
201.06	CLEARING AND GRUBBING	1	LS	$10,000.00	$10,000.00
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	570	CY	$65.00	$37,050.00
203.03	EMBANKMENT IN PLACE	544	CY	$25.00	$13,600.00
203.21	SELECT STRUCTURE FILL	618	CY	$75.00	$46,350.00
206.01	STRUCTURE EXCAVATION	1,206	CY	$75.00	$90,450.00
304.11000008	SUBBASE COURSE (MODIFIED)	193	CY	$100.00	$19,300.00
402.128303	12.5 F3 TOP COURSE HMA, 80 SERIES COMPACTION	109	TON	$200.00	$21,800.00
402.198903	19 F9 BINDER COURSE HMA, 80 SERIES COMPACTION	109	TON	$175.00	$19,075.00
402.378903	37.5 F9 BASE COURSE HMA, 80 SERIES COMPACTION	124	TON	$150.00	$18,600.00
407.0103	STRAIGHT TACK COAT	78	GAL	$25.00	$1,950.00
490.30	MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE	415	SY	$10.00	$4,150.00
555.80020001	CRACK REPAIR BY EPOXY INJECTION (RESTORATION)	102	LF	$250.00	$25,500.00
555.970100CA	CONCRETE FOR STRUCTURES, CLASS HP (REINFORCEMENT INCLUDED AND NO BAR LIST IN PLANS)	53	CY	$1,200.00	$63,600.00
555.970200CA	FOOTING CONCRETE, CLASS HP (REINFORCEMENT INCLUDED AND NO BAR LIST IN PLANS)	98	CY	$800.00	$78,400.00
582.07	REMOVAL OF STRUCTURAL CONCRETE - REPLACEMENT WITH VERTICAL AND OVERHEAD PATCHING MATERIAL	51	SF	$250.00	$12,750.00
595.50000018	SHEET-APPLIED WATERPROOFING MEMBRANE	1,224	SF	$5.00	$6,120.00
606.10	BOX BEAM GUIDE RAILING	233	LF	$50.00	$11,650.00
606.120201	BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE IIA	1	EACH	$2,500.00	$2,500.00
606.65	REMOVING AND STORING PRECAST CONCRETE BARRIER	140	LF	$10.00	$1,400.00
606.73	REMOVING AND DISPOSING BOX BEAM GUIDE RAILING	40	LF	$10.00	$400.00
606.8802	BOX BEAM GUIDE RAIL TRANSITION TO CONCRETE BARRIER(ONE WAY - TRAILING END)	1	EACH	$9,000.00	$9,000.00
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	2	CY	$1,500.00	$3,000.00
609.0401	CAST-IN-PLACE CONCRETE CURB TYPE VF150	41	LF	$60.00	$2,460.00
610.1402	TOPSOIL - ROADSIDE	17	CY	$60.00	$1,020.00
610.1601	TURF ESTABLISHMENT - ROADSIDE	149	SY	$10.00	$1,490.00
619.01	BASIC WORK ZONE TRAFFIC CONTROL	1	LS	$40,000.00	$40,000.00
619.1301	TEMPORARY TRAFFIC SIGNALS	1	ELOC	$25,000.00	$25,000.00
619.1302	TEMPORARY TRAFFIC SIGNALS	1	ELOC	$25,000.00	$25,000.00
619.1303	TEMPORARY TRAFFIC SIGNALS	1	ELOC	$25,000.00	$25,000.00
619.1711	TEMPORARY POSITIVE BARRIER - CATEGORY 1 (PINNING PROHIBITED)	240	LF	$45.00	$10,800.00
619.1712	TEMPORARY POSITIVE BARRIER - CATEGORY 2 (PINNING PERMITTED)	240	LF	$55.00	$13,200.00
620.04	STONE FILLING (MEDIUM)	85	CY	$125.00	$10,625.00
625.01	SURVEY OPERATIONS	1	LS	$20,000.00	$20,000.00
627.50140008	CUTTING PAVEMENT	361	LF	$5.00	$1,805.00
637.11	ENGINEER'S FIELD OFFICE - TYPE 1	3	MNTH	$2,500.00	$7,500.00
637.34	OFFICE TECHNOLOGY AND SUPPLIES	5,000	DC	$1.00	$5,000.00
637.36	CONSTRUCTION TESTING SUPPLIES - CONSUMABLES	100	DC	$1.00	$100.00
685.11	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	508	LF	$10.00	$5,080.00
685.12	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	508	LF	$10.00	$5,080.00
697.03	FIELD CHANGE PAYMENT	35,000	DC	$1.00	$35,000.00
699.040001	MOBILIZATION	1	LS	$27,832.20	$27,832.20
				SUBTOTAL	$758,637.20
				CONTINGENCY (20%)	$151,727.44
				ESTIMATED COST	**$911,000.00**

APPENDIX I

MISCELLANEOUS

Smart Growth Screening Tool

PIN **8762.15**

Prepared By: Joseph M. Pyzowski

Smart Growth Screening Tool (STEP 1)

NYSDOT & Local Sponsors – Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to Smart Growth Guidance document.

Title of Proposed Project: Calls Hollow Road over Minisceongo Creek Bridge Rehabilitation

(BIN 3345900)

Location of Project: Town of Haverstraw, Rockland County

Brief Description: The County proposes to repair the Calls Hollow Road over Minisceongo Creek Bridge in the Town of Stony Point, Rockland County. The project will stabilize the steam banks to improve stream geometry for flow efficiency and ensure sustainability of the bridge and roadway

A. Infrastructure:

Addresses SG Law criterion a. –
(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

Yes ☒ **No** ☐ **N/A** ☐

Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

The project will improve Calls Hollow Road (CR 75) by extending the wingwall and parapet of the exiting culvert thereby providing scour protection against the flow of Minisceongo Creek and improving safety by providing a rigid barrier to prevent potential errant vehicles from entering the Creek, which runs parallel with CR75. The project will improve the Calls Hollow Road Bridge as it will replace the asphalt wearing surface, replace the structure's waterproofing membrane and repair damage to the box culvert precast units and field cast concrete wingwalls.

Maintenance Projects Only

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in **NYSDOT PDM Exhibit 7-1 and described in 7-4:**
https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm

- Shoulder rehabilitation and/or repair;
- Upgrade sign(s) and/or traffic signals;
- Park & ride lot rehabilitation;
- 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

b. For all other maintenance projects, **STOP here.** Attach this document to the programmatic Smart Growth Impact Statement and signed Attestation for Maintenance projects.

For all other projects (other than maintenance), continue with screening tool.

B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j **:** to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

   Yes ☐ **No** ☐ **N/A** ☒

2. Will the project reduce greenhouse gas emissions?

   Yes ☐ **No** ☒ **N/A** ☐

   Explain: (use this space to expand on your answers above)

C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c**:** to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

   Yes ☐ **No** ☒ **N/A** ☐

2. Is the project located in a municipal center?

   Yes ☐ **No** ☒ **N/A** ☐

3. Will this project foster downtown revitalization?

   Yes ☐ **No** ☐ **N/A** ☒

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

   Yes ☐ **No** ☒ **N/A** ☐

Explain: (use this space to expand on your answers above)

D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce**.**

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

   Yes ☐ **No** ☐ **N/A** ☒

2. Will the project foster brownfield redevelopment?

   Yes ☐ **No** ☐ **N/A** ☒

3. Will this project foster enhancement of beauty in public spaces?

   Yes ☐ **No** ☐ **N/A** ☒

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?

   Yes ☐ **No** ☐ **N/A** ☒

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?

   Yes ☐ **No** ☐ **N/A** ☒

6. Will this project foster integration of all income groups and/or age groups?

   Yes ☐ **No** ☐ **N/A** ☒

7. Will the project ensure predictability in land use codes?

   Yes ☐ **No** ☐ **N/A** ☒

8. Will the project ensure predictability in building codes?

   Yes ☐ **No** ☐ **N/A** ☒

Explain: (use this space to expand on your answers above)

E. Transportation and Access:

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

1. Will this project provide public transit?

   Yes ☐ **No** ☒ **N/A** ☐

2. Will this project enable reduced automobile dependency?

   Yes ☐ **No** ☒ **N/A** ☐

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

   Yes ☐ **No** ☒ **N/A** ☐

   (Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

   Explain: (use this space to expand on your answers above)

F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?

Yes ☒ No ☐ N/A ☐

2. Is the project consistent with local plans?

Yes ☒ No ☐ N/A ☐

3. Is the project consistent with county, regional, and state plans?

Yes ☒ No ☐ N/A ☐

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

The project is being coordinated with the FHWA, the NYSDOT, the Town of Haverstraw, the MHSTCC and the public. During the development of the design coordiination will be required with the NYSDEC, the USACOE, and the USDOI. The project is consistent with Rockland County's program to maintain infrastructure in a state of good repair.

G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State's resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

Yes ☐ No ☐ N/A ☒

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

Yes ☐ No ☐ N/A ☒

3. Will the project protect, preserve, and/or enhance air quality?

Yes ☐ No ☐ N/A ☒

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

Yes ☐ No ☐ N/A ☒

5. Will the project protect, preserve, and/or enhance scenic areas?

Yes ☐ **No** ☐ **N/A** ☒

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

Yes ☐ **No** ☐ **N/A** ☒

Explain: (use this space to expand on your answers above)

The project will be evaluated for environmental impacts through the NEPA and SEQRA processes.

Smart Growth Impact Statement (STEP 2)

NYSDOT: Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

Local Sponsors: The local sponsors are **not** responsible for completing a Smart Growth Impact Statement. Proceed to **Step 3**.

Smart Growth Impact Statement

PIN:

Project Name:

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

-
-
-
-
-
-

This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

Review & Attestation Instructions (STEP 3)

Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (Section A) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (Section B.2). For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box (Section B.1) is checked, and the attestation is signed (Section B.2).

A. CERTIFICATION (LOCAL PROJECT)

I HEREBY CERTIFY, *to the best of my knowledge, all of the above to be true and correct.*

Preparer of this document:

Signature — January 8, 2019 (Date)

County Project Manager (Title) — Joseph Pyzowski (Printed Name)

Responsible Local Official (for local projects):

Signature — January 8, 2019 (Date)

Superintendent of Highways (Title) — Charles H. Vezzetti (Printed Name)

B. ATTESTATION (NYSDOT)

1. *I HEREBY:*

☒ *Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act*

☐ *Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):*

(Attach additional sheets as needed)

☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. ***NOW THEREFORE,*** pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):

Signature

1/31/19
Date

RPPM
Title

SANDRA S. JOBSON
Printed Name