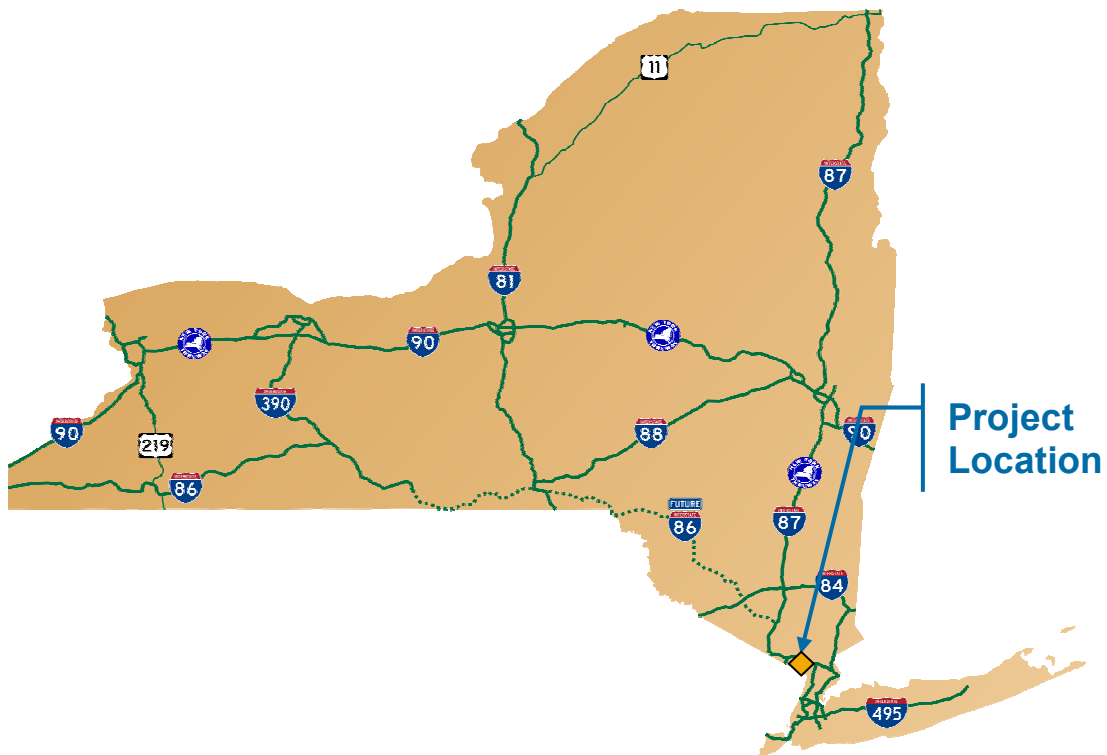


Initial Project Proposal/Final Design Report

June 2020

Townline Road over Tributary of Hackensack River Culvert Replacement
Project Identification Number (PIN): 8762.25
Town of Clarkstown/Orangetown
Rockland County

Department of
Transportation

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. <i>IPP signed by Sandra Jobson</i> Regional Program Manager	<i>1/28/19</i> 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	A public hearing was not required; however a public informational meeting was held on XX, YY, ZZZZ.	
	_____ Name	_____ Date
E. Local Project Nonstandard Feature Approval	Nonstandard features on Non-NHS local roadways 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: Dan Quinn, Rockland County Highway Department**PHONE:** (845) 638-5060**PROJECT MANAGER:** Jared Anderson, P.E., HVEA Engineers

List of Preparers

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

Jared Anderson, PE, 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.



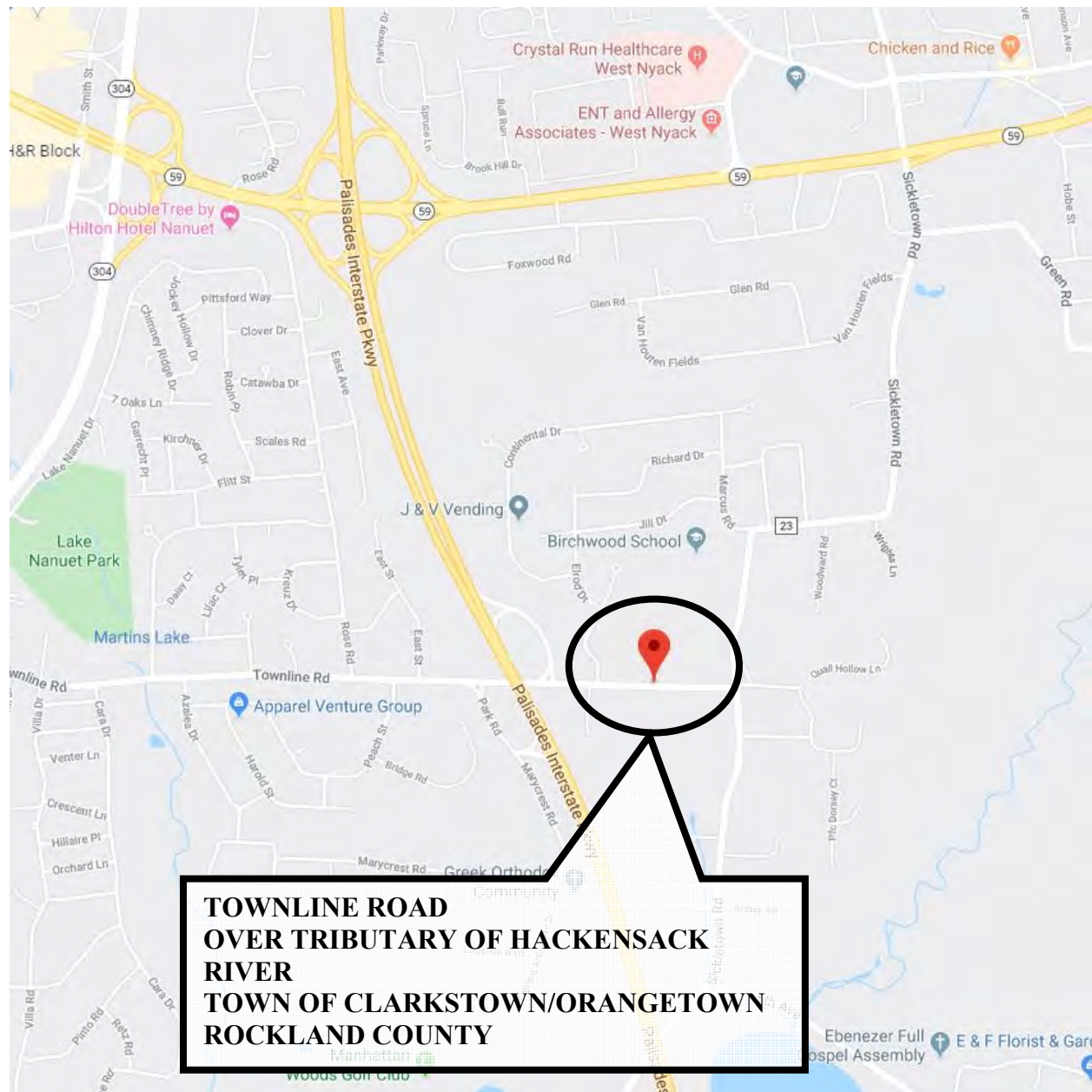
Note: It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, 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 and 6 NYCRR (New York Codes, Rules and Regulations) Part 617. 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).

This project will replace the existing two-barrel culvert over a tributary of the Hackensack River near the intersection of Hartshorn Lane. In this location, there is no safety barrier or railing alongside the existing culvert. This condition will be corrected. Drainage structures will be installed at the low point to replace an asphalt surface drain.

1.2. PROJECT LOCATION



Location Details

- A. Route number: Rockland County Route 42
- B. Route name: Townline Road
- C. Structure and feature crossed: Townline Road Culvert over Tributary of Hackensack River
- D. City/Village/Township: Town of Clarkstown/Orangetown
- E. County: Rockland County
- F. Length: 130 feet
- Any other description information which is pertinent: West of Hartshorn Lane
- G. Federal Aid System: BRIDGE NY (100% NY State), Non-NHS
- H. Function Class: Urban Minor Arterial (16), Free access undivided 2 lane
- I. Existing AADT: 5,395
- J. Trucks (%): 3.83%

1.3. PROJECT NEED

Existing Characteristics of Concern	
Element	Measure/Indicator
Culvert	Existing two-barrel culvert is deficient and in poor condition and does not meet hydraulic capacity requirements.
Substructure	Existing wingwalls are in fair condition but will be replaced due to undermining and installation of longer precast culvert.
Culvert/Highway Deficiencies	There is currently no safety barrier treatment at the inlet or outlet ends of the culvert. Required repairs are beyond the capabilities of County Maintenance forces.
Accidents	3.08 acc/MVM over a 0.33-mile stretch, Statewide Average = 3.54 acc/MVM. No accidents at the culvert.
Other Pertinent Measure(s)	An existing paved surface drain on Townline Road does not drain the roadway effectively.

Project Element(S) To Be Addressed:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Highway Element-Specific | <input type="checkbox"/> Operational Maintenance |
| <input type="checkbox"/> Bridge Element-Specific | <input type="checkbox"/> Where & When |
| <input checked="" type="checkbox"/> Other: Culvert Replacement | |

Priority Results:

- | | | |
|--|--|-----------------------------------|
| <input checked="" type="checkbox"/> Mobility & Reliability | <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Security |
| <input type="checkbox"/> Economic Competitiveness | <input type="checkbox"/> Environmental Stewardship | |

1.4. PURPOSE/OBJECTIVES

- (1) Replace the existing culvert and substructure with a more durable, corrosion resistant, hydraulically efficient structure while minimizing the life cycle cost of maintenance and repair.
- (2) Develop proper safety features along the roadside to reduce public and Rockland County risks using cost effective methods.
- (3) Address drainage deficiencies to increase highway's ability to remove surplus runoff ensuring quality constructive methods.

1.5. DESCRIPTION OF PROPOSED WORK

No Build/Maintenance Alternative

The existing culvert is hydraulically deficient and deteriorated. Roadside protection is insufficient and does not meet NYSDOT standards. The “no build/ maintenance” alternative could potentially result in a compromised culvert structure in the future. This alternative would also continue to yield unacceptable ponding in the roadway and would not address the existing sub-standard roadside barrier condition.

Alternative 1 – Replacement with Precast Concrete Box Culvert

The alternative will replace the existing two-barrel culvert along Townline Road near Hartshorn Lane with a 10 foot by 3-foot, 4-sided precast concrete box culvert. This alternative will require the removal of the existing culvert, its substructure and approach roadway to install a new precast concrete culvert and precast wing walls. The larger culvert will increase hydraulic capacity and improve inefficiency resulting from the waterway’s abnormal geometry.

Bridge / guide rail will be installed along the highway’s approaches and on the culvert to meet current safety standards. Adjacent to the culvert, a paved surface drain will be replaced with drainage structures and short runs of piping to the tributary to improve surface runoff characteristics.

Bank-full width was measured upstream (approximately 11 feet) and downstream (approximately 22 feet) of the proposed culvert. The resulting average of 16.5 feet will not be able to be reasonably accommodated by the proposed culvert. However, a hydraulic analysis of the proposed culvert was performed using FHWA HY-8 and it was determined based on available flow data from Stream Stats that the proposed culvert will be able to pass the 50-year storm, meeting HDM Chapter 8 and exceeding the 2-year requirement in the ACOE NWP Regional Conditions.

It will not be feasible to bury the bottom of the culvert 20% of the rise. Doing so would require the relocation of a gravity sewer main. A PCN will be submitted to the ACOE to address this condition.

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
Drainage	NYSDOT Highway Design Manual Chapter 8
Culvert Replacement	NYSDOT Highway Design Manual Chapter 19 and NYSDOT Bridge Manual Chapter 3
Design Criteria	NYSDOT Highway Design Manual Chapter 2
Guide Rail	NYSDOT Highway Design Manual Chapter 10

Critical Design Elements for Townline Road over Tributary of Hackensack River Culvert Replacement					
PIN:		8762.25	NHS (Y/N):	No	
Route No. & Name:		Rockland County Route 42	Functional Classification:	Urban Minor Arterial	
Project Type:		Culvert Replacement	Design Classification:	Rural Town Arterial	
% Trucks:		3.83%	Terrain:	Level	
Design Year ADT:		5,395	Truck Access/Qualifying Hwy.	Access-No; Qualifying-No	
Element		Standard		Existing Condition	Proposed Condition
1	Design Speed	30-45 mph HDM Section 2.7.2.3.A.		30 mph posted	40 mph
2	Lane Width	13 ft shared lane HDM Section 2.7.2.3.B. Exhibit 2-4		11 ft.	11 ft.*
3	Shoulder Width	0 ft. (Min.), 4 ft. (Desirable) HDM Section 2.7.2.3.C. Exhibit 2-4		0 - 1 ft.	2 ft.
4	Horizontal Curve Radius	356 ft Min (at e _{max} =4%) HDM Section 2.7.2.3.D. Exhibit 2-4		15,000 ft	15,000 ft
5	Superelevation	4% Max. HDM Section 2.7.2.3.E. and Exhibit 2-1b		Tangent	Tangent
6	Stopping Sight Distance (Horizontal and Vertical)	271 ft Min. HDM Section 2.7.2.3.F. Exhibit 2-4		140 ft.	140 ft.*
7	Maximum Grade	7% HDM Section 2.7.2.3.G. Exhibit 2-4		2.4%	2.4%
8	Cross Slope	1.5% Min. to 3% Max. HDM Section 2.7.2.3.H.		5%	2%*
9	Vertical Clearance	n/a		n/a	n/a
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle HDM Section 19.5.3		Unknown	HL-93

*See Section 2.3 for additional explanation.

2.2. OTHER DESIGN PARAMETERS

Other Design Parameters			
Element	Parameter	Existing Conditions	Proposed Condition
Drainage Design Storm	50 yr.	Unknown	50 yr.
Design Vehicle	SU	Unknown	SU

2.3. NON-STANDARD/NON-CONFORMING FEATURES

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

Proposed stopping sight distance will match existing. Although it is measured to be below accepted standards; existing street lighting alleviates this condition. A non-standard feature justification has been prepared for this condition as well, and appears in Appendix E.

Pavement cross slope in reconstruction area will adhere to a standard value of 2%; however, cross slope may briefly deviate beyond 3% maximum at the project limits only in order to meet with existing conditions.

2.4. SPECIAL TECHNICAL ACTIVITIES REQUIRED

A detour is proposed during construction to allow for a time-efficient replacement of the culvert. The detour will direct traffic along Ehrhardt Road, Blauvelt Road and Sickletown Road for approximately 4.8 miles, taking approximately 7 minutes. Delays will be minimized by implementing adequate detour signage in accordance with a temporary traffic control plan.

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	Utility pole relocation
Verizon	OH Comm/Fiber Optic	Relocate lines onto new pole
Altice	OH Comm/Fiber Optic	Relocate lines onto new pole
Town of Clarkstown	Sanitary Sewer	Culvert will need to account for presence of 8" ACP

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. The ROW Clearance Certificate will be submitted 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	Townline Road	Entire Project Limits	Culvert, Pavement, Drainage, Guiderail, Striping	0.02	0.04	Rockland County	Highway Law Section 129
2	Townline Road	Entire Project Limits	Sanitary Sewer	0.02	0.04	Town of Clarkstown	Highway Law Section 10, Subdivision 24

3.1. ENVIRONMENTAL CLASSIFICATION

NEPA (National Environmental Policy Act):

This project is 100% New York State funded and the FHWA's NEPA policies and procedures found in 23 CFR 771 do not apply.

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 in Appendix B, resolution is as follows:

Neighborhoods and Community Cohesion**Are there potential changes to travel patterns that could affect neighborhood quality of life?**

A detour is proposed during construction. Refer to Section 2.4.

Community Services**Is there potential to affect emergency service response?**

Emergency services will be provided with advanced 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 project replaces a culvert carrying a Tributary to the Hackensack River. Since this stream is Class C, this water way is not protected by NYSDEC, but is subject to Army Corps of Engineers jurisdiction. Temporary bypass will be required during construction. Precautionary measures will be taken to minimize the impact of the waterway. Appropriate stormwater pollution and prevention measures will be taken.

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

While it is likely that there are federally/state listed endangered species and/or designated critical habitats within Rockland County, the USFWS IPaC screening and the NYS Natural Heritage Program screening indicated that there are no federal/state listed protected species within the vicinity of the project. Refer to Appendix B for correspondence.

Category	Alternatives Evaluated	
	No-Build, Routine Maintenance	Reasonable/Preferred Alternative (Alt. 1)
Property impacts	None	None
Operation at ETC+20	Possible failure of culvert	No Impact
20-year Crash Costs	n/a	n/a
Construction Cost	n/a	\$343,000

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

Army Corps of Engineers (USACE):

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

Others

- RCDOH Resource Evaluation Well Permit (for geotechnical borings)

Coordination

- NYSDOT Region 8
- Rockland County Highway Department
- NYSDEC
- New York State Historic Preservation Officer (SHPO)
- US Fish and Wildlife Service
- Town of Orangetown and Clarkstown
- Utility services – Orange and Rockland, Verizon, Altice, Town of Clarkstown Sewer
- Emergency services – police, fire, EMS

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. Refer to Appendix I.

4.1. FUNDING

FUNDING SOURCE: ☒ 100% State ☐ Federal

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

<input checked="" type="checkbox"/>	Public Meeting	<input type="checkbox"/>	4(f)/106 FHWA sign-off
<input type="checkbox"/>	Permits	<input type="checkbox"/>	Consultant(s) for:
<input type="checkbox"/>	Other – Identify e.g., utilities, endangered species (ESA)		

Schedule and Cost				
Project Phase	Activity Duration	Estimated Cost	Fund Source	Obligation Date
Preliminary Design	Dec '19 - July '20	\$35,000	BRIDGE NY	07/19
Final Design	July '20- Nov '20	\$35,000	BRIDGE NY	07/19
Construction	Feb '21 - Nov '21	\$345,000*	BRIDGE NY	02/21
Construction Inspection	Feb '21 - Nov '21	\$59,500	BRIDGE NY	02/21
TOTAL ESTIMATED COST		\$474,500		

*Total from Engineer's Estimate with 15% 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 8762.15 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	0.172
	Highway	0.102
	Field Change Item	0.014
Incidentals		n/a
Subtotal 1		0.288
Contingency (15%* at Design Approval)		0.045
Mobilization (4%)		0.0115
Subtotal 2		0.345
Expected Award Amount		0.345
Construction Inspection		0.0595
ROW Costs		N/A
Total Alternative Costs**		0.4045

*Estimate has been itemized at this stage. Contingency has been reduced to 15% as not to overstate construction costs.

**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 RCHD	December 4, 2019
Public Informational Meeting	July 2020

6.1. LIST OF ATTACHMENTS / APPENDCIES

Appendix A – Maps, Plans, Profiles and Typical Sections

Appendix B – Environmental Information

Appendix C – Accident & Traffic Data

Appendix D – Structural & Hydraulic Information

Appendix E – Non-Standard Feature Justification

Appendix F – Stakeholders and Public Input

Appendix G – Photos

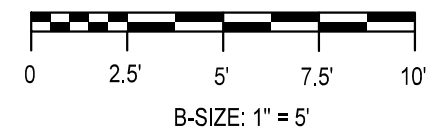
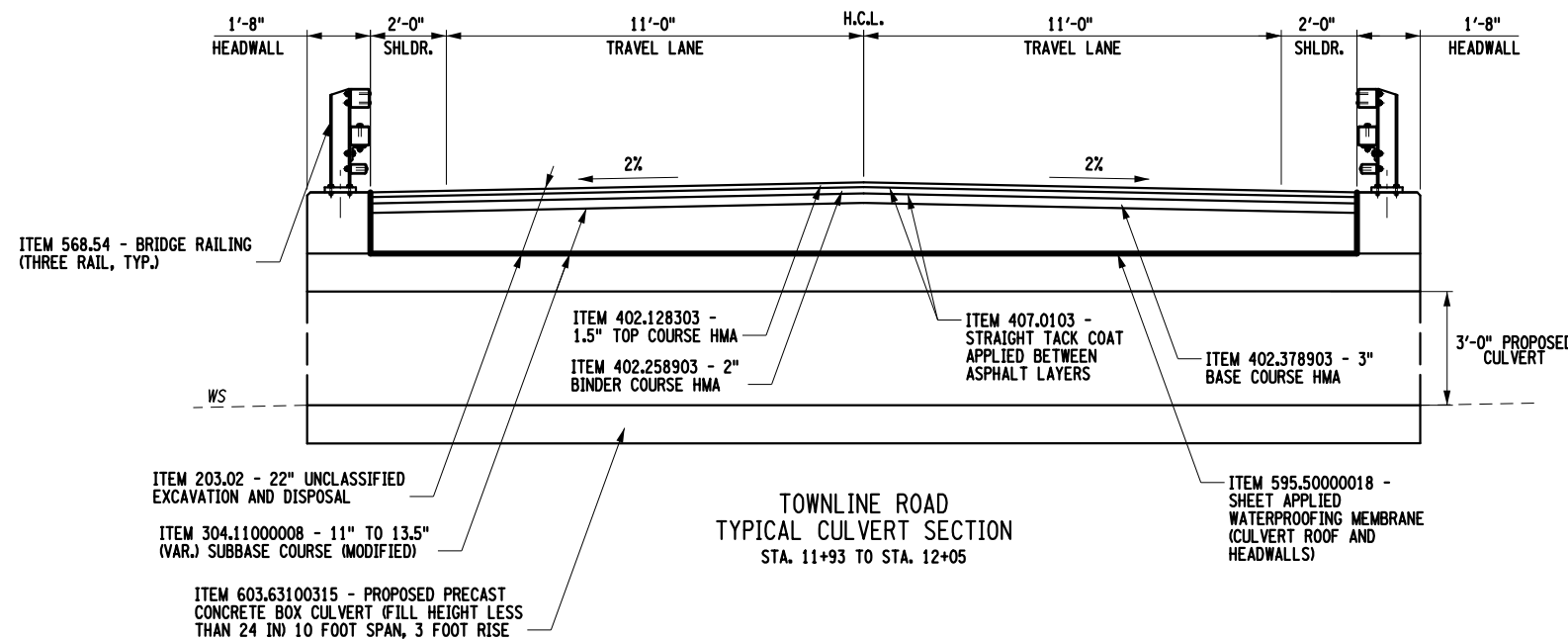
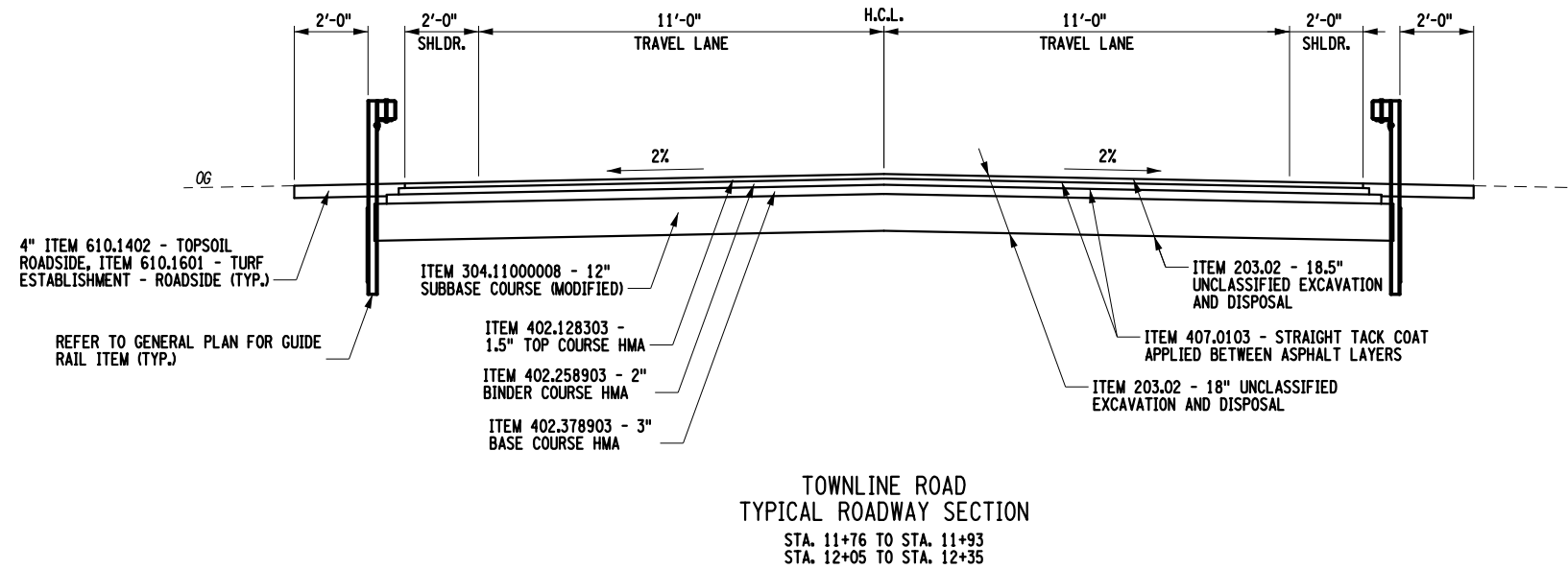
Appendix H – Preliminary Cost Estimate

Appendix I – Miscellaneous

APPENDIX A

MAPS, PLANS, PROFILES, AND TYPICAL SECTIONS

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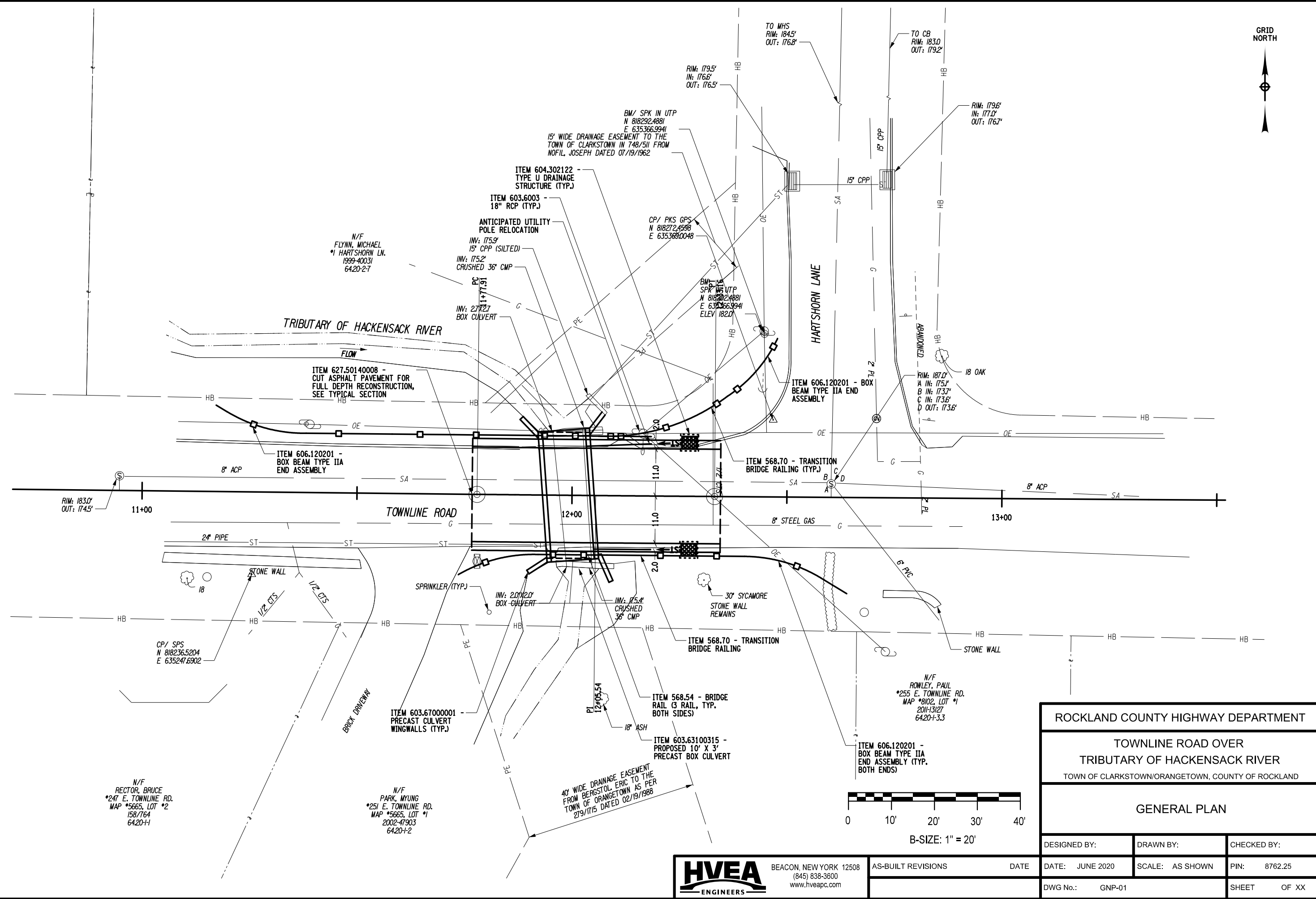
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(845) 838-3600
www.hveapc.com

AS-BUILT REVISIONS

DATE

ROCKLAND COUNTY HIGHWAY DEPARTMENT					
TOWNLINE ROAD OVER TRIBUTARY OF HACKENSACK RIVER TOWN OF CLARKSTOWN/ORANGETOWN, COUNTY OF ROCKLAND					
TYPICAL SECTIONS					
DESIGNED BY:	DRAWN BY:	CHECKED BY:			
DATE: JUNE 2020	SCALE: AS SHOWN	PIN:	8762.25		
DWG No.: TYP-01	SHEET OF XX				

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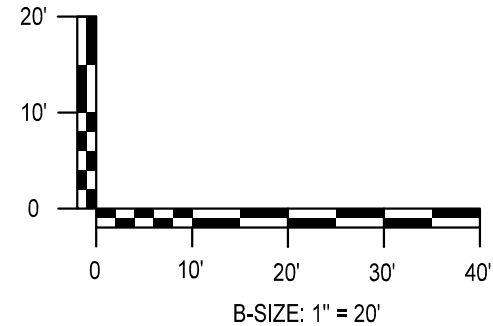
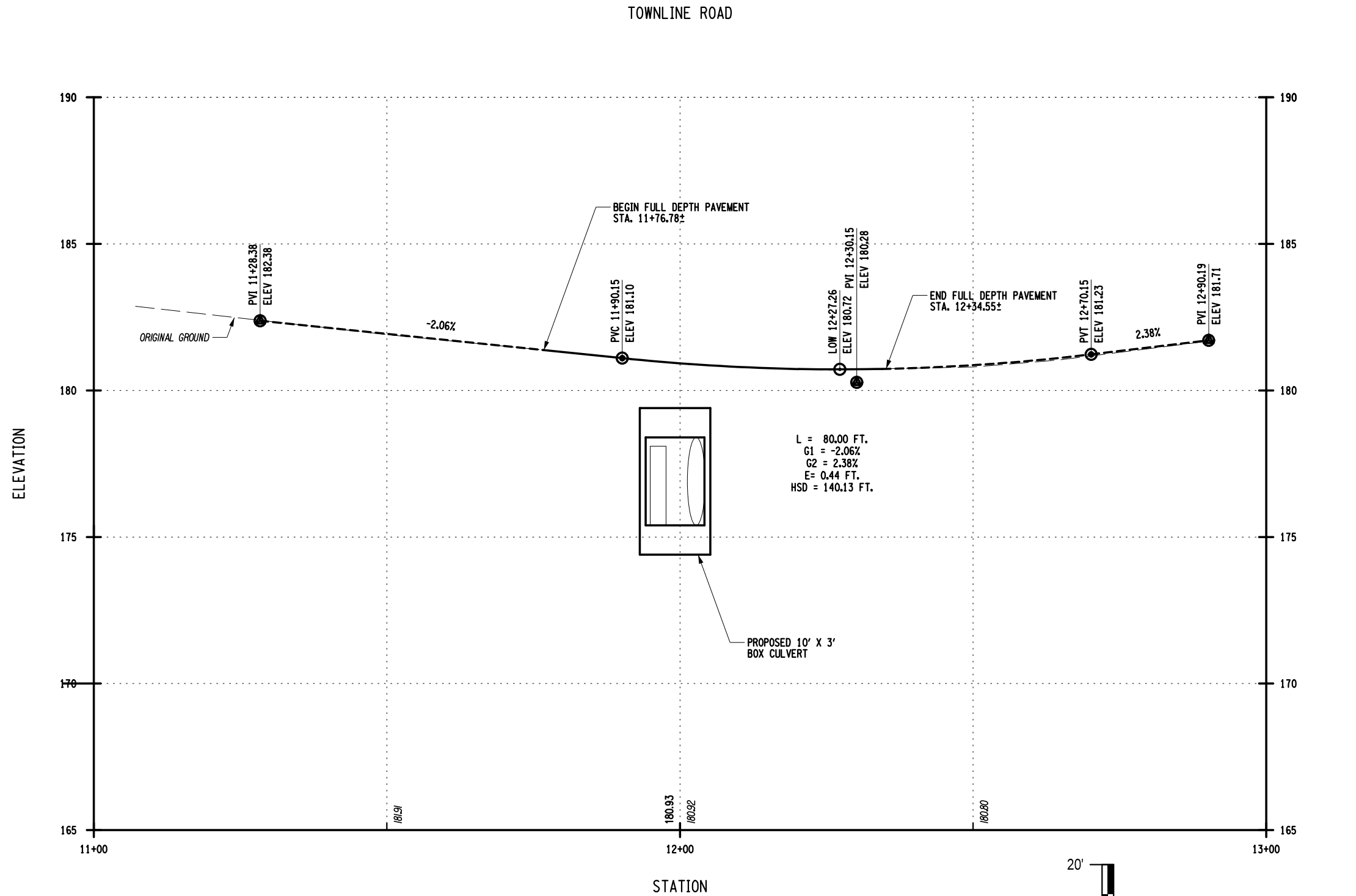
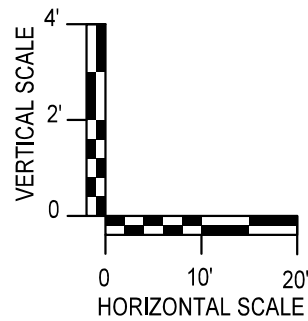


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AS-BUILT REVISIONS	DATE

ROCKLAND COUNTY HIGHWAY DEPARTMENT		
TOWNLINE ROAD OVER TRIBUTARY OF HACKENSACK RIVER TOWN OF CLARKSTOWN/ORANGETOWN, COUNTY OF ROCKLAND		
GENERAL PLAN		
DESIGNED BY:	DRAWN BY:	CHECKED BY:
DATE: JUNE 2020	SCALE: AS SHOWN	PIN: 8762.25
DWG No.: GNP-01	SHEET OF XX	

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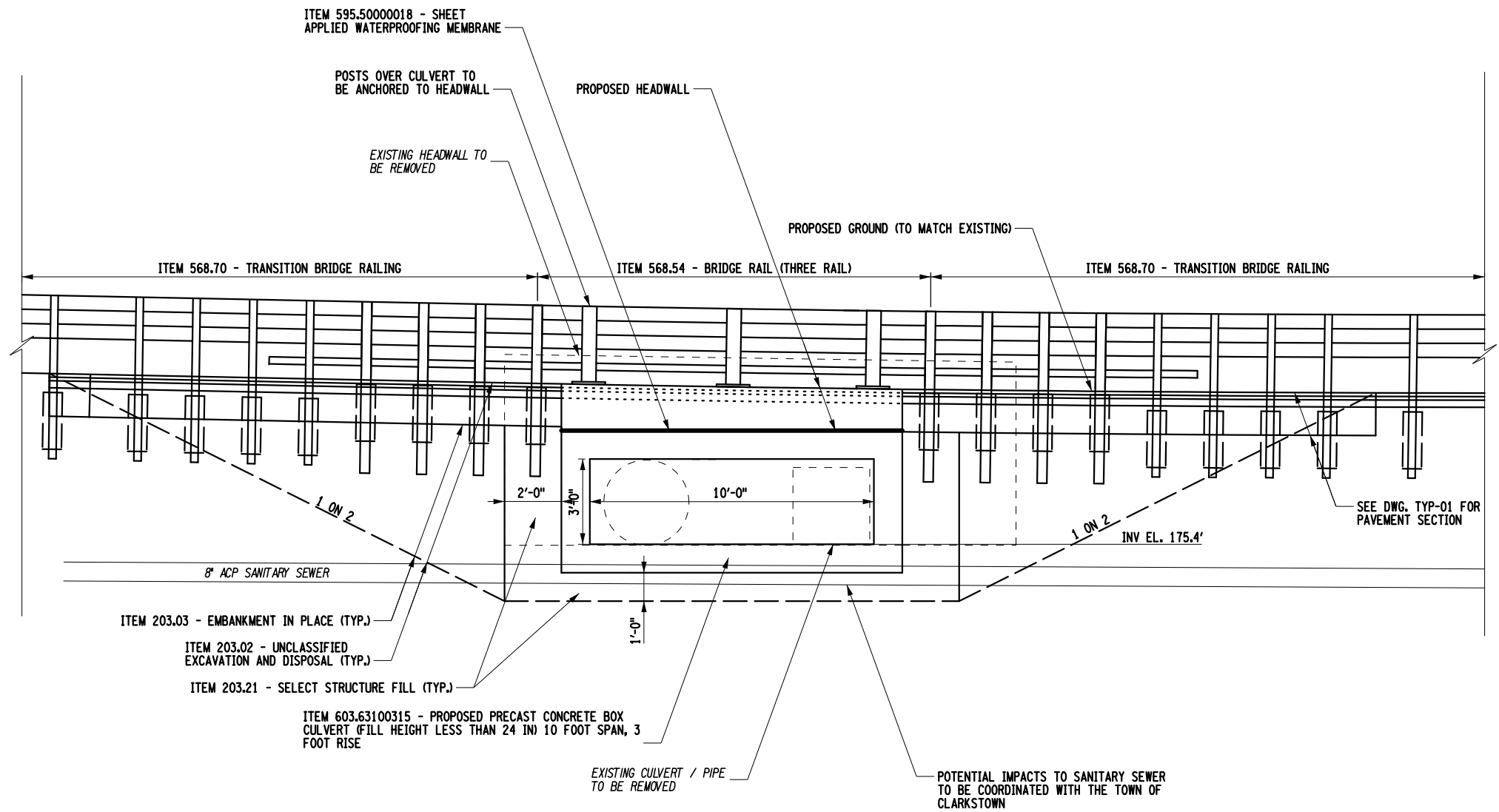
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AS-BUILT REVISIONS

DATE

ROCKLAND COUNTY HIGHWAY DEPARTMENT		
TOWNLINE ROAD OVER TRIBUTARY OF HACKENSACK RIVER TOWN OF CLARKSTOWN/ORANGETOWN, COUNTY OF ROCKLAND		
PROFILE		
DESIGNED BY:	DRAWN BY:	CHECKED BY:
DATE: JUNE 2020	SCALE: AS SHOWN	PIN: 8762.25
DWG No.: PRO-01	SHEET OF XX	

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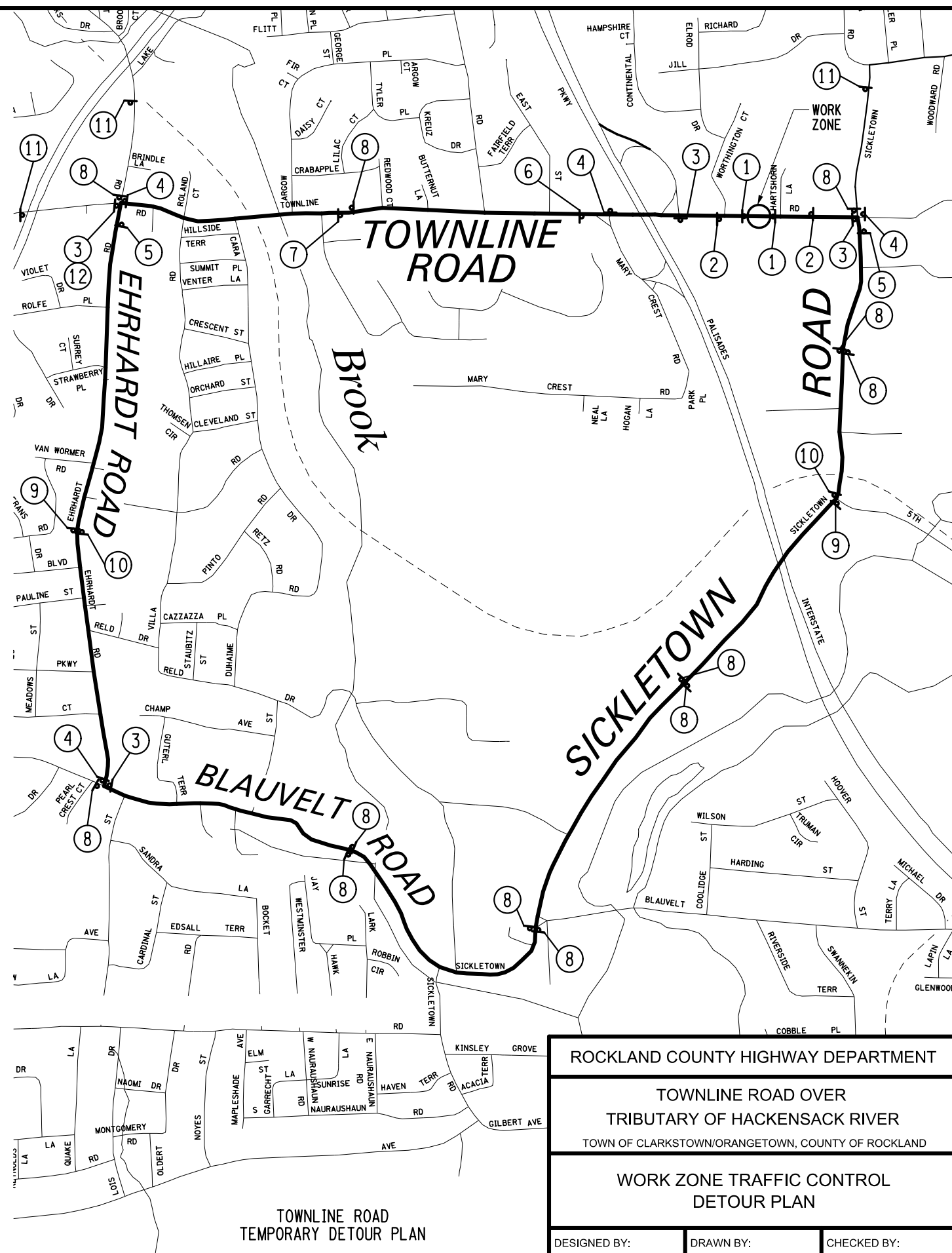
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ROCKLAND COUNTY HIGHWAY DEPARTMENT					
TOWNLINE ROAD OVER TRIBUTARY OF HACKENSACK RIVER TOWN OF CLARKSTOWN/ORANGETOWN, COUNTY OF ROCKLAND					
CULVERT ELEVATION					
DESIGNED BY:	DRAWN BY:	CHECKED BY:			
DATE: JUNE 2020	SCALE: AS SHOWN	PIN:	8762.25		
DWG No.: CUL-01	SHEET OF XX				

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USER = MattErbacher

SIGN NUMBER	SIGN DESIGNATION	DIMENSIONS
① R11-2R		48" X 30"
② CUSTOM R11-3a	 	CUSTOM SIGN, 60" X 30"
③ M4-8 CUSTOM M6-1R	  	21" X 12", CUSTOM SIGN, 21" X 15"
④ M4-8 CUSTOM M6-1L	  	21" X 12", CUSTOM SIGN, 21" X 15"
⑤ M4-8a		24" X 18"
⑥ W20-3 CUSTOM	 	36" X 36", CUSTOM SIGN

SIGN NUMBER	SIGN DESIGNATION	DIMENSIONS
⑦ W20-3 CUSTOM	 	36" X 36", CUSTOM SIGN
⑧ M4-8 CUSTOM M6-3	  	21" X 12", CUSTOM SIGN, 21" X 15"
⑨ M4-8 CUSTOM M6-2L	  	21" X 12", CUSTOM SIGN, 21" X 15"
⑩ M4-8 CUSTOM M6-2R	  	21" X 12", CUSTOM SIGN, 21" X 15"
⑪ W2-2a CUSTOM	 	36" X 36", CUSTOM SIGN
⑫ M1-10 M6-3	 	36" X 36", 21" X 15"



TOWNLINE ROAD
TEMPORARY DETOUR PLAN



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

AS-BUILT REVISIONS

DATE

DATE: JUNE 2020

SCALE: N.T.S.

PIN: 8762.25

DWG No.: WZTC-01

SHEET OF XX

ROCKLAND COUNTY HIGHWAY DEPARTMENT

TOWNLINE ROAD OVER
TRIBUTARY OF HACKENSACK RIVER
TOWN OF CLARKSTOWN/ORANGETOWN, COUNTY OF ROCKLAND

WORK ZONE TRAFFIC CONTROL
DETOUR PLAN

DESIGNED BY:

DRAWN BY:

CHECKED BY:

APPENDIX B

ENVIRONMENTAL INFORMATION



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: 3/21/2019

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

PROJECT: Townline Road over Hackensack River Tributary - Culvert Replacement

DESCRIPTION: The existing two-barrel culvert is in poor condition. Undermining is caused by erosion through the stacked stone walls. The headwalls are in fair condition, but there is no guide railing at either the inlet or outlet ends of the culvert, posing a safety concern for motorists.

The project will replace the existing two-barrel culvert with a four-sided, precast concrete 10'W by 3'H box culvert. Wingwalls will be either precast or cast-in-place. The proposed culvert will be longer than the existing, to increase the clear distance to the culvert ends. Guide railing will be installed at the inlet and outlet ends of the culvert. An adjacent, existing town drain pipe and headwall will be retained; the existing paved surface drain will be replaced with a catch basin. 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, of 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

Cc: C.H. Vezzetti
J. Pyzowski
V. Altieri
M. Drummond

Law Department

R.C. Legislature

USACOE

NYS DEC

C. Day

G. Hoehmann

NUFSD Transportation Department

PRUFSD Transportation Department

CCSD Transportation Department

Social, Economic and Environmental Resources Checklist (SEERC)

Introduction

For projects that use the IPP/FDR, PSR/FDR, and Bridge Rehabilitation Report design approval document formats, the SEERC is used to determine the topics and resources that will need to be analyzed to determine extent of adverse and beneficial impacts. The SEERC should not be used as the location to document the results of impact analysis. The results of these analyses should only be documented in the body of the design approval document. The SEERC must be attached or appended to the DAD as appropriate.

Instructions:

1. Answer the questions posed under the Social, Economic and Environmental headings to determine whether there is a potential for a project to affect the topics/resources.
2. Beginning with the first question under the Social heading, if the answer to a question is No, check off No in the first checkbox column and proceed to the next question.
3. If the answer to a question is Yes:
 - a. Create a heading or section in the appropriate location in the IPP/FDR or PSR/FDR to document the particular resource or topic in question.
 - b. Proceed to the Impact or Issue column. Once enough information is available, check off Yes or No in the Impact or Issue column, as applicable
4. Document all Yes *and* No answers in the Impact or Issue columns in the DAD under the section or heading created for the topic. This documentation must indicate the location, extent and/or a full description of the topic/resource. The documentation must appropriately illustrate the impact determination and measures to mitigate impacts. For No answers, ensure the documentation is complete as to the explanation of why the resource/topic will not be impacted.
5. For Yes answers, be sure to document adverse as well as beneficial impacts in the resource/topic sections of the DAD. For example, a project that is adding a project that impacts wetland for a SPDES practice will benefit the remaining wetland by treating stormwater. This documentation must include the nature and size or extent of an impact; measures taken to avoid or minimize impacts; and any mitigation being provided. Documentation for each issue should clearly note any necessary approvals and/or expected permits.
6. Prior to completing the Certification at the end of the checklist, review the checklist and appropriate sections of the DAD to ensure checkmarks and statements are valid (particularly review against changes in project scope) and for consistency between the checklist and DAD sections.
7. Complete the Certification.

8. Attach or append the checklist to the Design Approval document.

Social, Economic and Environmental Resources Checklist				
PIN:8762.25		FUNDING TYPE:BRIDGE NY		
DESCRIPTION: Townline Road over Tributary of Hackensack River Culvert Replacement		DATE:6/22/2020		
		REVISION DATE:		
MUNICIPALITY:Rockland County Highway Department		NEPA CLASS:N/A		
COUNTY:Rockland County		SEQRA TYPE:II		
SCOPE:The Townline Road Culvert over a Tributary of the Hackensack River will be replaced. New guide rail will be installed and minor drainage improvements will be made.				
SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS		IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT OR ISSUE?	
		NO	YES	NO
Social				
A. Land Use				
1. Is there potential to affect current land use/zoning?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is there a lack of consistency with community's comprehensive plan and/or other local or regional planning goals?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Will the project affect any planned or future development?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Neighborhoods and Community Cohesion				
1. Are relocations of homes or businesses proposed or acquisition of community resources anticipated?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is there potential for changes to neighborhood character?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is there a potential to impact transportation options (e.g., transit, walking, bicycling)?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Are there potential changes to travel patterns that could affect neighborhood quality of life?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Will the project divide or isolate portions of the community or generate new development that could affect the current community structure?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the project have the potential to disproportionately impact low income or minority populations (Environmental Justice)?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there alterations to pedestrian facilities that would affect the elderly or disabled such as lengthening pedestrian crossings or providing median refuge?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is there a potential to divert traffic away from businesses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Business Districts			
1. Are there potential effects on the viability or character of Business Districts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the project affect transportation options available for patrons getting into or out of the District?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Will sidewalks, bicycling opportunities or transit opportunities to or within the district be affected?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Will parking within the district be affected?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Specific Business Impacts			
1. Are effects to specific businesses anticipated? (e.g., sidewalks, bicycling opportunities, or handicapped access to and from businesses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the project affect available transportation options for patrons to businesses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Will the project affect the ability of businesses to receive deliveries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Will parking for businesses be affected?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental			
1. Are there wetlands within or immediately adjacent to the project limits? <i>See Environmental Procedures Manual (EPM) 4.A.R, Executive Order (EO) 11990 may apply.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there Surface Waters (other than wetlands) within or immediately adjacent to the project limits? <i>lakes, ponds streams or wetlands of any jurisdiction</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Will the project require a U.S. Coast Guard Bridge Permit? <i>Project area includes a bridge over navigable waters of U.S.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Does the project area contain waters regulated as Navigable by U. S. Army Corps of Engineers? <i>Section 404/10 Individual Permit or NWP 23 may be required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the project in a mapped Flood Zone? <i>TEM section 4.?, EO 11988</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the project in or could it affect a designated coastal area? <i>FAN and/or Consistency determination may be required. See TEM 4.6</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Is the project area above a Sole Source Aquifer? <i>See TEM 4.4 Coordination with FHWA and/or EPA may be required.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Are federally/state listed endangered species or designated critical habitat indicated for the project county? <i>Coordination with DEC and/or a FHWA determination may be required. See TEM 4.4.9.3</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Is the project in a designated Critical Environmental Area? <i>TEM 4.4.11(SEQR issue)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Is Native American coordination required outside of Section 106 consultation? <i>The project on or affecting Native American Lands or other areas of interest</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Will the project involve conversion of a 6(f) resource? <i>listed as having Land and Water Conservation funds spent on the resource</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Will the project convert land protected by the Federal Farmland Protection Act? See TEM 4.4.15	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Will the project acquire active farmland from an Agricultural District? (SEQR issue)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Is the project a Type I Noise project as per 23 CFR 772? See TEM 4.4.18	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Will the project require the removal of Asbestos Containing Materials? See TEM 4.4.19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Does the project area contain Contaminated and Hazardous Materials? <i>EPA National Priority List</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24. Will the project increase the height of towers, construct new towers or other obstructions in a known migratory bird flyway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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): Tim Mahoney, Staff Engineer, HVEA Engineers

CERTIFICATION:

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

Responsible Local Official _____ Date _____

Print Name and Title: Charles H. Vezzetti, Superintendent of Highways



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

January 13, 2020

Emma Chilton
HVEA Engineers
560 Route 52
Beacon, NY 12508

Re: SEQRA
Townline Road Culvert - Rockland
20PR00119

Dear Emma Chilton:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

A handwritten signature in black ink, reading "R. Daniel Mackay".

R. Daniel Mackay

Deputy Commissioner for Historic Preservation
Division for Historic Preservation



March 19, 2020

Mr. Steve MacAvery,
NYSDOT Region 8, Local Projects Unit
4 Burnett Boulevard
Poughkeepsie, NY 12603

*Re: PIN 8762.25 – Townline Road over Tributary of Hackensack River Culvert Replacement
Town of Clarkstown/Orangetown, Rockland County, New York
Section 14.09 PSP*

Dear Mr. MacAvery,

Rockland County Highway Department is planning to replace the Townline Road culvert over a tributary of the Hackensack River in the Town of Clarkstown/Orangetown. A description of the work is contained within the attached Section 14.09 PSP.

We request your review of this project and concurrence with our finding of No Adverse Effect. We have enclosed the Section 14.09 Cultural Resources Submittal Package, which includes a project description, location map, area of potential effect plan and photos.

Thank you for your assistance. If you have any questions or need additional information, please contact our office.

Sincerely,

HVEA Engineers

by Lora Rinaldi, EIT, CPESC

cc: D. Quinn, RCHD
J. Anderson, HVEA
K. Wolfanger, NYSDOT
O. Trocard, NYSDOT

NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE
Section 14.09 of the State Historic Preservation Act
For Locally Administered State-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 14.09 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 14.09 compliance for the project.

DATE: March 2020 PIN: 8762.25

IDENTIFICATION

Project Name (if any): Townline Road Culvert over Tributary of Hackensack River Replacement

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: Clarkstown/Orangetown

Village/Hamlet: N/A

Have you consulted the NYSHPO web site at [*http://nysparks.state.ny.us](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](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
State:	NY
City:	Beacon
Zip:	12508
Phone:	845-838-3600
E-Mail:	janderson@hveapc.com

Project Description:

Rockland County Highway Department is planning to replace the Townline Road Culvert over the Tributary of the Hackensack River on the town line of Clarkstown and Orangetown.

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 2007 (07SR57208).
- The pink outline with shading fill is indicative of the National Register listing 98NR01343 for the Palisades Interstate Parkway.

The project will not impact any of these resources. A screenshot of the CRIS map is included in the attachments.

Note that the dark blue outline is the outline for this consultation project – Townline Road over Tributary of Hackensack River Culvert Replacement (20PR00119).

Documentation of Previous Soil Disturbance:

Work for this project will be on areas of previously disturbed soil. Roadway construction will be minimal as it is limited to the culvert and minor approach roadway work. The area of previous disturbance is shown on the Area of Potential Effect Plan attached.

Structures Over 50 Years Old Within the Project Limits:

The existing culvert was built over 50 years ago. Photos of the culvert are attached. No other buildings, culverts, or other structures are located within the project limits. Per discussions with NYSDOT, this culvert has been determined not eligible for the National Register under 19PR03346.

Recommended Project Finding:

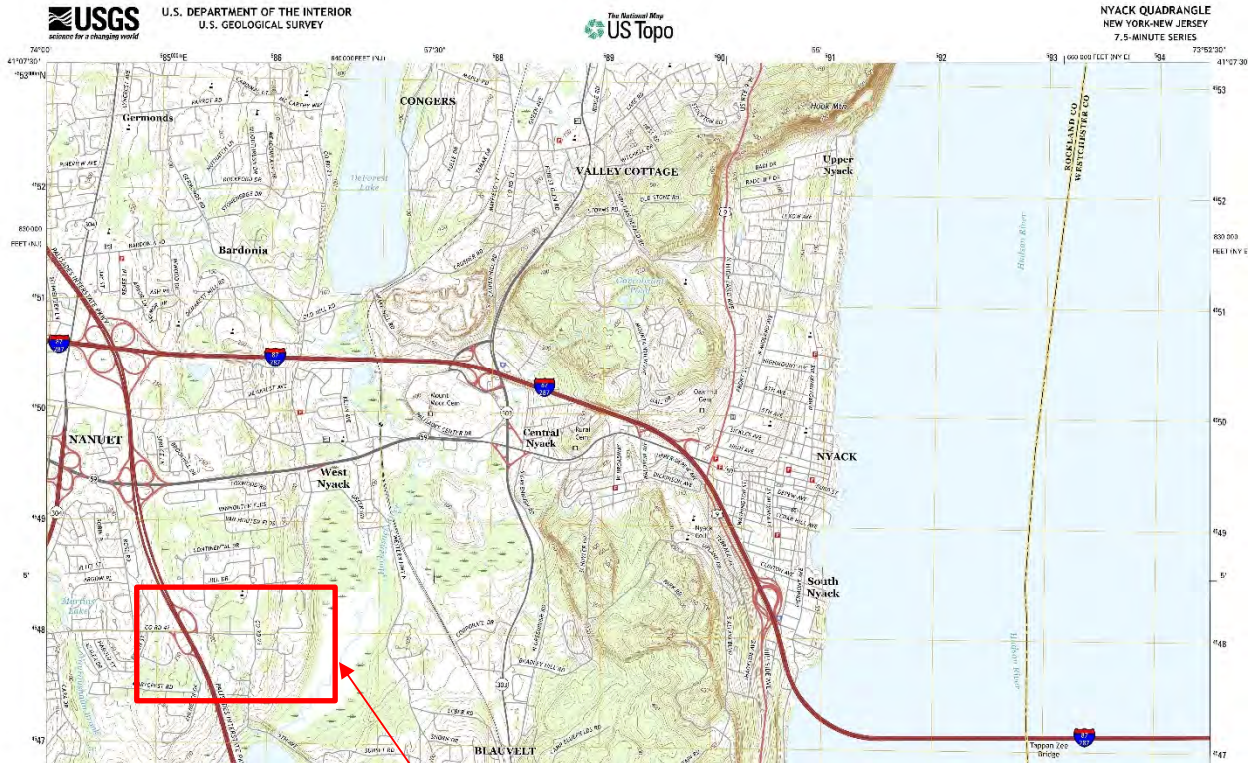
Based on preliminary screening, field review, amount of previous disturbance/fill from the original culvert construction, and lack of right-of-way acquisition, the County has determined that this project will have no effect on historic properties.

Attachments

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

PROJECT LOCATION MAP

The coordinates of the center of the project are N 41.078600, W 73.980889.

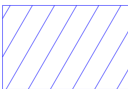


CRIS Screenshot



FILE NAME = 876225_cph_ape.dgn
DATE/TIME = 19-MAR-2020 17:12
USER = janderson

LEGEND:



PREVIOUSLY DISTURBED AREA



AREA OF POTENTIAL EFFECT

NOTES:

1. PREVIOUSLY DISTURBED AREA EXTENDS BEYOND THIS PROJECT.

N/F
STUTMAN, LEONARD
*250 TOWNLINE RD.
708/888
6420-2-6

N/F
FLYNN, MICHAEL
*1 HARTSHORN LN.
1999-40031
6420-2-7

'18.5' TO BE GRATUITOUSLY CONVEYED TO THE
TOWN OF ORANGETOWN* AS PER FILED MAP
*5665. DEED WAS FOUND IN 279/1707 FROM
BERGSTOL, ERIC DATED 02/19/1988.

N/F
RECTOR, BRUCE
*247 E. TOWNLINE RD.
MAP *5665, LOT *2
158/764
6420-1

N/F
PARK, MYUNG
*251 E. TOWNLINE RD.
MAP *5665, LOT *1
2002-47903
6420-2

N/F
ROWLEY, PAUL
*255 E. TOWNLINE RD.
MAP *8102, LOT *1
2011-3127
6420-3.3

AREA OF POTENTIAL
EFFECT = 2,490 SF ±

PREVIOUSLY
DISTURBED
AREA

PROPOSED FULL DEPTH
PAVEMENT REPLACEMENT
WITHIN LIMIT LINES

PROPOSED BOX CULVERT
REPLACEMENT

ROCKLAND COUNTY HIGHWAY DEPARTMENT

TOWNLINE ROAD OVER
TRIBUTARY OF HACKENSACK RIVER
TOWN OF CLARKSTOWN/ORANGETOWN, COUNTY OF ROCKLAND

AREA OF POTENTIAL EFFECT

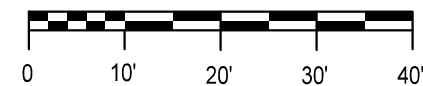
DESIGNED BY:	DRAWN BY:	CHECKED BY:
DATE: MARCH 2020	SCALE: AS SHOWN	PIN: 8762.25
DWG No.: APE-1		SHEET OF XX



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

AS-BUILT REVISIONS

DATE





Zoom on next page





1

Taken on south side of Townline Rd looking north, towards road and culvert.



2

Taken on south side of Townline Rd, looking down at culvert.



3

Taken on north side of Townline Rd, looking west.



4

Taken on north side of Townline Rd looking northwest.



5

Taken on south side of Townline Rd looking south.



6

Taken on north side of Townline Rd looking south.



7

Taken on south side of Townline Rd looking north.



8

Taken on south side of Townline looking west.

CRIS Screenshot





**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

April 03, 2020

Ms. Kathleen Wolfanger
Environmental Specialist 2
NYS Dept. of Transportation
4 Burnett Blvd.
Poughkeepsie, NY 12603

Re: USACE / NYS DOT
PIN 8762.25 Townline Road Culvert – Rockland
20PR00119

Dear Ms. Wolfanger:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York State Environmental Conservation Law Article 8).

Based on this review, the SHPO concurs with your agency's determination that there will be No Historic Properties Affected by the proposed undertaking.

If further correspondence is required regarding this project, please refer to the SHPO Project Review (PR) number noted above. If you have any questions, I can be reached at 518-268-2186.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Lloyd".

Tim Lloyd, Ph.D., RPA
Scientist - Archaeology
timothy.lloyd@parks.ny.gov

via e-mail only

cc: E. Chilton
S. Lewison

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • parks.ny.gov

Species Conclusions Table

Project Name: PIN 8762.25 Replacement of Townline Road Culvert over Tributary of Hackensack River

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)
n/a	No	No	No	ESA Does Not Apply	There are no endangered, threatened or candidate species in the project area. ESA Does Not Apply – 100% State funded.

Last modified: 6/22/2020

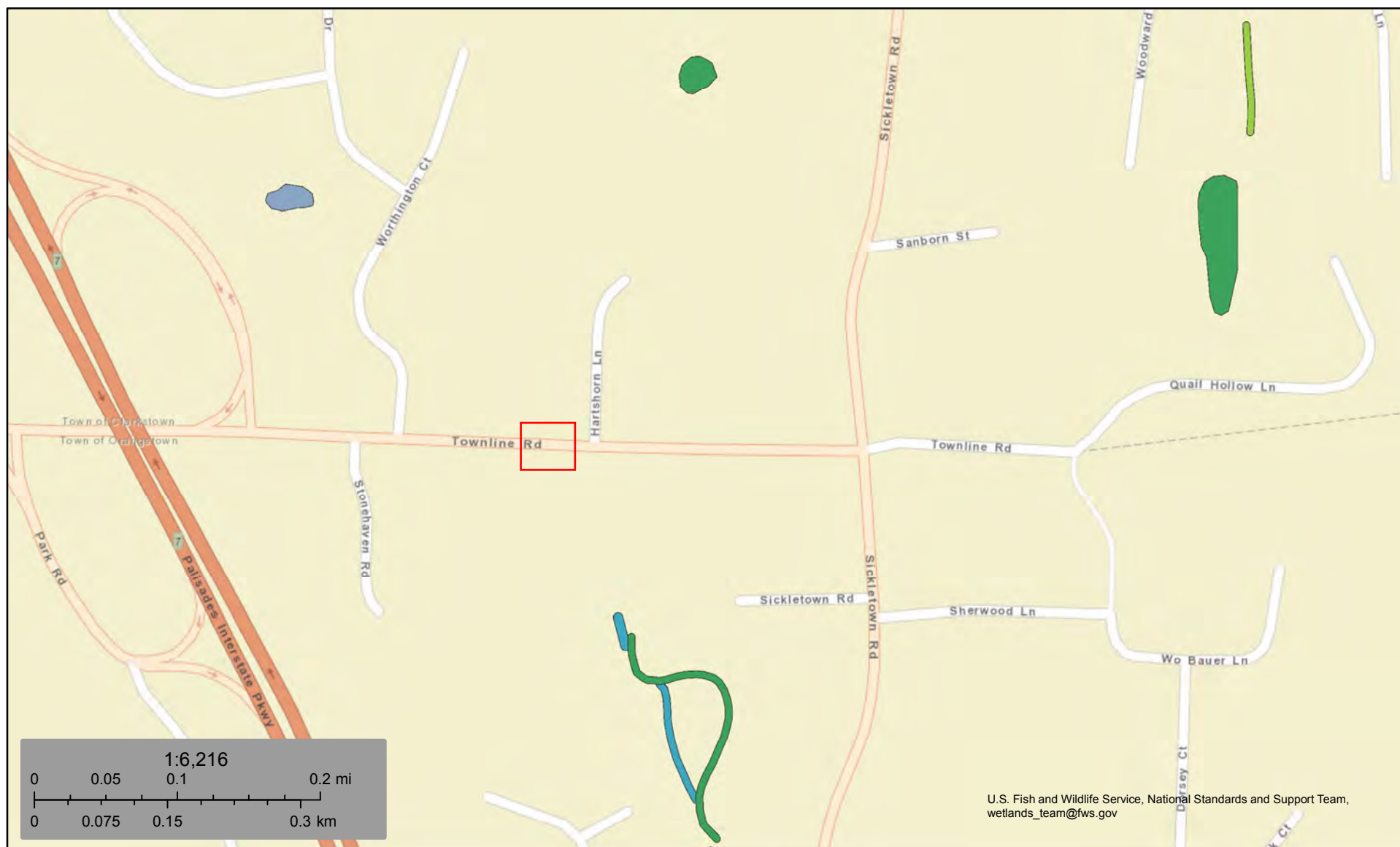


U.S. Fish and Wildlife Service

National Wetlands Inventory

Wetlands



 Project Location









U.S. Fish and Wildlife Service, National Standards and Support Team,
wetlands_team@fws.gov

December 6, 2019

Wetlands

-  Estuarine and Marine Deepwater
-  Estuarine and Marine Wetland

-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond

-  Lake
-  Other
-  Riverine

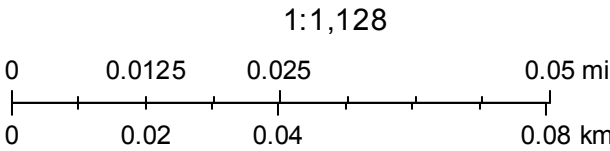
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Environmental Resource Mapper

 Project Location



December 6, 2019



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



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:

February 11, 2020

Consultation Code: 05E1NY00-2020-SLI-1628

Event Code: 05E1NY00-2020-E-04962

Project Name: Townline Rd Culvert Replacement - corrected location

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-1628

Event Code: 05E1NY00-2020-E-04962

Project Name: Townline Rd Culvert Replacement - corrected location

Project Type: ** OTHER **

Project Description: culvert replacement

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.078596995107354N73.98050453025199W>



Counties: Rockland, NY

Endangered Species Act Species

There is a total of 0 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 Fisheries¹, 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.

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:

February 11, 2020

Consultation Code: 05E1LI00-2020-SLI-0295

Event Code: 05E1LI00-2020-E-00685

Project Name: Townline Rd Culvert Replacement - corrected location

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.

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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".

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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-0295

Event Code: 05E1LI00-2020-E-00685

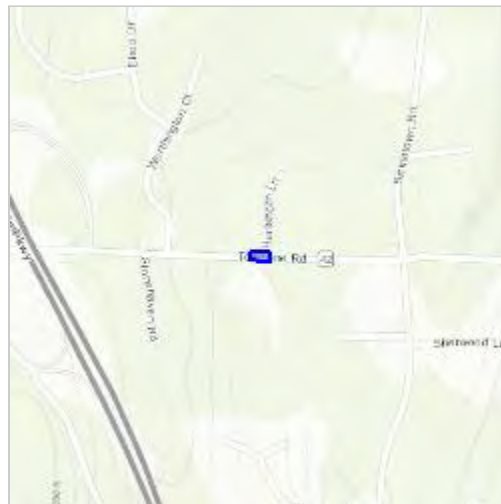
Project Name: Townline Rd Culvert Replacement - corrected location

Project Type: ** OTHER **

Project Description: culvert replacement

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.078596995107354N73.98050453025199W>



Counties: Rockland, NY

Endangered Species Act Species

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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.

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 = 41°5'1" N, Longitude = 74°1'1" W
Decimal Degrees: Latitude = 41.08, Longitude = -73.98

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

*** WARNING ***

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 : 529.28 acres

Dec 6 2019 12:12:31 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

DISCLAIMER: Use of this App does NOT replace the Endangered Species Act (ESA) Section 7 consultation process; it is a first step in determining if a proposed Federal action overlaps with listed species or critical habitat presence. Because the data provided through this App are updated regularly, reporting results must include the date they were generated. The report outputs (map/tables) depend on the options picked by the user, including the shape and size of the action area drawn, the layers marked as visible or selectable, and the buffer distance specified when using the "Draw your Action Area" function. Area calculations represent the size of overlap between the user-drawn Area of Interest (with buffer) and the specified S7 Consultation Area. Summary table areas represent the sum of these overlapping areas for each species group.



MEMORANDUM

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

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

SUBJECT: NATIONAL AND STATE ENDANGERED SPECIES ACT
PIN 8762.25
TOWNLINER ROAD CULVERT REPLACEMENT
TOWN OF ORANGETOWN & CLARKSTOWN
ROCKLAND COUNTY

DATE: February 14, 2020

The above-referenced locally-administered project is being fully funded through New York State's BridgeNY program. There is no federal funding; however, a federal permit from Army Corps of Engineers (Corps) will be required for the project. This project proposes to replace the Townline Road culvert.

On February 12, 2020, the Department received a copy of the following documents:

- 2/12/20 cover letter briefly describing the project
- ESA/EFH Transmittal Sheet indicating ESA/EFH Does Not Apply for all species/habitat
- 8/19/19 Species Conclusions Table that indicates no potential habitat is present for bog turtle, northern long-eared bat, or Indiana bat, and indicating that ESA does not apply
- 12/6/19 screenshot of the USFWS National Wetlands Inventory mapper showing no wetlands mapped within the project area
- 12/6/19 screenshot from the NYSDEC Environmental Resource Mapper indicating the project area and that the stream appears to be mapped incorrectly outside of the project limits; no species were mapped in the vicinity of the project
- 2/11/20 USFWS's IPaC species lists from the New York Ecological Services Field Office and Long Island Ecological Services Field Office indicating no species present
- 12/6/19 NOAA Essential Fish Habitat query results indicating no EFH present
- 12/6/19 NOAA NMFS Section 7 Consultation Area mapper results indicating no species present

The Department screened the project area using NYNHP data dated December 2019 and confirmed that no species are in the vicinity. Since no species are present within the project vicinity, the sponsor's obligations under the State Endangered Species Act are complete. This shall be documented in the project's design approval document.

If a Pre-Construction Notification is required from the Corps, the sponsor shall provide the Corps with the IPaC species list, the NOAA EFH query results, and the NOAA NMFS mapper results as documentation that there are no further obligations under section 7 of the ESA.

Our review of this project is complete. If you or the project sponsor have any questions, please contact me.

KW:SL



To:	DEC Region 3	From:	Emma Chilton
Fax:		Pages:	3 w/ cover
Phone:		Date:	12/06/2019
Re:	State-Listed Species, Stream Classification/ Wetland Locations/ Endangered Species	CC:	

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

Please find attached a map showing the location of the Replacement of the Townline Road culvert over a tributary of the Hackensack River 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.

Project Information:

The County of Rockland is planning to replace the Townline Road culvert over a tributary of the Hackensack River in the Town of West Nyack, New York. The project is funded by the Bridge NY Project. The scope of work includes replacement of the two-barrel culvert with a 10 foot wide by 3 foot tall 4-sided precast concrete box culvert. The new culvert will be longer than the existing culvert to increase the clear distance to the culvert ends. Guide railing will be installed at the inlet and outlet of the culvert and an adjacent existing town drain pipe and headwall will be retained. The existing paved surface drain will be replaced with a catch basin. No property acquisition will be required. The majority of the land within the project limits is considered suburban.

The coordinates of the center of the project are: N 41.078603, W 73.980515

See figure 1 for a location map.

Project Map:



Figure 1: Location Map of Replacement of Townline Road culvert, Rockland County

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

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



Department of
Environmental
Conservation

December 11, 2019

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

RE: Townline Road Culvert over Tributary of Hackensack River
Town of Orangetown & Town of Clarkstown, Rockland County
CH# 8561
Permit Jurisdiction Screening – 2nd Response

Dear Ms. Chilton:

The New York State Department of Environmental Conservation (DEC or Department) has reviewed your response to the DEC's initial jurisdictional review sent on December 4, 2019. Your response, including a revised project location map dated December 6, 2019, was received on December 6, 2019.

According to the submitted documents, the project involves the replacement of the existing two-barrel culvert with a 10-foot-wide by 3-foot-tall 4-sided precast concrete box culvert. Guide railings are to be installed at the inlet and outlet of the proposed culvert, and an adjacent existing town drain pipe and headwall will be retained. The existing paved surface drain will be replaced with a catch basin. Based upon our review of the revised project 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
Trib. of Hackensack River	C	NJ-1-6	Non-Protected

A permit is not required to disturb the bed or banks of "non-protected" streams.

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.



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. No records of sensitive resources were identified by this review.


The absence of data does not necessarily mean that 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
Division of Environmental Permits
Region 3, Telephone No. (845) 256-2250

cc: Josh Fisher, NYSDEC Bureau of Ecosystem Health
Brian Orzel, USACOE
Town of Orangetown Town Clerk
Town of Clarkstown Town Clerk

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: 8762.25
Project Description: Townline Road Culvert Replacement over Tributary to Hackensack River, Town of Orangetown/Clarkstown, Rockland County
Project limits: Just west of Hartshorn Lane
Completed by: Jared Anderson, P.E. Date completed: 06/22/2020

Project Scope

- ☒ Soil disturbance/excavation required
- ☐ Right-of-way FEE takings required
- ☒ 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)
- ☐ Sidewalk or curb ramp replacement (e.g. caulk or joint filler may contain asbestos)
- ☒ Underground utility relocations (e.g. pipe wrap may contain asbestos)
- ☐ Building demolition

Visual Site Inspection Results

Site inspection from ☒ site walk-over and/or ☒ 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 wells¹, ☐ suspicious pavement patches²
- ☒ No potential hazardous waste/contaminated materials observed

Project Area and Vicinity

Results from screening³ of project limits and vicinity using ☒ site walk-over and/or ☒ aerial photos/online street view and/or ☒ NYSDEC Environmental Site Database Search⁴:

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

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

n/a

Other Notes:

No reported spills within project site. Gas main is an 8" steel pipe. Need for relocation to be determined in final design. Though not anticipated, O&R would be responsible for any associated hazardous material removal.

Conclusions:

- | |
|---|
| <input type="checkbox"/> An asbestos inspection is required |
| <input type="checkbox"/> A hazardous waste assessment is required (excluding asbestos) |
| <input checked="" type="checkbox"/> No further hazardous waste investigation is warranted |

APPENDIX C

ACCIDENT & TRAFFIC DATA

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

PIN:	8762.25	Project Location:	Village of West Nyack, Rockland County
Context:	<input checked="" type="checkbox"/> Urban/Village <input type="checkbox"/> Suburban, or <input type="checkbox"/> Rural		
Project Title:	Townline Road over Brook Culvert Replacement		
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? <i>If no, continue to question 1.2. If yes, stop here.</i>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
1.2	a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i> b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? <ul style="list-style-type: none"> Sidewalk curb ramps and crosswalks Shoulder condition and width Pavement markings Signing <i>Document opportunities or deficiencies in the IPP and stop here.</i> <small>* 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.</small>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No
1.3	Is this project a Cyclical Pavement Marking project? <i>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:</i> <ul style="list-style-type: none"> Travel lane width Shoulder width Markings for pedestrians and bicyclists <i>Document opportunities or deficiencies in the IPP and stop here.</i> <small>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</small>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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? <i>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.</i> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <div style="border: 1px solid black; height: 100px; width: 100%;"></div>

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-3)

2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2.3	<p>a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i></p> <p>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"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i></p> <p><small>* Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</small></p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2.6	Are there existing or proposed generators within the project area (<i>refer to the "Guidance" section</i>) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

STEP 2 prepared by: Date:

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

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-4)

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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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 ?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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 .	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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.)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-5)

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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

STEP 3 prepared by: Date:

Preparer's Supporting Documentation, Comments and Clarifications:

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

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-6)

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.

New York State Department of Transportation

Roadway Traffic Count Hourly Report

STATION: 852113

ROUTE/ROAD: TOWN LINE RD	FROM: SICKLETOWN RD	TO: ORANGETOWN TL	REGION-COUNTY: 8-ROCKLAND
FED DIR CODE: 3, 7	REF. MARKER:	FUNC. CLASS: 16 - U Minor Arterial	MUNI: Clarkstown-Town-0167
ST DIR CODE: 7	END MILEPOST: .67	FACTOR GROUP: 30	BIN:
DOT ID: 193267	LANES BY DIR: 1 East 1 West	CC STN:	RR CROSSING:
BEGIN DATE: 6/24/2014	WEEK OF YEAR: 25	ADDL DATA:	HPMS SAMPLE:
NOTES 1: WB TRAVEL LANE	PLACEMENT: .788MI EAST OF RT 304	JURISDICTION: 02-County	1 WAY CODE:
NOTES 2:			COUNT TYPE: Axle
TAKEN BY: TST-KAJ	PROCESSED BY: DOT-jh	BATCH ID: DOT-R08WW26Ab	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
6/24, Tue																						221	172	90	483		
6/25, Wed	60	15	19	11	36	109	253	374	389	326	259	313	298	317	360	462	493	571	412	335	233	190	160	86	6081	571	17-18
6/26, Thu	40	24	8	13	29	108	218	363	384	309	248	304	409	313	409	394	502	582	454	343	268	220	169	96	6207	582	17-18
6/27, Fri	48	25	25	15	35	101	221	339	374	315	323	347	390	351	418	434	477	489	414	330	261	210	214	119	6275	489	17-18
6/28, Sat	85	55	36	22	30	54	61	136	231	274	358	427	474	416	375	477	418	343	394	326	281	251	216	139	5879	477	15-16
6/29, Sun	110	77	36	22	26	30	52	112	145	212	303	372	348	360	361	337	298	300	262	292	256	196	102	86	4695	372	11-12
6/30, Mon	52	17	16	19	25	99	221	303	373	314	278	295	334	306	375	392	461	549	388	347	246	184	133		5727		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																								AWDT			
	49	21	17	13	33	104	225	339	374	311	273	310	341	307	375	409	478	558	411	336	245	200	156	89	5975		

AVERAGE WEEKDAY											ESTIMATED		
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	Roadway High Hour	% of day	East High Hour	% of day	West High Hour	% of day		Roadway AADT	East AADT	West AADT
6	146	3	80	558	9.3	215	7.9	344	10.6		5395	2467	2928
FACTOR													
Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl				
6	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98				

New York State Department of Transportation

STATION: 852113

EB Traffic Count Hourly Report

ROUTE/ROAD: TOWN LINE RD	FROM: SICKLETOWN RD	TO: ORANGETOWN TL	REGION-COUNTY: 8-ROCKLAND
FED DIR CODE: 3	REF. MARKER:	FUNC. CLASS: 16 - U Minor Arterial	MUNI: Clarkstown-Town-0167
ST DIR CODE: 7	END MILEPOST: .67	FACTOR GROUP: 30	BIN:
DOT ID: 193267	LANES BY DIR: 1 East	CC STN:	RR CROSSING:
BEGIN DATE: 6/24/2014	WEEK OF YEAR: 25	ADDL DATA:	HPMS SAMPLE:
NOTES 1: WB TRAVEL LANE	PLACEMENT: .788MI EAST OF RT 304	JURISDICTION: 02-County	1 WAY CODE:
NOTES 2:			COUNT TYPE: Axle
TAKEN BY: TST-KAJ	PROCESSED BY: DOT-jh	BATCH ID: DOT-R08WW26Ab	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
6/24, Tue																						69	57	33	159		
6/25, Wed	12	4	7	6	22	80	182	228	231	180	121	150	130	132	152	189	215	205	176	144	73	75	62	35	2811	231	08-09
6/26, Thu	10	7	4	5	15	83	160	224	236	173	120	129	197	144	197	168	191	224	175	153	97	100	45	33	2890	236	08-09
6/27, Fri	11	3	13	7	22	75	151	198	208	150	158	175	183	166	188	171	201	205	184	131	107	83	84	27	2901	208	08-09
6/28, Sat	25	18	16	8	20	30	40	78	122	153	172	186	209	181	156	173	163	152	186	159	135	116	95	43	2636	209	12-13
6/29, Sun	36	26	12	5	12	18	36	46	72	99	146	175	155	159	170	149	151	131	131	126	108	70	36	28	2097	175	11-12
6/30, Mon	13	4	5	8	17	76	151	169	197	162	127	126	154	140	155	168	177	225	149	136	90	81	52		2582		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																								AWDT			
	11	5	8	6	19	78	158	201	215	164	129	143	158	136	165	172	191	215	164	142	85	80	53	33	2732		

AVERAGE WEEKDAY										ESTIMATED		
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	Roadway High Hour	% of day	East High Hour	% of day	West High Hour	% of day	Roadway AADT	East AADT	West AADT
6	146	3	80	558	9.3	215	7.9	344	10.6	5395	2467	2928
FACTOR												
Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl			
6	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98			

New York State Department of Transportation

STATION: 852113

WB Traffic Count Hourly Report

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6/24, Tue																						152	115	57	324		
6/25, Wed	48	11	12	5	14	29	71	146	158	146	138	163	168	185	208	273	278	366	236	191	160	115	98	51	3270	366	17-18
6/26, Thu	30	17	4	8	14	25	58	139	148	136	128	175	212	169	212	226	311	358	279	190	171	120	124	63	3317	358	17-18
6/27, Fri	37	22	12	8	13	26	70	141	166	165	165	172	207	185	230	263	276	284	230	199	154	127	130	92	3374	284	17-18
6/28, Sat	60	37	20	14	10	24	21	58	109	121	186	241	265	235	219	304	255	191	208	167	146	135	121	96	3243	304	15-16
6/29, Sun	74	51	24	17	14	12	16	66	73	113	157	197	193	201	191	188	147	169	131	166	148	126	66	58	2598	201	13-14
6/30, Mon	39	13	11	11	8	23	70	134	176	152	151	169	180	166	220	224	284	324	239	211	156	103	81		3145		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																									AWDT		
	38	16	9	7	13	26	66	138	159	147	143	167	184	171	210	237	286	344	247	194	160	121	103	56	3243		

AVERAGE WEEKDAY										ESTIMATED AADT		
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	Roadway High Hour	% of day	East High Hour	% of day	West High Hour	% of day	Roadway	East	West
6	146	3	80	558	9.3	215	7.9	344	10.6	5395	2467	2928
FACTOR												
Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl			
6	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98			

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

DIAGRAM SHEET

STUDY NO. P.I.N.. 8762.25 INVENTORY NO.			ROUTE NO. or STREET NAME Townline Road (CR 42) AT INTERSECTION WITH / OR BETWEEN PIP NB Ramp and Sickletown Road								COUNTY Rockland MUNICIPALITY Clarkstown/Orangetown BY DQ DATE 2/25/2020				
NO. OF MONTHS			LIGHT CONDITIONS (LC)					ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date 7/1/2016 End Date 6/30/2019			1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted					1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		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	36282960	6/21/2016	07:00	2	NR	1	2	2	3	07, 69, YY, ZZ		RIGHT TURN (AGAINST OTHER CAR)	At the T/P/O the driver of veh 2 stated that she was driving on Townline Rd when veh 1 made a right hand turn onto townline rd and struck her vehicle. The driver of veh 1 said that he was stopped when veh 2 struck him. Driver of veh 1 stated that he felt that veh 2 was travelling at a high rate of speed.		
2	36302468	7/11/2016	15:52	1	PDO	1	1	1	1	06, 19		LIGHT SUPPORT/UTILITY POLE	Opv-1 was north on Sickletown rd. Opv-1 making a left turn on Townline rd heading west, with drug involvement and at an unsafe speed, travels off the roadway and strikes a utility pole.		
3	36844363	8/10/2017	12:54	2	PDO	1	2	1	1	04, 18, YY		RIGHT ANGLE	VEHICLE 1 WAS TRAVELING WESTBOUND AND COLLIDED INTO VEHICLE 2, WHICH WAS COMPLETING A LEFT TURN.		
4	37437000	8/17/2018	14:24	2	NR	1	1	1	1	07, YY		RIGHT TURN (WITH OTHER CAR)	Vehicle 1 was at the end of the exit ramp for the Palisades Interstate Parkway. Operator of vehicle 1 stated that she yielded at the yield sign and did not observe any vehicles and then began to proceed through the intersection. Vehicle 2 was traveling westbound on Townline Road and was struck by vehicle 2 after it proceeded past the yield sign.		
5	37614756	11/29/2018	17:43	2	NR	4	2	1	1	07, 18, YY		LEFT TURN (WITH OTHER CAR)	Vehicle 1 executing left turn out of unknown private driveway north west onto Townline Road. Vehicle 2 traveling straight ahead west on Townline Road with right of way. A left turn front collision resulted. Vehicle 2 operator stated that upon observing Vehicle 1 turn in front of vehicle 2, she maneuvered vehicle 2 southerly in an attempt to avoid a collision, which is how vehicle 2 sustained damage to the front right. Vehicle 1 did leave the scene of the collision. No known witnesses and no license plate information on vehicle 1 reported.		
6	37653521	12/22/2018	19:07	1	NR	4	1	1	2	18, 69		RAN OFF ROAD ONLY	OP V1 STATES HE WAS TRYING TO MAKE A RIGHT TURN ONTO TOWNLINE RD BUT MADE IT TOO EARLY BECAUSE HE WAS LOST AND THE ROAD WAS DARK. V1 RAN OFF THE ROAD ONTO PRIVATE PROPERTY CAUSING DAMAGE TO THE LAWN AND POSSIBLY THE SPRINKLER SYSTEM. INSURANCE INFO: OLD REPUBLIC INSURANCE COMPANY, POLICY # MWTB 311325.		



PIP NB EXIT RAMP

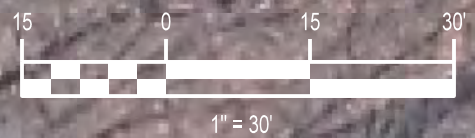


18-01

TOWNLINE ROAD

KEY:

- - FIXED OBJECT
- A - ANIMAL
- - LOOSE OBJECT



ACCIDENT MAP 1 FOR
TOWNLINE ROAD CULVERT



WORTHINGTON COURT

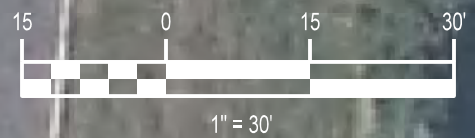
TOWNLINE ROAD

STONE HAVEN ROAD



KEY:

- - FIXED OBJECT
- A - ANIMAL
- - LOOSE OBJECT



ACCIDENT MAP 2 FOR
TOWNLINE ROAD CULVERT



16-02

18-02

TOWNLINE ROAD

SICKLETOWN ROAD →
(INTERSECTING STREET,
150' EAST OF MAP)

KEY:

- - FIXED OBJECT
- A - ANIMAL
- - LOOSE OBJECT



1" = 30'



ACCIDENT MAP 3 FOR
TOWNLINE ROAD CULVERT

APPENDIX D

STRUCTURAL & HYDRAULIC INFORMATION

GEOTECHNICAL FIELD INVESTIGATION

PIN 8762.25

Townline Road over Tributary of Hackensack River
Culvert Replacement

Rockland County Highway Department

Town of Clarkstown / Orangetown

March 2020




Prepared by HVEA Engineers

TABLE OF CONTENTS

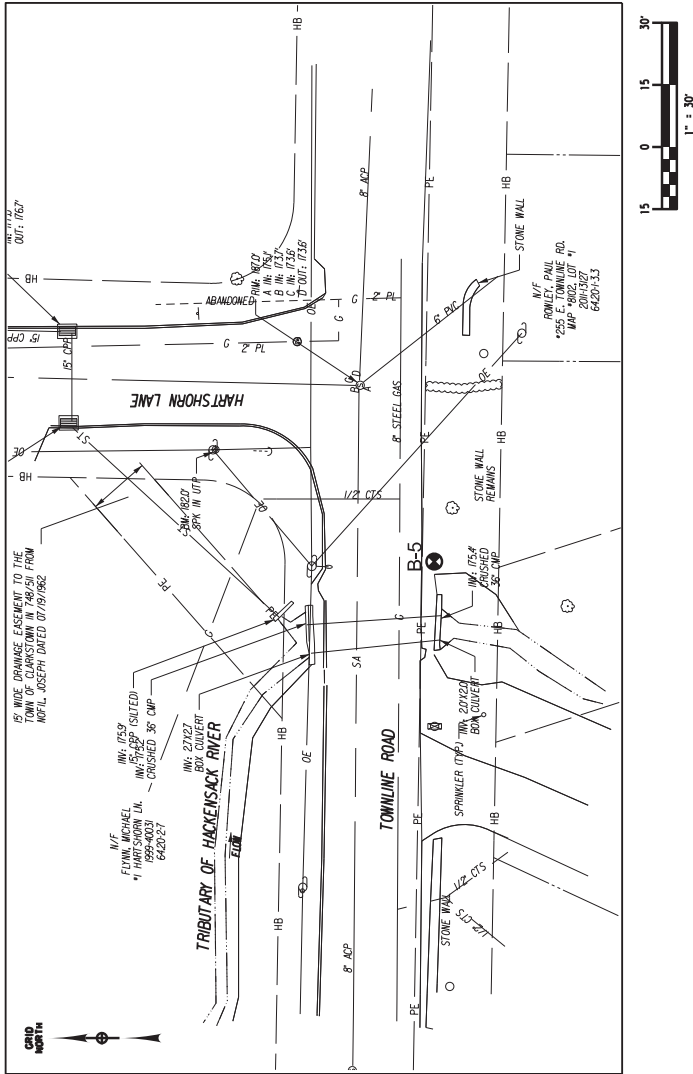
I.	Townline Road Culvert Geotechnical investigation	
▪	Actual soil boring locations	2
▪	Description of site conditions	3
▪	Soil Boring Logs	4
▪	Pictures of site	7

LEGEND


 B-1

Approx. Boring Location

- NOTES:
- Boring location B-4 was eliminated in the field due to conflicting utility locations.



- LEGEND
- Water Edge
 - Overhead Electric Line
 - Underground Gas Line (8" Steel Gas Main)
 - Sanitary Sewer Line

 <div>HVEA Engineers 560 Route 52 – Suite 201 Beacon, NY 12508 (845) 838-3600</div>	
Boring Location Plan Townline Road Clarkstown, NY	
Date: 3/17/2020	Project No.: D19-0363
Scale: AS SHOWN	Dwg No: Figure 2

Townline Road Site Conditions

Along Townline Road (CR 42) the existing two-barrel culvert over a tributary of the Hackensack River near the intersection of Hartshorn Lane is proposed to be replaced. Other safety and existing highway deficiencies will be upgraded as part of the culvert replacement project.

A geotechnical field investigation was performed on March 10th to analyze the subsurface soil conditions of Townline Road between Clarkstown and Orangetown 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. An NX-2 core bit was used for rock coring. Standard Penetration Testing (SPT) and sampling was done in accordance with ASTM D1586. Rock coring and sampling was done in accordance with ASTM D2113. 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.

Along Townline Road, one hole was drilled just beyond the shoulder of the EB lane of the roadway, on the east side of the culvert. A distance 0-7’ beneath the surface, there was a soft, dark brown, well graded sand with organic material. Between 7-12’ below, a reddish-brown silty sand layer was discovered and at 15’ this layer reached an SPT value consistently above 50 in 6 inches. This soil layer was consistent until top of bedrock was discovered at approximately 31’ (EL. 149.41). A weathered bedrock was drilled through from 31-35’ below the surface. At 35’ below the surface (EL. 145.41) solid bedrock was reached and 2-5’ core samples were taken with terminating the boring at 45’ below the surface. While retrieving the core samples, the bedrock material was red sandstone and the full samples were recovered. During drilling there were numerous boulders and dense gravel making drilling difficult throughout.



HVEA Engineers
560 Rt. 52 - Suite 201
Beacon, NY 12508
(845) 838-3600
FAX (845) 838-5311

SOIL BORING LOG

Project:	Townline Rd. over Tributary of Hackensack River	Boring No.:	B-5
Project ID:	19-0363	Date:	3/10/2020
Location:	Townline Rd.	Driller:	Paul Mullins
Client:	Rockland County	Inspector:	Tim Mahoney
Contractor:	Craig Geotechnical Drilling Inc.		

Drilling Method:	Mud Rotary	Start time:	08:16	Surface El.:	180.41
Drill Rig:	CME-750 X	Finish time:	11:15	Datum El.:	
Bit size/type:	3-7/8"	Total depth:	45'	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
179.41	1					7	Topsoil, well graded sand with organics	
						4		
						3		
178.41	2	S-1	SS	24"	3"	1		
177.41	3							
176.41	4							
175.41	5						Well graded sand with organics	Very soft
						3		
174.41	6					3		
						4		
173.41	7	S-2	SS	24"	12"	4		
172.41	8							
171.41	9						Very dense silty sand (Brown)	Drilling through gravel and cobbles
170.41	10							
						17		
169.41	11					18		
						21		
168.41	12	S-3	SS	24"	15"	29		
167.41	13							



HVEA Engineers
 560 Rt. 52 - Suite 201
 Beacon, NY 12508
 (845) 838-3600
 FAX (845) 838-5311

SOIL BORING LOG

Project:	Townline Rd. over Tributary of Hackensack River	Boring No.:	B-5
Project ID:	19-0363	Date:	3/10/2020
Location:	Townline 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
166.41	14						Very dense silty sand with fine gravel (Brown)	All gravel found at the top of sample
165.41	15							
164.41	16					46		
						48		
						64		
163.41	17	S-4	SS	24"	20"	88	Very dense silty sand (Reddish brown)	Drilling through rock around 23'
162.41	18							
161.41	19							
160.41	20							
						76		
159.41	21					100/4"	Very dense silty sand (Reddish brown)	Drilling through rock around 23'
158.41	22	S-5	SS	24"	20"			
157.41	23							
156.41	24							
155.41	25							
						100/5"	Very dense silty sand (Reddish brown)	Drilling through rock around 23'
154.41	26							
153.41	27	S-6	SS	24"	8"			
152.41	28							
151.41	29							



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SOIL BORING LOG

Project:	Townline Rd. over Tributary of Hackensack River	Boring No.:	B-5
Project ID:	19-0363	Date:	3/10/2020
Location:	Townline 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
150.41	30						No sample recovered	Bedrock or a weathered bedrock at 30-31'. Was able to drill until 35', began to core at 35'.
149.41	31					100/2"		
148.41	32	S-7	SS	24"	0			
147.41	33							
146.41	34							
145.41	35						Bedrock - Red sandstone	Used NX-2 core bit for 5' rock coring.
144.41	36							
143.41	37							
142.41	38							
141.41	39							
140.41	40	C-1	Core	60"	60"		Bedrock - Red sandstone	Retrieved 10' core with a minimum of 20' beyond roadway surface meeting geotechnical investigation criteria.
139.41	41							
138.41	42							
137.41	43							
136.41	44							
135.41	45	C-2	Core	60"	60"			



Craig Geotechnical Drilling at Townline Rd. at boring hole B-5 in the EB lane on 3/10/2020. Rockland County Highway Department providing MP&T.



Craig Geotechnical Drilling at Hungry Hollow Rd. at boring hole B-7 on 3/10/2020 advancing drill casing beyond the shoulder of the EB lane.

HY-8 Culvert Analysis Report

PIN 8762.25

Townline Road over Tributary of Hackensack River

June 2020

Prepared by:



Crossing Discharge Data

Discharge Selection Method: Specify Minimum, Design, and Maximum Flow

Minimum Flow: 9.98 cfs (1.25 yr storm)

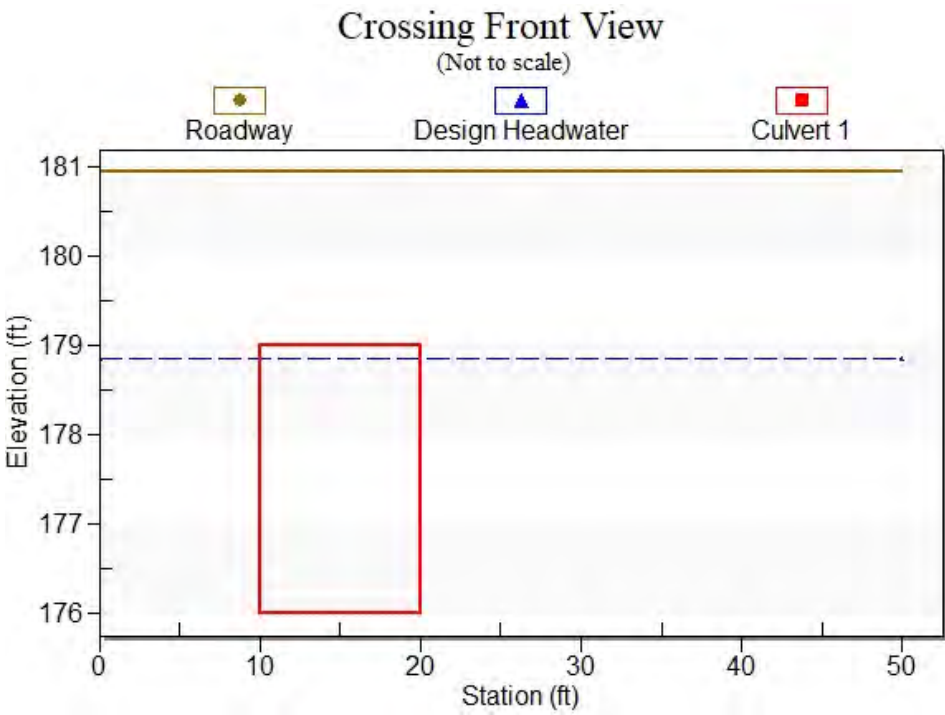
Design Flow: 141 cfs (50 yr storm)

Maximum Flow: 141 cfs (50 yr storm)

Table 1 - Summary of Culvert Flows at Crossing: Townline Culvert

Headwater Elevation (ft)	Total Discharge (cfs)	Culvert 1 Discharge (cfs)	Roadway Discharge (cfs)	Iterations
176.54	9.98	9.98	0.00	1
176.93	23.08	23.08	0.00	1
177.24	36.18	36.18	0.00	1
177.54	49.29	49.29	0.00	1
177.63	62.39	62.39	0.00	1
177.86	75.49	75.49	0.00	1
178.07	88.59	88.59	0.00	1
178.27	101.69	101.69	0.00	1
178.46	114.80	114.80	0.00	1
178.65	127.90	127.90	0.00	1
178.84	141.00	141.00	0.00	1
180.94	262.73	262.73	0.00	Overtopping

Crossing Front View (Roadway Profile): Townline Culvert



Rating Curve Plot for Crossing: Townline Culvert

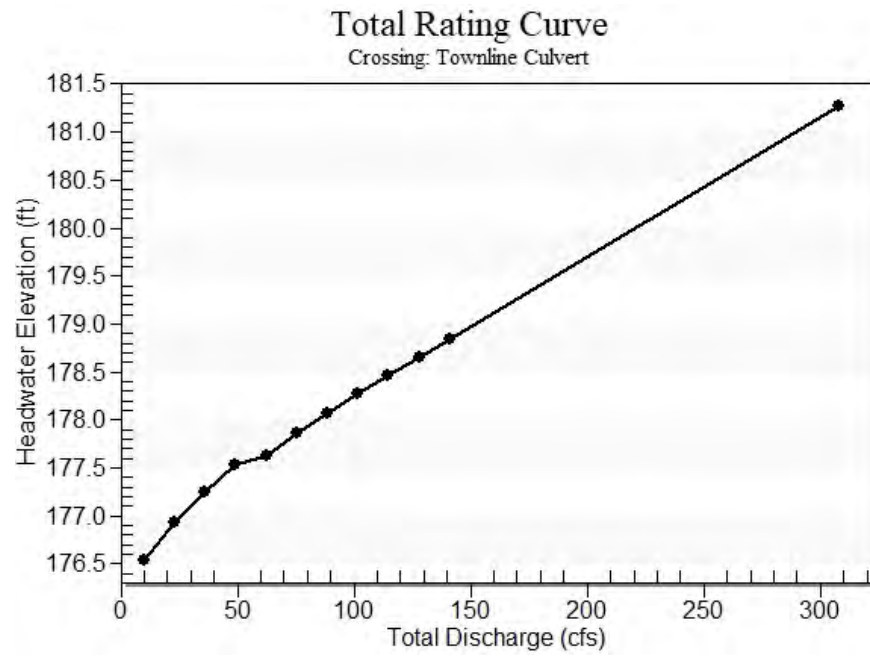


Table 2 - Culvert Summary Table: Culvert 1

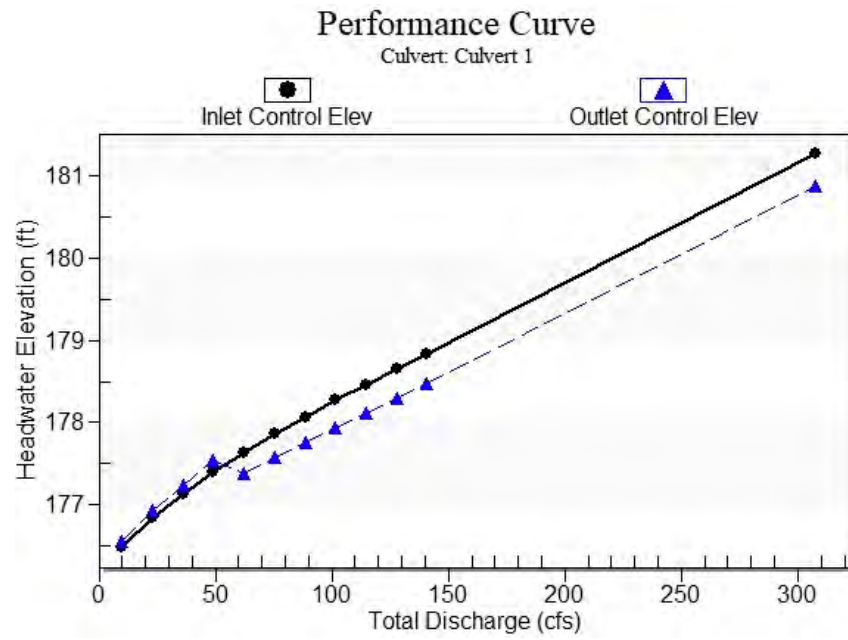
Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Tailwater Depth (ft)	Outlet Velocity (ft/s)	Tailwater Velocity (ft/s)
9.98	9.98	176.54	0.479	0.544	1-S1t	0.238	0.314	0.712	0.462	1.402	5.152
23.08	23.08	176.93	0.837	0.928	1-S1t	0.398	0.549	0.996	0.746	2.318	6.702
36.18	36.18	177.24	1.130	1.244	1-S1t	0.527	0.741	1.207	0.957	2.997	7.659
49.29	49.29	177.54	1.388	1.538	1-S1t	0.639	0.910	1.383	1.133	3.564	8.369
62.39	62.39	177.63	1.630	1.386	1-JS1t	0.741	1.065	1.535	1.285	4.064	8.943
75.49	75.49	177.86	1.856	1.570	1-JS1t	0.837	1.210	1.672	1.422	4.516	9.427
88.59	88.59	178.07	2.068	1.750	1-JS1t	0.927	1.346	1.796	1.546	4.933	9.849
101.69	101.69	178.27	2.269	1.929	1-JS1t	1.013	1.475	1.910	1.660	5.323	10.224
114.80	114.80	178.46	2.463	2.109	1-JS1t	1.095	1.600	2.017	1.767	5.691	10.563
127.90	127.90	178.65	2.653	2.292	1-S2n	1.175	1.719	1.392	1.867	9.190	10.873
141.00	141.00	178.84	2.842	2.478	1-S2n	1.252	1.835	1.493	1.962	9.445	11.158

Straight Culvert

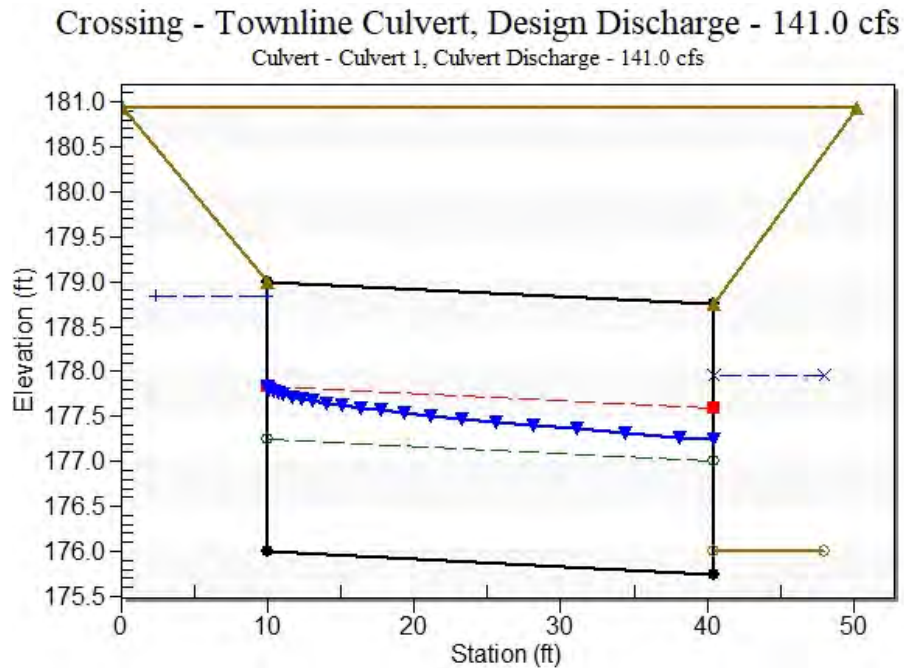
Inlet Elevation (invert): 176.00 ft, Outlet Elevation (invert): 175.75 ft

Culvert Length: 30.40 ft, Culvert Slope: 0.0082

Culvert Performance Curve Plot: Culvert 1



Water Surface Profile Plot for Culvert: Culvert 1



Site Data - Culvert 1

Site Data Option: Culvert Invert Data

Inlet Station: 10.00 ft

Inlet Elevation: 176.00 ft

Outlet Station: 40.40 ft

Outlet Elevation: 175.75 ft

Number of Barrels: 1

Culvert Data Summary - Culvert 1

Barrel Shape: Concrete Box

Barrel Span: 10.00 ft

Barrel Rise: 3.00 ft

Barrel Material: Concrete

Embedment: 0.00 in

Barrel Manning's n: 0.0120

Culvert Type: Straight

Inlet Configuration: Square Edge (30-75° flare) Wingwall

Inlet Depression: None

Table 3 - Downstream Channel Rating Curve (Crossing: Townline Culvert)

Flow (cfs)	Water Surface Elev (ft)	Depth (ft)	Velocity (ft/s)	Shear (psf)	Froude Number
9.98	176.46	0.46	5.15	1.15	1.44
23.08	176.75	0.75	6.70	1.86	1.52
36.18	176.96	0.96	7.66	2.39	1.57
49.29	177.13	1.13	8.37	2.83	1.60
62.39	177.29	1.29	8.94	3.21	1.62
75.49	177.42	1.42	9.43	3.55	1.64
88.59	177.55	1.55	9.85	3.86	1.65
101.69	177.66	1.66	10.22	4.14	1.66
114.80	177.77	1.77	10.56	4.41	1.68
127.90	177.87	1.87	10.87	4.66	1.69
141.00	177.96	1.96	11.16	4.90	1.69

Tailwater Channel Data - Townline Culvert

Tailwater Channel Option: Trapezoidal Channel

Bottom Width: 3.50 ft

Side Slope (H:V): 1.50 (1:1)

Channel Slope: 0.0400

Channel Manning's n: 0.0300

Channel Invert Elevation: 176.00 ft

Roadway Data for Crossing: Townline Culvert

Roadway Profile Shape: Constant Roadway Elevation

Crest Length: 50.00 ft

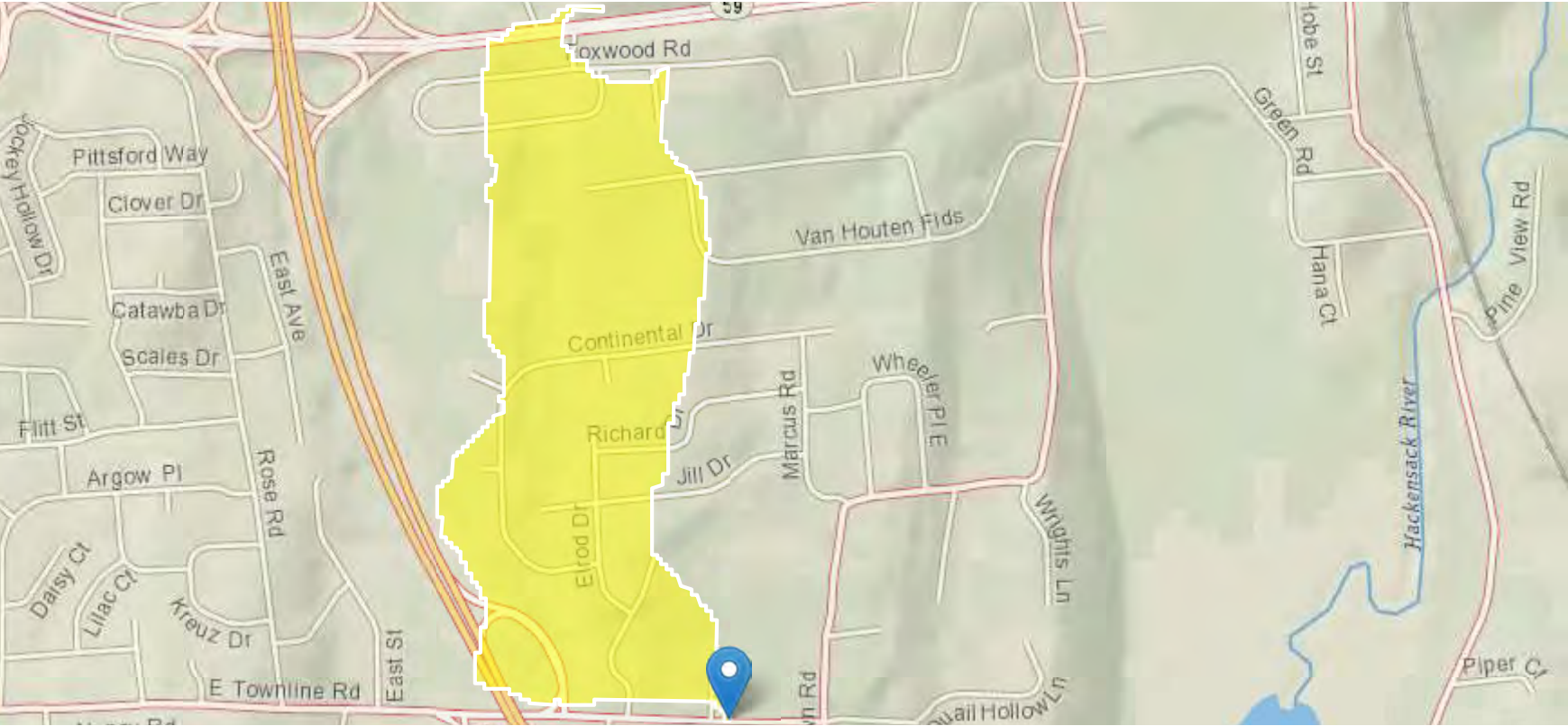
Crest Elevation: 180.94 ft

Roadway Surface: Paved

Roadway Top Width: 50.00 ft

StreamStats Report

Region ID: NY
Workspace ID: NY20200611113214918000
Clicked Point (Latitude, Longitude): 41.07857, -73.97998
Time: 2020-06-11 07:32:32 -0400



Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
----------------	-----------------------	-------	------

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	0.2	square miles
LAGFACTOR	Lag Factor as defined in SIR 2006-5112	0.0165	dimensionless
STORAGE	Percentage of area of storage (lakes ponds reservoirs wetlands)	0	percent
MAR	Mean annual runoff for the period of record in inches	24	inches

Peak-Flow Statistics Parameters[2006 Full Region 2]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	0.2	square miles	1.93	996
LAGFACTOR	Lag Factor	0.0165	dimensionless	0.014	6.997
STORAGE	Percent Storage	0	percent	0	11.88
MAR	Mean Annual Runoff in inches	24	inches	16.03	33.95

Peak-Flow Statistics Disclaimers[2006 Full Region 2]

One or more of the parameters is outside the suggested range. Estimates were extrapolated with unknown errors

Peak-Flow Statistics Flow Report[2006 Full Region 2]

Statistic	Value	Unit
1.25 Year Peak Flood	9.98	ft ³ /s
1.5 Year Peak Flood	12.9	ft ³ /s
2 Year Peak Flood	17.3	ft ³ /s
5 Year Peak Flood	31.2	ft ³ /s

Statistic	Value	Unit
10 Year Peak Flood	43.1	ft ³ /s
25 Year Peak Flood	60.6	ft ³ /s
50 Year Peak Flood	75.9	ft ³ /s
100 Year Peak Flood	93	ft ³ /s
200 Year Peak Flood	112	ft ³ /s
500 Year Peak Flood	141	ft ³ /s

Peak-Flow Statistics Citations

Lumia, Richard, Freehafer, D.A., and Smith, M.J., 2006, Magnitude and Frequency of Floods in New York: U.S. Geological Survey Scientific Investigations Report 2006–5112, 152 p. (<http://pubs.usgs.gov/sir/2006/5112/>)

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological Survey (USGS), no warranty expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems, nor shall the act of distribution constitute any such warranty.

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Application Version: 4.3.11

HY-8 Culvert Analysis Report

PIN 8762.25

Townline Road over Tributary of Hackensack River

June 2020

Prepared by:



Crossing Discharge Data

Discharge Selection Method: Specify Minimum, Design, and Maximum Flow

Minimum Flow: 9.98 cfs (1.25 yr storm)

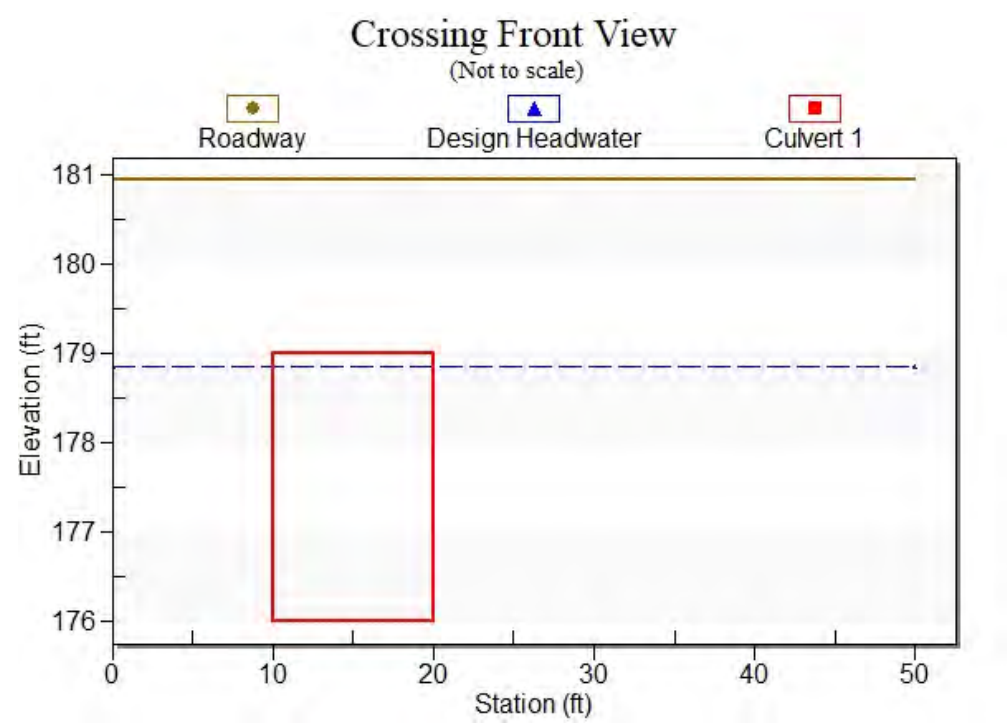
Design Flow: 141 cfs (50 yr storm)

Maximum Flow: 141 cfs (50 yr storm)

Table 1 - Summary of Culvert Flows at Crossing: Townline Culvert

Headwater Elevation (ft)	Total Discharge (cfs)	Culvert 1 Discharge (cfs)	Roadway Discharge (cfs)	Iterations
176.54	9.98	9.98	0.00	1
176.93	23.08	23.08	0.00	1
177.24	36.18	36.18	0.00	1
177.54	49.29	49.29	0.00	1
177.63	62.39	62.39	0.00	1
177.86	75.49	75.49	0.00	1
178.07	88.59	88.59	0.00	1
178.27	101.69	101.69	0.00	1
178.46	114.80	114.80	0.00	1
178.65	127.90	127.90	0.00	1
178.84	141.00	141.00	0.00	1
180.94	262.73	262.73	0.00	Overtopping

Crossing Front View (Roadway Profile): Townline Culvert



Rating Curve Plot for Crossing: Townline Culvert

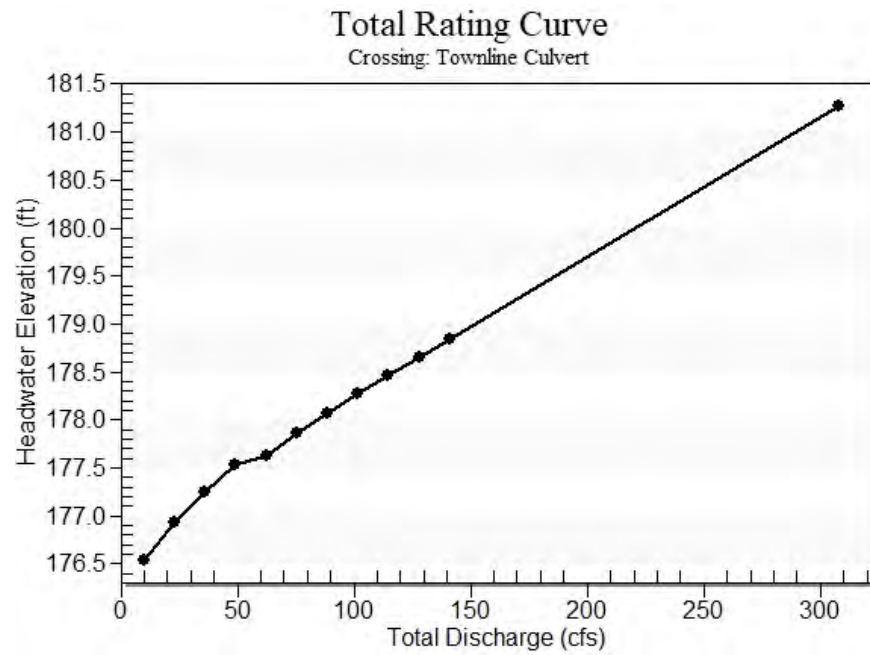


Table 2 - Culvert Summary Table: Culvert 1

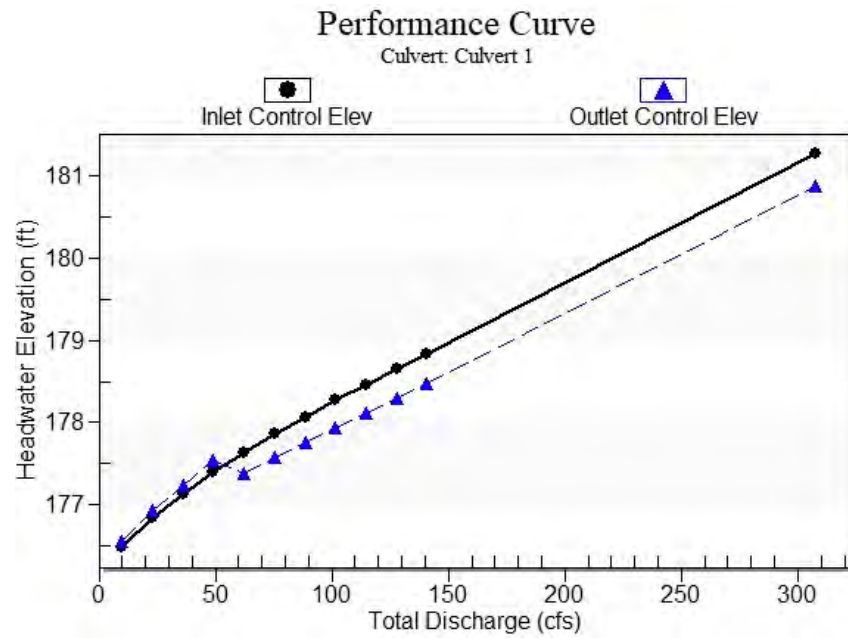
Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Tailwater Depth (ft)	Outlet Velocity (ft/s)	Tailwater Velocity (ft/s)
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23.08	23.08	176.93	0.837	0.928	1-S1t	0.398	0.549	0.996	0.746	2.318	6.702
36.18	36.18	177.24	1.130	1.244	1-S1t	0.527	0.741	1.207	0.957	2.997	7.659
49.29	49.29	177.54	1.388	1.538	1-S1t	0.639	0.910	1.383	1.133	3.564	8.369
62.39	62.39	177.63	1.630	1.386	1-JS1t	0.741	1.065	1.535	1.285	4.064	8.943
75.49	75.49	177.86	1.856	1.570	1-JS1t	0.837	1.210	1.672	1.422	4.516	9.427
88.59	88.59	178.07	2.068	1.750	1-JS1t	0.927	1.346	1.796	1.546	4.933	9.849
101.69	101.69	178.27	2.269	1.929	1-JS1t	1.013	1.475	1.910	1.660	5.323	10.224
114.80	114.80	178.46	2.463	2.109	1-JS1t	1.095	1.600	2.017	1.767	5.691	10.563
127.90	127.90	178.65	2.653	2.292	1-S2n	1.175	1.719	1.392	1.867	9.190	10.873
141.00	141.00	178.84	2.842	2.478	1-S2n	1.252	1.835	1.493	1.962	9.445	11.158

Straight Culvert

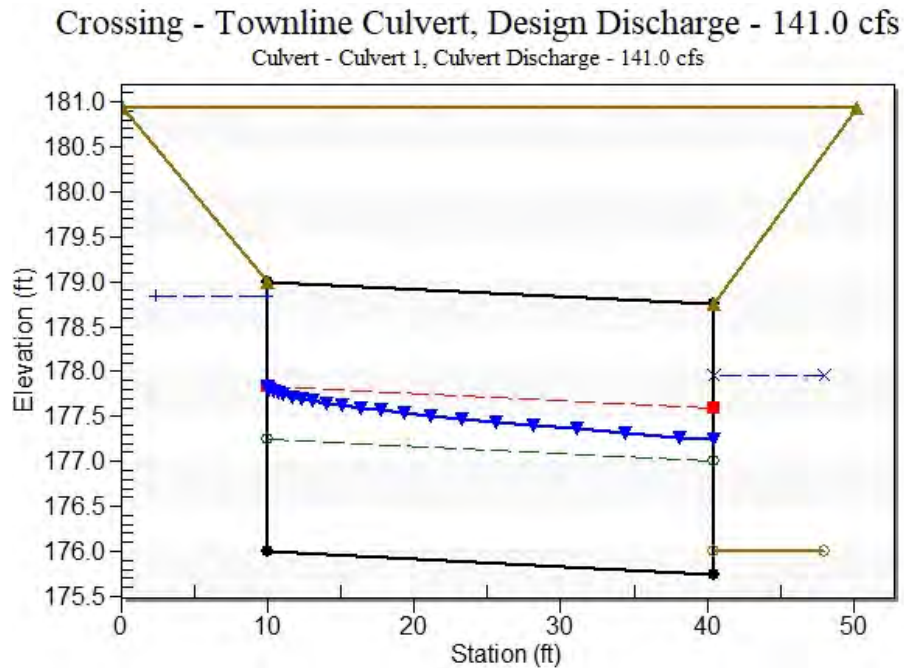
Inlet Elevation (invert): 176.00 ft, Outlet Elevation (invert): 175.75 ft

Culvert Length: 30.40 ft, Culvert Slope: 0.0082

Culvert Performance Curve Plot: Culvert 1



Water Surface Profile Plot for Culvert: Culvert 1



Site Data - Culvert 1

Site Data Option: Culvert Invert Data

Inlet Station: 10.00 ft

Inlet Elevation: 176.00 ft

Outlet Station: 40.40 ft

Outlet Elevation: 175.75 ft

Number of Barrels: 1

Culvert Data Summary - Culvert 1

Barrel Shape: Concrete Box

Barrel Span: 10.00 ft

Barrel Rise: 3.00 ft

Barrel Material: Concrete

Embedment: 0.00 in

Barrel Manning's n: 0.0120

Culvert Type: Straight

Inlet Configuration: Square Edge (30-75° flare) Wingwall

Inlet Depression: None

Table 3 - Downstream Channel Rating Curve (Crossing: Townline Culvert)

Flow (cfs)	Water Surface Elev (ft)	Depth (ft)	Velocity (ft/s)	Shear (psf)	Froude Number
9.98	176.46	0.46	5.15	1.15	1.44
23.08	176.75	0.75	6.70	1.86	1.52
36.18	176.96	0.96	7.66	2.39	1.57
49.29	177.13	1.13	8.37	2.83	1.60
62.39	177.29	1.29	8.94	3.21	1.62
75.49	177.42	1.42	9.43	3.55	1.64
88.59	177.55	1.55	9.85	3.86	1.65
101.69	177.66	1.66	10.22	4.14	1.66
114.80	177.77	1.77	10.56	4.41	1.68
127.90	177.87	1.87	10.87	4.66	1.69
141.00	177.96	1.96	11.16	4.90	1.69

Tailwater Channel Data - Townline Culvert

Tailwater Channel Option: Trapezoidal Channel

Bottom Width: 3.50 ft

Side Slope (H:V): 1.50 (1:1)

Channel Slope: 0.0400

Channel Manning's n: 0.0300

Channel Invert Elevation: 176.00 ft

Roadway Data for Crossing: Townline Culvert

Roadway Profile Shape: Constant Roadway Elevation

Crest Length: 50.00 ft

Crest Elevation: 180.94 ft

Roadway Surface: Paved

Roadway Top Width: 50.00 ft

APPENDIX E

NON-STANDARD FEATURE JUSTIFICATION


**Exhibit 2-15
Nonstandard Feature Justification**

Rev. 03/16/20 EB 20-018

PIN: 8762.25		Route No. and Name: Townline Road	
Project Type: Culvert Replacement		<input type="checkbox"/> National Network/Qualifying Highway <input type="checkbox"/> Access Highway	
Functional Class: Urban Minor Arterial		Design Classification: Arterial	Context Class: Rural Town
AADT: 5,395	% Trucks: 3.8	<input type="radio"/> NHS <input checked="" type="radio"/> Non-NHS	Terrain: Level
1. Description of Nonstandard Feature			
Type of Feature: Lane Width			
Location: Townline Road over Tributary to Hackensack River			
Latitude and Longitude (Linear Feature) FROM Lat: Long: TO Lat: Long:			
Latitude and Longitude (Point Feature) Lat: 41°4'42.96N Long: 73°58'50.01W			
Standard Value: 13 feet		Design Speed: 40 mph	
Existing Value: 11 feet		Recommended Speed - Existing: 30 mph	
Proposed Value: 11 feet		Recommended Speed - Proposed: 30 mph	
2. Accident Analysis			
Current Accident Rate ¹ : 3.08 <input checked="" type="radio"/> acc/mvm <input type="radio"/> acc/mev		Statewide Accident Rate: 3.54 <input checked="" type="radio"/> acc/mvm <input type="radio"/> acc/mev	
From 7/1/2016 to 6/30/2019		Is the Nonstandard Feature a contributing factor? <input type="radio"/> Yes <input checked="" type="radio"/> No	
Anticipated accident rates, severity, and costs: This accident rate is for a 0.33 mile corridor surrounding the project site. No accidents were reported at the culvert location. It is not anticipate that retaining the 11 foot lane will cause accidents.			
3. Cost Estimates			
Cost to fully meet standards: Millions of dollars		Cost(s) for incremental improvements: n/a	
4. Mitigation			
<i>e.g., increased superelevation and speed change lane length for a non-standard ramp radius</i> Although 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. 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 (130 feet) project would be incompatible with the rest of Townline Road. There are no future plans to widen Townline Road.			
6. Other Factors			
<i>e.g., social, economic, and environmental</i> Bicyclists must use the travel lane 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 2 foot 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.


**Exhibit 2-15
Nonstandard Feature Justification**

Rev. 03/16/20 EB 20-018

PIN: 8762.25		Route No. and Name: Townline Road	
Project Type: Culvert Replacement		<input type="checkbox"/> National Network/Qualifying Highway <input type="checkbox"/> Access Highway	
Functional Class: Urban Minor Arterial		Design Classification: Arterial	Context Class: Rural Town
AADT: 5,395	% Trucks: 3.8	<input type="radio"/> NHS <input checked="" type="radio"/> Non-NHS	Terrain: Level
1. Description of Nonstandard Feature			
Type of Feature: Stopping Sight Distance (Vertical)			
Location: Townline Road over Tributary to Hackensack River			
Latitude and Longitude (Linear Feature) FROM Lat: Long: TO Lat: Long:			
Latitude and Longitude (Point Feature) Lat: 41°4'42.96N Long: 73°58'50.01W			
Standard Value: 271 feet		Design Speed: 40 mph	
Existing Value: 140 feet		Recommended Speed - Existing: 30 mph	
Proposed Value: 140 feet		Recommended Speed - Proposed: 30 mph	
2. Accident Analysis			
Current Accident Rate ¹ : 3.08 <input checked="" type="radio"/> acc/mvm <input type="radio"/> acc/mev		Statewide Accident Rate: 3.54 <input checked="" type="radio"/> acc/mvm <input type="radio"/> acc/mev	
From 7/1/2016 to 6/30/2019		Is the Nonstandard Feature a contributing factor? <input type="radio"/> Yes <input checked="" type="radio"/> No	
Anticipated accident rates, severity, and costs: This accident rate is for a 0.33 mile corridor surrounding the project site. No accidents were reported at the culvert location. It is not anticipated that matching the existing headlight sight distance will further contribute to a safety concern.			
3. Cost Estimates			
Cost to fully meet standards: ~ \$250,000		Cost(s) for incremental improvements: n/a	
4. Mitigation			
<i>e.g., increased superelevation and speed change lane length for a non-standard ramp radius</i> The existing headlight sight distance is below standard and the project proposes to match the existing surface. Although the proposed headlight sight distance is below the accepted standard, there is existing street lighting at this location to alleviate the condition.			
5. Compatibility with Adjacent Segments and Future Plans			
Since the primary objective of this project is to replace a culvert, the existing surface will be matched. Raising the profile would increase earthwork costs and the profiles of nearby driveways and side streets would have to be raised as well. This could also lead to the need of ROW acquisition.			
6. Other Factors			
<i>e.g., social, economic, and environmental</i> The project already exceeds programmed funding amounts. Since existing street lighting already resolves this condition, improving this feature to standard would not be a beneficial use of County funds.			
7. Proposed Treatment (i.e., recommendation)			
Match existing conditions.			

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

APPENDIX F

STAKEHOLDERS AND PUBLIC INPUT
(TO BE COMPLETED FOLLOWING PIM)

APPENDIX G

PHOTOS



Townline Road – Looking North/West at North Headwall



Townline Road – Looking South at North Headwall



Townline Road – Looking North, Upstream



Townline Road – Looking North at South Headwall



Townline Road – Looking South, Downstream

APPENDIX H

PRELIMINARY ESTIMATE



Project: PIN 8762.25 - Townline Road Culvert Replacement

Client: Rockland County

Proj. No. 19-0363

PRELIMINARY ENGINEER'S 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	289	CY	\$65.00	\$18,785.00
203.07	SELECT GRANULAR FILL	33	CY	\$90.00	\$2,970.00
203.21	SELECT STRUCTURE FILL	44	CY	\$75.00	\$3,300.00
206.01	STRUCTURE EXCAVATION	73	CY	\$95.00	\$6,935.00
206.0201	TRENCH AND CULVERT EXCAVATION	56	CY	\$70.00	\$3,920.00
209.11000011	INLET FILTER SEDIMENT CONTROL FOR NEW CATCH BASINS	2	EACH	\$300.00	\$600.00
304.11000008	SUBBASE COURSE (MODIFIED)	62	CY	\$100.00	\$6,200.00
402.128303	12.5 F3 TOP COURSE HMA, 80 SERIES COMPACTION	20	TON	\$250.00	\$5,000.00
402.258903	25 F9 BINDER COURSE HMA, 80 SERIES COMPACTION	25	TON	\$200.00	\$5,000.00
402.378903	37.5 F9 BASE COURSE HMA, 80 SERIES COMPACTION	36	TON	\$150.00	\$5,400.00
407.0103	STRAIGHT TACK COAT	14	GAL	\$25.00	\$350.00
552.17	SHIELDS AND SHORING	724	SF	\$5.00	\$3,620.00
568.54	STEEL BRIDGE RAILING (THREE RAIL)	33	LF	\$300.00	\$9,900.00
568.70	TRANSITION BRIDGE RAILING	116	LF	\$225.00	\$26,100.00
595.50000018	SHEET-APPLIED WATERPROOFING MEMBRANE	357	SF	\$5.00	\$1,785.00
603.6003	REINFORCED CONCRETE PIPE CLASS III, 18 INCH DIAMETER	44	LF	\$120.00	\$5,280.00
603.63100315	PRECAST CONCRETE BOX CULVERT (FILL HEIGHT LESS THAN 24 IN) 10 FOOT SPAN, 3 FOOT RISE	31	LF	\$2,500.00	\$77,500.00
603.67000001	PRECAST CONCRETE WINGWALL UNITS FOR BOX CULVERTS	8.1	SY	\$1,500.00	\$12,150.00
603.97000002	SAWCUTTING CULVERT PIPE	1	EACH	\$500.00	\$500.00
604.302122	RECTANGULAR DRAINAGE STRUCTURE TYPE U FOR #22 WELDED FRAME	14	LF	\$725.00	\$10,150.00
606.10	BOX BEAM GUIDE RAILING	20	LF	\$50.00	\$1,000.00
606.120201	BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE IIA	3	EACH	\$2,500.00	\$7,500.00
610.1402	TOPSOIL - ROADSIDE	6	CY	\$60.00	\$360.00
610.1601	TURF ESTABLISHMENT - ROADSIDE	46	SY	\$3.00	\$138.00
619.01	BASIC WORK ZONE TRAFFIC CONTROL	1	LS	\$20,000.00	\$20,000.00
619.04	TYPE III CONSTRUCTION BARRICADE	12	EACH	\$150.00	\$1,800.00
625.01	SURVEY OPERATIONS	1	LS	\$10,000.00	\$10,000.00
627.50140008	CUTTING PAVEMENT	52	LF	\$20.00	\$1,040.00
637.11	ENGINEER'S FIELD OFFICE - TYPE 1	3	MNTH	\$2,000.00	\$6,000.00
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
655.1122	WELDED FRAME AND RETICULINE GRATE 22	2	EACH	\$1,750.00	\$3,500.00
685.11	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	118	LF	\$10.00	\$1,180.00
685.12	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	118	LF	\$10.00	\$1,180.00
				SUBTOTAL	\$274,243.00
697.03	FIELD CHANGE PAYMENT	14,000	DC	\$1.00	\$14,000.00
				SUBTOTAL	\$288,243.00
699.040001	MOBILIZATION	1	LS	\$11,529.72	\$11,529.72
				SUBTOTAL	\$299,772.72
				CONTINGENCY (15%)	\$44,965.91
				ESTIMATED COST	\$345,000.00

APPENDIX I

MISCELLANEOUS



MEMORANDUM

TO: S. Jobson, Regional Planning & Program Manager, Region 8

FROM: D. Anziani, Local Projects Unit Region 8 *DA*

SUBJECT: **SMART GROWTH**
8762.25 BRIDGE NY 2018- TOWNLINE ROAD OVER UNAMED BROOK
CULVERT REPLACEMENT
VILLAGE OF WEST NYACK, ROCKLAND COUNTY

DATE: January 30, 2019

The 2010 Smart Growth (SG) Public Infrastructure Policy Act requires the Department to conduct a SG review, prepare a SG Impact Statement and sign an attestation for all public infrastructure projects the state approves, undertakes, supports or finances.

Rockland County, the sponsor for this local project has completed the Smart Growth Screening Tool and Local Attestation form as requested. The Local Projects Unit has reviewed and concur with the information contained within the Smart Growth provided by the Sponsor. Please complete the NYSDOT attestation section and return the original signed document to the Local Projects Unit.

If you have any questions or need further information contact me at (845) 431-5774.

Smart Growth Screening Tool

PIN 8762.25

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: Townline Road over Brook Culvert Replacement

Location of Project: Village of West Nyack, Rockland County

Brief Description: Complete replacement of existing two-barrel culvert on Townline Road over Brook in the Village of West Nyack, Rockland County.

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 replace a structurally deteriorated and hydraulically obsolete culvert on Town Line Road.

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;

Smart Growth Screening Tool

- ➔ 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)

Smart Growth Screening Tool

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)

This project is located in a suburban area of private homes.

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

Smart Growth Screening Tool

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:

NYS DOT 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.)

Smart Growth Screening Tool

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 ☐

Smart Growth Screening Tool

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)

This project is being coordinated with the NYSDOT, the Towns of Clarkstown and Orangetown and the public. As the project progresses coordination will be required with the NYSDEC, and the USACOE. 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)

Smart Growth Screening Tool

Through the SEQRA process the project will be evaluated for impacts to environmental and cultural resources.

Smart Growth Screening Tool

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.

Smart Growth Screening Tool

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

Smart Growth Screening Tool

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.

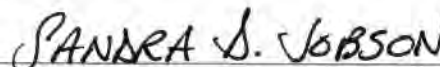
2. **NOW THEREFORE**, pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

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


Signature


Date


Title


Printed Name

