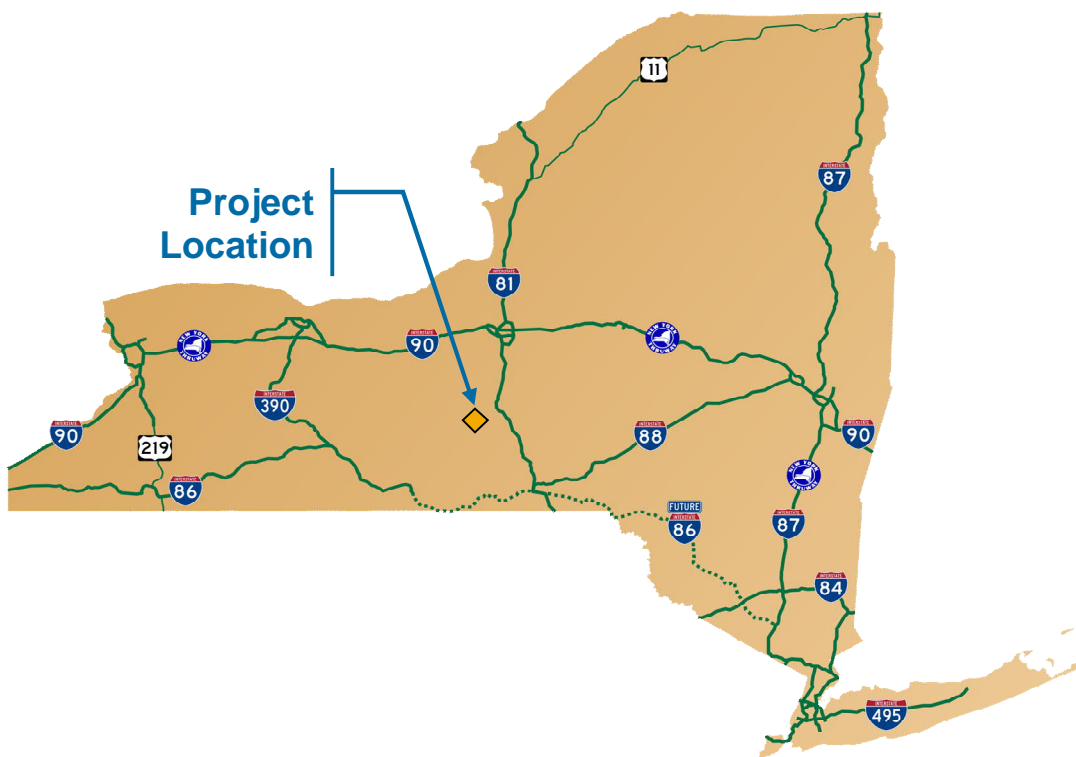


# Transportation Project Report

## Draft Project Scoping Report/Final Design Report

June 2021

Dryden Rail Trail Phase 2  
Project Identification Number (PIN): 3950.71  
Town of Dryden  
Tompkins County



Department of  
Transportation



U.S. Department of Transportation  
Federal Highway Administration



## Project Approval Sheet

<u>Milestones</u>	<u>Signatures</u>	<u>Dates</u>
<b>A.</b> Recommendation for, Scope and Design Approval:	The project cost and schedule are consistent with the Regional Capital Program.  _____ Mark Frechette, PE, Reg. Planning & Program Manager	_____ Date
<b>B.</b> Recommendation for Scope and Design 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.  No nonstandard features have been identified, created, or retained.  _____ Paul J. Presutti, PE, Erdman Anthony	_____ Date
<b>C.</b> Public Hearing Certification (Pursuant to 23 USC 128 and 23 CFR 771.111):	A public hearing was not required.  _____ Paul J. Presutti, PE, Erdman Anthony	_____ Date
<b>D.</b> Categorical Exclusion Determination on Behalf of FHWA	This project qualifies as a Categorical Exclusion under the National Environmental Policy Act per the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions.  _____ David P. Smith, PE, Regional Director	_____ Date
<b>E.</b> Local Project Nonstandard Feature Approval	No nonstandard features are being retained or created on Non-NHS local roadways.  _____ Jason Leifer, Supervisor, Town of Dryden	_____ Date
<b>F.</b> 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.  _____ David P. Smith, PE, Regional Director	_____ Date

## List of Preparers

**Group Director Responsible for Production of this Project Scoping Report/Final Design Report (PSR/FDR):**

Paul J. Presutti, PE  
Principal Associate/Project Manager  
Edman Anthony  
145 Culver Road, Suite 200  
Rochester, NY 14620

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

PLACE P.E. STAMP

**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.*



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## CHAPTER 1 – PROJECT DEVELOPMENT

### 1.1. Introduction

This Design Report serves as a decision-making tool and documents impacts of the proposed Dryden Rail Trail and Trail Bridge over NYS Route 13. The project is located in the Town of Dryden, Tompkins County, New York.

This report was prepared in accordance with the NYSDOT Project Development Manual, 6 NYCRR (New York Codes, Rules and Regulations) Part 617, and 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (section 1.2), objectives established (1.2.3) to address the needs, and cost-effective alternatives developed (1.3). This project is 80% Federally Funded and 20% Locally funded.

#### 1.1.1. Project Location

- A. Route number: N/A
- B. Route name: N/A
- C. SH (state highway) number and official highway description: N/A
- D. BIN (Bridge Identification Number) and feature crossed: Trail Bridge Over NYS Route 13
- E. City/Village/Township: Town of Dryden
- F. County: Tompkins
- G. Length: 1.13 miles
- H. Limits: The trail will be constructed between Monkey Run Road to Hallwoods Road.

See Appendix A for a project location map.

### 1.2. Purpose, Need and Objectives

#### 1.2.1. Project Need

The need for this project is to improve infrastructure with the construction of a new bridge and trail on the Dryden Rail Trail. The new bridge will provide safe access over NYS Route 13 to provide a stable and safe trail surface between Monkey Run Road and Hallwoods Road.

#### 1.2.2. Project Purpose

The purpose of this project is to construct an appropriate trail and bridge crossing to safely accommodate access over NYS Route 13 and provide an important segment of the overall Dryden Rail Trail.

#### 1.2.3 Project Objectives

1. Provide connectivity to planned and existing pedestrian and multi-use facilities.
2. Encourage and promote pedestrian and bicycling activity.
3. Provide amenities to enhance public experience during use of the trail segment.

### 1.3. Project Alternative(s)

#### Alternatives Under Consideration:

**No Build:** This alternative would not provide for the construction of the trail and/or bridge over NYS Route 13. Although this alternative would not satisfy any of the project objectives, it will be carried forward as a baseline for comparison to the other alternative being considered.

**Alternative 1, Trail with New Bridge over NYS Route 13:** This alternative involves the construction of a trail from Monkey Run Road to Hallwoods Road. The 10 ft wide, stone dust trail would be constructed on a former rail bed corridor not adjacent to a highway. The trail would be safely carried over NYS Route 13 with the construction of a new prefabricated pedestrian-bicycle superstructure oriented at an approximate 25-degree skew in relation to NYS Route 13. The bridge will consist of a 110 ft single span steel structure constructed on new concrete abutments with concrete wingwalls utilizing shallow foundations. There will be 10ft clear width between structural elements on the bridge. The new structure will provide 16 ft vertical clearance over NYS Route 13 and the abutments will be located outside of the clear zone. The trail approach grades will be less than the 5% maximum allowed and adjacent embankments will be constructed utilizing 1 on 2 side slopes including 2' offsets from the edge of the trail. See proposed plans and typical section in Appendix A for additional details.

#### Alternatives Found to Be Not Reasonable:

NYSDOT, in previous consultation with the Town of Dryden, determined that a lower cost at-grade crossing of NYS Route 13 was not feasible at that location.

An alternative was also investigated that utilized a tunnel to carry the new trail under NYS Route 13. The costs of this alternative were significantly higher than the bridge options so the alternative was deemed not feasible.

Several different bridge crossing alternatives were developed incorporating various combinations of bridge span, crossing location and skew. After a thorough review, all previously developed alternatives were eliminated from consideration due to required quantity of right-of-way acquisitions and/or cost.

Alternatives incorporating a steeper sided geosynthetically reinforced soil system (GRSS) were also analyzed and considered but were found not to be cost effective.

For a more in-depth discussion of the design criteria for the reasonable alternative(s) under consideration see Section 2.5 of this report.

### 1.4 Project Effects

#### 1.4.1 Environmental Classification

Exhibit 1-1 Environmental Classification Summary				
NEPA Classification	Class II CE	BY	NYSDOT	
SEQRA Type:	Unlisted	BY	Responsible Local Official – Town of Dryden	

### 1.4.2 Comparison of Considered Alternatives

Exhibit 1-2 Comparison of Considered Alternatives		
Category	Alternatives Evaluated	
	No Build	Preferred Alt. 1
<b>Environmental Impacts</b>		
Wetlands	None	0 acres
Cultural Resources (Section 106)	None	TBD – PSP pending
Endangered/ Threatened Species	None	Long Eared Bat ( <i>Myotis sodalis</i> ) – May effect - not likely to adversely affect. (Pending concurrence)
<b>Social Impacts</b>		
Property Acquisitions (ROW FEE acquisitions)	None	2
Property Relocations	None	None
Mobility (Pedestrian, bicycle, transit, etc.)	No Effect	Improved pedestrian and bicycle mobility
Environmental Justice	No Effect	No disproportionate high and adverse effects to minority or low-income populations
General Social Groups	No Effect	Beneficial impacts for disabled (new accessible path)
Crash Costs	No Effect	None
<b>Economic and/or Operational Impacts</b>		
Economic Impacts	No Effect	Modification to pedestrian/bicycle access to businesses
Temporary Detours	No Effect	Short term closure of NYS Route 13 during bridge installation
Reduction of Parking	No Effect	No Effect
Utilities	None	Possible Relocation required \$.055 M
Construction Cost	None	\$2.49 M

Proposed Mitigation: None

### 1.4.3 Anticipated Permits/Coordination/Certifications

Exhibit 1-3 Anticipated Permits/Certifications/Coordination	
<u>Permits</u>	
<b>NYS Department of Environmental Conservation (NYSDEC):</b>	
<ul style="list-style-type: none"> <li>No permits are anticipated</li> </ul>	
<b>Army Corps of Engineers (USACE):</b>	
<ul style="list-style-type: none"> <li>No permits are anticipated</li> </ul>	
<b>Other</b>	
<ul style="list-style-type: none"> <li>Local permits may be required</li> </ul>	
<u>Coordination</u>	
NYSDEC (pursuant to the "NYSDEC/NYS DOT Memorandum of Understanding Regarding ECL Articles 15 & 24")	
Federal Highway Administration	
U.S. Army Corps of Engineers	
New York Natural Heritage Program – In process	
Municipality(ies) - Town of Dryden	
Utility(ies) – Electric, Water, Sanitary Sewer, Others TBD	

Coordination has already commenced with the permitting agencies and utilities to make them aware of the project and coordinate the development of alternatives.

### 1.5 Preferred Alternative

Only one reasonable build alternative has been identified that meets the project objectives. A decision to enter final design will not be made until after the environmental determination and evaluation of the comments on the draft design approval document and comments received from the public informational meeting. The No Build Alternative will be retained for use as a baseline to measure and evaluate impacts that might accrue from the preferred alternative.

### 1.6 Project Schedule and Cost

Exhibit 1-4 - Project Schedule	
Activity	Date Occurred/Tentative
Scope/Design Approval	July 2021
ROW Acquisition	May 2022
Construction Start	July 2022
Construction Complete	July 2023



Exhibit 1.5			
Potential Alternatives		Alt 1 - Extended Trail with New Prefabricated Bridge	
Earthwork			\$590,050
Pavement and Subbase			\$139,975
Fencing			\$96,000
Misc. Utilities (Water/Sewer)			\$57,090
Erosion and Sediment Control			\$59,740
WZTC			\$60,000
Topsoil and Turf			\$106,755
Bridge Superstructure			\$273,125
Bridge Substructures			\$528,000
Miscellaneous/Incidentals	1%		\$12,445
Field Change	5%		\$96,000
Mobilization	4%		\$80,767
Subtotal in Base Year Dollars			\$2,099,947
Contingency/Risk	15%		\$314,992
Subtotal in Base Year Dollars			\$2,414,939
<i>Cost Data Year and Midpoint of Construction Year</i>	<i>2021</i>	<i>2022</i>	
Inflation/Escalation to Midpoint of Construction	3%		\$72,448
Award/Construction Cost			\$2,487,387
Final Design	10%		\$246,998
Construction Administration & Inspection	8%		\$209,687
ROW			\$50,000
Total Project Cost			\$2,994,071
Rounded to nearest \$10K			\$2,990,000

## 1.7 Public Involvement

As the project progresses additional public involvement will likely consist of meetings and/or open houses to obtain public input/comment. Relevant material and documentation about those future events will be added to Appendix G.

The Town of Dryden is the project sponsor, as well as the SEQR Lead Agency, and will be responsible for selection of the preferred alternative. The preferred alternative will be selected after coordination with regulatory agencies and project stakeholders including:

- New York State Department of Transportation (NYSDOT)
- Town of Dryden
- New York State Department of Environmental Conservation (NYSDEC)
- United States Army Corps of Engineers (USACE)
- Property owners and businesses adjacent to the project

Exhibit 1-6 Public Involvement Plan Schedule of Milestone Dates	
Activity	Date Occurred/Tentative
Public Informational Meeting	June 2021
Current Project Letting date	June 2022

For additional information or to provide comments, please contact. . .

Mailing Address: Ray Burger, Director of Planning  
Town of Dryden  
93 East Main Street  
Dryden, NY 13053

Email Address: [rburger@dryden.ny.us](mailto:rburger@dryden.ny.us)

Telephone: (607) 844-8888 x213

Please identify this project as Dryden Rail Trail Phase 2 and include the six-digit Project Identification Number (PIN) 3950.71 in any correspondence.

The deadline for submitting comments is TBD.

The remainder of this report is a detailed technical evaluation of existing conditions, anticipated impacts of the one reasonable/preferred alternative and comparison to the null alternative, copies of technical reports and plans and other supporting information.

## **CHAPTER 2 – EXISTING AND PROPOSED CONDITIONS AND CONSIDERATIONS**

### **2.1 Functional Classification/National Highway System/Truck Access**

The Dryden Trail over NYS Route 13 will consist of a bridge and trail segment that is separate from the existing road and sidewalk system so functional classifications are not applicable. NYS Route 13 is a National Highway System (NHS) corridor.

### **2.2 Planning Considerations**

#### **2.2.1 Abutting Highway Segments and Future Plans**

The Dryden Trail Bridge over NYS Route 13 would connect to Monkey Run Road at its western limit and to Hallwoods Road at its eastern limit. This segment of the trail is a segment of the overall Dryden Rail Trail. When completed, the overall trail would connect the Villages of Dryden and Freeville with the hamlets of Etna and Varna and to the City of Ithaca via the East Ithaca Recreation Way.

Refer to abutting roadway segments as depicted in plans and details.

Currently, there are no plans to improve or widen the abutting Monkey Run Road or Hallwoods Road roadway segments.

#### **2.2.2 Local Plans for the Project Area**

This project is on the approved Ithaca-Tompkins County Transportation Council (2020 – 2024) Transportation Improvement Program (TIP) as TIP Number 3950.71. Project funding has been fully allocated on the TIP.

This project is Phase 2 of a larger initiative to extend the Dryden Rail Trail. Other than trail construction, there are no plans for the project area.

#### **2.2.3. Access Control**

Access is uncontrolled along NYS Route 13. No specific access control measures to/from the trail are proposed for the facility although there will be no specific trails leading to NYS Route 13, as the trail would be carried over NYS Route 13 on a pedestrian bridge.

### **2.3. Traffic Considerations**

#### **2.3.1 Traffic Volumes**

Since the Dryden Rail Trail Bridge does not modify any existing highways, a Traffic Volume Study was not necessary.

#### **2.3.2 Speed Studies**

Since the Dryden Rail Trail Bridge does not modify any existing highways, a Speed Study was not necessary.

#### **2.3.3 Level of Service Analysis**

The existing LOS on NYS Route 13 will not be impacted by the proposed Dryden Rail Trail or Trail Bridge.

### 2.3.4 Safety and Crash History Analysis

Since the Dryden Rail Trail Bridge will be separated from NYS Route 13 and it does not modify any existing highways, an Accident Analysis was not necessary.

### 2.3.5 Pedestrians, Bicyclists and Transit (Complete Streets)

There are no existing separate provisions for pedestrians or bicyclists within the project limits. The new trail segment will provide a key non-motorized extension of the Dryden Rail Trail system. The bridge will provide a direct connection across the NYS Route 13, eliminating a dangerous crossing. The project is consistent with the Capital Projects Complete Streets Checklist provided in Appendix C. The trail will be constructed to meet the ADA-compliant standards for pedestrian facilities in HDM Chapter 18.

There are no existing or proposed transit facilities within the project limits.

## 2.4 Structures

### 2.4.1 Structures Data

The project proposes to construct a new pedestrian bridge over NYS Route 13. The proposed bridge is described below:

Exhibit 2-1 Structure Data	
DATA	PROPOSED STRUCTURE
BIN	TBD
Feature Carried/Crossed	Dryden Rail Trail Pedestrian Bridge over NYS Route 13
Type of Bridge	Prefabricated, weathering steel
Number and Length of Spans	1 span - 110 ft
Type of Decking	Pressure Treated Wood
Trail Width(s)	10 ft
Shoulder Width(s)	N/A
Sidewalk(s)	N/A
Utilities Carried	N/A
Horizontal Clearance(s)	36 ft from edge of travel lane on the south side and 30 ft from edge of travel lane on the north side (abutments are located outside of the clear zone)
Vertical Clearance(s) – Under bridge	16 ft
State Condition Rating	N/A

### 2.4.2 Hydraulic Considerations

Since the Dryden Rail Trail Bridge does not affect any existing waterway, Hydraulic Considerations were not applicable.

## 2.5 Design Standards

Exhibit 2-2 Design Standards	
Project Type	NYSDOT Design Guidance
Highway Design	NYSDOT Highway Design Manual
Bridge Design	NYSDOT Bridge Manual
Bicycle and Pedestrian Facilities	NYSDOT Highway Design Manual Chapters 17 & 18
Bicycle and Pedestrian Facilities – Shared-Use Paths	Guide for the Development of Bicycle Facilities. American Association of State Highway and Transportation Officials (AASHTO), 2012 or most current version and Supplemental Notice of Proposed Rule Making (SNPRM) to the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

Chapter 5 of the AASHTO guide provides design values for Shared Use Paths. Section 5.1.1 of the guide indicates that “Shared use paths built in independent rights-of-way should meet the draft accessibility guidelines in the *Advance Notice of Proposed Rulemaking (ANPRM) on Accessibility Guideline for Shared Use Paths*, or any subsequent rulemaking that supersedes the ANPRM” Upon review of the U.S. Access Board website, it was found that the *Supplemental Notice of Proposed Rule Making (SNPRM)* was issued after the above referenced ANPRM and is therefore more current.

### 2.5.1 Critical Design Elements

Exhibit 2-3 Critical Design Elements for NYS Route 13					
PIN		3950.71		BIN (if applicable)	
Functional Class:		Urban Principal Arterial		NHS	<input checked="" type="checkbox"/>
Design Class:		Arterial		Context Class:	Rural
Project Type:		NA		Terrain:	Level
Design Year AADT:		NA		Percentage of Trucks:	NA
Truck Access or Qualifying Highway (QH)?		Truck Access Highway		If not a QH, is project within 1 mi of a QH?	Yes
Existing or Proposed Bicycle Route?		No		Anticipated level of bicycle activity	(Choose)
Element		Standard		Existing Condition	Proposed Condition
9	Vertical Clearance	16'-0" ft Min., 16'-6" Desirable BM Section 2.3.1, Table 2-2		NA	16 ft

## 2.5.2 Other Design Parameters

Exhibit 2-4 Primary Design Values for Paved Shared-Use Path					
Element	Standard Value			Source <sup>1</sup>	Proposed Value
	Recommended	Minimum <sup>2</sup>	Maximum		
Design Speed	18 mph	12 mph	30 mph	AASHTO – 5.2.4	18 mph
Shared Use Width	10 ft	8 ft	NA	AASHTO – 5.2.1	10 ft
Adjacent Graded Width	2 ft min. width	2 ft	NA	AASHTO – 5.2.1	2 ft
	1V:6H max. slope	NA	1V:6H max		1V:6H max
Maximum Grade	5% max. or match grade of adjacent roadway	0.5%	5% max. or match grade of adjacent roadway	AASHTO - 5.2.7	5.0%
Cross Slope	1% max.	1%	2%	HDM Section 18.6.5.2 & AASHTO - 5.2.6	2.0%
Horizontal Curvature	60 ft	60 ft	NA	AASHTO – 5.2.5	60 ft min
Stopping Sight Distance	165 ft min.	165 ft	NA	AASHTO – 5.2.8	165 ft
Horizontal Sight Distance	165 ft min.	165 ft	NA	AASHTO – 5.2.8	165 ft
Crest Vertical Curve	150 ft min.	150 ft	NA	AASHTO – 5.2.8	150 ft
Horizontal Clearance	2 ft min.	1 ft	NA	AASHTO - 5.2.1	2 ft min
Vertical Clearance (Above path)	10 ft min.	8 ft	NA	AASHTO – 5.2.1	10 ft
Bridge Path Width	14 ft min. clear width	10 ft	NA	AASHTO – 5.2.10	10 ft clear
Vertical Surface Discontinuities	0 in	0 in	0.5 in max. Between 0.25 in and 0.5 in bevel required.	SNPRM 302.7.2	<0.5 in
Horizontal Openings	0 in	0 in	Shall not permit passage of 0.5 in sphere.	SNPRM 302.7.3	<0.5 in
Separation from Roadways	5 ft min. from face of curb or edge of shoulder	5 ft	NA	AASHTO 5.2.2	5 ft

1 2012 AASHTO Guide for the Development of Bicycle Facilities.

2 Refer to Design Standard for specific conditions in which minimum values may be used.

There are no additional applicable design parameters.

### 2.5.3 Existing and Proposed Highway/Bridge Plan and Section

Plans and details for the proposed features are included in Appendix A.

### 2.5.4 Nonstandard/Nonconforming Features

There are no nonstandard or nonconforming features within the project limits.

## 2.6 Other Infrastructure Considerations

### 2.6.1 Pavement and Shoulder Conditions

There is no existing pavement within the proposed trail corridor.

### 2.6.2 Right of Way

The proposed trail will be constructed primarily within a former rail bed alignment. West of NYS Route 13 the proposed trail is located within previously obtained easements. Fee acquisitions will be required east of NYS Route 13 to accommodate the proposed path alignment and associated embankment, see table below. All acquisitions are considered minor (less than or equal to 10% for parcels under 10 acres in size and less than or equal to 1 acre for parcels 10 to 100 acres in size, and less than or equal to 1% of a parcel for parcels greater than 100 acres in size and no displacements required.) Acquisitions will be completed in accordance with the requirements of the Uniform Relocation Assistance Act and NYS Eminent Domain Procedure Law. Refer to Appendix H for additional right-of-way information. The ROW Clearance Certificate will be attached to the PS&E transmittal memo.

Exhibit 2-5 Anticipated Right-of-Way Acquisitions					
Reputed Owner	Tax Map No.	Type of Acquisition	Estimated Acquisition Area	Parcel Size	Percentage of Acquisition
Stephen M. Hale, Ellen M. Hale	52.-1-4.34	Fee	6838 sq. ft (0.157 ac)	2.07 ac	7.58%
Brown Dog LLC	52.-1-4.32	Fee	30958 sq. ft (0.711 ac)	23.07ac	3.08%

### 2.6.3 Geotechnical

There are no special geotechnical concerns with the soils or rock slopes within the project area. A subsurface investigation was conducted at the project site to determine foundation and embankment recommendations. A copy of the geotechnical report is provided in Appendix E.

## 2.6.4 Access Management

Access to the new trail will be via the shoulders of Monkey Run and Hallwoods Roads. No changes to existing highway access are proposed.

## 2.6.5 Traffic Control Devices

No changes are proposed to existing traffic control devices nor are there plans to install new traffic control devices within the project limits.

## 2.6.6 Drainage Systems

Existing drainage ditches will be adjusted slightly to accommodate the new bridge abutments and approach embankment. All other existing drainage patterns will be maintained.

## 2.6.7 Utilities and Lighting

Coordination will be needed with several different utility companies to address relocations/modifications required to their existing facilities. The following conflicts are anticipated:

Exhibit - 2-6 Utilities			
Owner	Type	Location	Condition/Conflict
Private	Sanitary Sewer – Mains and Manholes	Running east-west within the limits of the proposed trail and/or earthwork limits from the western project limit to the west side of Rt 13. Then beginning east of Rt 13 running east-west, west of the proposed trail and crossing at sta. 50+05	Adjust manholes to final grade. Other modifications to the sewer may be necessary to accommodate the bridge abutments and approaches.
Southern Cayuga Lake Intermunicipal Water Commission (SCLIWC) aka Bolton Point Water System	Water Mains, valves, hydrants	12" Distribution main running within the trail corridor beginning at Monkey Run Road across NYS Route 13 and continuing within the embankment until it crosses the proposed trail at sta. 58+18. Water valves and hydrant within the proposed trail limits and/or earthwork limits.	Adjust valves and hydrant to final grade. Other modifications to the watermain may be necessary to accommodate the bridge abutments and approaches.
TBD	Gas	TBD	TBD
NYSEG	Electric	OH Electric crossing the trail alignment at sta. 10+37, sta. 55+28	Coordination will be required to address construction concerns when constructing the east abutment and erecting the superstructure.
TBD	Telephone	Buried telephone located on the east side of Rt 13 running parallel to the road. Additional services TBD	TBD



### **2.6.8 Guide Railing, Median/Roadside Barriers and Impact Attenuators**

There are no guide rail, median/roadside barriers or impact attenuators within the vicinity of the project. Bridge rail will be incorporated into the selected prefabricated bridge option. Wooden approach rail/fencing will be provided as required on the bridge approaches. The bridge abutments will be placed outside of the required clear zone for NYS Route 13 so no new guiderail will be required.

### **2.6.9 Intelligent Transportation Systems (ITS)**

There are no plans to implement an ITS as part of this project.

### **2.6.10 Landscape and Community Enhancement Considerations**

It is recognized that minimization of the impact of the proposed trail and pedestrian bridge project on valuable existing resources such as mature vegetation including trees, wetland, and other significant stands of vegetation is necessary. Existing vegetation to remain within the project corridor will be protected throughout the project construction period.

## **2.7 Work Zone Safety and Mobility**

### **2.7.1 Transportation Management Plan**

The Town of Dryden has determined that the subject 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.

### **2.7.2 Proposed Work Zone Traffic Control**

Routes for emergency vehicles will be maintained and open during construction. The details for the work zone traffic control will be prepared and evaluated during final design.

#### Special Provisions

Due to the location and nature of the project there will be little to no impact to vehicular traffic within the project area. Night time construction will not be utilized. A short term closure of NYS Route 13 may be required when placing the prefabricated bridge. Coordination with NYSDOT during final design and prior to construction would be required to implement this scenario. Depending on the duration of the closure, preparation of an offsite detour plan may also be necessary.

### **2.8.1 Constructability Review**

The project work elements are expected to be routine; the work area should not be overly confined or restrictive, and the schedule is not expected to be compressed. It is recommended that a final constructability review be performed by the proposed construction inspection staff during the final design phase of the project. The Town of Dryden and NYSDOT will also perform a constructability review during final design.

### **2.8.2 Ownership and Maintenance Jurisdiction**

The Town of Dryden will be the owner and responsible for maintenance of the new facilities.

### **2.8.3 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 a consultant for the Local Sponsor and reflects the current project scope. The Smart Growth Screening Tool is included in Appendix I.

### **2.8.4 Miscellaneous Information**

There are no rail roads within the project limits.

## CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

Refer to the Social, Economic and Environmental Resources Checklist (SEERC) included in Appendix B for information on all environmental issues for which the project was screened.

### 3.1 National Environmental Policy Act (NEPA)

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

Per the result of the Federal Environmental Approvals Worksheet (FEAW) provided in the Report Attachments, this project is being progressed as a NEPA Class II action (Categorical Exclusion or CE) because it does not individually or cumulatively have a significant environmental impact. As a CE, it is excluded from the requirement for the preparation of an Environmental Impact Statement (EIS) or Environmental Assessment (EA).

In accordance with the Federal Highway Administration's regulations in 23 CFR 771.117(c) this is an action which will not have significant environmental effects and does not normally require additional federal approval regarding NEPA. Specifically, this action meets the description in 23 CFR 771.117(c)(3) described as "Construction of bicycle and pedestrian lanes, paths, and facilities". This is further detailed in the Federal Environmental Approvals Worksheet (FEAW) included in the Report Attachments.

### 3.2 State Environmental Quality Review Act (SEQRA)

The Town of Dryden is the SEQRA lead agency as per 6 NYCRR Part 617 "State Environmental Quality Review".

In accordance with 17 NYCRR Part 15, the Town has determined that this project meets the requirements of an unlisted action. A SEQR Short Environmental Assessment (EAF) form was completed for the project to evaluate potential impacts. The results of the EAF indicate that the proposed action will not result in any significant adverse environmental impacts. Pending signature, the Town of Dryden is anticipated to make a Negative Declaration determination regarding the proposed action.

### 3.3 Additional Environmental Information

The following Checklist(s) are attached:

- ☒ Federal Environmental Approvals Worksheet (FEAW)
- ☒ Social, Economic and Environmental Resources Checklist
- ☒ Capital Projects Complete Streets Checklist
- ☒ Smart Growth Screening Tool

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

#### 3.3.1 Neighborhoods and Community Cohesion

There is potential to impact transportation options; these impacts would be considered positive impacts, as walking and bicycling opportunities would increase as a result of the project. The bridge will also connect users on either side of the roadway and provide opportunities for an alternative mode of transportation that can reduce greenhouse gas emissions.

### 3.3.2 Community Services

There is potential to affect access to or use of Schools, Recreation Areas or Places of Worship; these effects would be considered positive impacts, as the project bridge will expand existing recreation areas and provide additional access to other areas along the Cayuga Trail.

### 3.3.3 Wetlands

The project area was reviewed for the presence of wetlands within the project limits. The entire proposed trail alignment was reviewed for wetlands, with mapping provided for the undeveloped area near the crossing of NYS Route 13. Review of this area resulted in the delineation of one wetland area that is likely jurisdictional. Wetland 1 is identified as an emergent wetland area surrounded by mature forest. Roadside drainage enters the wetland from the east via a ditch and culvert in the vicinity of the proposed trail. This ditch appears to have seasonal flow and is likely not jurisdictional.

Proposed work areas for trail construction were reviewed, and it was determined that the limits of work will not result in impacts to Wetland 1. The proposed wing walls and bridge abutments are located in the vicinity of the roadside drainage feature, however permitting for this is not anticipated, as this area does not appear jurisdictional. Coordination with NYSDEC and USACE may be needed to determine that no permit is required for this project. No impacts to wetlands are anticipated to result from this project. Wetland delineation mapping, as well as NWI and NYSDEC Mapping are included in the project attachments.

### 3.3.4 Surface Water

This multi-use trail project is located on an existing former rail trail on a rail bed, elevated above the surrounding ground surface. Three NYSDEC Classified streams flow beneath the rail bed via existing culverts within the limits of the project. Each drainage feature is an unnamed tributary to Fall Creek, which is a tributary that flows into Cayuga Lake in the City of Ithaca.

Each tributary is classified as a NYSDEC Class A Stream. NYSDEC assigns this standard to waters used as a source of drinking water. Class A waters are considered protected streams, and a Protection Of Waters Permit is required for disturbing the bed or banks of a stream with this classification. For this project, proposed work for trail construction is limited to the surface of the rail bed and no work is proposed on the existing culverts. No other work is proposed below the Ordinary High Water Mark (OHWM) of any tributary, and as such permits are not anticipated.

The tributaries are included on the USFWS NWI Mapping as Riverine systems, and are considered 'Waters of the U.S.', and as such, regulated waterways. State and Federal Wetland mapping was reviewed, and it was determined that no additional wetlands are mapped at the project site.

Construction of the trail on the rail bed surface will include erosion and sediment controls to prevent the migration of silt and sediment into the waterways. These practices will be inspected routinely as part of SWPPP Requirements.

While permits are not anticipated, if work is needed within the limits of the waterways, the project would require permit coverage. Permits under NYSDEC (Article 15, Section 401 WQC) and Army Corps of Engineers (Section 404) water-resource permits would be required if structures or other fill material are proposed in the tributary channels.

No adverse impacts to surface water are anticipated as a result of the project. Federal and NYSDEC Regulatory mapping is provided in the Report Attachments.

### 3.3.5 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) were reviewed to determine the presence of floodplains within the project limits. Review of mapping revealed that the Flood Control Channel is not located within the 100-year floodplain. The project area is located in

an area designated as Zone C. Zone C indicates that the area is above the 500-year flood level. No adverse impact is expected to occur to the floodplain as a result of this project

### **3.3.6 Stormwater**

The project will result in one or more acre of ground disturbance. As such, coverage under the NY SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002) will be required for the project. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared with only erosion and sediment controls. Post construction stormwater management practices are not required as this project is classified as a 'bike path or walking path project'.

### **3.3.7 Endangered Species**

The federal listed endangered species Northern Long Eared Bat (*Myotis sodalis*) was identified through consultation with the U.S. Fish and Wildlife Service's IPaC Review Process. To assess the potential for the project to impact this species, the FHWA New York Division's Section 7 Endangered Species Act Process for Compliance and Consultation was followed. A Preliminary Determination of 'may affect - not likely to adversely affect' was reached for the project through completion of the IPaC Determination Keys for this species, and a USFWS Consistency Letter was generated for the project. This Determination will be forwarded to Federal Highway Administration for Concurrence. Once received, the letter will be included in the Environmental Appendix and the Date of concurrence will be entered into the FEAWS.

The USFWS Consistency Letter, Species List and ESA Transmittal Sheet are included in the Environmental Appendix as documentation.

The NYSDEC Online Environmental Resource Mapper was reviewed to determine the potential for presence of State Listed Threatened or Endangered Species within the project area. The project limits fall within an area identifying Rare Plants and Animals near the project, and consultation with the NYSDEC Natural Heritage Program (NYNHP) was required. A response letter from NYNHP is currently pending and when received will be included in the Environmental Appendix.

No impact to special concern or endangered species is expected to occur as a result of the proposed project.

### **3.3.8 Section 106**

A Project Submittal Package was prepared for submission for Section 106 National Historic Preservation Act determination. The PSP was forwarded to NYSDOT to make the determination. The Determination is currently pending - when received, it can be found in the Report Attachments.

### **3.3.9 Hazardous Waste/Contaminated Material**

A hazardous waste screening/assessment was conducted for the project site utilizing procedures in the NYSDOT TEM Chapter 5.1. The assessment was prepared in general accordance with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Designation E1527-13). No conditions that would result in the exposure of Hazardous Waste and/or Contaminated Materials during project activities were discovered during the assessment. As such, no further studies are recommended. An asbestos screening was conducted and found no potential Asbestos Containing Materials (ACM). The Hazardous Waste/Contaminated Materials Screening Report and Asbestos report can be found in the Report Attachments.

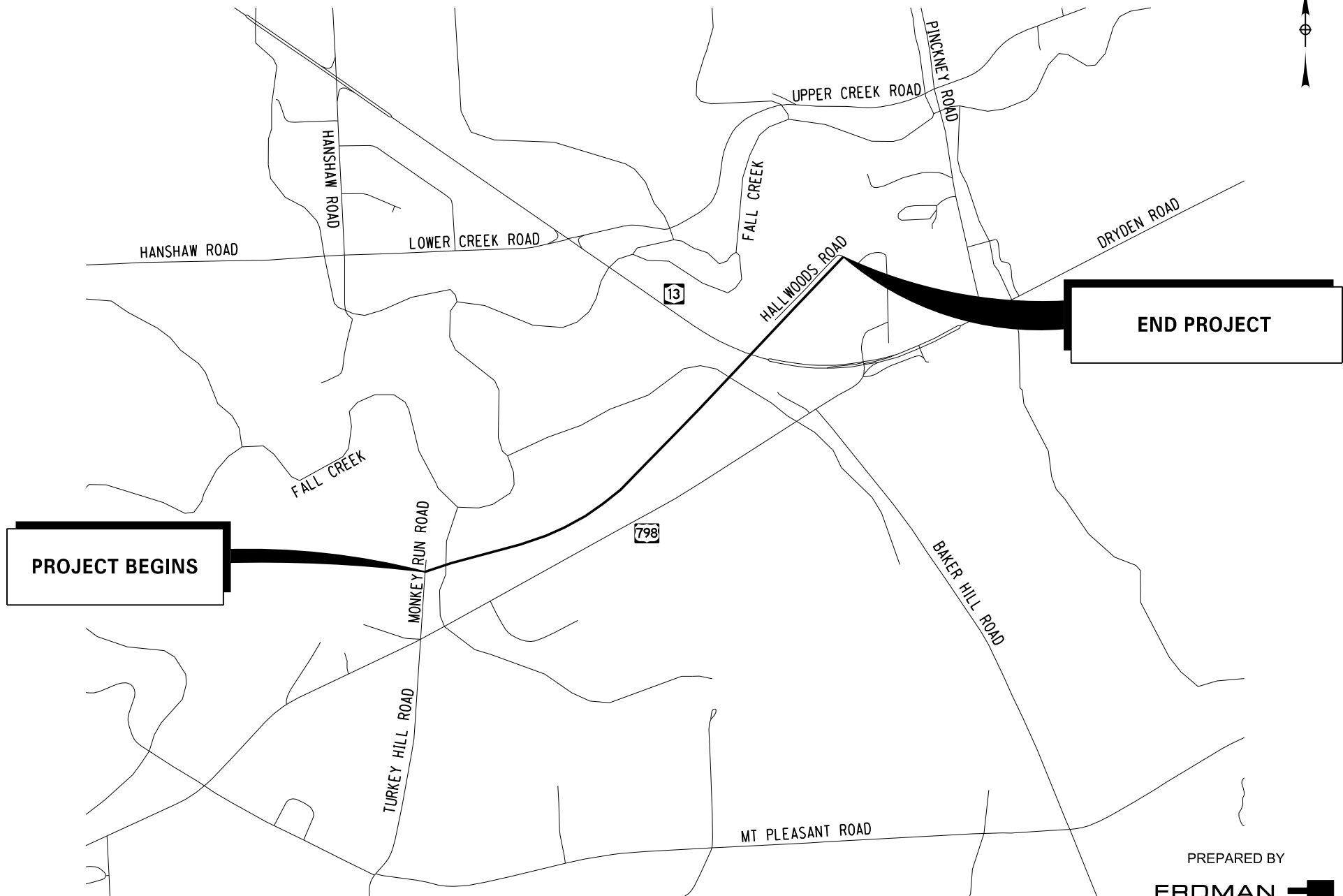
## **APPENDIX A**

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# **MAPS, PLANS, PROFILES, & TYPICAL SECTIONS**

## **Project Location Map**

GRID  
NORTH



**PROJECT BEGINS**

**END PROJECT**

**LOCATION MAP**  
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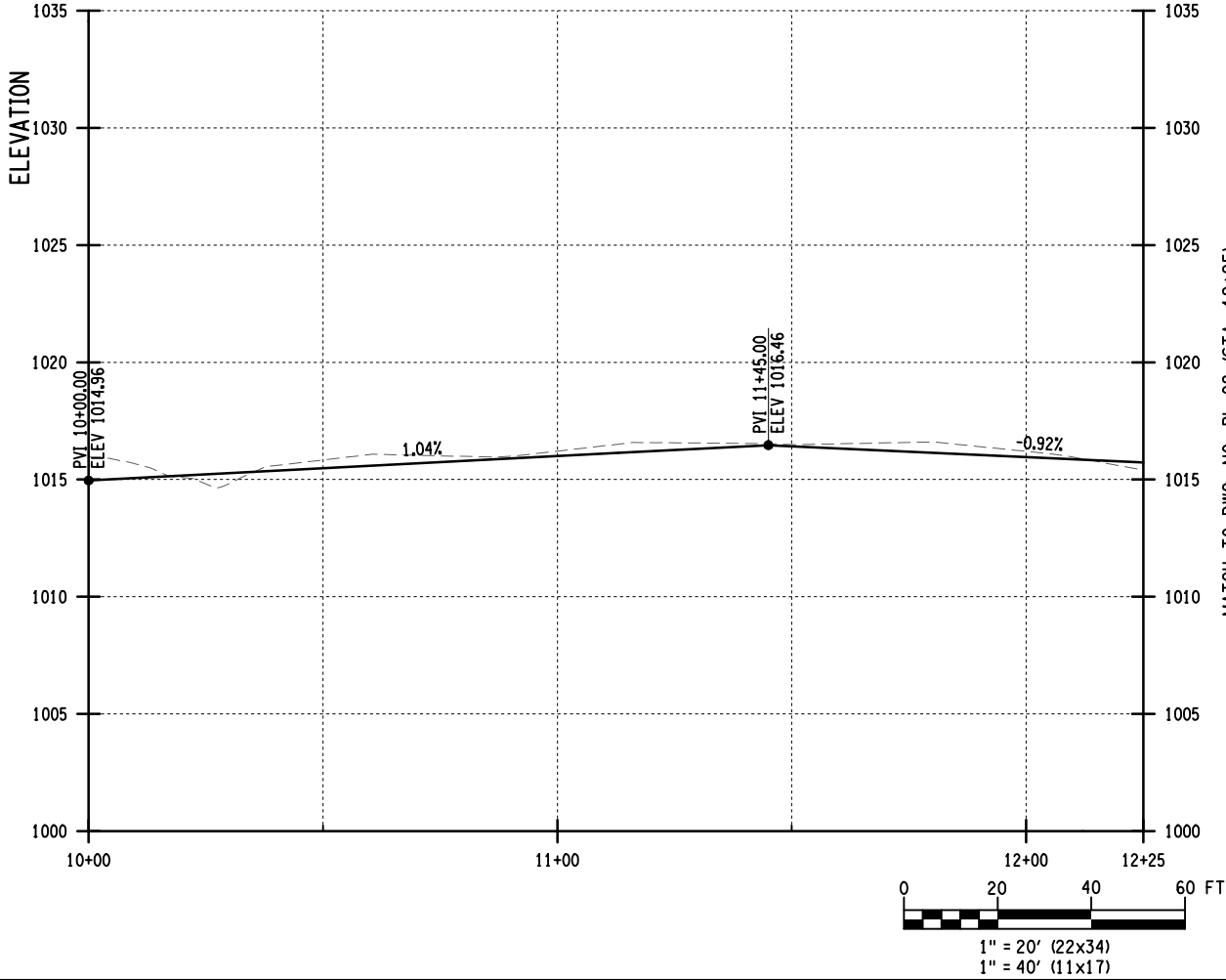
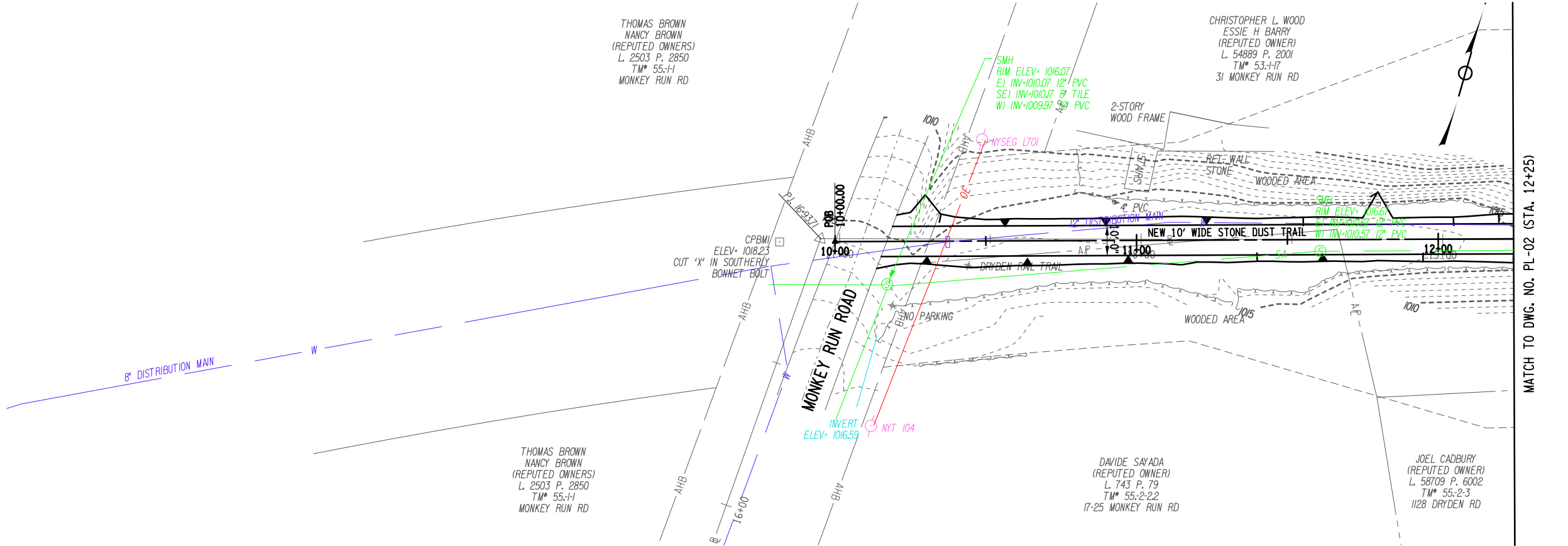
PREPARED BY

**ERDMAN  
ANTHONY** 

Rochester, NY – Harrisburg, PA – Buffalo, NY  
Albany, NY – West Palm Beach, FL



## **Proposed Plans and Typical Sections**



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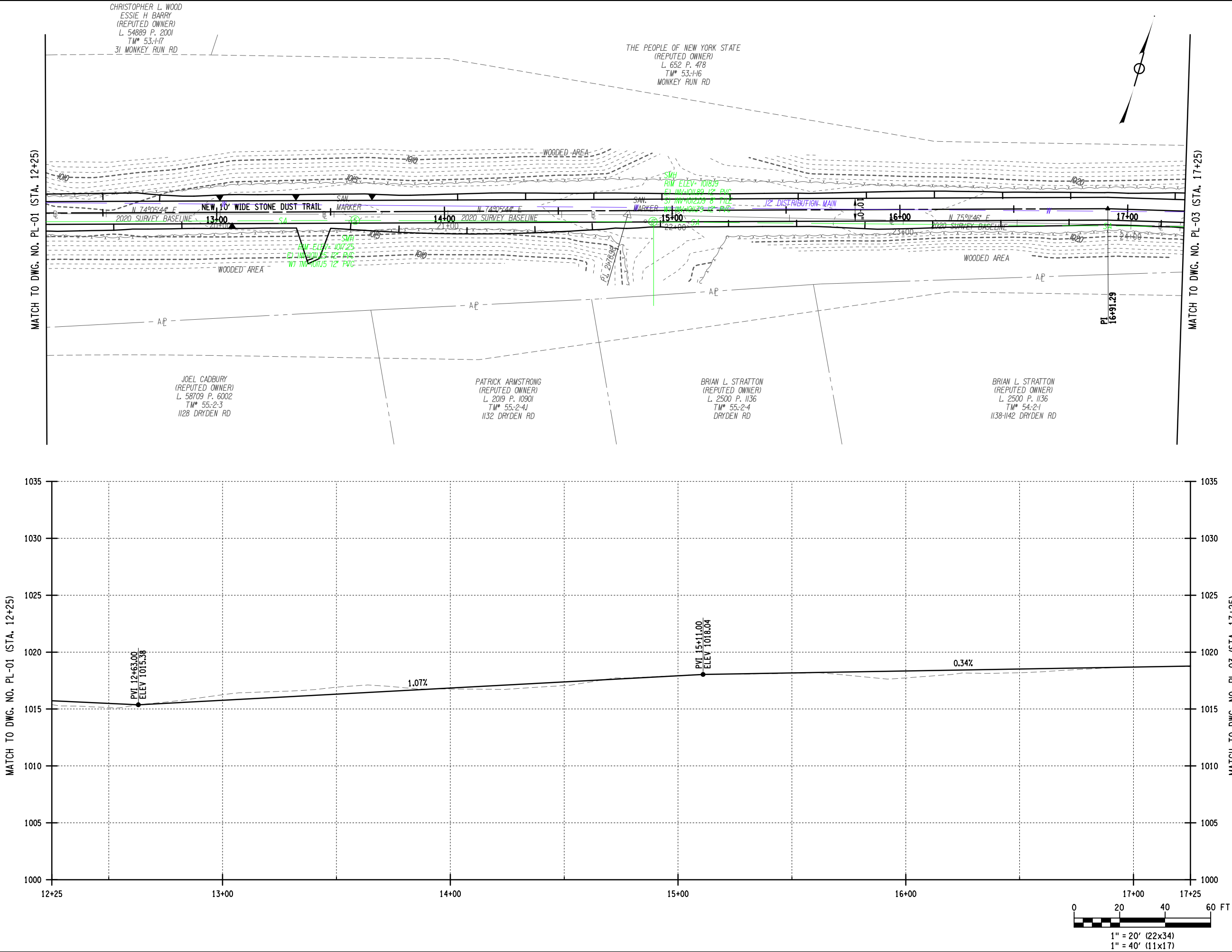
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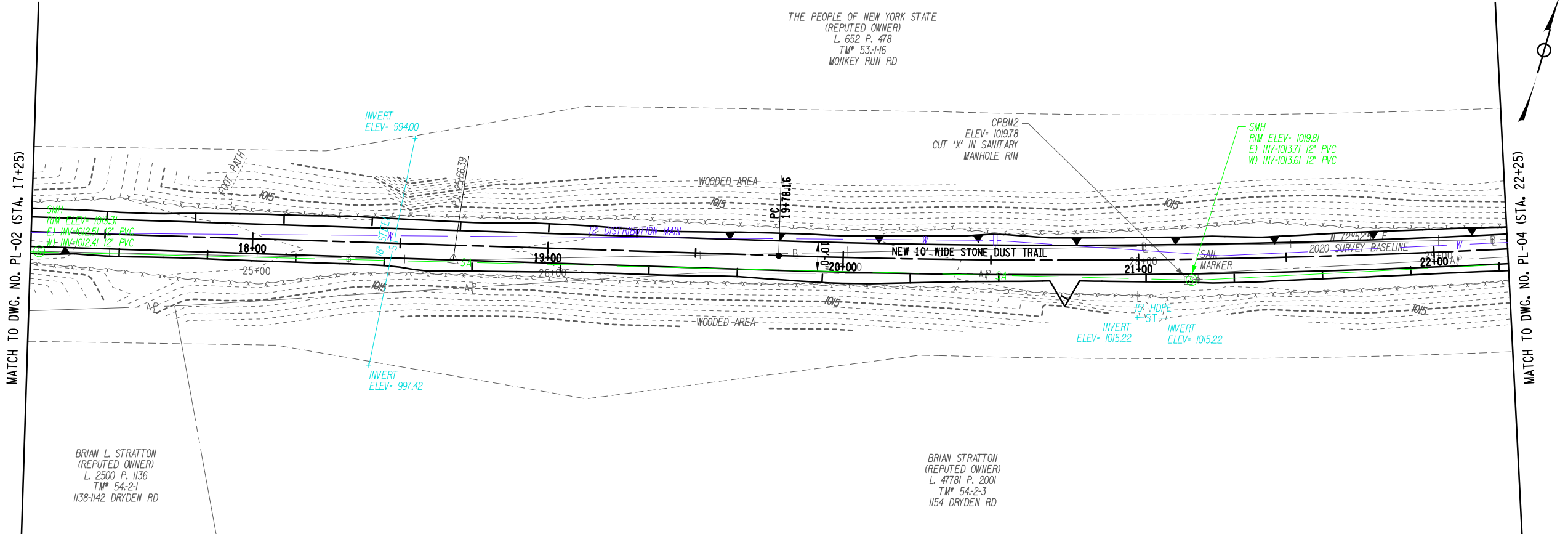
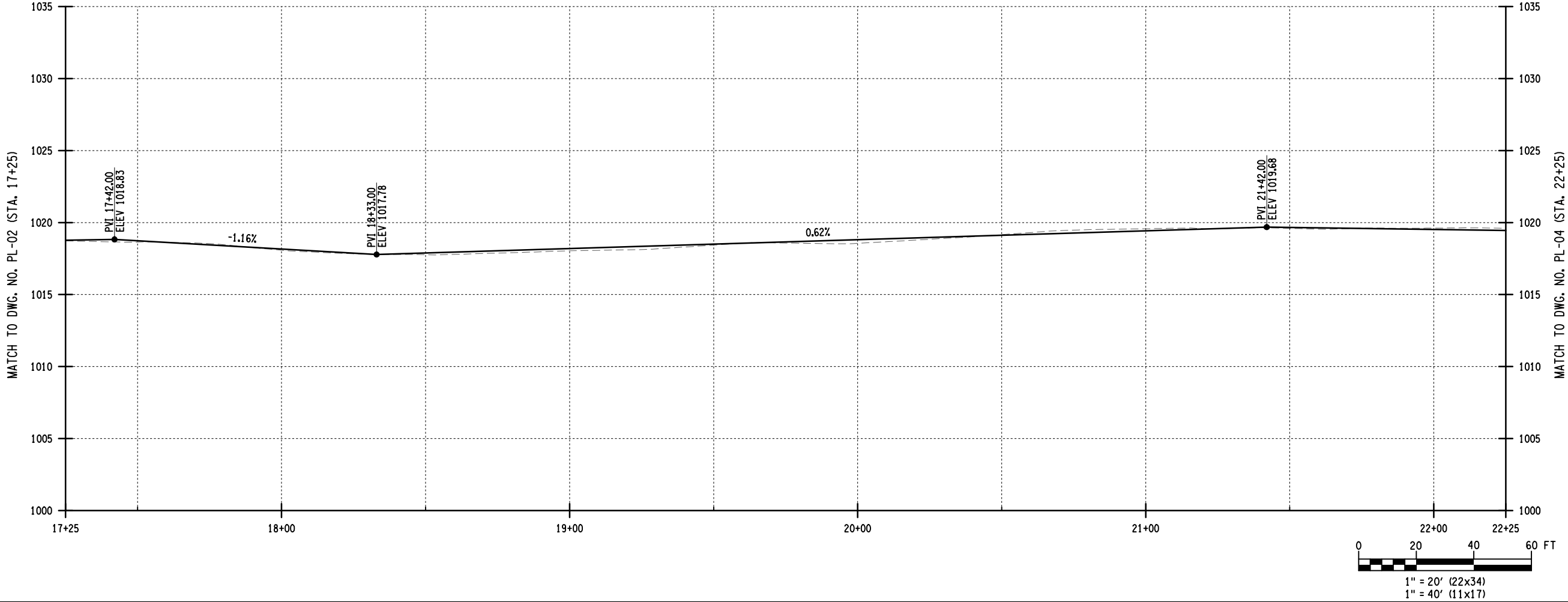
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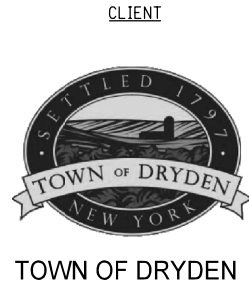
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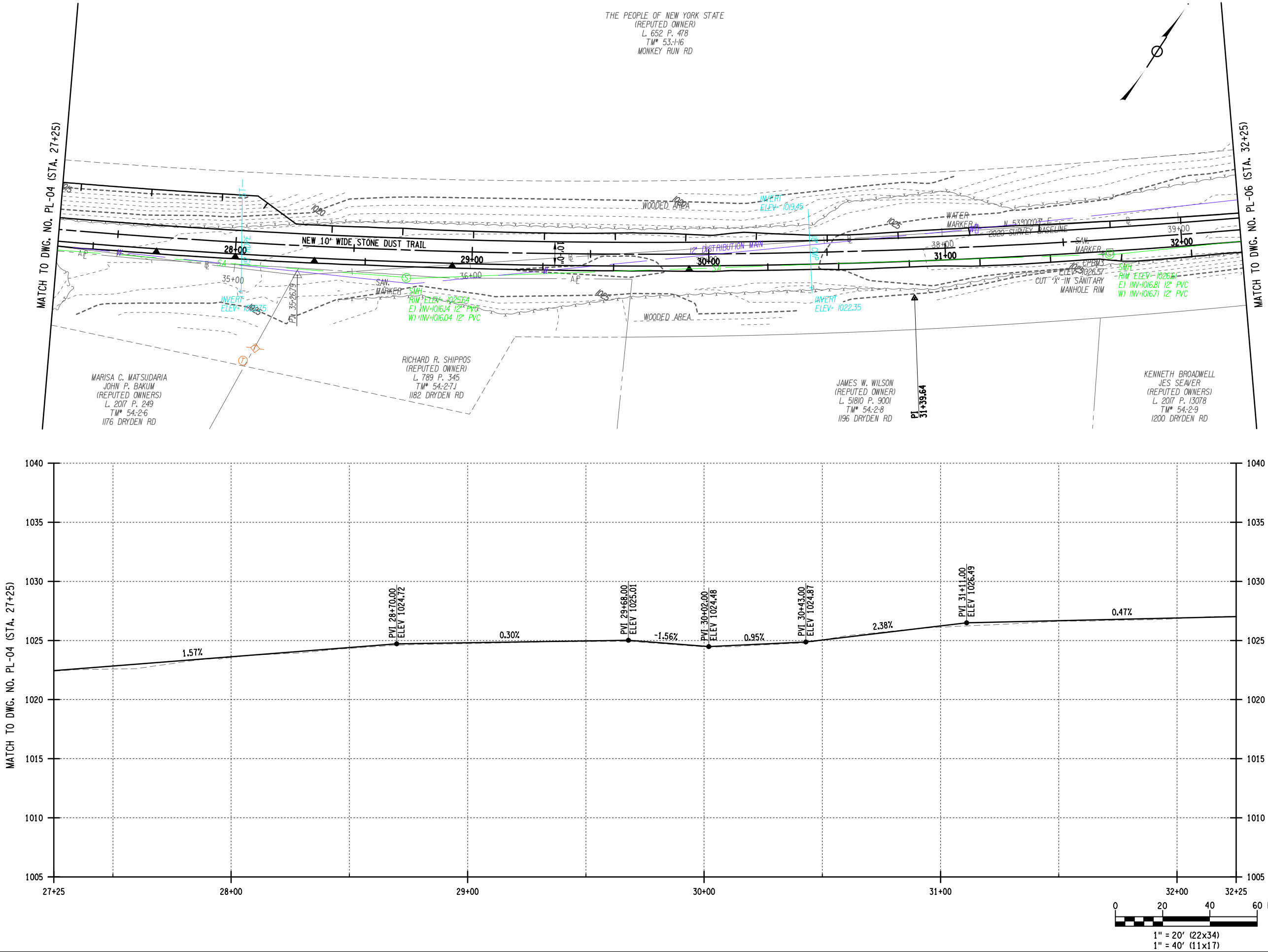
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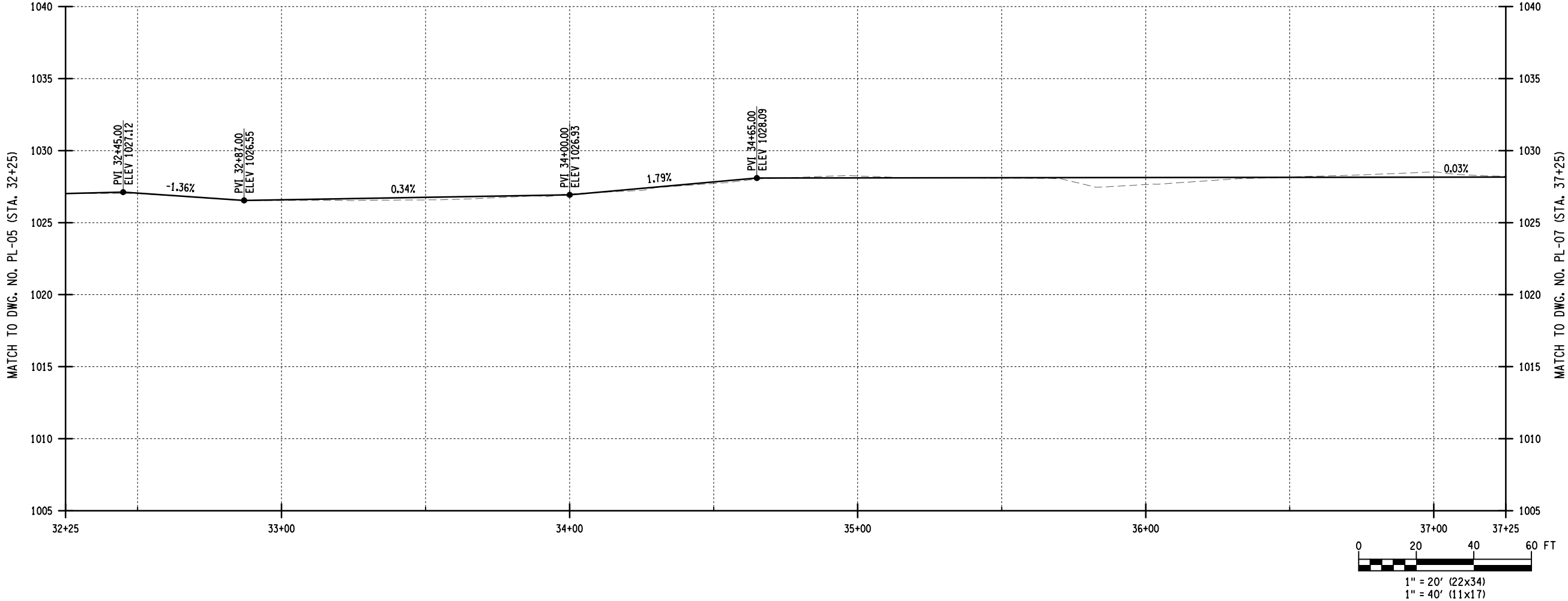
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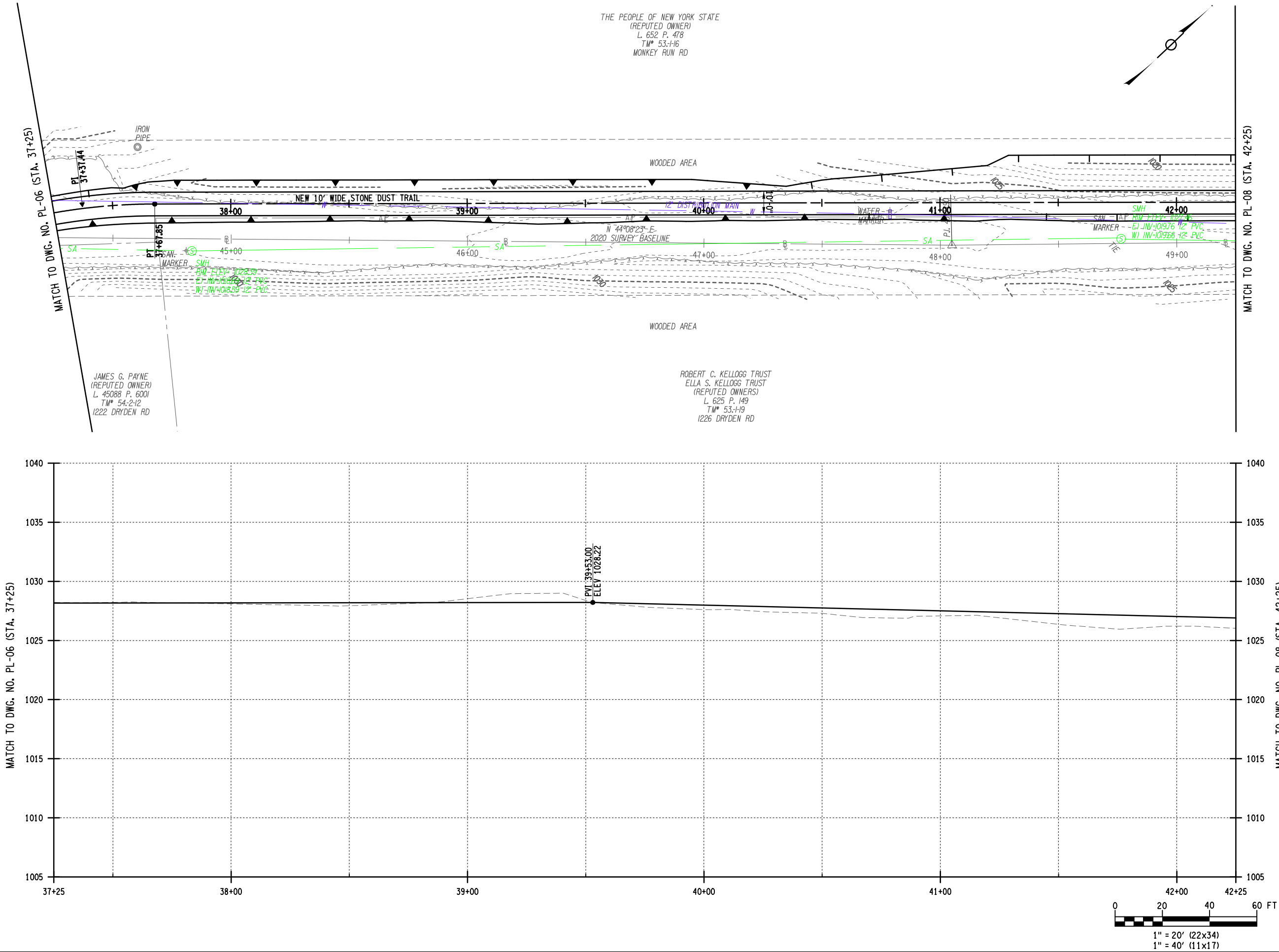
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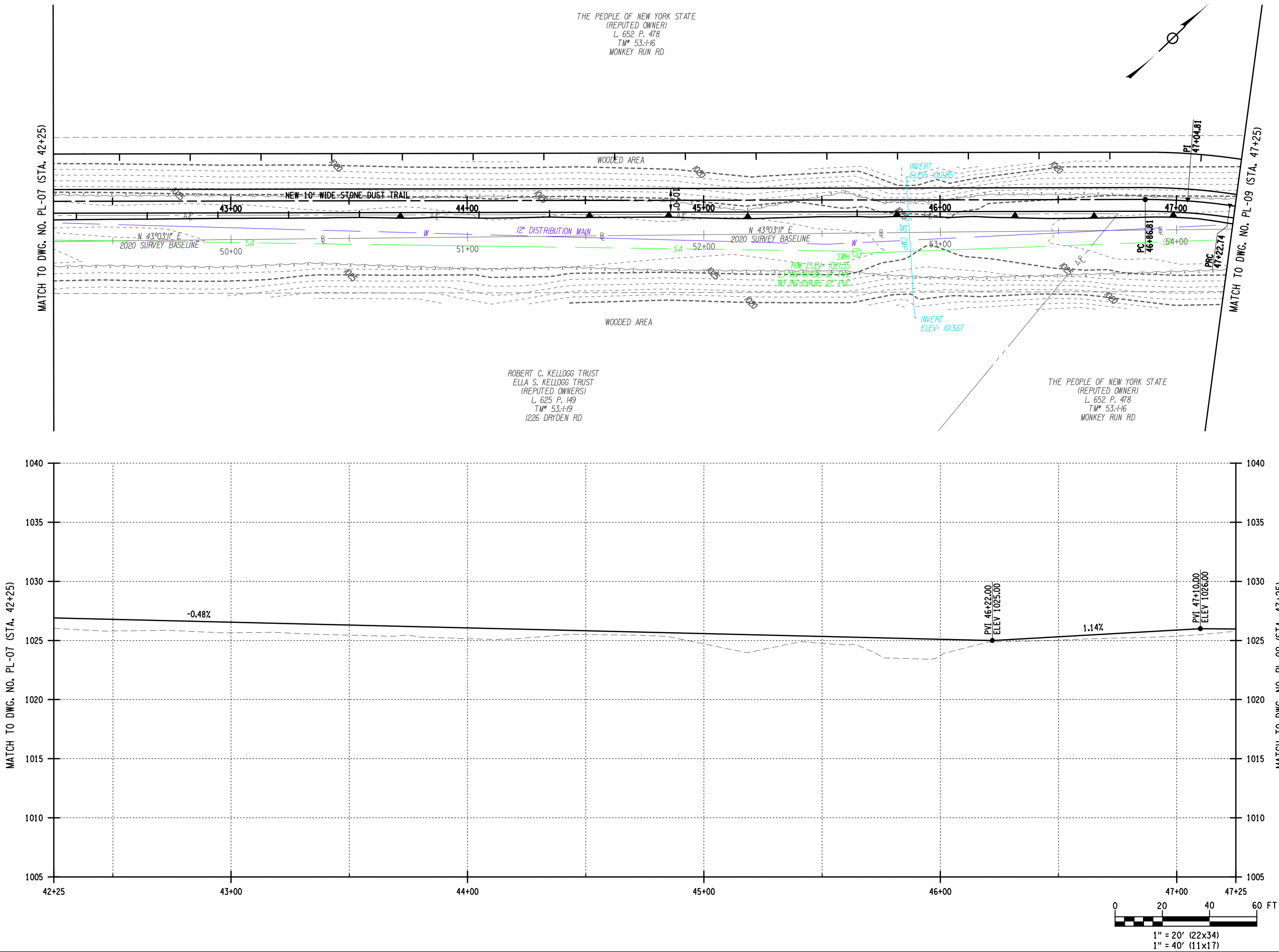
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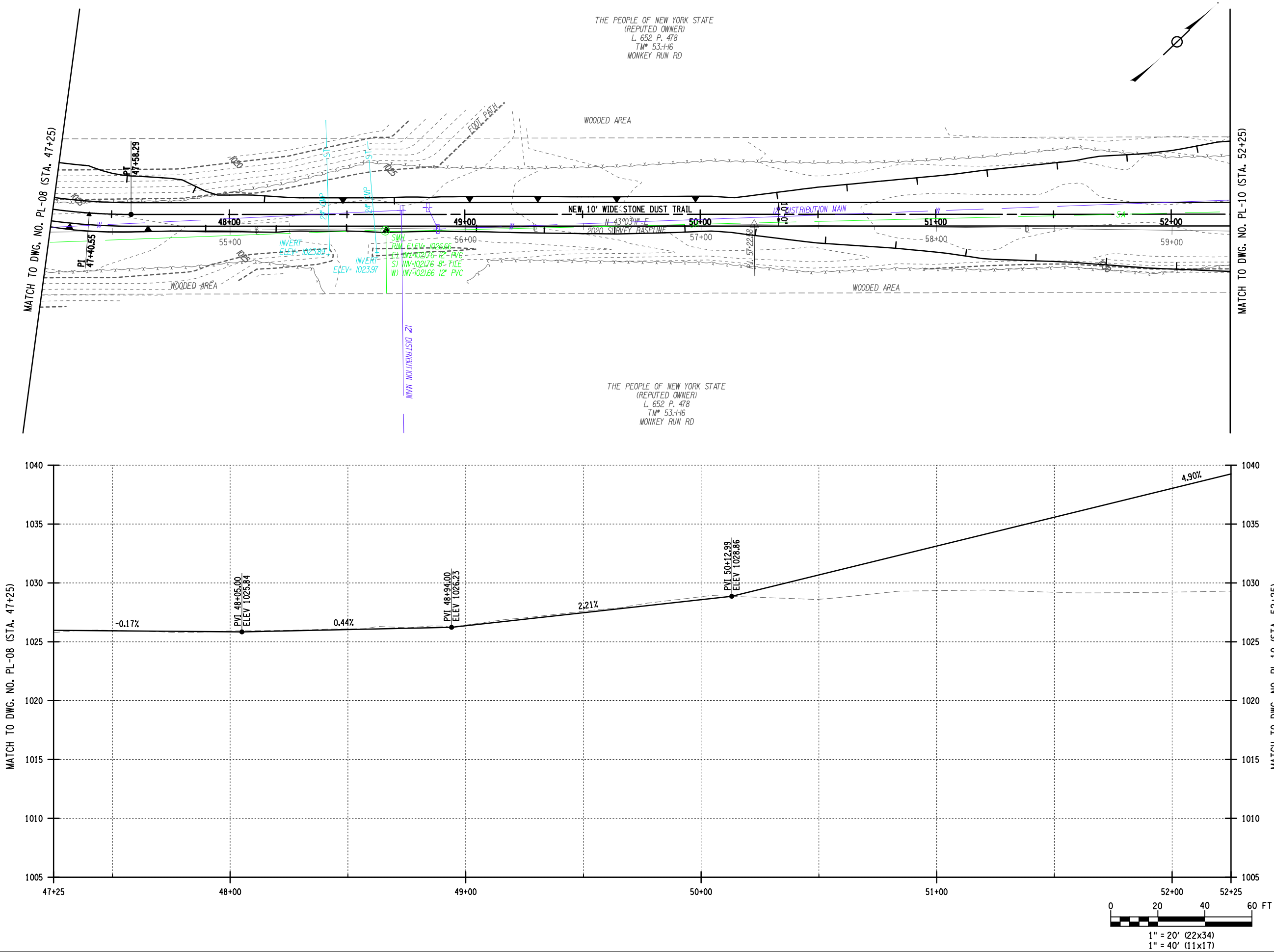
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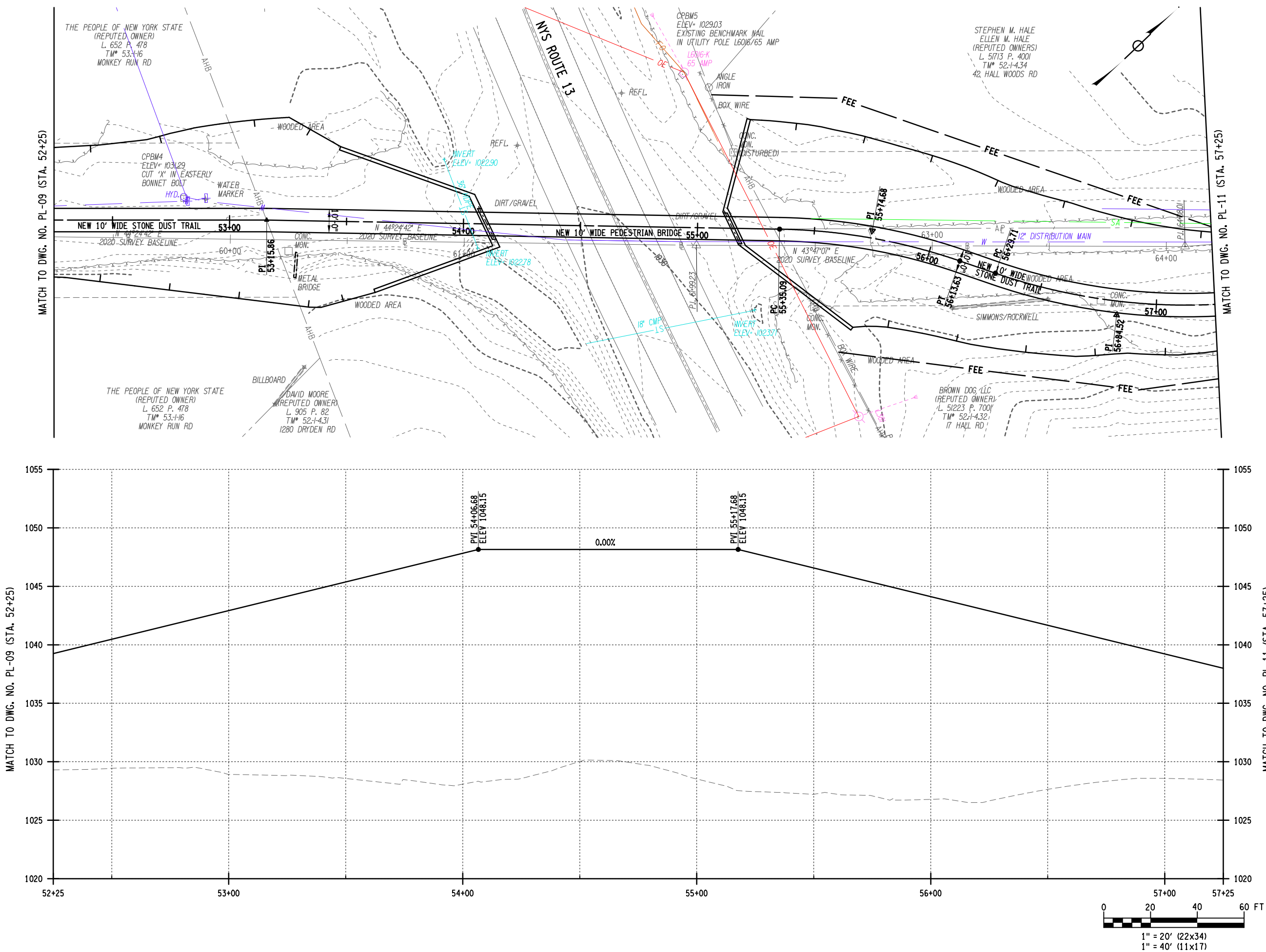
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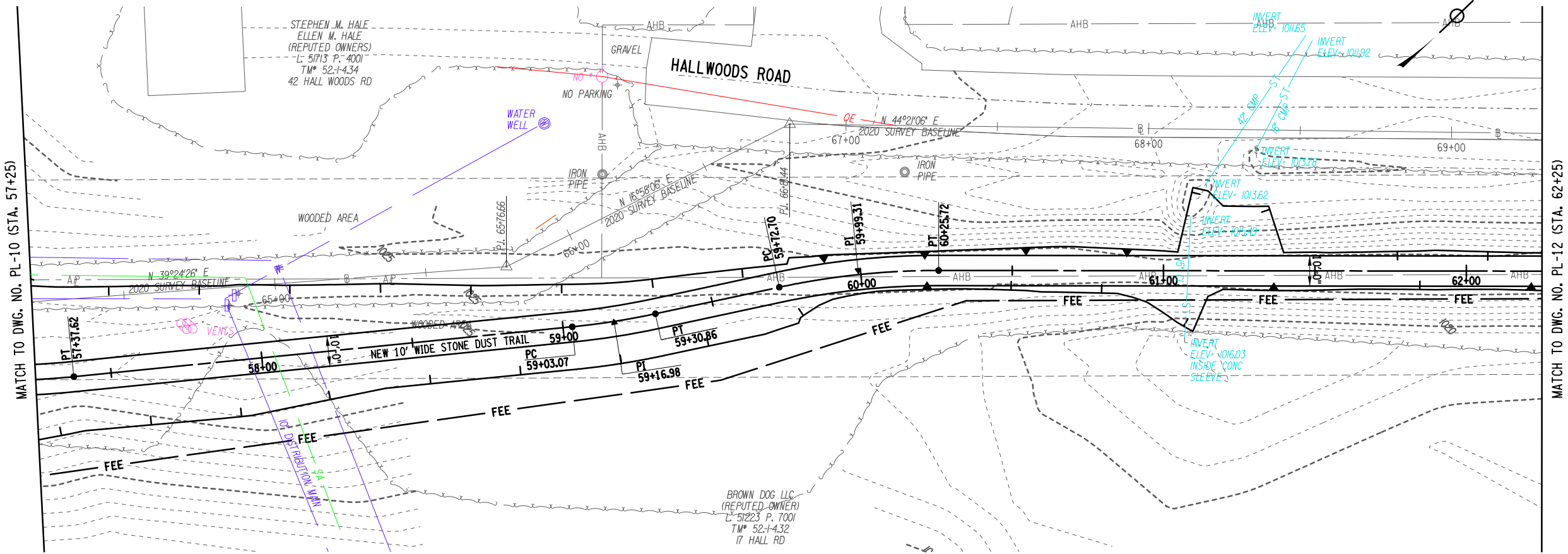
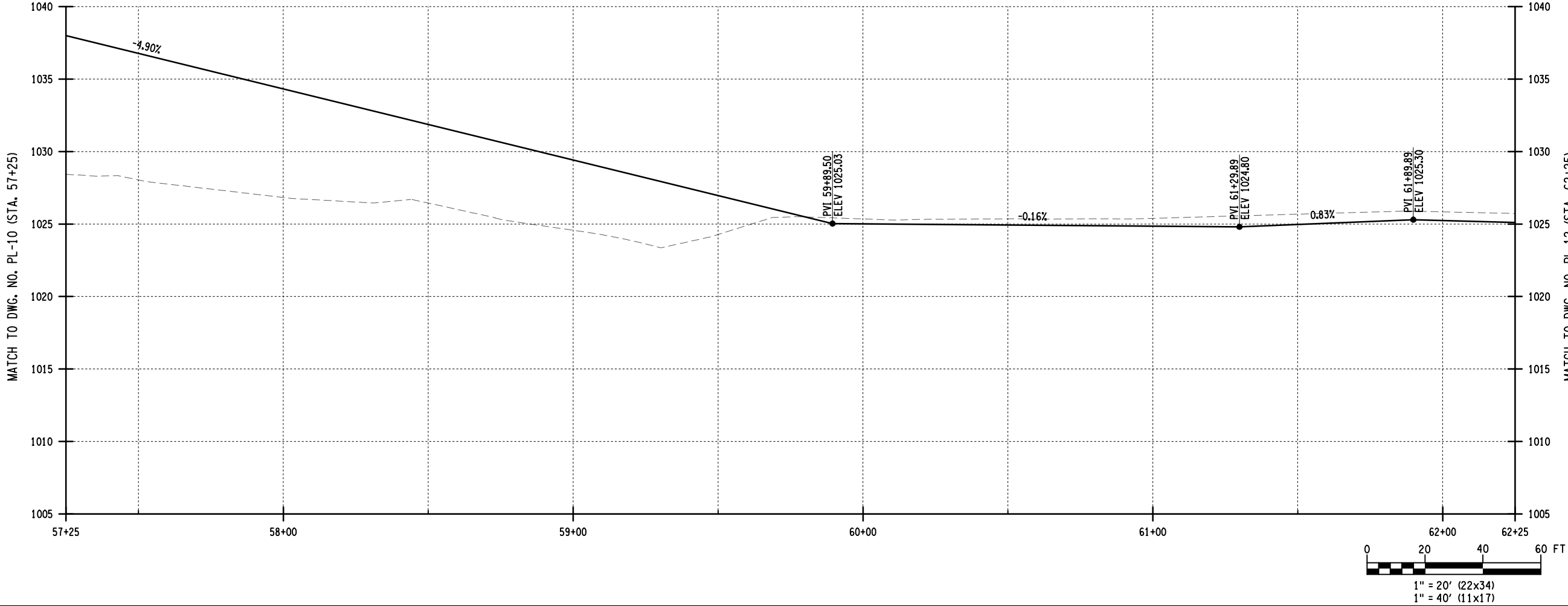
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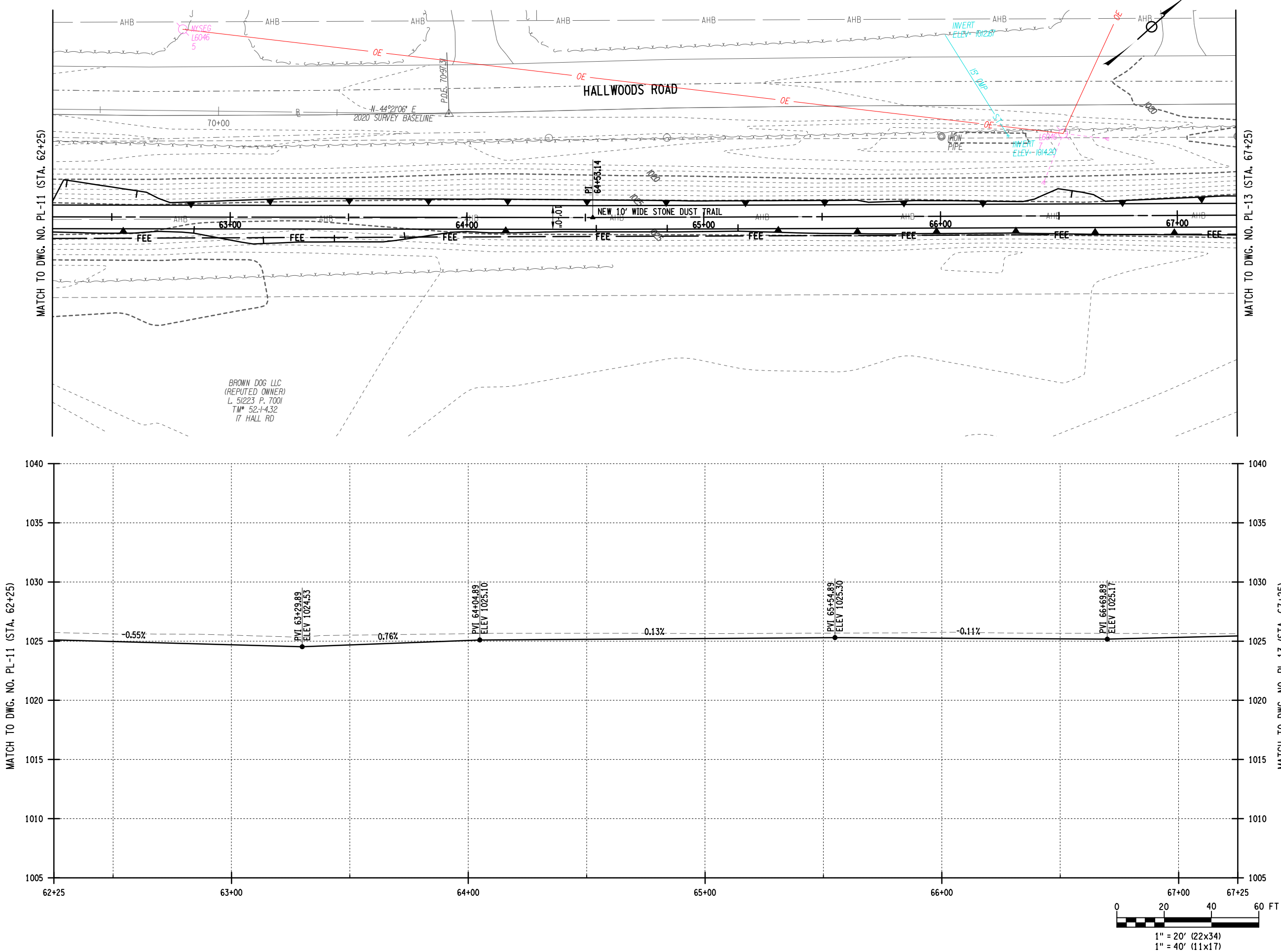
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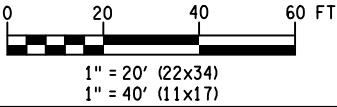
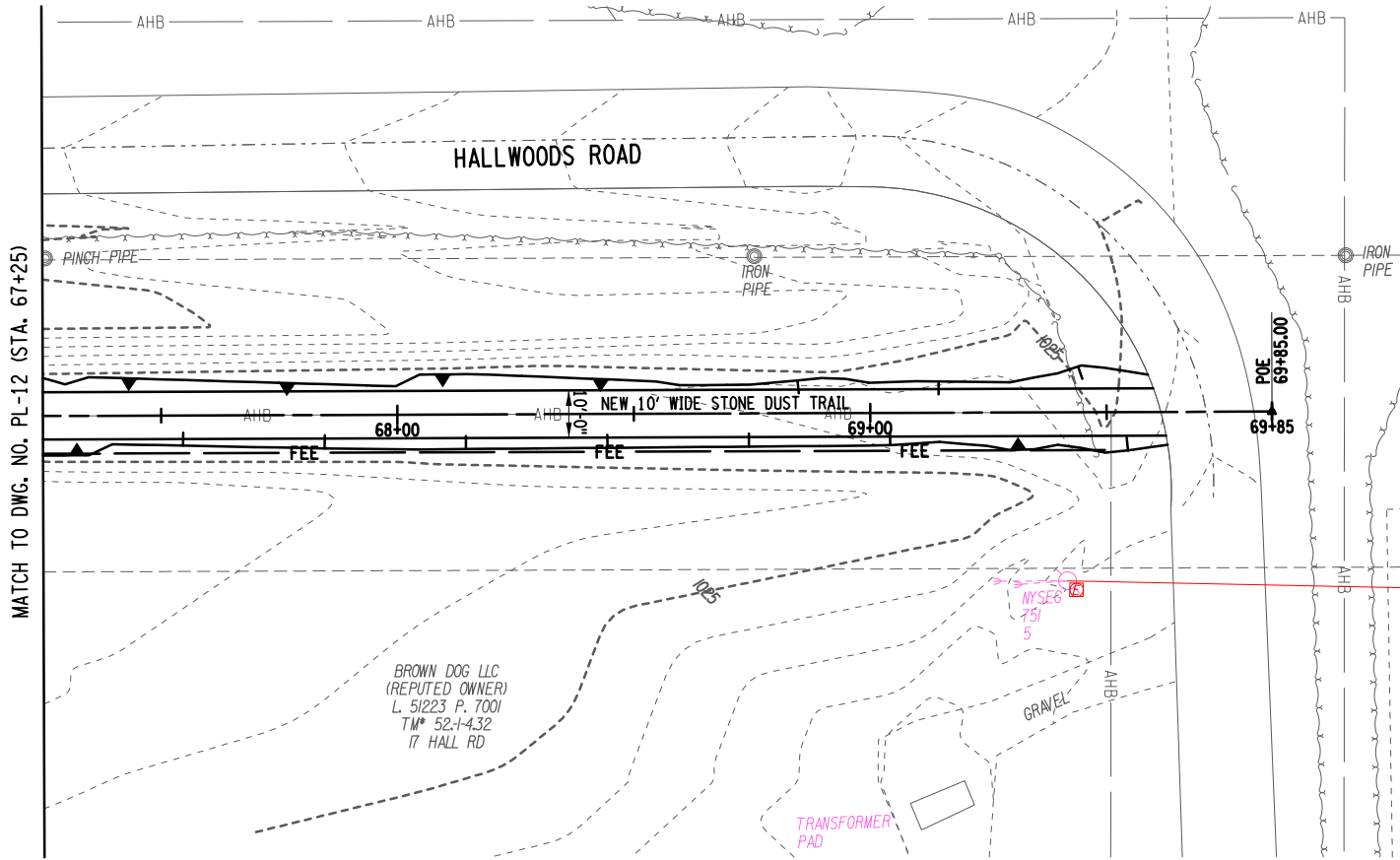
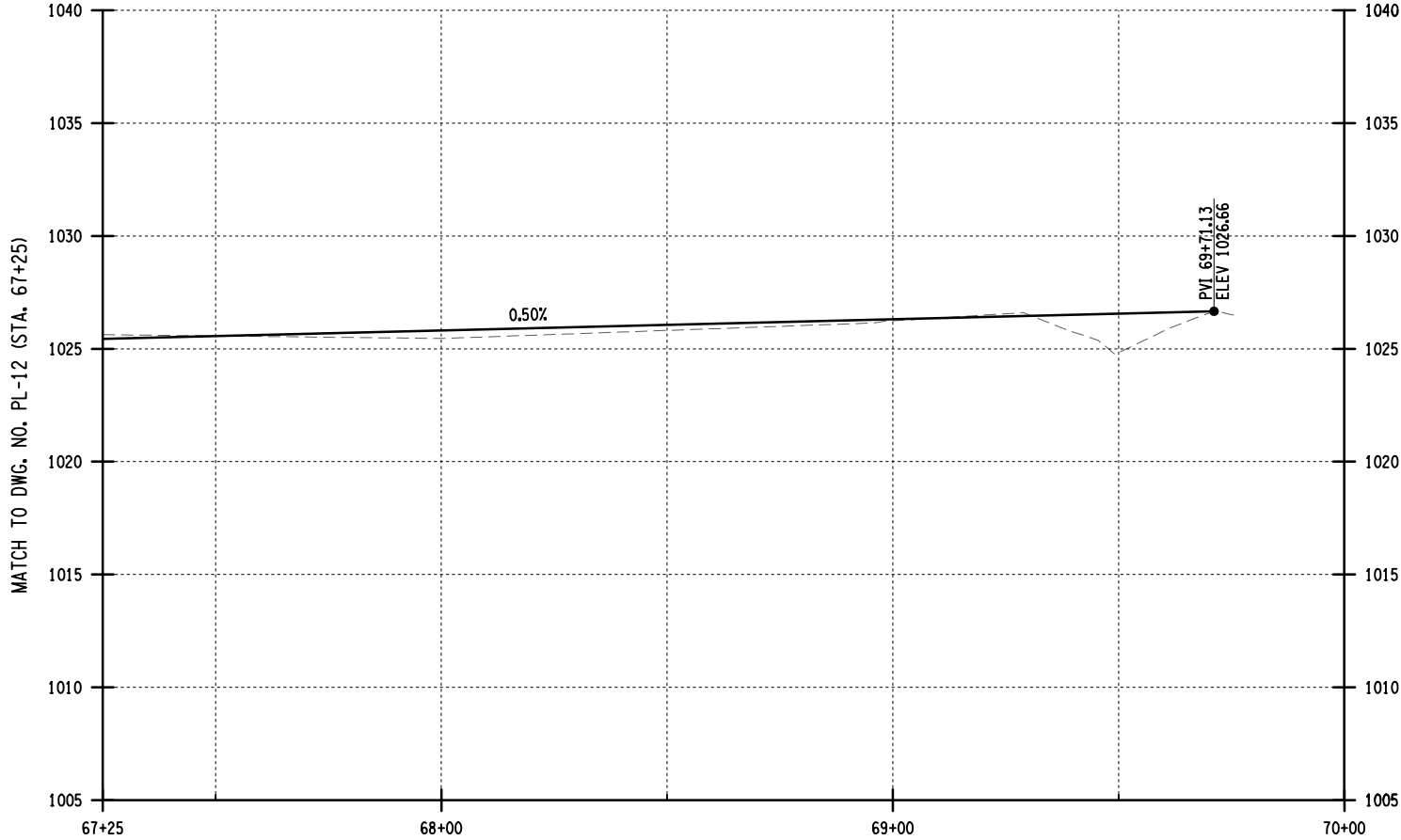
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DRAWING IS A VIOLATION OF THE NEW YORK STATE  
EDUCATION LAW ARTICLE 145, SECTION 7209.

REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN  
NEW YORK

PROJECT NAME

**DRYDEN RAIL TRAIL  
PHASE 2**

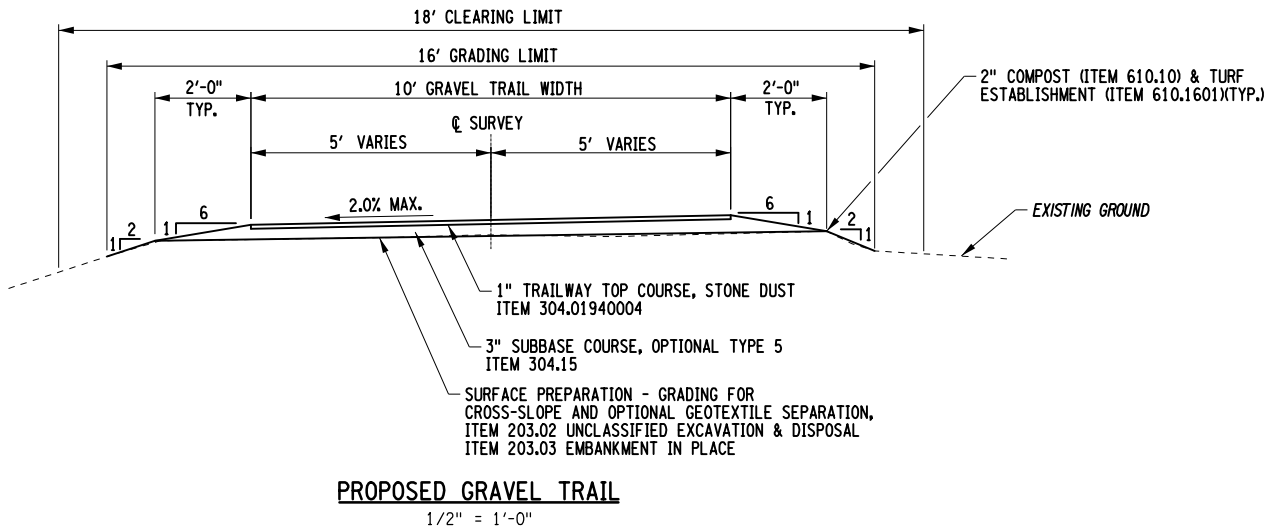
DRAWING TITLE

**PLAN AND PROFILE**

SCALE	DATE
H: 1"=40' / V: 1"=5'	OCTOBER 2020
P.I.N. 3950.71	FEDERAL AID PROJECT NO. XXXXXXX
SHEET NO. XX OF XX	DRAWING NO. PL-13

FILE NAME = N:\19642-00-DrydenTrail\Drawings\ConstrPlan\Typicals\19642-TS-1 thru XX.dgn  
DATE/TIME = 5/19/2021 9:29:20 AM  
USER = tixierj

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY P. PRESUTTI CHECKED BY A. BLACKMON ESTIMATED BY A. BLACKMON DRAFTED BY S. BEAMAN CHECKED BY A. BLACKMON



ITEM NO.	DESCRIPTION	UNIT	ITEM NO.	DESCRIPTION	UNIT	NOTES

ERDMAN  
ANTHONY



145 CULVER ROAD, SUITE 200  
Rochester, NY 14620  
[T] 585.427.8888  
[F] 585.427.8914  
erdmananthony.com


DATE

DATE

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EDUCATION LAW ARTICLE 145, SECTION 7209.

REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL  
PHASE 2

DRAWING TITLE

TYPICAL  
SECTION

SCALE AS SHOWN	DATE OCTOBER 2020
P.I.N. 3950.71	FEDERAL AID PROJECT NO. XXXXXXX
SHEET NO. X OF XX	DRAWING NO. TS-1

## **APPENDIX B**

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# **ENVIRONMENTAL INFORMATION**



# **Social, Economic and Environmental Resources Checklist (SEERC)**

Social, Economic and Environmental Resources Checklist				
PIN:3950.71		FUNDING TYPE:Federal		
DESCRIPTION: Dryden Rail Trail Phase 2 Project		DATE:May 24, 2021		
		REVISION DATE:		
MUNICIPALITY:Town of Dryden		NEPA CLASS:Class II		
COUNTY:Tompkins		SEQRA TYPE:Type II		
SCOPE:The project is a multi-use trail and bridge construction project				
SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS		IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT <sup>1</sup> OR ISSUE?	
		NO	YES	NO
<b>Social</b>				
<b>A. Land Use</b>				
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>B. Neighborhoods and Community Cohesion</b>				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Are there potential changes to travel patterns that could affect neighborhood quality of life?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	
<b>C. General Social Groups</b>				
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"/>	
<b>D. Community Services</b>				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT <sup>1</sup> OR ISSUE?	
	NO	YES	NO
2. Is there potential to affect emergency service response?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Economic</b>			
<b>A. Regional and Local Economies</b>			
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>B. Business Districts</b>			
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"/>
<b>C. Specific Business Impacts</b>			
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"/>
<b>Environmental</b>			
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
3. Is there a designated Wild or Scenic River within or immediately adjacent to the project limits? (See <a href="#">The Environmental Manual (TEM) 4.4.3</a> )	<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 <a href="#">TEM 4.6</a></i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Is the project area above a Sole Source Aquifer? <i>See <a href="#">TEM 4.4</a> 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 <sup>1</sup> 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 <a href="#">TEM 4.4.9.3</a></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 <a href="#">TEM 4.4.12 Appendix G</a>	<input 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 <a href="#">SECTION 4(f) POLICY PAPER</a> 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 <a href="#">PDM Chapter 3.2.2.2</a> )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Will the project convert land protected by the Federal Farmland Protection Act? See <a href="#">TEM 4.4.15</a>	<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 <a href="#">EPM Chapter 1 1.1-19 an Air Quality Analysis required</a>	<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 <a href="#">EPM Chapter 1 1.1-19? A hot spot analysis is required</a>	<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 <a href="#">TEM 4.4.18</a>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Will the project require the removal of Asbestos Containing Materials? See <a href="#">TEM 4.4.19</a>	<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:

<sup>1</sup> 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): **Bryan Bancroft, CPESC (Environmental Consultant)**

**CERTIFICATION:**

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

Regional/Main Office Environmental Unit Supervisor \_\_\_\_\_ Date \_\_\_\_\_

Print Name and Title: \_\_\_\_\_

# **Federal Environmental Approvals Worksheet (FEAW)**

# Federal Environmental Approval Worksheet

PIN: 3950.71	Completed by: B. Bancroft	Date Completed: 5/26/21	FUNDING TYPE: Federal
DESCRIPTION: Dryden Rail Trail Phase 2			NEPA CLASS: Class II: CE
			SEQR TYPE: Unlisted (local projects only)
LOCALITY (Village, Town, City): Town of Dryden			COUNTY: Tompkins

## Purpose of this Worksheet:

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

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

## Instructions:

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

## Step 1A: Unusual Circumstances Threshold Determination – 23 CFR 771.117(b)

Do any, or the potential for any, unusual circumstances exist<sup>1</sup>?

- |   |   |
|---|---|
| • Significant environmental impacts   | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Substantial controversy on environmental grounds  | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act                      | YES <input type="checkbox"/> NO <input type="checkbox"/>            |
| • Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the project | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |

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

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

## Step 1B: Identification of CE action

Is the project an action listed in 23 CFR 771.117 (c) - (d) (or as identified in [FHWA's additional flexibilities memo](#))?  
 YES ☒ NO ☐

**If Yes, proceed to step 2.**

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

<sup>1</sup> See definitions and examples of unusual circumstances in *FEAW\_Instructions.doc*

# Federal Environmental Approval Worksheet

**Project ID Number:** 3950.71

## Step 2: FHWA environmental actions required prior to CE determination<sup>2</sup>

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

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

<sup>2</sup> This table does not represent all environmental issues and actions that a project is subject to. Classification as a CE does not exempt the project from further environmental review. Refer to the PDM and The Environmental Manual (TEM) to determine review requirements.

<sup>3</sup> When PARCE threshold is exceeded, the NYSDOT recommends that the project qualifies as a CE and requests the FHWA make the CE determination. Information on PARCE specific thresholds are contained within **the FEAW Thresholds document**.

# Federal Environmental Approval Worksheet

**Project ID Number:** 3950.71

## Step 3: Who makes the NEPA CE Determination?

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

<b>3</b>	<b>Determine whether the FHWA or the NYSDOT makes the CE determination and whether additional notifications or approvals are required.</b>
<b>3A</b>	<p><b>Is the project an action listed in 23 CFR 771.117 (c) - (d) (Answered yes in Step 1B)?</b></p> <p><b>YES</b> <input checked="" type="checkbox"/> If Yes, <b>proceed to 3B.</b></p> <p><b>NO</b> <input type="checkbox"/> If No, the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> <li>For <b>Locally Administered Federal Aid Projects only</b>, the DAD, the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the Regional Planning and Program Manager (RPPM) to the FHWA directly using <b>Shell 4.</b></li> <li>For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using <b>Shell 3. Proceed to Step 4.</b></li> </ul>
<b>3B</b>	<p><b>Are any of the CE Thresholds from the PARCE exceeded (Are there any checks in Column A of Step 2)?</b></p> <p><b>YES</b> <input type="checkbox"/> If Yes, the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> <li>For <b>Locally Administered Federal Aid Projects only</b>, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using <b>Shell 4.</b></li> <li>For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using <b>Shell 3. Proceed to Step 4.</b></li> </ul> <p><b>NO</b> <input checked="" type="checkbox"/> If No, <b>proceed to 3C.</b></p>
<b>3C</b>	<p><b>Are there outstanding independent environmental approvals or concurrences? (Are there checks in column B of Step 2.1 without dates in column B1)?</b></p> <p><b>YES</b> <input type="checkbox"/> If Yes, then the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> <li>For <b>Locally Administered Federal Aid Projects only</b>, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using <b>Shell 4.</b></li> <li>For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using <b>Shell 3. Proceed to Step 4.</b></li> </ul> <p><b>NO</b> <input checked="" type="checkbox"/> If No, the NYSDOT makes the NEPA CE determination. <b>Proceed to 3D.</b></p>
<b>3D</b>	<p><b>Are there</b></p> <p><input type="checkbox"/> any circumstances requiring demonstration of applicable EO compliance (any checks in column B of Table 2.2); or</p> <p><input type="checkbox"/> any issues requiring the FHWA environmental notification (any checks in column B of Table 2.3)?</p> <p><b>YES</b> <input type="checkbox"/> If <b>either</b> box is checked, <b>once all required approvals and concurrences have been secured</b>, the NYSDOT makes the CE determination but the information must be forwarded to FHWA for notification or action prior to Design Approval using <b>Shell 1. Proceed to step 4.</b></p> <p><b>NO</b> <input checked="" type="checkbox"/> If <b>neither</b> box is checked, <b>once all required approvals and concurrences have been secured</b> the NYSDOT makes the CE determination without notification to the FHWA. The project will use <b>Shell 2. Proceed to step 4.</b></p>



# Federal Environmental Approval Worksheet

Project ID Number: 3950.71

## Step 4: Summary and Recommendation

- The project **is not** located within an area subject to transportation air quality conformity.
  - **If the project is within such areas, the NEPA process may not be completed until all transportation conformity requirements are met<sup>4</sup>.** Transportation conformity requirements **Select** been met at the time of this signature.
- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination will be made by NYSDOT
- Project is c(3) "Construction of bicycle and pedestrian lanes, paths, and facilities." <sup>4</sup>
- All outstanding FHWA environmental approvals will be obtained and are listed here:
- All the conditions of the PARCE are addressed herein (or within the DAD or attachments).

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

Project Manager/Designer  
(or Responsible Local Official)

X

Date\_\_\_\_\_

Print Name and Title:

Regional Environmental Unit  
Supervisor

X

Date\_\_\_\_\_

Print Name and Title:

Regional Local Project Liaison  
(Locally Administered Projects Only)

X

Date\_\_\_\_\_

Print Name and Title:

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

<sup>4</sup> See additional information on identifying (c)26, (c)27 & (c)28 versus d (13) in *FEAW\_Instructions.doc*

# **State Environmental Quality Review Act (SEQRA)**

# Short Environmental Assessment Form

## Part 1 - Project Information

### Instructions for Completing

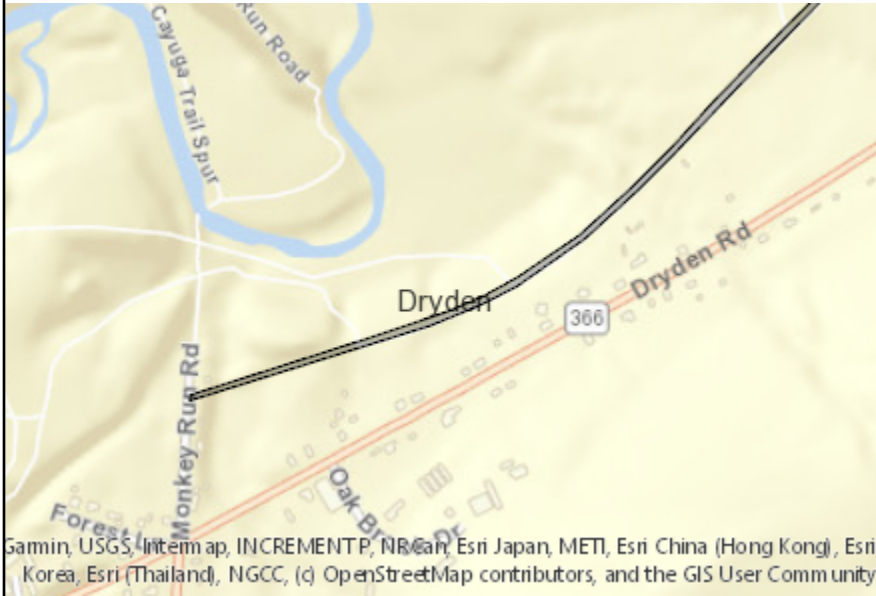
**Part 1 – Project Information.** The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

<b>Part 1 – Project and Sponsor Information</b>			
Name of Action or Project: Dryden Rail Trail Phase 2 Project			
Project Location (describe, and attach a location map): Trail project between Monkey Run Road and Hallwoods Road, Town of Dryden, NY			
Brief Description of Proposed Action: The Town of Dryden is advancing completion of up to a 1.13 mile section of ADA-compliant multi-use trail via a locally-administered federally-aided project called Dryden Rail Trail Phase 2. When completed, the Dryden Rail Trail will provide an off-road, non-motorized commuter and recreational route connecting the Villages of Dryden and Freeville with the hamlets of Etna and Varna and to the City of Ithaca via the East Ithaca Recreation Way. PIN 3950.71 involves completion of a portion of the trail between Monkey Run Road and Hallwoods Road, including a proposed multi-use trail bridge over NYS Route 13. Proposed trail and bridge will consist of ADA-compliant trail aligned on existing former rail bed between Monkey Run Road and across NYS Route 13.			
Name of Applicant or Sponsor: Town of Dryden		Telephone: 607-844-8888 x 213 E-Mail: <a href="mailto:rburger@dryden.ny.us">rburger@dryden.ny.us</a>	
Address: 93 East Main Street			
City/PO: Dryden		State: NY	Zip Code: 13053
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.		NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: Federal Highway Administration		NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		3.1 acres	
b. Total acreage to be physically disturbed?		2.8 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		3.0 acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
5. <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural (non-agriculture) <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)			
<input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input checked="" type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):			
<input type="checkbox"/> Parkland			

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?	NO	YES	
If Yes, identify: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Are public transportation services available at or near the site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements?	NO	YES	
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply?	NO	YES	
If No, describe method for providing potable water: _____ N/A	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities?	NO	YES	
If No, describe method for providing wastewater treatment: _____ N/A	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____			

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input checked="" type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, <div style="margin-left: 20px;">           a. Will storm water discharges flow to adjacent properties?             b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?         </div> If Yes, briefly describe: <div style="border-bottom: 1px solid black; height: 1.2em; margin-top: 5px;"></div> <div style="border-bottom: 1px solid black; height: 1.2em; margin-top: 5px;"></div>	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment: <div style="border-bottom: 1px solid black; height: 1.2em; margin-top: 5px;"></div> <div style="border-bottom: 1px solid black; height: 1.2em; margin-top: 5px;"></div>	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: <div style="border-bottom: 1px solid black; height: 1.2em; margin-top: 5px;"></div> <div style="border-bottom: 1px solid black; height: 1.2em; margin-top: 5px;"></div>	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: <div style="border-bottom: 1px solid black; height: 1.2em; margin-top: 5px;"></div> <div style="border-bottom: 1px solid black; height: 1.2em; margin-top: 5px;"></div>	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</b></p> <p>Applicant/sponsor/name: _____ Date: _____</p> <p>Signature: _____ Title: _____</p>		



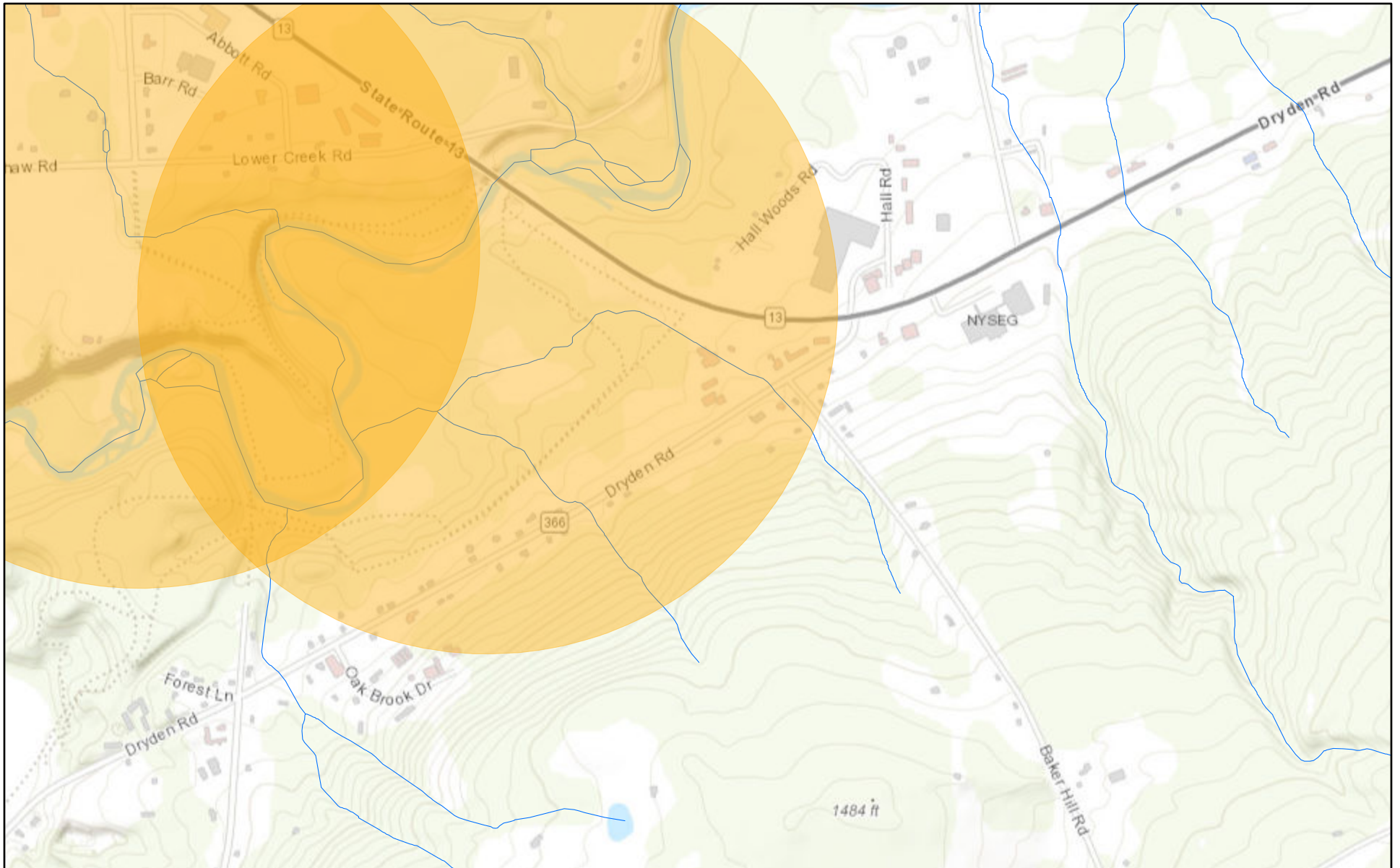
**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



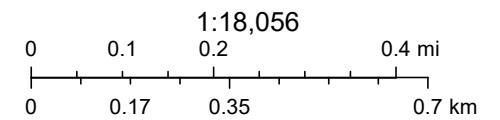
Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	No
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
Part 1 / Question 20 [Remediation Site]	No

# **Environmental Screening Figures**

# Dryden Rail Trail



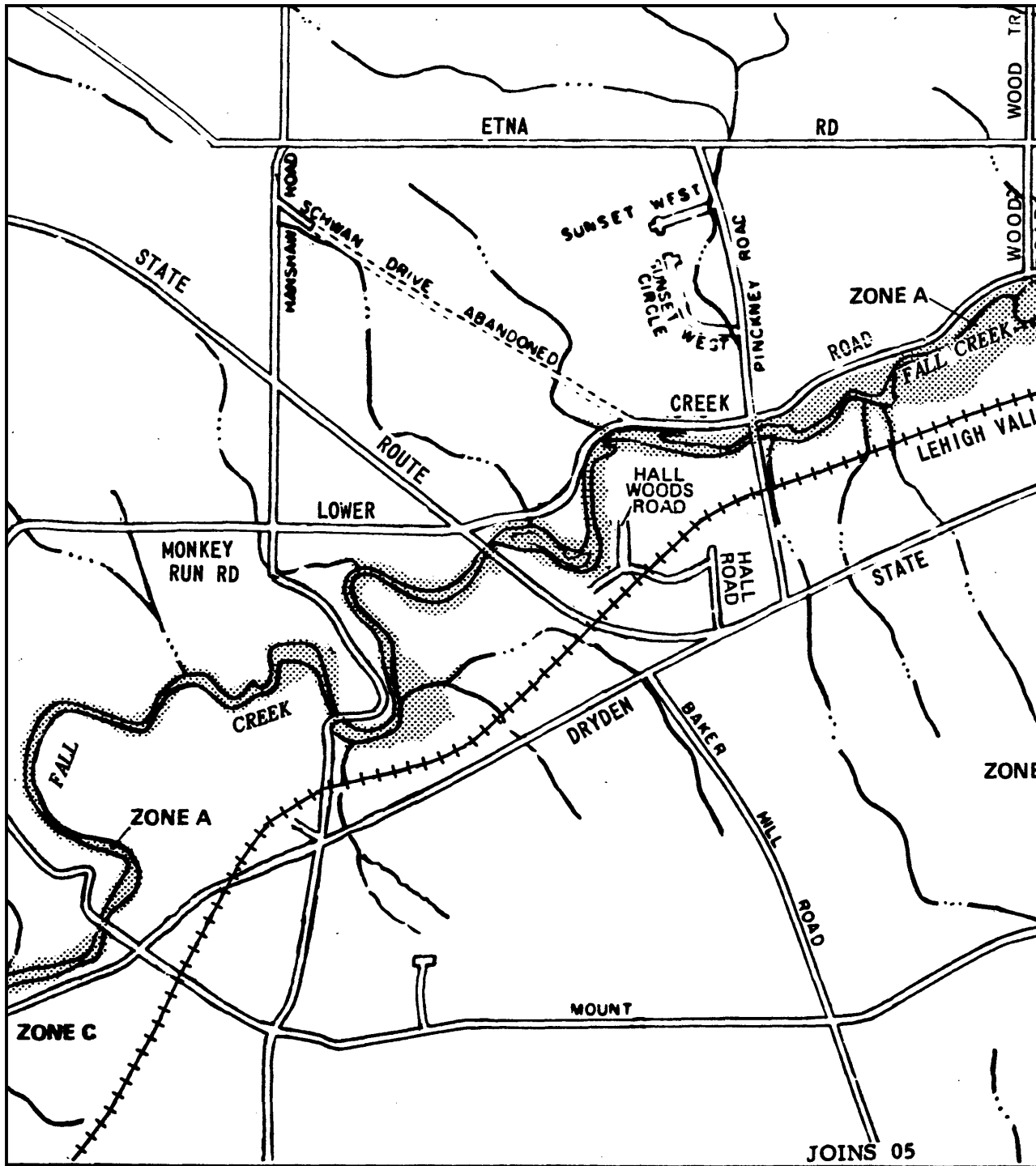
December 14, 2020



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

NYS Department of Environmental Conservation  
Not a legal document





APPROXIMATE SCALE

2000 0 2000 4000 6000 FEET

federal emergency management agency

# TOWN OF DRYDEN, NY

## (TOMPKINS CO.)

EFFECTIVE DATE  
May 15, 1985

JOINS 05

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)

# **Threatened and Endangered Species**

## Section 7 ESA Process for USFWS Species: ESA Transmittal Sheet

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

	ESA Does Not Apply	No Effect, Activity-Based	No Effect	No Effect, No Suitable Habitat	Bat PA IPaC Submittal- Winter Tree Removal (MA, NLAA)	NLEB PA IPaC Submittal- April/Aug/Sept Tree Removal	Individual Submission to USFWS	MA, LAA- Formal Consultation
Northern Long-eared Bat	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Indiana Bat	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	NA	<input type="checkbox"/>	<input type="checkbox"/>
Bog Turtle	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	NA	NA	<input type="checkbox"/>	<input type="checkbox"/>
Mollusks (Dwarf Wedge Mussel, Rayed Bean, Clubshell, Chittenango Ovale Amber Snail)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	NA	NA	<input type="checkbox"/>	<input type="checkbox"/>
Karner Blue Butterfly	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	NA	NA	<input type="checkbox"/>	<input type="checkbox"/>
Other, List Species:	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	NA	NA	<input type="checkbox"/>	<input type="checkbox"/>
<b>Documentation Required</b>	The IPaC Official Species List is included in the DAD.	Record the corresponding number of the activity in the box. This sheet and the IPaC Official Species List are included in the DAD.	NYSDOT submits "No Effect" determination to FHWA. FHWA will concur or not concur.	NYSDOT submits "No Effect, No Suitable Habitat" determination to FHWA. Concurrence has been obtained if 7 days pass without correspondence from FHWA.	NYSDOT submits through IPaC w/ Area Engineer included. Concurrence is obtained if 14 days pass without correspondence from USFWS.	NYSDOT submits through IPaC w/ Area Engineer included. Concurrence is obtained if 30 days pass without correspondence from USFWS.	NYSDOT submits either BE or BA to FHWA, who submits to USFWS for concurrence.	NYSDOT submits BA to FHWA for Initiation of Formal Consultation with USFWS.
<b>Submission to FHWA Required?</b>	No	No	Yes	Yes	cc: only	cc: only	Yes	Yes
<b>Submission to USFWS by DOT through IPAC Required?</b>	No	No	No	No	Yes	Yes	No	No
<b>Submission to USFWS by FHWA Required?</b>	No	No	No	No	No	No	Yes	Yes

Instructions: This Summary Sheet is to be included all submissions to FHWA. A submittal package includes all documentation for all species requiring concurrence with a cover letter requesting concurrence, so that FHWA can make one ESA determination. SEE EACH SPECIES-SPECIFIC PACKAGE FOR SPECIFIC DOCUMENTATION REQUIREMENTS FOR SUBMITTALS. Also, FHWA requires documentation of compliance with ESA in the DAD.



## 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>



IPaC Record Locator: 186-102492656

May 27, 2021

Subject: Consistency letter for the 'PIN 3950.71 Dryden Rail Trail Phase 2 Project' project (no current TAILS record) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **PIN 3950.71 Dryden Rail Trail Phase 2 Project** (Proposed Action) may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

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

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

Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative with a request for review, and as the agency deems appropriate, to submit for concurrence verification through the IPaC system. The lead Federal action agency or designated non-federal representative should log into IPaC using their agency email account and click "Search by record locator". They will need to enter the record locator **186-102492656**.

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

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

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## Project Description

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

### **Name**

PIN 3950.71 Dryden Rail Trail Phase 2 Project

### **Description**

Project area includes proposed trail on former rail alignment, beginning at Monkey Run Road, crossing at NYS Route 13 and extending approximately 300' to neighboring properties. The Town of Dryden is advancing completion of up to a section of ADA-compliant multi-use trail via a locally-administered federally-aided project called Dryden Rail Trail Phase 2. When completed, the Dryden Rail Trail will provide an off-road, non-motorized commuter and recreational route connecting the Villages of Dryden and Freeville with the hamlets of Etna and Varna and to the City of Ithaca via the East Ithaca Recreation Way. PIN 3950.71 involves completion of a portion of the trail between NYS Route 13 and Monkey Run Road

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## Determination Key Result

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

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

No

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

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

Yes

6. Are *all* project activities **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>?

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

No

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

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

No

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

No

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

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

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

Yes

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

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

Yes

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

No

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

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

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

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

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

No

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13. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

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

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

No

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

Yes

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

*B) During the inactive season*

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

Yes

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

No

18. Will *any* tree trimming or removal occur **greater than** 300 feet from existing road/rail surfaces?

No

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

Yes

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

No

21. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

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

No

23. Does the project include slash pile burning?

No

---

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

No

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

No

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

No

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

No

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

No

29. Are *all* of the project activities that will be conducted **greater than** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup> and **greater than** 300 feet from the existing road/rail surface<sup>[2]</sup> limited to one or more of the following activities:

- maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins);
- wetland or stream protection activities associated with compensatory wetland/stream mitigation that will not clear suitable habitat (i.e. tree removal/trimming);
- involves slash pile burning;
- within an area with negative presence/probable absence (P/A) summer surveys<sup>[3]</sup>;
- limited to activities that **DO NOT** cause any stressors to the bat species, including, but not limited to those described in the BA/BO (i.e. do not involve habitat removal, tree removal/trimming, bridge or structure activities, temporary or permanent lighting, or use of percussives) (e.g., lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.))?

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

[2] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast. (example activities include road line painting)

[3] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

*Yes, all of the project activities that are greater than 0.5 miles from a hibernaculum and greater than 300' from the road/rail surface are limited to one or more of these activities*

---

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

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

Yes

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

No

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

**Automatically answered**

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

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

**Automatically answered**

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

34. **General AMM 1**

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

Yes

35. **Tree Removal AMM 1**

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

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

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

Yes

**36. Tree Removal AMM 3**

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

Yes

**37. Tree Removal AMM 4**

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

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

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

Yes

## Project Questionnaire

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

Yes

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

No

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

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

0.6

## Avoidance And Minimization Measures (AMMs)

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

### TREE REMOVAL AMM 2

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

---

**TREE REMOVAL AMM 3**

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

**TREE REMOVAL AMM 4**

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

**GENERAL AMM 1**

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

**TREE REMOVAL AMM 1**

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

---

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

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

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

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

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## 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:

May 20, 2021

Consultation Code: 05E1NY00-2021-SLI-2723

Event Code: 05E1NY00-2021-E-08556

Project Name: PIN 3950.71 Dryden Rail Trail Phase 2 Project

Subject: List of threatened and endangered species that may occur in your proposed project location 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](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

---

## Project Summary

Consultation Code: 05E1NY00-2021-SLI-2723

Event Code: 05E1NY00-2021-E-08556

Project Name: PIN 3950.71 Dryden Rail Trail Phase 2 Project

Project Type: TRANSPORTATION

Project Description: Project area includes proposed trail on former rail alignment, beginning at Monkey Run Road, crossing at NYS Route 13 and extending approximately 300' to neighboring properties. The Town of Dryden is advancing completion of up to a section of ADA-compliant multi-use trail via a locally-administered federally-aided project called Dryden Rail Trail Phase 2. When completed, the Dryden Rail Trail will provide an off-road, non-motorized commuter and recreational route connecting the Villages of Dryden and Freeville with the hamlets of Etna and Varna and to the City of Ithaca via the East Ithaca Recreation Way. PIN 3950.71 involves completion of a portion of the trail between NYS Route 13 and Monkey Run Road

### Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.46595355,-76.41771112597553,14z>



Counties: Tompkins County, New York

---

## Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

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

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

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

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

## Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Critical habitats

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

---

## Confirmation of your submitted request to New York Natural Heritage

naturalheritage@nynhp.org <naturalheritage@nynhp.org>

Thu 5/20/2021 9:49 PM

To: Bryan Bancroft <bbancroft@luengineers.com>

Submission ID: 5806

Submitted on Thursday, May 20, 2021 - 21:49

Submitted values are:

Company, Organization, or Agency: Lu Engineers

Requestor Name: Bryan Bancroft

Requestor Address (Street/PO Box): 339 East Avenue

Requestor City: Rochester

Requestor State: New York

Requestor Zip Code: 14604

Requestor Telephone #: 5853857417

Requestor Email: bbancroft@luengineers.com

Project Type: bikeway/trailway/pedestrian path

Project Name: Dryden Rail Trail Phase 2 Project

Project Applicant: Town of Dryden

Project County: Tompkins

Town (Tompkins County): Dryden

Project Summary: The Town of Dryden is advancing completion of up to a section of ADA-compliant multi-use trail via a locally-administered federally-aided project called Dryden Rail Trail Phase 2. When completed, the Dryden Rail Trail will provide an off-road, non-motorized commuter and recreational route connecting the Villages of Dryden and Freeville with the hamlets of Etna and Varna and to the City of Ithaca via the East Ithaca Recreation Way. PIN 3950.71 involves completion of a portion of the trail between NYS Route 13 and Monkey Run Road

Current Land Use: Existing trail on former railway bed. Undeveloped adjacent land.

Tax parcel number:

Latitude: 42.464448

Longitude: -76.419973

Street Address of Project:

Project Notes:

# **Cultural Resources**

**This appendix has been intentionally left blank as a placeholder for future information if required.**

# **Asbestos and Hazardous Waste**

# ASBESTOS SURVEY REPORT

The Dryden Rail Trail Crossing of NYS Route 13  
Town of Dryden, Tompkins County, New York

Prepared For:

Town of Dryden  
93 East Main Street  
Dryden, Tompkins County, New York

Prepared By:

Lu Engineers  
339 East Avenue, Suite 200  
Rochester, New York 14604

December 2020

Project No. 50476-01





**ASBESTOS SURVEY REPORT**

The Dryden Rail Trail Crossing of NYS Route 13  
Town of Dryden, Tompkins County, New York

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4.0 ASBESTOS MATERIALS AND APPROXIMATE QUANTITIES .....	2
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6.0 RECOMMENDATIONS .....	3
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ATTACHMENTS

ATTACHMENT A Licenses and Certifications

## **1.0 INTRODUCTION AND PROJECT OVERVIEW**

Lu Engineers was retained by the Town of Dryden to provide an asbestos survey of the Dryden Rail Trail located in the Town of Dryden, Tompkins County, New York. This survey was performed in anticipation of improvements to the trail and construction of a pedestrian bridge crossing NYS Route 13.

The asbestos survey was conducted on August 20, 2020. The intent of this survey was to determine the presence and quantity of asbestos containing materials. The asbestos survey was conducted in accordance with New York State Department of Labor (NYSDOL) Industrial Code Rule (ICR) 56 by certified inspectors from Lu Engineers. A copy of Lu Engineers' license and inspectors' certifications can be found in Attachment A.

### **1.1 Records Review**

Record drawings of the building were available for review prior to conducting the asbestos survey. The record drawings did not identify any suspect asbestos containing materials.

## **2.0 SITE INSPECTION**

### **2.1 Asbestos**

One of the purposes of the visual inspection was to identify homogeneous areas of suspect asbestos containing materials that exist throughout the area of inspection, as defined in the scope of work. The Asbestos Hazard Emergency Response Act (AHERA) regulations define a homogeneous area as, "... an area of surfacing material, thermal insulation material, or miscellaneous material that is uniform in color and texture." Furthermore, homogeneous areas should consist of the same age and application.

The inspectors identified homogeneous areas that were present within the building. The suspect asbestos materials were given a homogeneous identification number based on color and texture of the material. A list of homogeneous area numbers of the materials encountered is included with the Asbestos Result Table in Section 3.1.

Occupational Safety and Health Administration (OSHA) and 40 CFR 763 Subpart E – Asbestos Hazard Emergency Response Act (AHERA) bulk sampling protocols were followed.

- Three (3) samples of a homogenous surfacing material in quantities of 1,000 Square Feet (SF) or less were collected.
- Five (5) samples of a homogenous surfacing material in quantities greater than 1,000 SF but less than 5,000 SF were collected.

- Seven (7) samples of a homogenous surfacing material in quantities greater than 5,000 SF were collected.
- Three (3) samples of Thermal System Insulation (TSI) material were collected.
- Two (2) samples of each miscellaneous material were collected.

No bulk samples were collected from the area as part of this project.

### **3.0 ANALYTICAL RESULTS**

#### **3.1 Asbestos Results**

As defined by the New York State Department of Labor (NYSDOL) 12 NYCRR 56, a sample is considered to be asbestos containing if it contains greater than 1% asbestos by weight based on laboratory analysis.

No suspect asbestos containing materials were identified or sampled at the time of this survey.

### **4.0 ASBESTOS MATERIALS AND APPROXIMATE QUANTITIES**

There were no asbestos containing materials identified as part of this survey.

### **5.0 LIMITATIONS OF THE INVESTIGATION**

This report has been prepared for the exclusive use of the client. This report relies on information supplied by the building owner, employees, tenants and other sources of information. Lu Engineers has prepared this report in accordance with generally accepted practices within the industry.

This report identifies and assesses the location, quantity, and condition of materials that were accessible and visible at the time of sampling. The condition of the suspect materials is based on the actual inspection date. The quantities indicated in the report are based on the visual inspection and are only estimates of the material present. Additional quantities may exist above ceilings, behind walls or in areas of the building beyond the scope of the survey.

This survey is not intended to be an abatement design. Per NYCRR 56, an abatement design must be completed by a certified Project Designer.

This survey is intended to be a pre-renovation survey and has looked at areas that may be impacted by improvements to the trail and construction of a pedestrian bridge over NYS Route 13.

## **6.0 RECOMMENDATIONS**

### **6.1 Asbestos Containing Materials**

Asbestos containing materials have not been identified as part of this assessment as shown in Section 3.1.

In accordance with 12 NYCRR 56, no renovation or demolition work shall be commenced by any owner or agent prior to completion of asbestos abatement performed by a licensed asbestos abatement contractor. NYSDOL regulations require that the asbestos containing material that will be disturbed by the renovation or demolition be removed prior to any disturbance of the material.

If suspect asbestos containing materials not identified in this asbestos survey report are discovered during the demolition and/or renovation process; it is required that the presence, location and quantity of newly discovered material, be conveyed within twenty-four (24) hours of discovery to the building owner or their representative. All activities must cease in the area where the presumed asbestos containing material or suspect miscellaneous ACM is found, until a licensed asbestos contractor appropriately assesses and manages the discovered materials.

# *ATTACHMENT A*

## *License and Certifications*



ASBESTOS SURVEY

THE DRYDEN RAIL TRAIL CROSSING OF NYS ROUTE 13  
TOWN OF DRYDEN, TOMPKINS COUNTY, NEW YORK

**New York State – Department of Labor**

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

**ASBESTOS HANDLING LICENSE**

Joseph C. Lu Engineering And Land Surveying, P.C.  
Suite 200  
339 East Avenue  
Rochester, NY 14604

FILE NUMBER: 99-0907  
LICENSE NUMBER: 29286  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 03/30/2020  
EXPIRATION DATE: 03/31/2021

Duly Authorized Representative – Susan Hilton:

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

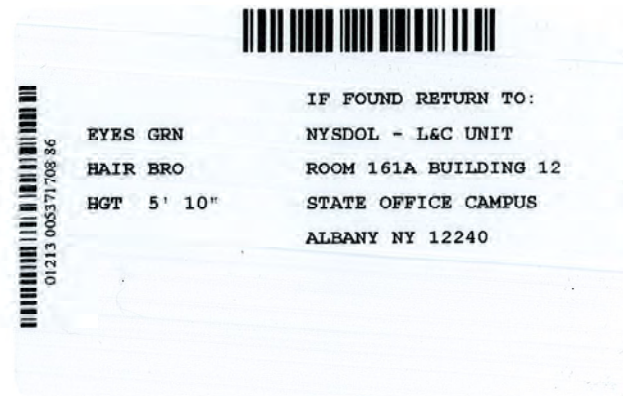
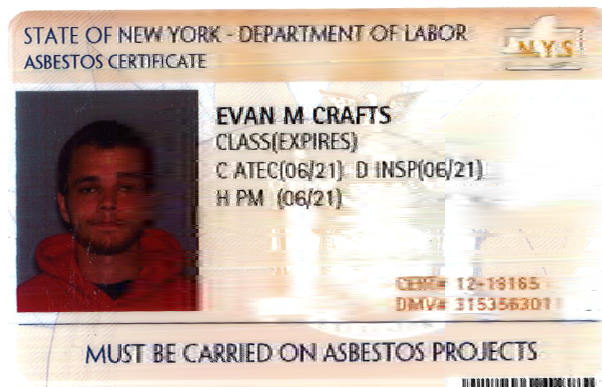
This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.



Eileen M. Franko, Director  
For the Commissioner of Labor



339 East Avenue, Suite 200  
Rochester, New York 14604



**EVAN CRAFTS**  
**C – Air Sampling Technician**  
**D – Inspector**  
**H – Project Monitor**

Dryden Rail Trail Phase 2 Project  
(PIN 3950.71)  
TOWN OF DRYDEN  
TOMPKINS COUNTY, NEW YORK

**Hazardous Waste/Contaminated Materials  
Technical Memorandum**

December 2020

Prepared by:



339 East Avenue, Suite 200  
Rochester, New York 14604  
Ph 585.385.7417 Fax 585.546.1634



## **INTRODUCTION**

Lu Engineers has performed a Hazardous Waste/Contaminated Materials screening for the Town's proposed Dryden Rail Trail Phase 2 Project in the Town of Dryden, Tompkins County, New York.

The Town of Dryden is advancing completion of up to a 1.13 mile section of ADA-compliant multi-use trail via a locally-administered federally-aided project called Dryden Rail Trail Phase 2. When completed, the Dryden Rail Trail will provide an off-road, non-motorized commuter and recreational route connecting the Villages of Dryden and Freeville with the hamlets of Etna and Varna and to the City of Ithaca via the East Ithaca Recreation Way. PIN 3950.71 involves completion of a portion of the trail between Monkey Run Road and Hallwoods Road, including a proposed multi-use trail bridge over NYS Route 13. Proposed trail and bridge will consist of ADA-compliant trail aligned on existing former rail bed between Monkey Run Road and across NYS Route 13. See Figure 1 for the Project Location Map.

The New York State Department of Transportation's (NYSDOT) *The Environmental Manual (TEM)* Section 4.4.20, was utilized for guidance during this assessment.

The purpose of this assessment is to identify potential contaminant locations that may be encountered during construction. This assessment is necessary for the Town of Dryden to avoid hazardous waste and hazardous materials, to contemplate disposal alternatives for excavated soils and to identify health and safety concerns that could affect contractors and the surrounding community.

## **METHODOLOGY**

This assessment included site observation, past and current land use research, review of published databases and government records, including Inactive Hazardous Waste Site Registry, Chemical and Petroleum Bulk Storage records, waste incident/chemical releases reports, and other federal, state, county, and local sources of information. The review of published databases was conducted by NETROnline, Inc. and is summarized in an Environmental Database Report. The report documenting the findings of the searches are provided in Attachment C.

### Site Inspection

A walkover of the project bridge was conducted on August 31, 2020. The site visit involved the observation of the entire project area, and research of public records and past land use focused on areas where there is potential for excavation.

Items of significant concern that were looked for during the site walkover include, but were not limited to: discolored soil, evidence of previous fires, stressed or dead vegetation, spills, leaks, leachate or discolored water, air emissions or odors, oil sheen on water, seeps or discolored springs, fill vents or pipes/underground tanks, aboveground tanks, hills, mounds or depressions, lagoons or impoundments, sumps, drums, ponds or basins, landfill or dump sites, pipelines or pipes, dumpsters/bulkwastes, berms or dikes, air stacks, posted signs, sewers or manholes, railroad tracks, drainage ditches, floor drains or riser pipes from monitoring wells, stored hazardous materials, transformers or electrical

equipment.

### Past and Current Land Use Research

The following resources were researched to establish the past and current land use at and adjacent to the project:

Aerial Photographs – Historical aerial photographs of South Albany Street from 1938, 1954, 1964, 1980, and 1991 were obtained from the Cornell University Library Digital Photo Collection. The aerial photography is provided in Attachment B.

Historic Survey Maps—Two maps; including an 1866 Historic Map of the Town of Dryden (Stone and Stewart), and an 1853 Tompkins County Survey Map (Horace & Charles T. Smith) were obtained from New York Heritage Digital Collections and Library of Congress. This mapping is provided in Attachment A.

### Review of Tank and Waste Incident Reports

A database search for locations and properties of environmental concern was conducted by NETROnline, Inc. Review of NYSDEC and other environmental database searches were focused on those areas that will require excavation and potential exposure of contaminated soil. The report documenting the findings of the searches is provided in Attachment C.

Other documents reviewed included the following:

- United States Geological Survey (USGS) topographic map, Ithaca East Quadrangle.

## ***FINDINGS***

### General Site Description

The project is located in the Town of Dryden, Tompkins County, New York (Figure 1). The proposed project will consist of a 1.13 mile section of ADA-compliant multi-use trail and bridge.

The project corridor is located in a mostly rural area with some development. Surrounding land use is primarily residential, including some industrial. Topography of the project corridor is moderately sloping with the low point at Fall Creek to the north of the proposed trail site.

The general groundwater flow direction within the project corridor is most likely to the north, as suggested by general topography of the surrounding area. Observed surface water flow is generally in a northward direction.

### Locations of Potential Concern

The environmental record review identified several locations or properties where historical activities may result in potential concern. Many of the properties are located greater than ½-mile from the project corridor and are not likely to impact the proposed project. The following is a discussion of the areas or properties of concern based on the site inspection, a review of historical data and the database search. Environmental search reports are provided in the Appendices.

#### NY State Police- 1296 Dryden Road

This site is the former location of a police barracks and is now part of the local library system and is associated with a one spill event listed on the NYSDEC Spills Incident Database. The spill (Spill # 8706477) is dated October 30, 1987 and resulted in the release of an unknown amount of gasoline to groundwater due to tank failure. The spill was closed on October 23, 2003. Investigation revealed this site is the previous location of underground storage tanks, including two steel 3,000-gallon gasoline tanks that have been removed. This site is located approximately 950-feet from the project limits and is not anticipated to impact the project.

#### Nice and Easy- 1321 Dryden Road

This site is associated with a several spill events listed on the NYSDEC Spills Incident Database. The first spill (Spill # 0906016) is dated August 23, 2009 and resulted in the release of 10-gallons of gasoline to the soil due to human error. The spill was closed on August 25, 2009. The next spill (Spill # 0912585) is dated March 3, 2010 and resulted in the release of 2-gallons of gasoline to the soil from a passenger vehicle. The spill was closed on March 10, 2010. The next spill (Spill # 1906174) is dated September 16, 2019 and resulted in the release of an unknown amount of petroleum product. The spill was closed on December 3, 2019. The final spill (Spill # 9304719) is dated July 15, 1993 and resulted in the release of 6 gallons of gasoline to the soil from human error. The spill was closed on November 8, 1993. This site is also the location of underground storage tanks, including two steel 10,000-gallon gasoline tanks. Two steel 3,000 gallon tanks used to store kerosene have been previously removed. This site is located approximately 1,360-feet from the project limits and is not anticipated to impact the project.

### **CONCLUSIONS**

Based on the information obtained during this assessment, no locations of potential concern that have the potential to impact project activities were identified in the Database review, and as such, hazardous and contaminated materials are not likely to be encountered during the project.

## **RECOMMENDATIONS**

Based on the information presented in this memorandum, Lu Engineers recommends that no further studies to document the presence of hazardous waste and contaminated materials are required for the project.

If contaminated materials or petroleum products are encountered during the construction phase of the project, the EIC should notify the Town of Dryden. The current New York State Department of Transportation Standard Specifications, Section 205- Contaminated Soil can be used for the project in the event of potential contamination observations. Specifications for organic vapor screening, staging, sampling and disposal of VOC-contaminated soil in the event of observations or evidence of potential contamination should also be utilized for the project in such event.

It is noted that the findings presented in this study are based on the proposed project activities, the observations the inspectors noted at the dates of the site visits, and the accuracy and timeliness of the published databases and government records. Should any of this information change, so may the findings of this report.

Prepared by:

Lu Engineers



---

Bryan C. Bancroft

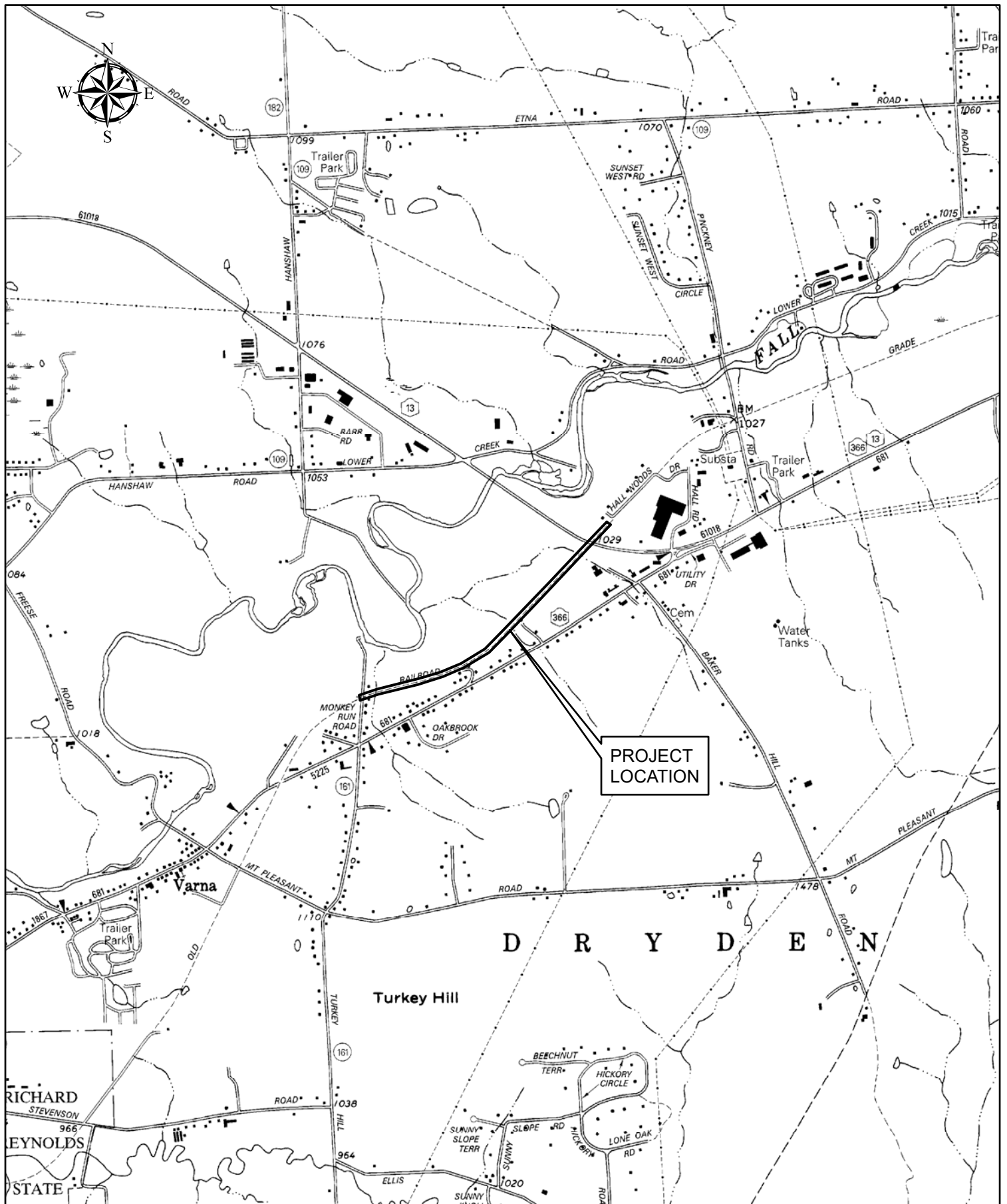
December 20, 2020

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Date

## **FIGURES**

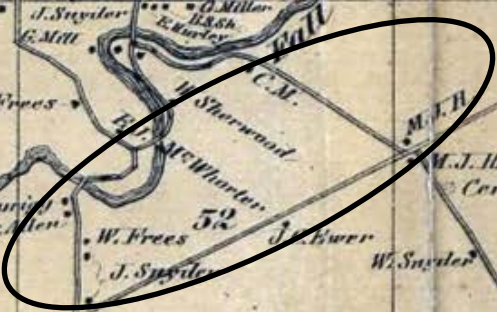
Figure 1: Site Location Map



## **ATTACHMENT A**

### **Historic Mapping**

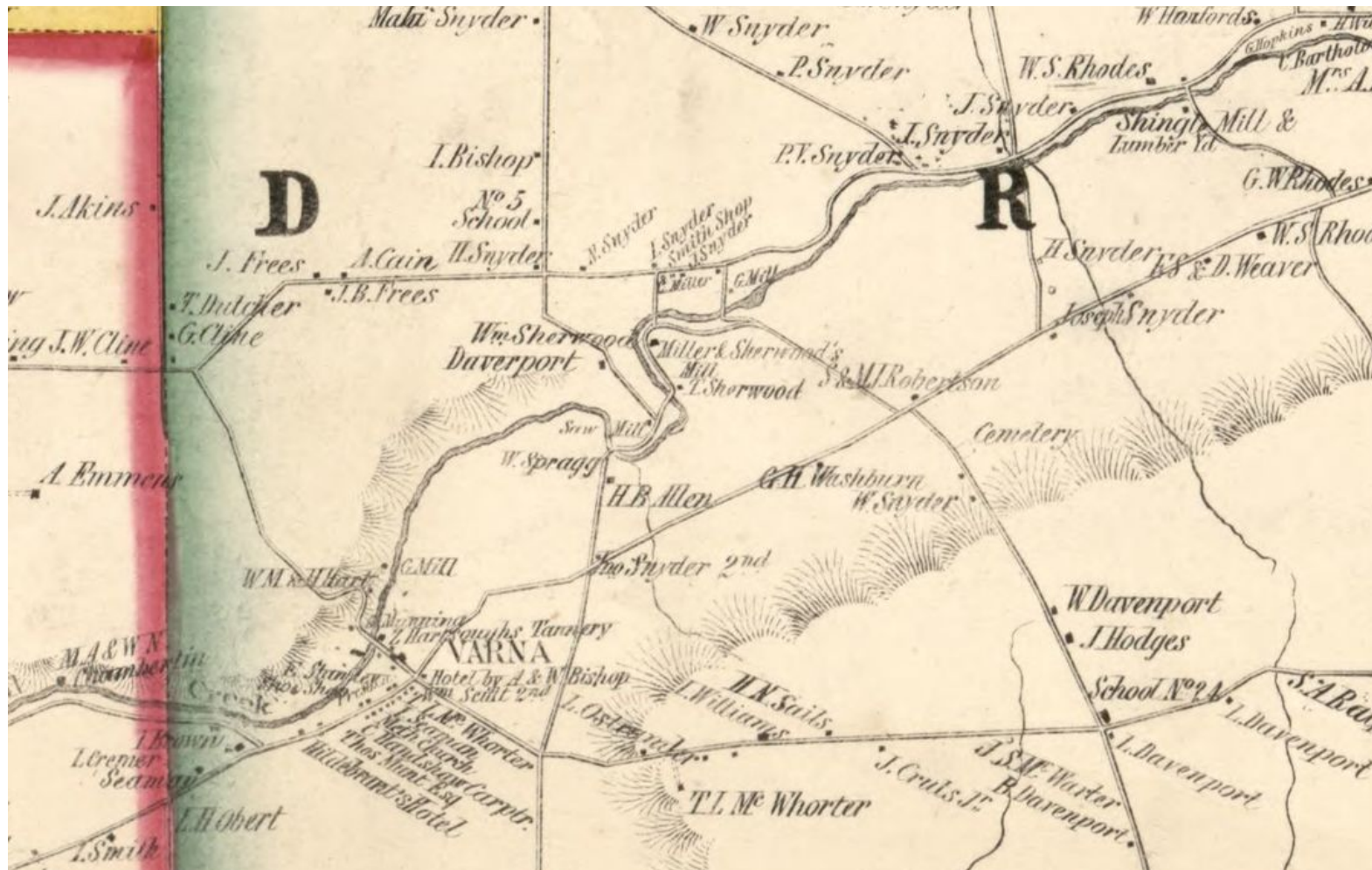




**Stone and Stewart, Publishers**

Source: Library of Congress





### 1853 Map of Tompkins County, New York : from actual surveys

**Horace & Charles T. Smith, publishers : Robert Pearsall Smith, 1853.**

Source: Library of Congress

## **ATTACHMENT B**

### **Historic Aerial Photography (1938, 1954, 1964, 1980, and 1991)**



**1938 Town of Dryden Aerial Photography**

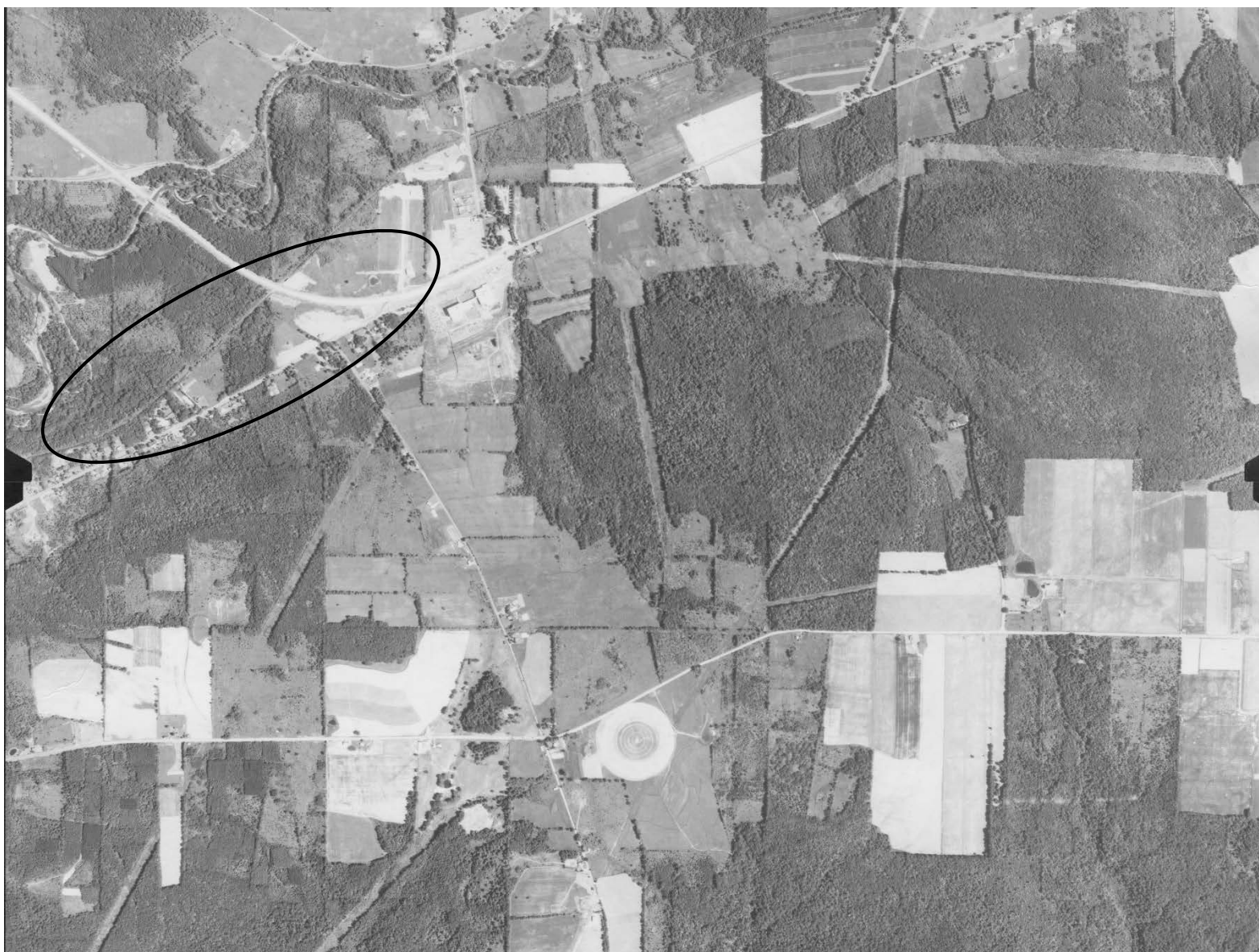
Source: Cornell University Library Digital Photo Collection



**1954 Town of Dryden Aerial Photography**

Source: Cornell University Library Digital Photo Collection





**1964 Town of Dryden Aerial Photography**

Source: Cornell University Library Digital Photo Collection



**1980 Town of Dryden Aerial Photography**

Source: Cornell University Library Digital Photo Collection



**1991 Town of Dryden Photography**

Source: Cornell University Library Digital Photo Collection

## **ATTACHMENT C**

### **NETROnline Database Report**



**Dryden Rail Trail**  
42.465527, -76.418318  
prepared for:  
Ref:

December 14, 2020

## ***Environmental Radius Report***

## Summary

	< 1/4	1/4 - 1/2	1/2 - 1
National Priorities List (NPL)			
CERCLIS List			
CERCLIS NFRAP			
RCRA CORRACTS Facilities			
RCRA non-CORRACTS TSD Facilities			
Federal Institutional Control / Engineering Control Registry			
Emergency Response Notification System (ERNS)			
US Toxic Release Inventory			
US RCRA Generators (CESQG, SQG, LQG)		1	4
US ACRES (Brownfields)			
US NPDES			2
US Air Facility System (AIRS / AFS)		2	1
NY Underground Storage Tanks		2	6
NY Brownfields			
NY State Superfund Program			
NY Voluntary Cleanup Program			
NY Environmental Restoration Program			
NY Leaking USTs and Spills		1	10

## National Priorities List (NPL)

This database includes Proposed Sites, Final Sites and Deleted NPL Sites. The Superfund Program, administered under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is an EPA Program to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. The NPL (National Priorities List) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation.

The boundaries of an NPL site are not tied to the boundaries of the property on which a facility is located. The release may be contained within a single property's boundaries or may extend across property boundaries onto other properties. The boundaries can, and often do change as further information on the extent and degree of contamination is obtained.

**This database returned no results for your area**

## CERCLIS List

The United States Environmental Protection Agency (EPA) investigates known or suspected uncontrolled or abandoned hazardous substance facilities under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). EPA maintains a comprehensive list of these facilities in a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). These sites have either been investigated or are currently under investigation by the EPA for release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the National Priority List (NPL).

CERCLIS sites designated as "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration.

**This database returned no results for your area**

## CERCLIS NFRAP

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

**This database returned no results for your area**

## RCRA CORRACTS Facilities

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA maintains the Corrective Action Report (CORRACTS) database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing "corrective action." A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if it predated RCRA.

**This database returned no results for your area**

## RCRA non-CORRACTS TSD Facilities

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA's RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. RCRA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSD) are facilities which treat, store and/or dispose of hazardous waste.

**This database returned no results for your area**

## **Federal Institutional Control / Engineering Control Registry**

Federal Institutional Control / Engineering Control Registry

**This database returned no results for your area**



## Emergency Response Notification System (ERNS)

The Emergency Response Notification System (ERNS) is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act(SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

**This database returned no results for your area**

## US Toxic Release Inventory

The Toxics Release Inventory (TRI) is a publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. TRI reporters for all reporting years are provided in the file.

**This database returned no results for your area**

## US RCRA Generators (CESQG, SQG, LQG)

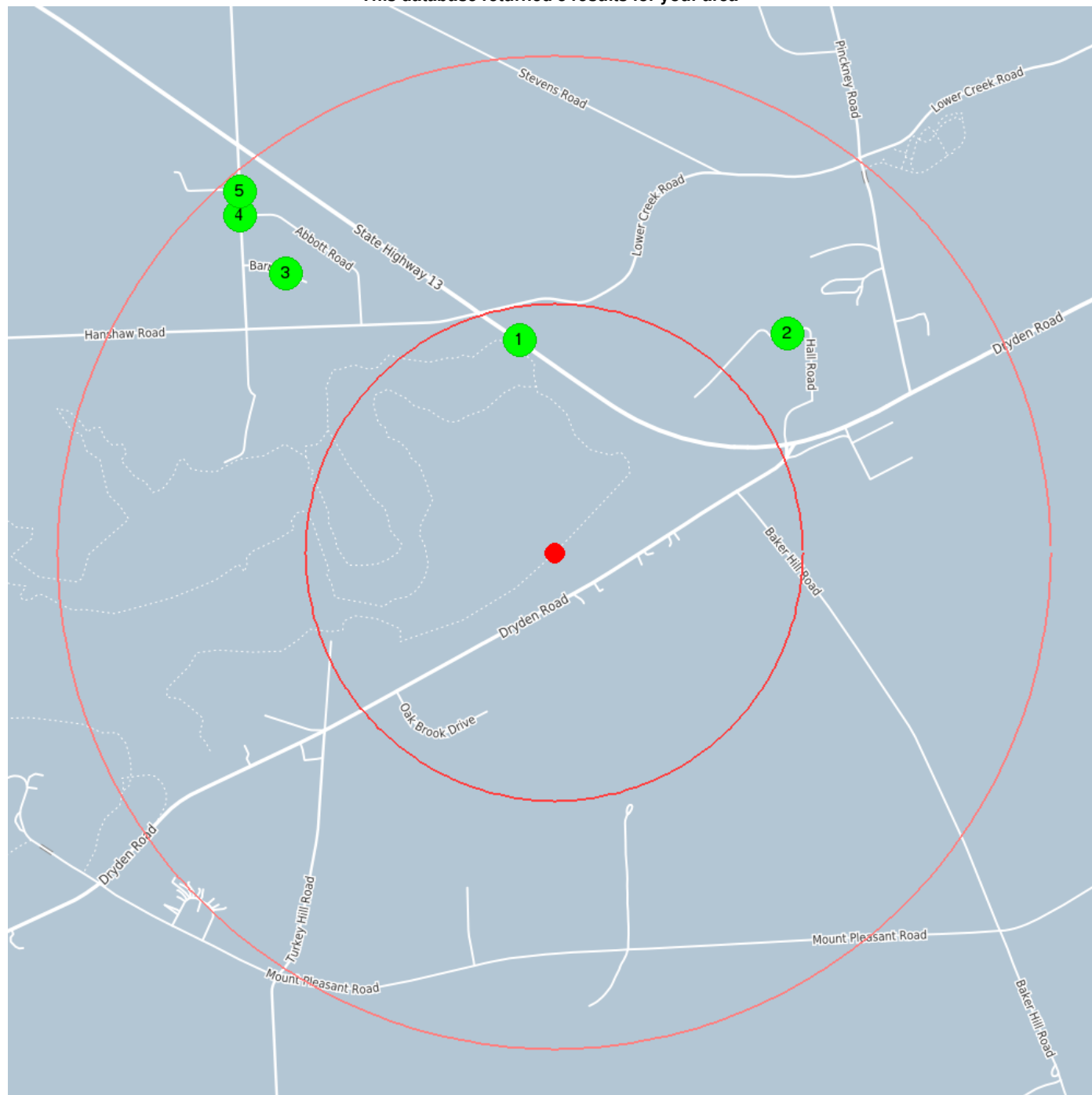
The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). EPA maintains a database of facilities, which generate hazardous waste or treat, store, and/or dispose of hazardous wastes.

Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste, or 1 kilogram or less per month of acutely hazardous waste.

Small Quantity Generators (SQG) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Large Quantity Generators (LQG) generate 1,000 kilograms per month or more of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste.

**This database returned 5 results for your area**



center 42.465526580811 -76.418319702148

0.5 mile

1.0 mile

# US RCRA Generators (CESQG, SQG, LQG)

<b>1</b>	<b>Coordinates</b> <b>Distance to site</b>	42.471735, -76.419682 2294 ft / 0.435 mi N
<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110007985519">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110007985519</a>	
<b>EPA Identifier</b>	110007985519	
<b>Primary Name</b>	NYSDOT BIN 1010400	
<b>Address</b>	RTE 13 OVER FALL CREEK	
<b>City</b>	DRYDEN	
<b>County</b>	TOMPKINS	
<b>State</b>	NY	
<b>Zipcode</b>	13053	
<b>Programs</b>	RCRAINFO:NY0000234898	
<b>Program Interests</b>	CESQG	
<b>Updated On</b>	09-AUG-2010 09:30:53	
<b>Recorded On</b>	01-MAR-2000 00:00:00	
<b>2</b>	<b>Coordinates</b> <b>Distance to site</b>	42.471916, -76.409116 3400 ft / 0.644 mi NE
<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012643755">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012643755</a>	
<b>EPA Identifier</b>	110012643755	
<b>Primary Name</b>	VANGUARD PRINTING LLC	
<b>Address</b>	17 HALLWOODS ROAD	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>State</b>	NY	
<b>Zipcode</b>	14850	
<b>NAICS Codes</b>	323111	
<b>Programs</b>	BR:NYD986999894, OSHA-OIS:342459898, RCRAINFO:NYD986999894	
<b>Program Interests</b>	HAZARDOUS WASTE BIENNIAL REPORTER, LQG, OSHA ESTABLISHMENT	
<b>Updated On</b>	29-JUL-2016 11:49:15	
<b>Recorded On</b>	30-AUG-2002 06:29:51	
<b>NAICS Descriptions</b>	COMMERCIAL GRAVURE PRINTING.	
<b>3</b>	<b>Coordinates</b> <b>Distance to site</b>	42.47365, -76.4289 4109 ft / 0.778 mi NW
<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110001600535">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110001600535</a>	
<b>EPA Identifier</b>	110001600535	
<b>Primary Name</b>	HI-SPEED CHECKWEIGHER CO	
<b>Address</b>	5 BARR ROAD	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>State</b>	NY	
<b>Zipcode</b>	14850-9158	
<b>NAICS Codes</b>	333993, 333997	
<b>SIC Codes</b>	3576	
<b>Programs</b>	AIR:NY0000007502400072, AIRS/AFS:3610900015, FIS:7-5024-00072, ICIS:7825902, RCRAINFO:NYD986941011	
<b>Program Interests</b>	AIR MINOR, CESQG, ENFORCEMENT/COMPLIANCE ACTIVITY, STATE MASTER	
<b>Updated On</b>	05-FEB-2016 16:02:47	
<b>Recorded On</b>	01-MAR-2000 00:00:00	
<b>NAICS Descriptions</b>	PACKAGING MACHINERY MANUFACTURING., SCALE AND BALANCE (EXCEPT LABORATORY) MANUFACTURING.	

## US RCRA Generators (CESQG, SQG, LQG)

4

**Coordinates**  
**Distance to site**

42.47535, -76.43071  
4894 ft / 0.927 mi NW

<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012569176">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012569176</a>
<b>EPA Identifier</b>	110012569176
<b>Primary Name</b>	NYSDMNA - ITHACA ARMORY
<b>Address</b>	1765 HANSHAW ROAD
<b>City</b>	ITHACA
<b>County</b>	TOMPKINS
<b>State</b>	NY
<b>Zipcode</b>	14850-9105
<b>Programs</b>	ICIS:1400008360, RCRAINFO:NYR000106146
<b>Program Interests</b>	ENFORCEMENT/COMPLIANCE ACTIVITY, UNSPECIFIED UNIVERSE
<b>Updated On</b>	03-MAY-2015 12:37:53
<b>Recorded On</b>	29-AUG-2002 18:25:50

5

**Coordinates**  
**Distance to site**

42.47606, -76.43075  
5094 ft / 0.965 mi NW

<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110004491595">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110004491595</a>
<b>EPA Identifier</b>	110004491595
<b>Primary Name</b>	CAYUGA PRESS OF ITHACA INC
<b>Address</b>	1779 HANSHAW RD
<b>City</b>	ITHACA
<b>County</b>	TOMPKINS
<b>State</b>	NY
<b>Zipcode</b>	14850
<b>Programs</b>	RCRAINFO:NYD987006483
<b>Program Interests</b>	CESQG
<b>Updated On</b>	09-AUG-2010 07:33:17
<b>Recorded On</b>	01-MAR-2000 00:00:00

## US ACRES (Brownfields)

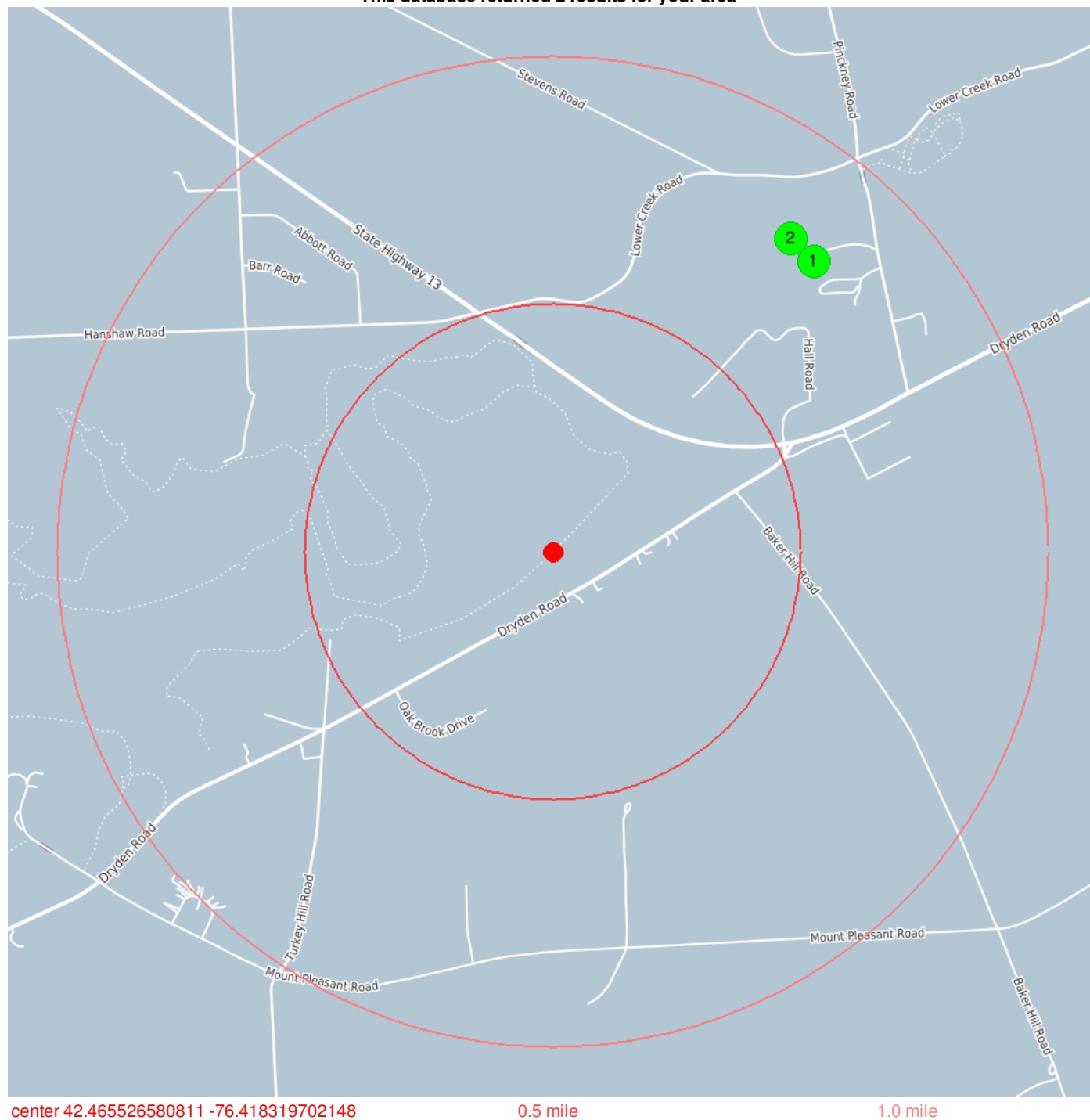
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. The Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an online database for Brownfields Grantees to electronically submit data directly to The United States Environmental Protection Agency (EPA)

**This database returned no results for your area**

## US NPDES

The NPDES module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

**This database returned 2 results for your area**



# US NPDES



**Coordinates**  
**Distance to site**

42.474, -76.408  
4155 ft / 0.787 mi NE

<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110030925140">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110030925140</a>
<b>EPA Identifier</b>	110030925140
<b>Primary Name</b>	SAUNDERS CONCRETE CO - ITHACA PLANT
<b>Address</b>	30 PICKNEY RD
<b>City</b>	ITHACA
<b>County</b>	TOMPKINS
<b>State</b>	NY
<b>Zipcode</b>	14850
<b>SIC Codes</b>	3271
<b>SIC Descriptions</b>	CONCRETE BLOCK AND BRICK
<b>Programs</b>	NPDES:NYR00A878
<b>Program Interests</b>	ICIS-NPDES NON-MAJOR, STORM WATER INDUSTRIAL
<b>Updated On</b>	11-JAN-2016 10:03:14
<b>Recorded On</b>	27-AUG-2007 07:09:57



**Coordinates**  
**Distance to site**

42.474, -76.408  
4155 ft / 0.787 mi NE

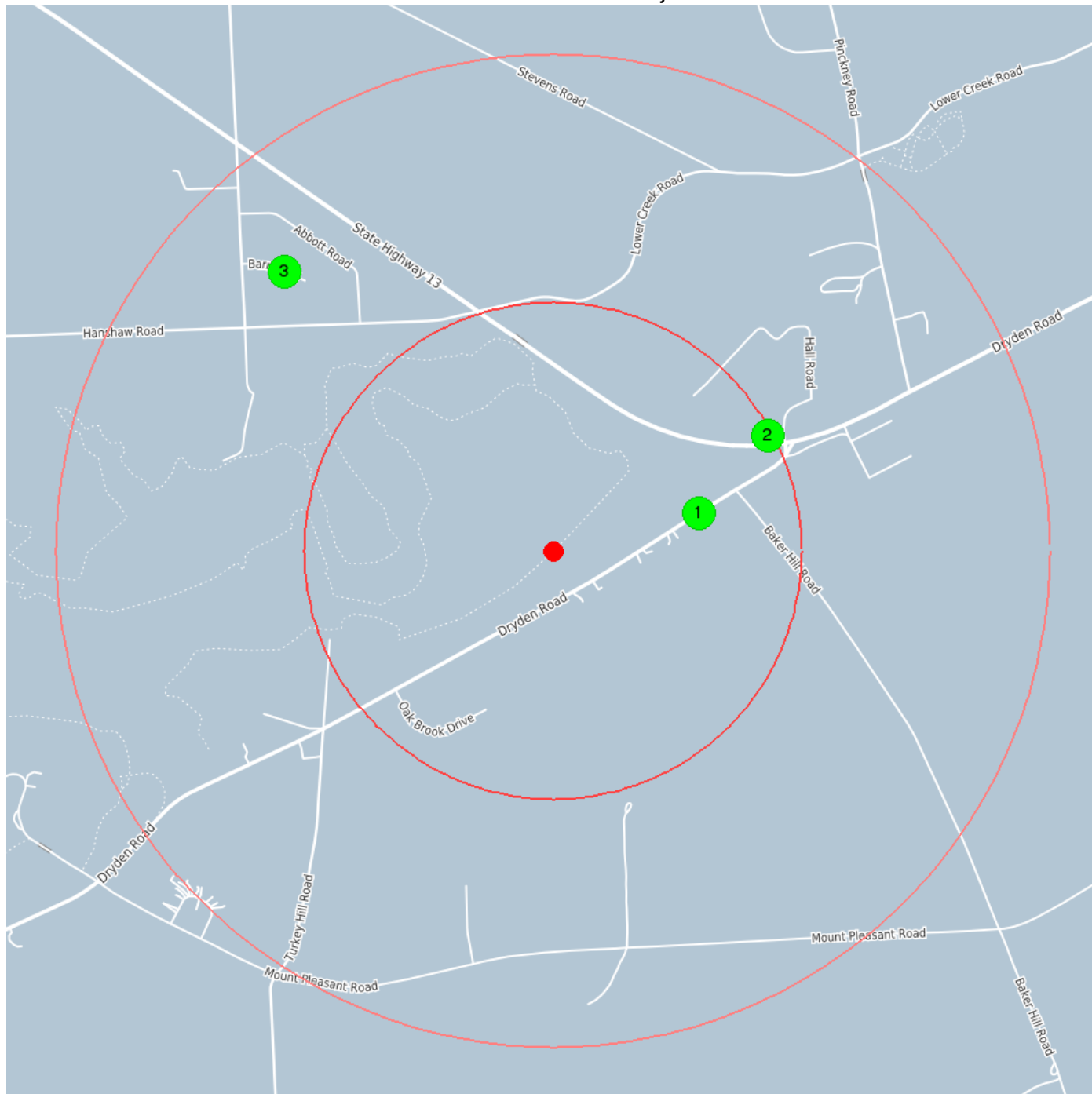
<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110070113020">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110070113020</a>
<b>EPA Identifier</b>	110070113020
<b>Primary Name</b>	HANSON AGGREGATES NY - ITHACA PLANT
<b>Address</b>	30 PICKNEY RD
<b>City</b>	ITHACA
<b>County</b>	TOMPKINS
<b>State</b>	NY
<b>Zipcode</b>	14850
<b>SIC Codes</b>	3271
<b>SIC Descriptions</b>	CONCRETE BLOCK AND BRICK
<b>Programs</b>	NPDES:NYR00F982
<b>Program Interests</b>	ICIS-NPDES NON-MAJOR, STORM WATER INDUSTRIAL
<b>Recorded On</b>	10-OCT-2017 08:30:39



## US Air Facility System (AIRS / AFS)

The Air Facility System (AIRS / AFS) contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The information in AFS is used by the states to prepare State Implementation Plans (SIPs) and to track the compliance status of point sources with various regulatory programs under Clean Air Act.

This database returned 3 results for your area



center 42.465526580811 -76.418319702148

0.5 mile

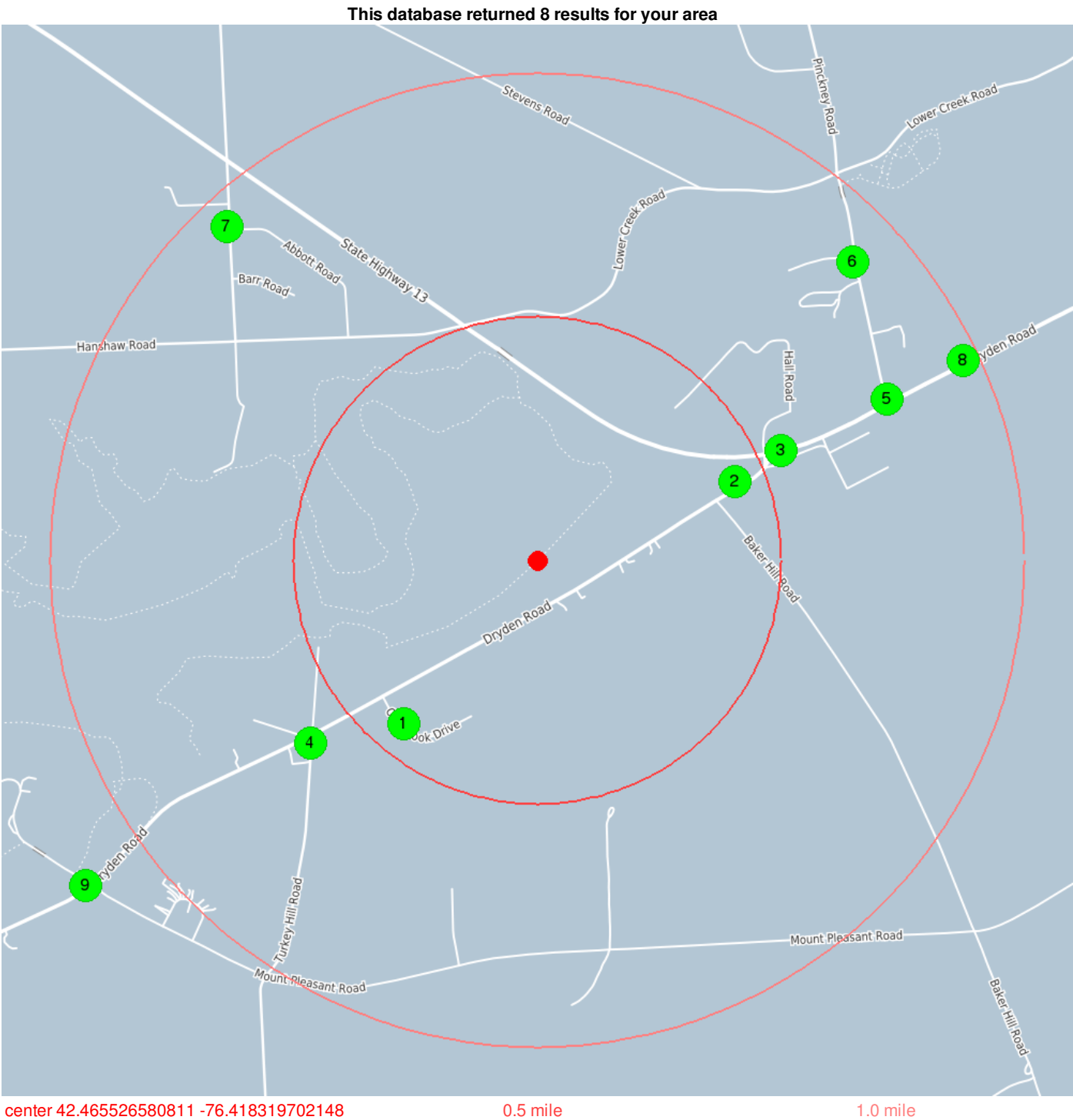
1.0 mile

# US Air Facility System (AIRS / AFS)

<b>1</b>	<b>Coordinates</b> <b>Distance to site</b>	42.46662, -76.41255 1603 ft / 0.304 mi E
<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110040836325">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110040836325</a>	
<b>EPA Identifier</b>	110040836325	
<b>Primary Name</b>	AUTOWORKS	
<b>Address</b>	1278 DRYDEN RD..	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>State</b>	NY	
<b>Zipcode</b>	14850	
<b>SIC Codes</b>	3711	
<b>SIC Descriptions</b>	MOTOR VEHICLES AND PASSENGER CAR BODIES	
<b>Programs</b>	AIR:020000003610990002, AIRS/AFS:3610990002	
<b>Program Interests</b>	AIR MINOR	
<b>Updated On</b>	09-JAN-2015 16:53:00	
<b>Recorded On</b>	12-MAY-2010 09:24:24	
<b>2</b>	<b>Coordinates</b> <b>Distance to site</b>	42.468876, -76.409845 2587 ft / 0.490 mi E
<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110007155611">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110007155611</a>	
<b>EPA Identifier</b>	110007155611	
<b>Primary Name</b>	VANGUARD GRAPHICS LLC	
<b>Address</b>	HALL ROAD & NYS RTE 13	
<b>City</b>	DRYDEN	
<b>County</b>	TOMPKINS	
<b>State</b>	NY	
<b>Zipcode</b>	13053	
<b>NAICS Codes</b>	323110	
<b>SIC Codes</b>	2752	
<b>SIC Descriptions</b>	COMMERCIAL PRINTING, LITHOGRAPHIC	
<b>Programs</b>	AIR:NY0000007502400049, AIRS/AFS:3610900026, FIS:7-5024-00049	
<b>Program Interests</b>	AIR SYNTHETIC MINOR, STATE MASTER	
<b>Updated On</b>	04-DEC-2015 14:47:06	
<b>Recorded On</b>	01-MAR-2000 00:00:00	
<b>NAICS Descriptions</b>	COMMERCIAL LITHOGRAPHIC PRINTING.	
<b>3</b>	<b>Coordinates</b> <b>Distance to site</b>	42.47365, -76.4289 4109 ft / 0.778 mi NW
<b>Info URL</b>	<a href="http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110001600535">http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110001600535</a>	
<b>EPA Identifier</b>	110001600535	
<b>Primary Name</b>	HI-SPEED CHECKWEIGHER CO	
<b>Address</b>	5 BARR ROAD	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>State</b>	NY	
<b>Zipcode</b>	14850-9158	
<b>NAICS Codes</b>	333993, 333997	
<b>SIC Codes</b>	3576	
<b>Programs</b>	AIR:NY0000007502400072, AIRS/AFS:3610900015, FIS:7-5024-00072, ICIS:7825902, RCRINFO:NYD986941011	
<b>Program Interests</b>	AIR MINOR, CESQG, ENFORCEMENT/COMPLIANCE ACTIVITY, STATE MASTER	
<b>Updated On</b>	05-FEB-2016 16:02:47	
<b>Recorded On</b>	01-MAR-2000 00:00:00	
<b>NAICS Descriptions</b>	PACKAGING MACHINERY MANUFACTURING., SCALE AND BALANCE (EXCEPT LABORATORY) MANUFACTURING.	

# NY Underground Storage Tanks

Underground Storage Tanks (UST) containing hazardous or petroleum substances are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The New York Department of Environmental Conservation Quality (DEC) maintains a list of registered USTs.



## NY Underground Storage Tanks

<b>1</b>	<b>Coordinates</b> <b>Distance to site</b>	42.46066, -76.42369 2289 ft / 0.434 mi SW
<b>Facility Status</b>	ACTIVE	
<b>Address</b>	41 OAKBROOK DR	
<b>Zip Code</b>	14850	
<b>Expiration Date</b>	6/9/2015 12:00:00 AM	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>Facility Name</b>	PRO-LAWN INC	
<b>Site Type</b>	PBS	
<b>Site Number</b>	7-601356	
<b>2</b>	<b>Coordinates</b> <b>Distance to site</b>	42.46786, -76.41037 2302 ft / 0.436 mi E
<b>Facility Status</b>	UNREGULATED	
<b>Address</b>	1296 DRYDEN RD	
<b>Zip Code</b>	14850	
<b>Expiration Date</b>	10/29/2002 12:00:00 AM	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>Facility Name</b>	NEW YORK STATE POLICE	
<b>Site Type</b>	PBS	
<b>Site Number</b>	7-024716	
<b>3</b>	<b>Coordinates</b> <b>Distance to site</b>	42.46879, -76.40849 2900 ft / 0.549 mi E
<b>Facility Status</b>	UNREGULATED	
<b>Address</b>	ROUTE 366	
<b>Zip Code</b>	14853	
<b>Expiration Date</b>	6/27/1999 12:00:00 AM	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>Facility Name</b>	CORNELL UNIVERSITY	
<b>Site Type</b>	CBS	
<b>Site Number</b>	7-000274	
<b>4</b>	<b>Coordinates</b> <b>Distance to site</b>	42.46011, -76.42747 3157 ft / 0.598 mi SW
<b>Facility Status</b>	UNREGULATED	
<b>Address</b>	TURKEY HILL ROAD	
<b>Expiration Date</b>	6/30/1992 12:00:00 AM	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>Facility Name</b>	TURKEY FARM	
<b>Site Type</b>	PBS	
<b>Site Number</b>	7-181943	
<b>5</b>	<b>Coordinates</b> <b>Distance to site</b>	42.47032, -76.40421 4180 ft / 0.792 mi E
<b>Facility Status</b>	ACTIVE	
<b>Address</b>	1321 DRYDEN RD	
<b>Zip Code</b>	14850	
<b>Expiration Date</b>	10/2/2012 12:00:00 AM	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>Facility Name</b>	NICE-N-EASY	
<b>Site Type</b>	PBS	
<b>Site Number</b>	7-424935	

## NY Underground Storage Tanks

<b>6</b>	<b>Coordinates</b> <b>Distance to site</b>	42.4744, -76.4056 4710 ft / 0.892 mi NE
<b>Facility Status</b>	ACTIVE	
<b>Address</b>	30 PICKNEY RD	
<b>Zip Code</b>	14850	
<b>Expiration Date</b>	4/13/2012 12:00:00 AM	
<b>City</b>	DRYDEN	
<b>County</b>	TOMPKINS	
<b>Facility Name</b>	SAUNDERS CONCRETE CO.	
<b>Site Type</b>	PBS	
<b>Site Number</b>	7-600104	
<b>7</b>	<b>Coordinates</b> <b>Distance to site</b>	42.47544, -76.4308 4935 ft / 0.935 mi NW
<b>Facility Status</b>	UNREGULATED	
<b>Address</b>	1765 HANSHAW RD.	
<b>Zip Code</b>	14850	
<b>Expiration Date</b>	12/6/2008 12:00:00 AM	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>Facility Name</b>	NYS ARMORY-DRYDEN	
<b>Site Type</b>	PBS	
<b>Site Number</b>	7-464643	
<b>8</b>	<b>Coordinates</b> <b>Distance to site</b>	42.47145, -76.40118 5093 ft / 0.965 mi E
<b>Facility Status</b>	ACTIVE	
<b>Address</b>	1414 DRYDEN RD	
<b>Zip Code</b>	13068	
<b>Expiration Date</b>	8/21/2011 12:00:00 AM	
<b>City</b>	FREEVILLE	
<b>County</b>	TOMPKINS	
<b>Facility Name</b>	XTRA MART #1623 - FREEVILLE	
<b>Site Type</b>	PBS	
<b>Site Number</b>	7-600208	
<b>9</b>	<b>Coordinates</b> <b>Distance to site</b>	42.45586, -76.43652 6035 ft / 1.143 mi SW
<b>Facility Status</b>	UNREGULATED	
<b>Address</b>	976 DRYDEN RD.	
<b>Zip Code</b>	14850	
<b>Expiration Date</b>	4/4/2005 12:00:00 AM	
<b>City</b>	ITHACA	
<b>County</b>	TOMPKINS	
<b>Facility Name</b>	SNYDER'S GARAGE	
<b>Site Type</b>	PBS	
<b>Site Number</b>	7-600738	

## NY Brownfields

New York State Department of Environmental Conservation (DEC) maintains a database of contaminated and abandoned properties known as brownfield sites. Left untouched, brownfields pose environmental, legal and financial burdens on a community and its taxpayers. However, after cleanup, these sites can again become the powerful engines for economic vitality, jobs and community pride that they once were. Promoting site cleanups: New York offers incentives in the form of technical and financial assistance, as well as liability relief, to encourage the cleanup and reuse of contaminated sites. Incentive programs target both the public and private sector. DEC also oversees cleanups of inactive hazardous waste disposal sites and petroleum/chemical spills

**This database returned no results for your area**

## NY State Superfund Program

The State Superfund Program (also known as The Inactive Hazardous Waste Disposal Site Remedial Program) is an enforcement program whose mission is to identify and characterize suspected inactive hazardous waste disposal sites and to investigate and remediate those sites found to pose a significant threat to public health and environment.

**This database returned no results for your area**

## NY Voluntary Cleanup Program

New York established its Voluntary Cleanup Program (VCP) to address the environmental, legal and financial barriers that often hinder the redevelopment and reuse of contaminated properties. The Voluntary Cleanup Program was developed to enhance private sector cleanup of brownfields by enabling parties to remediate sites using private rather than public funds and to reduce the development pressures on "greenfield" sites.

New York's Voluntary Cleanup Program is a cooperative approach among the New York State Department of Environmental Conservation (Department), lenders, developers and prospective purchasers to investigate and/or remediate contaminated sites and return these sites to productive use. Under the Voluntary Cleanup Program, a volunteer performs remedial activities pursuant to one or more Department approved work plans. The volunteer agrees to remediate the site to a level which is protective of public health and the environment for the present or intended use of the property. Investigation and remediation is carried out under the oversight of the Department and the New York State Department of Health (DOH) and the volunteer pays the State's oversight costs. When the volunteer completes work, a release from liability from the Department is provided with standard reservations.

**This database returned no results for your area**



## NY Environmental Restoration Program

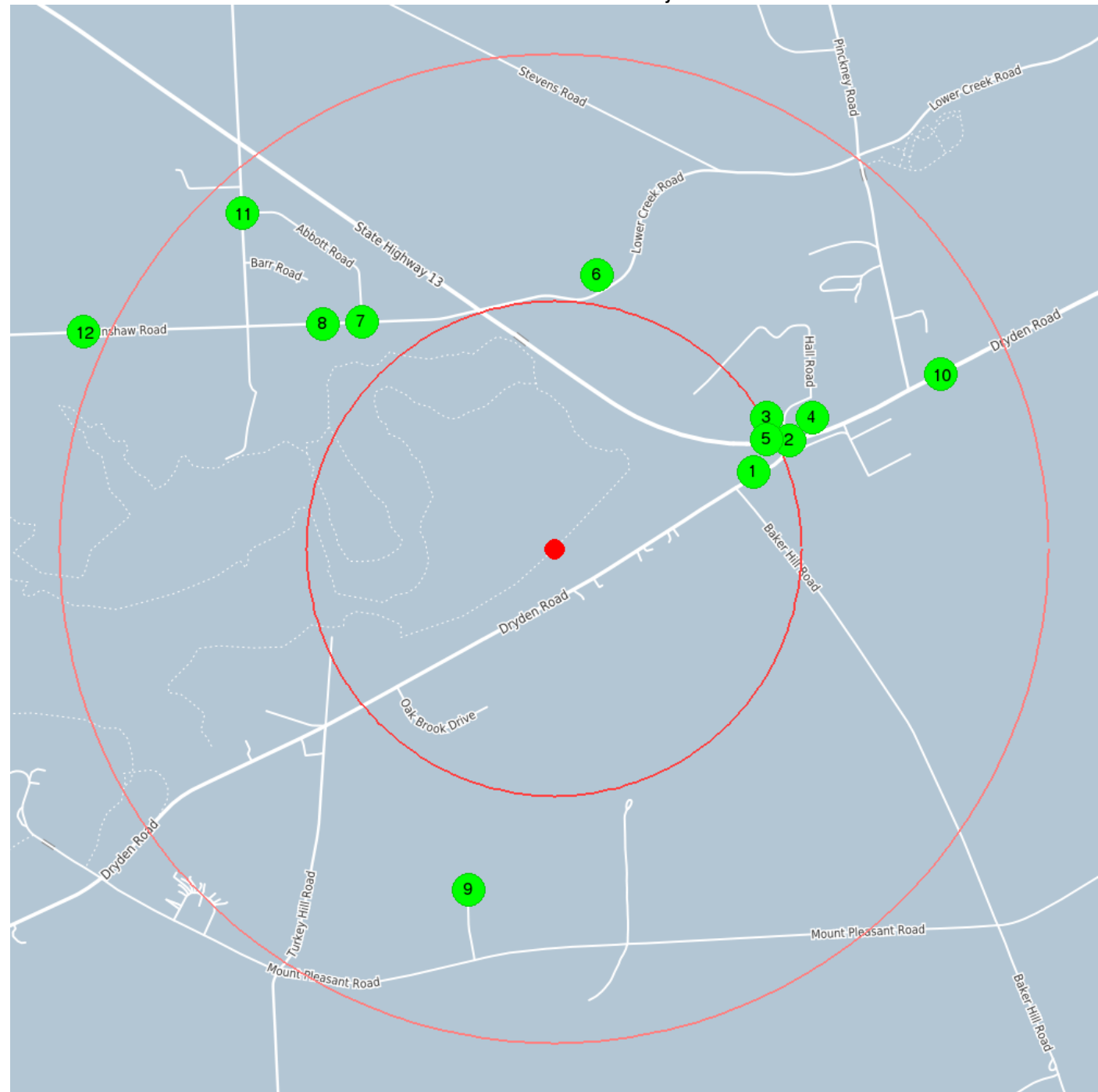
The Environmental Restoration Program (ERP) provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100 percent of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

**This database returned no results for your area**

# NY Leaking USTs and Spills

The New York Department of Environmental Conservation maintains a database of leaking underground storage tanks (LUST) and spills.

This database returned 11 results for your area



center 42.465526580811 -76.418319702148

0.5 mile

1.0 mile

1	Coordinates	42.467771, -76.410397
	Distance to site	2283 ft / 0.433 mi E
Spill Number		8706477
Date Reported		10/30/87
Spill Name		NYS POLICE TROOP C
County		Tompkins
City		ITHACA
Address		1296 DRYDEN ROAD

## NY Leaking USTs and Spills

<b>2</b>	<b>Coordinates</b> <b>Distance to site</b>	42.468707, -76.408966 2771 ft / 0.525 mi E
<b>Spill Number</b>	912585	
<b>Date Reported</b>	3/3/2010	
<b>Spill Name</b>	NICE AND EASY	
<b>County</b>	Tompkins	
<b>City</b>	ITHACA	
<b>Address</b>	1321 DRYDEN RD	
<b>3</b>	<b>Coordinates</b> <b>Distance to site</b>	42.468707, -76.408966 2771 ft / 0.525 mi E
<b>Spill Number</b>	9304719	
<b>Date Reported</b>	07/15/93	
<b>Spill Name</b>	NICE AND EASY	
<b>County</b>	Tompkins	
<b>City</b>	ITHACA	
<b>Address</b>	1321 DRYDEN ROAD	
<b>4</b>	<b>Coordinates</b> <b>Distance to site</b>	42.468707, -76.408966 2771 ft / 0.525 mi E
<b>Spill Number</b>	4419	
<b>Date Reported</b>	07/13/00	
<b>Spill Name</b>	NICE & EASY	
<b>County</b>	Tompkins	
<b>City</b>	ITHACA	
<b>Address</b>	1321 DRYDEN ROAD	
<b>5</b>	<b>Coordinates</b> <b>Distance to site</b>	42.468707, -76.408966 2771 ft / 0.525 mi E
<b>Spill Number</b>	0906016	
<b>Date Reported</b>	08/23/2009	
<b>Spill Name</b>	ITHACA NICE N EASY	
<b>County</b>	Tompkins	
<b>City</b>	ITHACA	
<b>Address</b>	1321 DRYDEN RD	
<b>6</b>	<b>Coordinates</b> <b>Distance to site</b>	42.473533, -76.416599 2957 ft / 0.560 mi N
<b>Spill Number</b>	0910027	
<b>Date Reported</b>	12/09/2009	
<b>Spill Name</b>	RESIDENTIAL	
<b>County</b>	Tompkins	
<b>City</b>	DRYDEN	
<b>Address</b>	390 LOWER CREEK RD	
<b>7</b>	<b>Coordinates</b> <b>Distance to site</b>	42.472154, -76.425934 3169 ft / 0.600 mi NW
<b>Spill Number</b>	9315413	
<b>Date Reported</b>	03/29/94	
<b>Spill Name</b>	ADVANCE MOVING CO.	
<b>County</b>	Tompkins	
<b>City</b>	DRYDEN	
<b>Address</b>	500 LOWER CREEK RD	

## NY Leaking USTs and Spills

<b>8</b>	<b>Coordinates</b> <b>Distance to site</b>	42.472112, -76.42751 3447 ft / 0.653 mi NW
<b>Spill Number</b>	9100149	
<b>Date Reported</b>	04/03/91	
<b>Spill Name</b>	ANDREE PETRO.	
<b>County</b>	Tompkins	
<b>City</b>	ITHACA	
<b>Address</b>	534 LOWER CREEK RD.	
<b>9</b>	<b>Coordinates</b> <b>Distance to site</b>	42.455534, -76.421723 3758 ft / 0.712 mi S
<b>Spill Number</b>	9403696	
<b>Date Reported</b>	06/16/94	
<b>Spill Name</b>	COOKE RESIDENCE	
<b>County</b>	Tompkins	
<b>City</b>	ITHACA	
<b>Address</b>	38 DEERHAVEN ST.	
<b>10</b>	<b>Coordinates</b> <b>Distance to site</b>	42.470648, -76.402992 4527 ft / 0.858 mi E
<b>Spill Number</b>	8800758	
<b>Date Reported</b>	04/25/88	
<b>Spill Name</b>	STALEY	
<b>County</b>	Tompkins	
<b>City</b>	DRYDEN	
<b>Address</b>	1143 DRYDEN RD	
<b>11</b>	<b>Coordinates</b> <b>Distance to site</b>	42.475354, -76.430704 4894 ft / 0.927 mi NW
<b>Spill Number</b>	610940	
<b>Date Reported</b>	12/29/2006	
<b>Spill Name</b>	NYS ARMORY/ ITHACA	
<b>County</b>	Tompkins	
<b>City</b>	ITHACA	
<b>Address</b>	1765 HANSHAW RD	
<b>12</b>	<b>Coordinates</b> <b>Distance to site</b>	42.471864, -76.436996 5531 ft / 1.048 mi W
<b>Spill Number</b>	9313471	
<b>Date Reported</b>	02/16/94	
<b>Spill Name</b>	S.P.C.A. - HANSHAW RD.	
<b>County</b>	Tompkins	
<b>City</b>	ITHACA	
<b>Address</b>	1640 HANSHAW RD.	



# Bulk Storage Database Search Details

## Facility Information

**Site No.:** 7-024716  
**Status:** Unregulated/Closed  
**Expiration Date:** 10/29/2002  
**Site Type:** PBS  
**Facility Type:** Other  
**Site Name:** NEW YORK STATE POLICE  
**Address:** 1296 DRYDEN RD  
**Locality:** ITHACA  
**State:** NY  
**Zipcode:** 14850  
**County:** Tompkins

## Facility(Property) Owner(s) Information

**Facility Owner:** NYS DIV. OF STATE POLICE  
BLDG. 22 STATE CAMPUS . ALBANY , NY. 12226  
**Mail Contact:** NYS DIV. OF STATE POLICE  
BLDG. 22 STATE CAMPUS . ALBANY , NY. 12226

## Facility Operator

**Facility Operator:** NEW YORK STATE POLICE

## Tank Information

**2 Tanks Found**

Tank No	Tank Location	Status	Capacity (Gal.)
001	Underground including vaulted with no access for inspection	Closed Prior to 03/1991	3000
002	Underground including vaulted with no access for inspection	Closed - Removed	3000

Refine This Search



# Bulk Storage Database Search Details

## Tank Information

[Next Tank](#)[Last Tank](#)

**Site No:** 7-024716

**Site Name:** NEW YORK STATE POLICE

**Tank No:** 001

**Tank Location:** Underground including vaulted with no access for inspection

**Subpart:**

**Category:** 1

**Tank Status:** Closed Prior to 03/1991

**Tank Install Date:** 10/01/1966

**Tank Closed Date:**

**Tank Out Of Service Date:**

**Tank Capacity:** 3000 gal.

**Product Stored:** gasoline

**Percentage:** 100%

**Tank Type:** 01 - Steel/Carbon Steel/Iron

**Tank Internal Protection:** None

**Tank External Protection:** None

**Tank Secondary Containment:** None

**Tank Leak Detection:** None

**Overfill:** None

**Spill Prevention:** None

**Dispenser:** Suction Dispenser

**Pipe Location:** No Piping

**Pipe Type:** Galvanized Steel

**Pipe External Protection:** None

**Piping Secondary Containment:** None

**Piping Leak Detection:** None

**UDC:** Yes

**Tank Next Test Due:**

**Tank Last Test:**

**Tank Test Method:**

**Line Next Test Due:**

**Line Last Test:**

**Line Test Method:**

[Refine This Search](#)[Return To Facility](#)



# Bulk Storage Database Search Details

## Tank Information

[First Tank](#)[Previous Tank](#)

**Site No:** 7-024716

**Site Name:** NEW YORK STATE POLICE

**Tank No:** 002

**Tank Location:** Underground including vaulted with no access for inspection

**Subpart:**

**Category:** 2

**Tank Status:** Closed - Removed

**Tank Install Date:** 04/01/1988

**Tank Closed Date:** 09/01/1998

**Tank Out Of Service Date:**

**Tank Capacity:** 3000 gal.

**Product Stored:** gasoline

**Percentage:** 100%

**Tank Type:** 04 - Fiberglass Coated Steel

**Tank Internal Protection:** None

**Tank External Protection:** Fiberglass

**Tank Secondary Containment:** Double-Walled (Underground)

**Tank Leak Detection:** Groundwater Well

**Overfill:** None

**Spill Prevention:** None

**Dispenser:** Suction Dispenser

**Pipe Location:** Underground/On-ground

**Pipe Type:** Galvanized Steel

**Pipe External Protection:** Original Sacrificial Anode

**Piping Secondary Containment:** None

**Piping Leak Detection:** None

**UDC:** Yes

**Tank Next Test Due:**

**Tank Last Test:** 08/01/1995

**Tank Test Method:** SoilTest Ainlay Tank 'Tegrity Tester

**Line Next Test Due:**

**Line Last Test:**

**Line Test Method:**

[Refine This Search](#)[Return To Facility](#)



# Spill Incidents Database Search Details

---

## Spill Record

### Administrative Information

**DEC Region:** 7

**Spill Number:** 8706477

### Spill Date/Time

**Spill Date:** 10/30/1987   **Spill Time:** 01:00:00 PM

**Call Received Date:** 10/30/1987   **Call Received Time:** 01:23:00 PM

### Location

**Spill Name:** NYS POLICE TROOP C

**Address:** 1296 DRYDEN ROAD

**City:** ITHACA   **County:** Tompkins

### Spill Description

**Material Spilled**   **Amount Spilled**   **Resource Affected**

gasoline   UNKNOWN   Groundwater

**Cause:** Tank Failure

**Source:** Institutional, Educational, Gov., Other

**Waterbody:**

### Record Close

**Date Spill Closed:** 10/23/2003

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the [Regional Office](#) where the incident occurred.

Refine This Search

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# Bulk Storage Database Search Details

## Facility Information

**Site No.:** 7-424935  
**Status:** Active  
**Expiration Date:** 10/02/2022  
**Site Type:** PBS  
**Facility Type:** Retail Gasoline Sales  
**Site Name:** BLUEOX NEIGHBORHOOD MARKETS  
**Address:** 1321 DRYDEN RD  
**Locality:** ITHACA  
**State:** NY  
**Zipcode:** 14850  
**County:** Tompkins

## Facility(Property) Owner(s) Information

**Facility Owner:** LOUNSBERRY REAL ESTATE PARTNERSHIP  
38 NORTH CANAL ST . OXFORD, NY. 13830  
**Mail Contact:** BLUEOX CORPORATION  
38 NORTH CANAL ST . OXFORD, NY. 13830

## Facility Operator

**Facility Operator:** JARED BARTLE

## Tank Information

**4 Tanks Found**

Tank No	Tank Location	Status	Capacity (Gal.)
001	Underground including vaulted with no access for inspection	In Service	10000
002	Underground including vaulted with no access for inspection	In Service	10000
003	Underground including vaulted with no access for inspection	Closed - Removed	2000
004	Underground including vaulted with no access for inspection	Closed - Removed	2000

Refine This Search



# Bulk Storage Database Search Details

## Tank Information

[Next Tank](#)[Last Tank](#)

**Site No:** 7-424935

**Site Name:** BLUEOX NEIGHBORHOOD MARKETS

**Tank No:** 001

**Tank Location:** Underground including vaulted with no access for inspection

**Subpart:** 2

**Category:** 2

**Tank Status:** In Service

**Tank Install Date:** 08/01/1987

**Tank Closed Date:**

**Tank Out Of Service Date:**

**Tank Capacity:** 10000 gal.

**Product Stored:** gasoline/ethanol

**Percentage:** 10%

**Tank Type:** 01 - Steel/Carbon Steel/Iron

**Tank Internal Protection:** None

**Tank External Protection:** Painted/Asphalt Coating

**Tank External Protection:** Original Sacrificial Anode

**Tank Secondary Containment:** Double-Walled (Underground)

**Tank Leak Detection:** Interstitial - Electronic Monitoring

**Overfill:** Float Vent Valve

**Overfill:** Automatic Shut-Off

**Spill Prevention:** Catch Basin

**Dispenser:** Pressurized Dispenser

**Pipe Location:** Underground/On-ground

**Pipe Type:** Flexible Piping

**Pipe External Protection:** Jacketed

**Piping Secondary Containment:** Double walled UG

**Piping Leak Detection:** Pressurized Piping Leak Detector

**Piping Leak Detection:** Other

**UDC:** Yes

**Tank Next Test Due:**

**Tank Last Test:**

**Line Next Test Due:** 05/08/2018

**Line Last Test:** 05/08/2017

**Line Test Method:** EZY-Chek Manual Line Leak Detector (for Flexible Pipelines)

## Class Operator Information

**Class A Operator:** JARED BARTLE

**Class B Operator:** JARED BARTLE

[Refine This Search](#)[Return To Facility](#)



# Bulk Storage Database Search Details

## Tank Information

[First Tank](#)[Previous Tank](#)[Next Tank](#)[Last Tank](#)

**Site No:** 7-424935

**Site Name:** BLUEOX NEIGHBORHOOD MARKETS

**Tank No:** 002

**Tank Location:** Underground including vaulted with no access for inspection

**Subpart:** 2

**Category:** 2

**Tank Status:** In Service

**Tank Install Date:** 08/01/1987

**Tank Closed Date:**

**Tank Out Of Service Date:**

**Tank Capacity:** 10000 gal.

**Product Stored:** gasoline

**Percentage:** 100%

**Tank Type:** 01 - Steel/Carbon Steel/Iron

**Tank Internal Protection:** None

**Tank External Protection:** Painted/Asphalt Coating

**Tank External Protection:** Original Sacrificial Anode

**Tank Secondary Containment:** Double-Walled (Underground)

**Tank Leak Detection:** Interstitial - Electronic Monitoring

**Overfill:** Float Vent Valve

**Overfill:** Automatic Shut-Off

**Spill Prevention:** Catch Basin

**Dispenser:** Pressurized Dispenser

**Pipe Location:** Underground/On-ground

**Pipe Type:** Flexible Piping

**Pipe External Protection:** Jacketed

**Piping Secondary Containment:** Double walled UG

**Piping Leak Detection:** Pressurized Piping Leak Detector

**Piping Leak Detection:** Other

**UDC:** Yes

**Tank Next Test Due:**

**Tank Last Test:**

**Line Next Test Due:** 05/08/2018

**Line Last Test:** 05/08/2017

**Line Test Method:** EZY-Chek Manual Line Leak Detector (for Flexible Pipelines)

## Class Operator Information

**Class A Operator:** JARED BARTLE

**Class B Operator:** JARED BARTLE

[Refine This Search](#)[Return To Facility](#)



# Bulk Storage Database Search Details

## Tank Information

[First Tank](#)[Previous Tank](#)[Next Tank](#)[Last Tank](#)

**Site No:** 7-424935

**Site Name:** BLUEOX NEIGHBORHOOD MARKETS

**Tank No:** 003

**Tank Location:** Underground including vaulted with no access for inspection

**Subpart:**

**Category:** 2

**Tank Status:** Closed - Removed

**Tank Install Date:** 08/01/1987

**Tank Closed Date:** 09/01/1993

**Tank Out Of Service Date:**

**Tank Capacity:** 2000 gal.

**Product Stored:** kerosene [#1 fuel oil] (resale/redistribute)

**Percentage:** 100%

**Tank Type:** 01 - Steel/Carbon Steel/Iron

**Tank Internal Protection:** None

**Tank External Protection:** Original Sacrificial Anode

**Tank Secondary Containment:** Excavation Liner

**Tank Leak Detection:** Groundwater Well

**Overfill:** Float Vent Valve

**Spill Prevention:** Catch Basin

**Dispenser:** Suction Dispenser

**Pipe Location:** Underground/On-ground

**Pipe Type:** Galvanized Steel

**Pipe External Protection:** None

**Piping Secondary Containment:** None

**Piping Leak Detection:** None

**UDC:** Yes

**Tank Next Test Due:**

**Tank Last Test:**

**Tank Test Method:**

**Line Next Test Due:**

**Line Last Test:**

**Line Test Method:**

[Refine This Search](#)[Return To Facility](#)



# Bulk Storage Database Search Details

## Tank Information

[First Tank](#)[Previous Tank](#)

**Site No:** 7-424935

**Site Name:** BLUEOX NEIGHBORHOOD MARKETS

**Tank No:** 004

**Tank Location:** Underground including vaulted with no access for inspection

**Subpart:**

**Category:** 2

**Tank Status:** Closed - Removed

**Tank Install Date:** 08/01/1987

**Tank Closed Date:** 09/01/1993

**Tank Out Of Service Date:**

**Tank Capacity:** 2000 gal.

**Product Stored:** kerosene [#1 fuel oil] (resale/redistribute)

**Percentage:** 100%

**Tank Type:** 01 - Steel/Carbon Steel/Iron

**Tank Internal Protection:** None

**Tank External Protection:** Original Sacrificial Anode

**Tank Secondary Containment:** Excavation Liner

**Tank Leak Detection:** Groundwater Well

**Overfill:** Float Vent Valve

**Spill Prevention:** Catch Basin

**Dispenser:** Suction Dispenser

**Pipe Location:** Underground/On-ground

**Pipe Type:** Galvanized Steel

**Pipe External Protection:** None

**Piping Secondary Containment:** None

**Piping Leak Detection:** None

**UDC:** Yes

**Tank Next Test Due:**

**Tank Last Test:**

**Tank Test Method:**

**Line Next Test Due:**

**Line Last Test:**

**Line Test Method:**

[Refine This Search](#)[Return To Facility](#)



# Spill Incidents Database Search Details

---

## Spill Record

### Administrative Information

**DEC Region:** 7

**Spill Number:** 0906016

### Spill Date/Time

**Spill Date:** 08/23/2009 **Spill Time:** 04:47:00 PM

**Call Received Date:** 08/23/2009 **Call Received Time:** 05:48:00 PM

### Location

**Spill Name:** ITHACA NICE N EASY

**Address:** 1321 DRYDEN RD

**City:** ITHACA **County:** Tompkins

### Spill Description

**Material Spilled** **Amount Spilled** **Resource Affected**

gasoline 10 Gal. Soil

**Cause:** Human Error

**Source:** Gasoline Station or other PBS Facility

**Waterbody:**

### Record Close

**Date Spill Closed:** 08/25/2009

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the [Regional Office](#) where the incident occurred.

[Return To Results](#)

[Refine This Search](#)

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# Spill Incidents Database Search Details

---

## Spill Record

### Administrative Information

**DEC Region:** 7

**Spill Number:** 0912585

### Spill Date/Time

**Spill Date:** 03/03/2010   **Spill Time:** 10:30:00 AM

**Call Received Date:** 03/03/2010   **Call Received Time:** 12:10:00 PM

### Location

**Spill Name:** NICE AND EASY

**Address:** 1321 DRYDEN RD

**City:** ITHACA   **County:** Tompkins

### Spill Description

**Material Spilled**   **Amount Spilled**   **Resource Affected**

gasoline                      2 Gal.                      Soil

**Cause:** Unknown

**Source:** Passenger Vehicle

**Waterbody:**

### Record Close

**Date Spill Closed:** 03/10/2010

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the [Regional Office](#) where the incident occurred.

Refine This Search

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# Spill Incidents Database Search Details

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## Spill Record

### Administrative Information

**DEC Region:** 7

**Spill Number:** 1906174

### Spill Date/Time

**Spill Date:** 09/16/2019 **Spill Time:** 09:29:00 AM

**Call Received Date:** 09/16/2019 **Call Received Time:** 09:29:00 AM

### Location

**Spill Name:** BLUEOX DRYDEN

**Address:** 1321 DRYDEN RD

**City:** ITHACA **County:** Tompkins

### Spill Description

Material Spilled	Amount Spilled	Resource Affected
------------------	----------------	-------------------

unknown petroleum	UNKNOWN	Unknown
-------------------	---------	---------

**Cause:** Unknown

**Source:** Gasoline Station or other PBS Facility

**Waterbody:**

### Record Close

**Date Spill Closed:** 12/03/2019

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the [Regional Office](#) where the incident occurred.

[Return To Results](#)

[Refine This Search](#)

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## Spill Incidents Database Search Details

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### Spill Record

#### Administrative Information

**DEC Region:** 7

**Spill Number:** 9304719

#### Spill Date/Time

**Spill Date:** 07/15/1993   **Spill Time:** 01:15:00 AM

**Call Received Date:** 07/15/1993   **Call Received Time:** 06:40:00 AM

#### Location

**Spill Name:** NICE AND EASY

**Address:** 1321 DRYDEN ROAD

**City:** ITHACA   **County:** Tompkins

#### Spill Description

**Material Spilled**   **Amount Spilled**   **Resource Affected**

gasoline                      6 Gal.                      Soil

**Cause:** Human Error

**Source:** Gasoline Station or other PBS Facility

**Waterbody:**

#### Record Close

**Date Spill Closed:** 11/08/1993

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

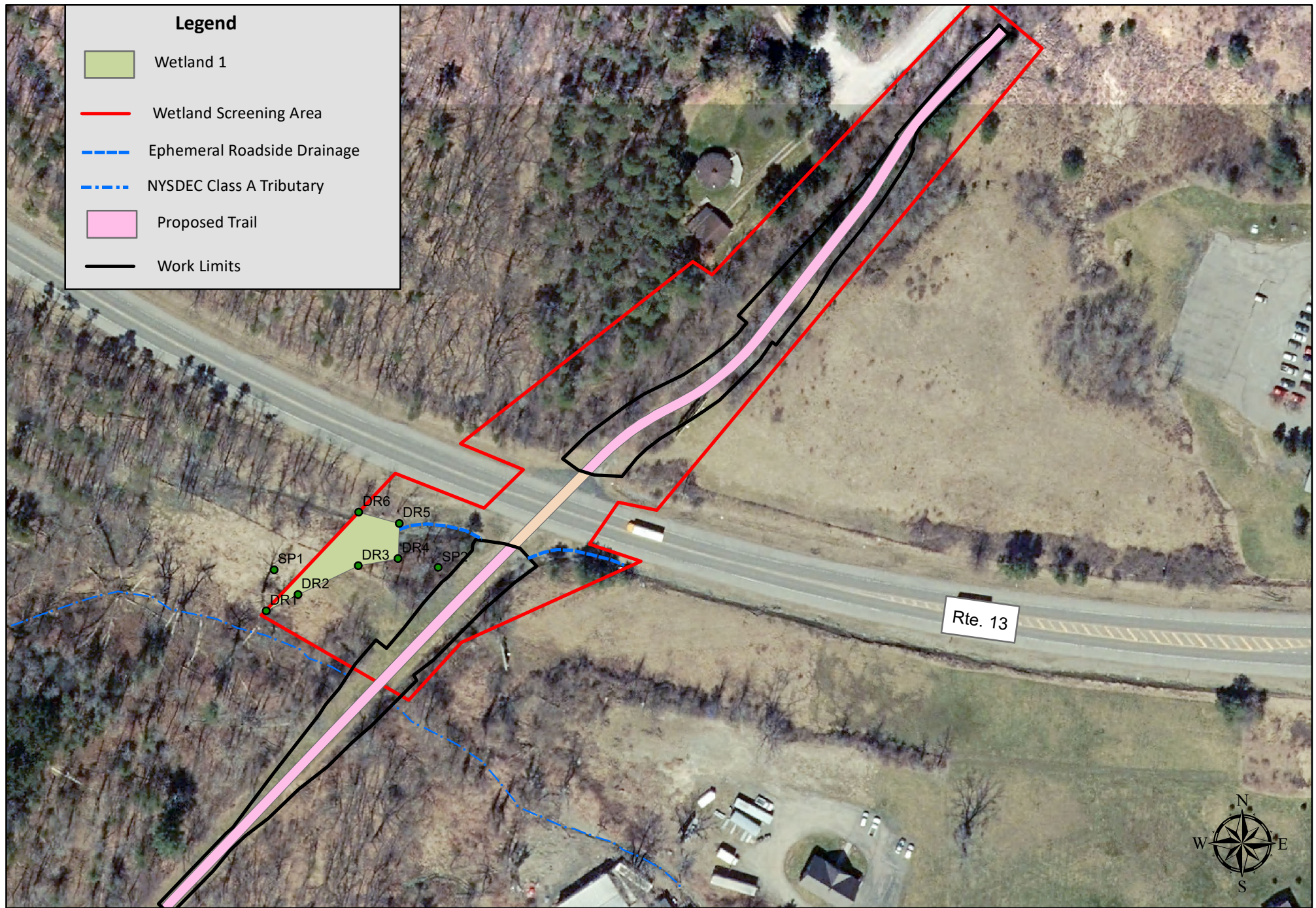
If you have questions about this reported incident, please contact the [Regional Office](#) where the incident occurred.

Refine This Search

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# **Wetlands**









U.S. Fish and Wildlife Service


# National Wetlands Inventory

## Wetlands



December 14, 2020

### Wetlands

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

## **APPENDIX C**

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### **TRAFFIC INFORMATION**

# **Capital Projects Complete Streets Checklist**

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

<b>PIN:</b>	<input type="text" value="3950.71"/>	<b>Project Location:</b>	<input type="text" value="Town of Dryden"/>
<b>Context:</b>	<input type="radio"/> Urban / Village <input type="radio"/> Suburban <input checked="" type="radio"/> Rural		
<b>Project Title:</b>	<input type="text" value="Dryden Rail Trail Phase 2 Project"/>		
<b>STEP 1- APPLICABILITY OF CHECKLIST</b>			
<b>1.1</b>	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 <b>no</b>, continue to question 1.2. If <b>yes</b>, <u>stop here</u>.</i>		<input type="radio"/> Yes <input checked="" type="radio"/> No
<b>1.2</b>	a. Is this project a 1R* Maintenance project? <i>If <b>no</b>, continue to question 1.3. If <b>yes</b>, go to part b of this question.</i>		<input type="radio"/> Yes <input checked="" type="radio"/> No
<b>1.2</b>	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"> <li>• Sidewalk curb ramps and crosswalks</li> <li>• Shoulder condition and width</li> <li>• Pavement markings</li> <li>• Signing</li> </ul> <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</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="radio"/> Yes <input type="radio"/> No
<b>1.3</b>	Is this project a Cyclical Pavement Marking project? <i>If <b>no</b>, continue to question 1.4. If <b>yes</b>, review <a href="#">EI 13-021</a>* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:</i> <ul style="list-style-type: none"> <li>• Travel lane width</li> <li>• Shoulder width</li> <li>• Markings for pedestrians and bicyclists</li> </ul> <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</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="radio"/> Yes <input checked="" type="radio"/> No
<b>1.4</b>	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 <b>no</b>, continue to Step 2. If <b>yes</b>, 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 <u>stop here</u>.</i>		<input type="radio"/> Yes <input checked="" type="radio"/> No
<div> <div>STEP 1 prepared by:</div> <div><input type="text" value="Bryan Bancroft, CPESC"/></div> <div>Date:</div> <div><input type="text" value="5/19/2021"/></div> </div>			
<b>STEP 2 - IPP LEVEL QUESTIONS (At Initiation)</b>			<b>Comment / Action</b>



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

2.1	<p>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></p>	<input checked="" type="radio"/> Yes <input type="radio"/> No	<p>When completed, the Dryden Rail Trail will provide an off-road, non-motorized commuter and recreational route connecting the Villages of Dryden and Freeville with the hamlets of Etna and Varna and to the City of Ithaca</p>
2.2	<p>Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?</p>	<input checked="" type="radio"/> Yes <input type="radio"/> No	<p>This project is an enhancement of an existing pedestrian trail</p>
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 <a href="#">HDM Chapter 17</a> 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="radio"/> Yes <input checked="" type="radio"/> No</p> <p><input type="radio"/> Yes <input type="radio"/> No</p>	
2.4	<p>Is the highway considered important to bicycle tourism by the municipality or region?</p>	<input type="radio"/> Yes <input checked="" type="radio"/> No	
2.5	<p>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></p>	<input type="radio"/> Yes <input checked="" type="radio"/> No	
2.6	<p>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></p>	<input checked="" type="radio"/> Yes <input type="radio"/> No	<p>There are existing trail users with the potential to generate pedestrian and bicycle traffic.</p>
2.7	<p>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) &lt; 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></p>	<input type="radio"/> Yes <input checked="" type="radio"/> No	



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

<b>2.8</b>	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	<input checked="" type="radio"/> Yes <input type="radio"/> No	There is a worn path from frequent use, and limited pedestrian infrastructure.
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**STEP 2** prepared by: Bryan Bancroft, CPESC      Date: 5/19/2021

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

**ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.**

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			Comment / Action
<b>3.1</b>	Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.2</b>	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.3</b>	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per <a href="#">HDM Chapter 18</a> ?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.4</b>	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 <a href="#">EI 13-021</a> .	<input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.5</b>	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="radio"/> Yes <input checked="" type="radio"/> No	
<b>3.6</b>	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	<input checked="" type="radio"/> Yes <input type="radio"/> No	The trail bridge will reduce conflicts with vehicles, as it will provide off-roadway location for biking and pedestrians
<b>3.7</b>	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 checked="" type="radio"/> Yes <input type="radio"/> No	Pedestrian lighting may extend across the proposed pedestrian bridge.
<b>3.8</b>	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	<input type="radio"/> Yes <input checked="" type="radio"/> No	

## Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-7)

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? <i>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.)</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	This project will provide closure to the bike/pedestrian gap that exists between the Town of Dryden and surrounding towns, and the City of Ithaca
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) <i>Consult with Traffic and Safety and transit operator, as appropriate</i>	<input type="radio"/> Yes <input checked="" type="radio"/> 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="radio"/> Yes <input checked="" type="radio"/> No	
3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	<input type="radio"/> Yes <input checked="" type="radio"/> 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="radio"/> Yes <input checked="" type="radio"/> 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 checked="" type="radio"/> Yes <input type="radio"/> No	The trail bridge will improve bicycle operation across NYS Route 13.

**STEP 3** prepared by:  Date:

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

## **APPENDIX D – NOT USED**

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## **PAVEMENT INFORMATION**

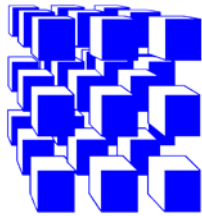
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## **APPENDIX E**

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# **STRUCTURES INFORMATION**

# **Subsurface Investigation Report**



**CME**  
Associates, Inc.

6035 Corporate Drive  
East Syracuse, New York 13057  
(315) 701-0522  
(315) 701-0526 (Fax)  
[www.cmeassociates.com](http://www.cmeassociates.com)

## Transmittal

December 23, 2020

Erdman, Anthony and Associates, Inc. (Client)  
145 Culvert Road, Suite 200  
Rochester, New York 14620

Attn: Mr. Christopher Sichak, P.E., Senior Associate, Senior Structural Engineer

**Re: Dryden Rail Trail Phase 2 Project, PIN 3950.71**  
**Dryden, New York**  
**CME Project No.: 27700-05**

Gentlepeople:

Enclosed you will find....

<u>Number of Copies</u>	<u>Report Number</u>	<u>Description</u>
3	27700B-02-1220	Geotechnical Data Report – Cover Letter
3	27700B-01-1220	Geotechnical Data Report

This report was emailed to Mr. Christopher Sichak at [sichakC@erdmananthony.com](mailto:sichakC@erdmananthony.com) on 12/23/20.

Respectfully submitted,  
**CME Associates, Inc.**

Roonak Ghaderi, Ph.D., EIT  
Staff Geotechnical Engineer

RG.cw



6035 Corporate Drive  
East Syracuse, New York 13057  
(315) 701-0522  
(315) 701-0526 (Fax)

[www.cmeassociates.com](http://www.cmeassociates.com)

December 23, 2020

Erdman, Anthony and Associates, Inc. (Client)  
145 Culvert Road, Suite 200  
Rochester, New York 14620  
Phone: 585.427.8888

Attn: Mr. Christopher Sichak, P.E., Senior Associate, Senior Structural Engineer  
[sichakC@erdmananthony.com](mailto:sichakC@erdmananthony.com)

Re: Geotechnical Data Report – Cover Letter  
Dryden Rail Trail Phase 2 Project, PIN 3950.71  
Dryden, New York  
CME Report No.: 27700B-02-1220  
Page 1 of 2

Gentlepeople:

CME Associates, Inc. (CME) conducted a limited subsurface exploration at the subject project site and prepared a Geotechnical Data Report (CME Report Number: 27700B-01-1220, dated 12/23/20). All exploration logs along with an Exploration Location Plan and a Laboratory Test Summary Report are attached to said report, among other attachments.

CME understands that several alignment options are currently being considered for the proposed new pedestrian bridge over NYS Route 13. Once the alignment is elected and project details are developed for the elected option, please provide us with the information requested in Section 1.0 of said report. CME will then prepare a Foundation Report for the proposed bridge. In the meantime, at the request of Mr. Christopher Sichak, P.E., the following preliminary information are provided.

- The proposed bridge abutments may be supported utilizing conventional shallow footings.
- Satisfactory footing bearing stratum in the Test Borings was identified at about 8 feet below existing grade.
- A presumptive soil bearing pressure of about 3,000 to 4,000 psf may be used for preliminary foundation design for planning and budgeting purposes.





CME endeavored to conduct the services identified herein in a manner consistent with that level of care and skill ordinarily exercised by members of the geotechnical industry, currently practicing in the same locality and under similar conditions as this project. No warranty, either expressed or implied, is made or intended by CME's proposal, contract, and written and oral reports, all of which warranties are hereby expressly disclaimed. CME shall not be responsible for the acts or omissions of Client, its contractors, agents and consultants. CME may rely upon information supplied by Client, its contractors, agents and consultants or information available from generally accepted reputable sources, without independent verification, and CME assumes no responsibility for the accuracy thereof.

Please feel free to contact our office if you have any questions regarding this report.

Respectfully Submitted,  
**CME Associates, Inc.**

Reviewed by,  
**CME Associates, Inc.**

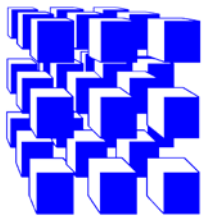
A handwritten signature in blue ink, appearing to read "Anas N. Anasthas".

Anas N. Anasthas, P.E.  
Senior Geotechnical Engineer

A handwritten signature in blue ink, appearing to read "Roonak Ghaderi".

Roonak Ghaderi, Ph.D., E.I.T.  
Staff Geotechnical Engineer

AA.cw



**CME**  
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December 23, 2020

Erdman, Anthony and Associates, Inc. (Client)  
145 Culvert Road, Suite 200  
Rochester, New York 14620  
Phone: 585.427.8888

Attn: Mr. Christopher Sichak, P.E., Senior Associate, Senior Structural Engineer  
[sichakC@erdmananthony.com](mailto:sichakC@erdmananthony.com)

Re: Geotechnical Data Report  
Dryden Rail Trail Phase 2 Project, PIN 3950.71  
Dryden, New York  
CME Report No.: 27700B-01-1220  
Page 1 of 3

## **1.0 INTRODUCTION**

Erdman, Anthony and Associates, Inc. (Client) retained CME Associates, Inc. (CME) to provide subsurface exploration and geotechnical services for the subject project. CME conducted a limited subsurface exploration, consisting of advancing two Test Borings for the subject project in October 2020. The Scope of Basic Services and this report have been provided pursuant to a Subconsultant Agreement between Client and CME, executed on 08/27/2020, and subsequent Change Order No. 1, executed on 10/08/2020, which reference CME Proposal/Agreement No. 05.6169.

This report provides a summary of exploration activities conducted at the subject project site. The other geotechnical items contracted in the Agreement will follow under separate cover, after CME receiving the following information from Client:

- Grading Plan
- Progress Foundation Plans and Cross Sections
- Design loads at foundation level
- Risk Category for seismic design

## **2.0 EXPLORATION METHODOLOGY**

### **2.1 Exploration Layout and Utility Clearance**

The Boring locations were staked in the field at approximate locations proposed by Client. Prior to advancing the Borings, CME contacted Dig Safely New York (DSNY) to clear public utilities at the Boring locations. Private utilities at the Boring location on the north side of Route 13 was cleared by CME using Ground Penetrating Radar equipment and Radio Detection equipment. The attached *CME Exploration Location Plan*, labeled ELP-1, depicts the as-drilled Boring locations.

*A New York State Certified Woman-Owned Business Enterprise (WBE)*

GPS coordinates and elevation at grade at the Boring locations were obtained using hand-held GPS survey equipment (Spectra Precision Ranger 3). Please refer to the attached *GPS Coordinates and Elevations Table* for GPS coordinates, elevation at grade and benchmark used.

## 2.2 Test Borings

The Test Borings were advanced using a Central Mine Equipment Model 550X ATV mounted rotary drill rig, equipped with 3-1/4" I.D. hollow stem augers. Soil sampling was conducted using a 140-pound automatic hammer dropping through a distance of 30-inches to drive a 2" O.D. split barrel sampler in general conformance with ASTM D1586 Standard Practice. Upon completion, each borehole was backfilled with auger cuttings upon completion, to closely match existing grade.

The soil samples were logged and visually classified in the field by CME's drillers and a portion of each soil sample was placed and sealed in a glass jar. The soil classifications were later reviewed by a CME Engineer in CME's AASHTO re:source<sup>1</sup> accredited East Syracuse Laboratory. The visual soil classifications were made using a modified Burmister Classification System, as practiced by CME, and as described in the attached document entitled *General Information & Key to Test Boring Logs (Key)*. The *Subsurface Exploration – Test Boring Logs*, labeled B-1 and B-2, are attached.

## 2.3 Laboratory Testing

Laboratory testing, consisting of Natural Moisture Content, Atterberg Limits and Particle Size Analysis on soil samples selected by the undersigned Engineer, was conducted at CME's AASHTO re:source Accredited East Syracuse Laboratory. Please refer to the attached *Laboratory Test Summary Report* for the ASTM test methods and test results.

## 3.0 STANDARD OF CARE

CME endeavored to conduct the services identified herein in a manner consistent with that level of care and skill ordinarily exercised by members of the geotechnical industry, currently practicing in the same locality and under similar conditions as this project. No warranty, either expressed or implied, is made or intended by CME's proposal, contract, and written and oral reports, all of which warranties are hereby expressly disclaimed. CME shall not be responsible for the acts or omissions of Client, its contractors, agents and consultants. CME may rely upon information supplied by Client, its contractors, agents and consultants or information available from generally accepted reputable sources, without independent verification, and CME assumes no responsibility for the accuracy thereof.

## 4.0 CLOSING

This report is intended to satisfy specific service scope outlined by the referenced Agreement. No other representations, expressed or implied, are intended or made with respect to the information provided herein, and including but not limited to, its suitability for use by others.

---

<sup>1</sup>AASHTO re:source – American Association of State Highway & Transportation Officials (AASHTO) Materials Reference Laboratory, a Federal Agency having jurisdiction to assess laboratory competency according to the Standards of the United States of America. CME East Syracuse accreditation includes testing of Portland Cement Concrete, Aggregate and Soil Materials. [www.AASHTOresource.org](http://www.AASHTOresource.org).



Respectfully Submitted,  
**CME Associates, Inc.**

A handwritten signature in blue ink that reads "Roonak Ghaderi".

Roonak Ghaderi, Ph.D., EIT  
Staff Geotechnical Engineer

Reviewed by,  
**CME Associates, Inc.**

*Cristina White for:*

Anas N. Anasthas, P.E.  
Senior Geotechnical Engineer

RG.cw

**Attachment Listing:**

- CME Exploration Location Plan, ELP-1 (1 of 1)
- GPS Coordinates and Elevations Table (1 of 1)
- CME Subsurface Exploration-Test Boring Logs, B-1 and B-2 (5 of 5)
- Laboratory Test Summary Report (3 of 3)
- General Information & Key to Test Boring Logs (4 of 4)



# CME EXPLORATION LOCATION PLAN - ELP 1

CME Report No. 27700B-01-1220

Dryden Rail Trail Phase 2 – PIN 3950.71

Town of Dryden, New York

## Legend

- △ Approximate Reference Elevation
- Approximate Test Boring Location

Reference 1 △

B-2 ○

B-1 ○



100 ft

**GPS Coordinates and Elevations Table**


**Dryden Rail Trail Phase 2 – PIN 3950.71, Town of Dryden, New York**

TABLE 1			
Boring ID	Latitude	Longitude	Elevation (FT. AMSL)
B-1	42.46891605	-76.41393100	1028.3
B-2	42.46906498	-76.41372087	1027.8
Reference 1	42.46916209	-76.41391030	1028.7

Notes:


AMSL: Above Mean Sea Level

1. GPS coordinates were obtained utilizing a Spectra Precision Ranger 3 GPS survey equipment.
2. NYSDOT CORS positions are based on NAD 83 (2011).
3. Elevations are based on the North American Vertical Datum of 1988 (NAVD 1988).
4. Reference 1 is based upon existing benchmark nail in utility pole L6016/65 located just west of B-2.

 <div> 6035 Corporate Drive  East Syracuse, NY 13057  Phone: 315-701-0522 </div>		<b>SUBSURFACE EXPLORATION TEST BORING LOG</b>		<b>Boring No.</b>		<b>B-1</b>		
				<b>Page No.</b>		1 of 2		
				<b>Report No.</b>		27700B-01-1220		
<b>Project Name:</b> Dryden Rail Trail Phase 2 - PIN 3950.71, Dryden, New York				<b>Date Started</b>		10/30/20		
<b>Client:</b> Erdman Anthony				<b>Date Finished</b>		10/30/20		
<b>Location:</b> See CME Exploration Location Plan, ELP-1				<b>Surface Elev.</b>		1028.3'		
<b>METHODS OF INVESTIGATION</b>						<b>GROUNDWATER OBSERVATIONS</b>		
<b>Driller:</b> Al Linstruth <b>Driller:</b> John Winks <b>Inspector:</b> <b>Drill Rig:</b> CME 550X <b>Type:</b> ATV Mounted <b>Rod Size:</b> AWJ		<b>Casing:</b> 3¼" ID H.S.A. <b>Casing Hammer:</b> <b>Other:</b> <b>Soil Sampler:</b> 2" OD Split Barrel <b>Hammer Wt:</b> 140 lbs. <b>Hammer Fall:</b> 30 in.		<b>Date</b>	<b>Time</b>	<b>Depth (Ft.)</b>	<b>Casing At (Ft.)</b>	
				10/30/20	While Drilling	15.0'	18.0'	
				10/30/20	Before Casing Removed	16.2'	28.5'	
				10/30/20	After Casing Removed	5.0'	out	
				10/30/20	After Casing Removed	caved @ 18.0'	out	
<b>LOG OF BORING SAMPLES</b>						<b>VISUAL CLASSIFICATION OF MATERIAL</b>		
Depth Scale (Feet)	Sample No.	Sample Depth (Ft.) From To		Type / Sample Rec. (in.)	Blows on Sampler Per 6 Inches	Depth of Change (Ft.)	c - coarse m - medium f - fine  and - 35 to 50% / some - 20 to 35% little - 10 to 20% / trace - 0 to 10%	SPT "N" or RQD %
0	1	0.0	2.0	SS/14	6-10-9-6		Miscellaneous FILL; Grey/Brown silt, fine gravel, cmf sand, slag (moist)	19
1								
2	2	2.0	4.0	SS/3	3-2-2-3		Brown CLAY, some SILT, little cmf SAND, trace fine GRAVEL (wet, medium stiff) ~Possibly reworked~	4
3								
4	3	4.0	6.0	SS/5	3-2-5-3		Grey CLAY, trace mf GRAVEL, little cmf SAND, trace SILT (wet, medium stiff) Possibly reworked	7
5								
6	4	6.0	8.0	SS/7	1-1-2-3		Grey CLAY, some SILT, some cmf SAND, little mf GRAVEL (wet, soft) Possibly reworked	3
7								
8	5	8.0	10.0	SS/12	3-9-8-14		Grey mf GRAVEL and CLAY, some cmf SAND, little SILT (moist, medium compact)	17
9								
10	6	10.0	12.0	SS/15	13-14-15-16		Grey cmf GRAVEL, some CLAY, some cmf SAND, little SILT (wet, medium compact)	29
11								
12	7	12.0	14.0	SS/16	12-18-19-24		Grey SILT, trace mf GRAVEL, little cmf SAND, trace CLAY (moist, hard)	37
13								
14	8	14.0	16.0	SS/15	16-26-38-44		Grey SILT and cmf GRAVEL, some cmf SAND, trace CLAY (moist, hard)	64
15								
16	9	16.0	18.0	SS/17	44-48-59-47		Similar as above (moist, hard)	107
17								
18	10	18.0	20.0	SS/19	19-34-42-39		Similar as above (moist, hard)	76
19								
20							Continued on page 2	

SS - Split Spoon, U - Undisturbed Tube, C - Core, WH - Weight of Hammer + Rod, WR - Weight of Rod


Remarks:

<div> <b>CME</b> Associates, Inc.</div> <div>6035 Corporate Drive East Syracuse, NY 13057 Phone: 315-701-0522</div>					<div>SUBSURFACE EXPLORATION TEST BORING LOG</div>			<div>Boring No.</div> <div>Page No.</div> <div>Report No.</div>	<div>B-1</div> <div>2 of 2</div> <div>27700B-01-1220</div>
LOG OF BORING SAMPLES						VISUAL CLASSIFICATION OF MATERIAL			
Depth Scale (Feet)	Sample No.	Sample Depth (Ft.) From      To		Type / Sample Rec. (in.)	Blows on Sampler Per 6 Inches	Depth of Change (Ft.)	c - coarse m - medium f - fine	and - 35 to 50% / some - 20 to 35% little - 10 to 20% / trace - 0 to 10%	SPT "N" or RQD %
20	11	23.5	25.0	SS/18	27-43-84		Continued from page 1		127
21									
22									
23									
24									
25	12	28.5	30.0	SS/18	25-35-57		Grey SILT and mf GRAVEL, little cmf SAND, little CLAY (wet, hard)		92
26									
27									
28									
29									
30							Bottom of Boring @ 30.0'		
31									
32									
33									
34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									

SS - Split Spoon, U - Undisturbed Tube, C - Core, WH - Weight of Hammer + Rod, WR - Weight of Rod

**Remarks:**



 <div> 6035 Corporate Drive  East Syracuse, NY 13057  Phone: 315-701-0522 </div>		<b>SUBSURFACE EXPLORATION TEST BORING LOG</b>		<b>Boring No.</b>		<b>B-2</b>			
				<b>Page No.</b>		1 of 3			
				<b>Report No.</b>		27700B-01-1220			
<b>Project Name:</b>		Dryden Rail Trail Phase 2 - PIN 3950.71, Dryden, New York				<b>Date Started</b>		10/29/20	
<b>Client:</b>		Erdman Anthony				<b>Date Finished</b>		10/29/20	
<b>Location:</b>		See CME Exploration Location Plan, ELP-1				<b>Surface Elev.</b>		1027.8'	
<b>METHODS OF INVESTIGATION</b>						<b>GROUNDWATER OBSERVATIONS</b>			
<b>Driller:</b> Al Linstruth <b>Driller:</b> John Winks <b>Inspector:</b> <b>Drill Rig:</b> CME 550X <b>Type:</b> ATV Mounted <b>Rod Size:</b> AWJ		<b>Casing:</b> 3¼" ID H.S.A. <b>Casing Hammer:</b> <b>Other:</b> <b>Soil Sampler:</b> 2" OD Split Barrel <b>Hammer Wt:</b> 140 lbs. <b>Hammer Fall:</b> 30 in.		<b>Date</b>	<b>Time</b>	<b>Depth (Ft.)</b>	<b>Casing At (Ft.)</b>		
				10/29/20	While Drilling	10.0'	11.8'		
				10/29/20	Before Casing Removed	58.5'	45.5'		
				10/29/20	After Casing Removed	None Noted	out		
				10/29/20	After Casing Removed	caved @	out		
<b>LOG OF BORING SAMPLES</b>						<b>VISUAL CLASSIFICATION OF MATERIAL</b>			
Depth Scale (Feet)	Sample No.	Sample Depth (Ft.) From To		Type / Sample Rec. (in.)	Blows on Sampler Per 6 Inches	Depth of Change (Ft.)	c - coarse m - medium f - fine	and - 35 to 50% / some - 20 to 35% little - 10 to 20% / trace - 0 to 10%	SPT "N" or RQD %
0	1	0.0	2.0	SS/19	11-7-7-6		Miscellaneous FILL; Grey/Brown clay, cmf gravel, silt, cmf sand, roots, cinders (moist)		14
1									
2	2	2.0	4.0	SS/18	6-5-6-6		Grey/Brown CLAY, some SILT, some cmf SAND, little fine GRAVEL (moist, stiff) <i>Possibly reworked</i>		11
3									
4	3	4.0	6.0	SS/19	3-3-4-5		Grey CLAY and SILT, trace fine SAND (moist, medium stiff)		7
5									
6	4A	6.0	7.5	SS/18	8-8-10-11	7.5	Similar as above (moist, very stiff)		18
7	4B	7.5	8.0						
8	5	8.0	10.0	SS/15	8-14-14-22		Grey SILT, some cmf GRAVEL, little cmf SAND, little CLAY (wet) Grey SILT and cmf GRAVEL, little CLAY, little cmf SAND (moist, very stiff)		28
9									
10	6	10.0	12.0	SS/15	25-26-27-59		Grey mf GRAVEL, some CLAY, little cmf SAND, trace SILT (moist, very compact)		53
11									
12	7	12.0	14.0	SS/17	16-19-21-22		Grey SILT, little mf GRAVEL, little cmf SAND (moist, hard)		40
13									
14	8	14.0	16.0	SS/19	15-17-20-24		Grey SILT and cmf GRAVEL, little cmf SAND (moist, hard)		37
15									
16	9	16.0	18.0	SS/19	18-20-31-41		Similar as above (moist, hard)		51
17									
18	10	18.0	20.0	SS/18	30-36-42-53		Grey SILT, little cmf GRAVEL, little cmf SAND, trace CLAY (moist, hard)		78
19									
20							Continued on page 2		

SS - Split Spoon, U - Undisturbed Tube, C - Core, WH - Weight of Hammer + Rod, WR - Weight of Rod

Remarks:



6035 Corporate Drive  
East Syracuse, NY 13057  
Phone: 315-701-0522

**SUBSURFACE EXPLORATION  
TEST BORING LOG**

**Boring No.**

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**Report No.**

27700B-01-1220

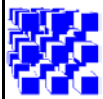
**LOG OF BORING SAMPLES**

**VISUAL CLASSIFICATION OF MATERIAL**

Depth Scale (Feet)	Sample No.	Sample Depth (Ft.)		Type / Sample Rec. (in.)	Blows on Sampler Per 6 Inches	Depth of Change (Ft.)	c - coarse m - medium f - fine	and - 35 to 50% / some - 20 to 35% little - 10 to 20% / trace - 0 to 10%	SPT "N" or RQD %
		From	To						
20	11	23.5	25.5	SS/21	34-54-44-28		Continued from page 1		98
21									
22									
23									
24									
25	12	28.5	30.0	SS/15	22-12-39		Grey SILT, little cmf GRAVEL, little cmf SAND, trace CLAY (moist, hard)		51
26									
27									
28									
29									
30	13	33.5	35.0	SS/18	26-29-25		Grey SILT and mf GRAVEL, little cmf SAND, trace CLAY (moist, hard)		54
31									
32									
33									
34									
35	14	38.5	39.4	SS/8	58-100@5"		Grey SILT, little cmf GRAVEL, little CLAY, little cmf SAND (moist, hard)		100+
36									
37									
38									
39									
40	R-1	39.4	44.4	C/33	NQ-Core		Sampler refusal @ 39.4' Cored Boulder from 39.4' - 40.5'. Boulder underlain by approximately 2.1' of till like material. Low recovery due to material washing away during coring process. Recovery: 33"/60" = 55% 1.75 min/ft, no water loss Coring conducted in 5th gear, 1800 rpm, 625 psi down pressure.		
41									
42									
43									
44									
45							Continued on page 3		

SS - Split Spoon, U - Undisturbed Tube, C - Core, WH - Weight of Hammer + Rod, WR - Weight of Rod

**Remarks:**



**CME**  
Associates, Inc.

6035 Corporate Drive  
East Syracuse, NY 13057  
Phone: 315-701-0522

**SUBSURFACE EXPLORATION  
TEST BORING LOG**

**Boring No.**

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**Report No.**

27700B-01-1220

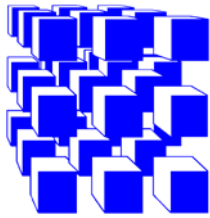
**LOG OF BORING SAMPLES**

**VISUAL CLASSIFICATION OF MATERIAL**

Depth Scale (Feet)	Sample No.	Sample Depth (Ft.)		Type / Sample Rec. (in.)	Blows on Sampler Per 6 Inches	Depth of Change (Ft.)	c - coarse m - medium f - fine	and - 35 to 50% / some - 20 to 35% little - 10 to 20% / trace - 0 to 10%	SPT "N" or RQD %
		From	To						
45	15	48.5	50.0	SS/14	28-29-47		Continued from page 2		76
46									
47									
48									
49									
50									
51									
52									
53									
54									
55	16	58.5	60.0	SS/5	70-74-50		Grey CLAY and mf GRAVEL, little cmf SAND, little SILT (moist, hard)		124
56									
57									
58									
59									
60									
61									
62									
63									
64									
65							Bottom of Boring @ 60.0'		
66									
67									
68									
69									
70									

SS - Split Spoon, U - Undisturbed Tube, C - Core, WH - Weight of Hammer + Rod, WR - Weight of Rod

**Remarks:**



**LABORATORY TEST SUMMARY Report**  
**Dryden Rail Trail Phase 2 - PIN 3950.71, Dryden, New York**  
**CME Report No.: 27700L-01-1220**  
**December 22, 2020**  
**Page 1 of 3**

CME Representatives obtained soil samples from Test Borings advanced as part of the Subsurface Exploration Program conducted for the subject project. Selected samples were delivered to CME's East Syracuse facility, an AASHTO re:source<sup>1</sup> accredited laboratory for various laboratory testing. The results are presented below:

Sample ID Notations: B - Test Boring, S – Sample

**I. Natural Moisture Content (ASTM D2216)**

Sample ID	Natural Moisture (%)	Sample ID	Natural Moisture (%)
B-1; S-1	8.7	B-2; S-4A	23.8
B-1; S-2	25.9	B-2; S-4B	7.1
B-1; S-3	16.8	B-2; S-5	8.2
B-1; S-4	25.0	B-2; S-6	7.3
B-1; S-5	9.0	B-2; S-7	8.6
B-1; S-6	8.3	B-2; S-8	6.5
B-1; S-7	7.1	B-2; S-9	6.5
B-1; S-8	5.9	B-2; S-10	5.9
B-1; S-9	5.2	B-2; S-11	5.8
B-1; S-10	6.3	B-2; S-12	5.9
B-1; S-11	8.9	B-2; S-13	7.7
B-1; S-12	5.6	B-2; S-14	6.6
B-2; S-1	16.9	B-2; S-15	13.0
B-2; S-2	15.0	B-2; S-16	13.3
B-2; S-3	20.0		

**II. Atterberg Limits Testing (ASTM D4318)**

Sample ID	Liquid Limit	Plastic Limit	Plasticity Index	Natural Moisture (%)
B-1; S-3	30	17	13	16.8
B-1; S-4	28	17	11	25.0
B-2; S-3	28	17	11	20.0

<sup>1</sup>AASHTO re:source – American Association of State Highway & Transportation Officials (AASHTO) Materials Reference Laboratory, a Federal Agency having jurisdiction to assess laboratory competency according to the Standards of the United States of America. CME East Syracuse accreditation includes testing of Portland Cement Concrete, Aggregate and Soil Materials. [www.AASHTOresource.org](http://www.AASHTOresource.org).

### III. Particle Size Analysis (ASTM D422)

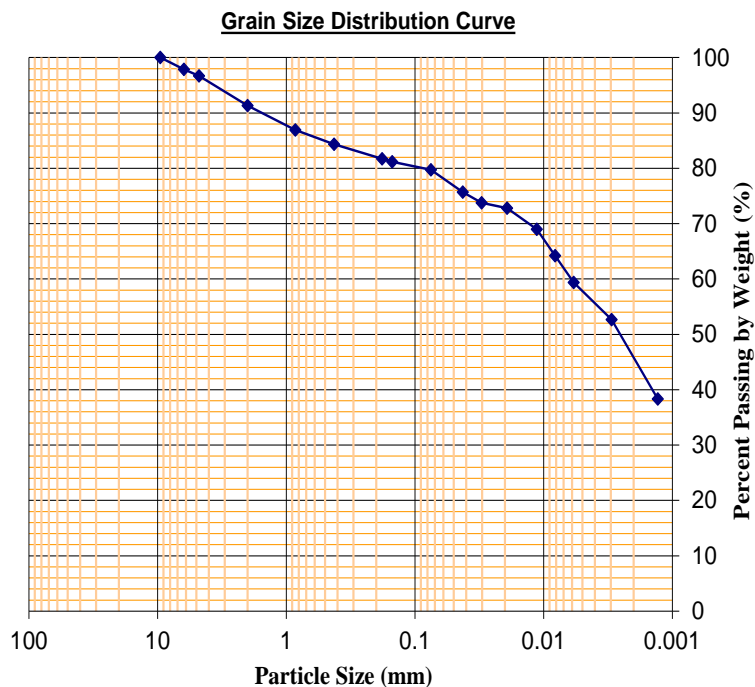
**Sample #**

B-1; S-2

**Classification**

Brown CLAY, some SILT, little cmf SAND, trace fine GRAVEL

<u>Sieve Designation</u>	<u>Size (mm)</u>	<u>Percent Passing by Weight (%)</u>
3/8"	9.5	100
1/4"	6.25	98
No.4	4.75	97
No.10	2.00	91
No.20	0.850	87
No.40	0.425	84
No.80	0.180	82
No.100	0.150	81
No.200	0.075	80
Hydrometer	0.042	76
	0.030	74
	0.019	73
	0.011	69
	0.008	64
	0.006	59
	0.003	53
	0.001	38



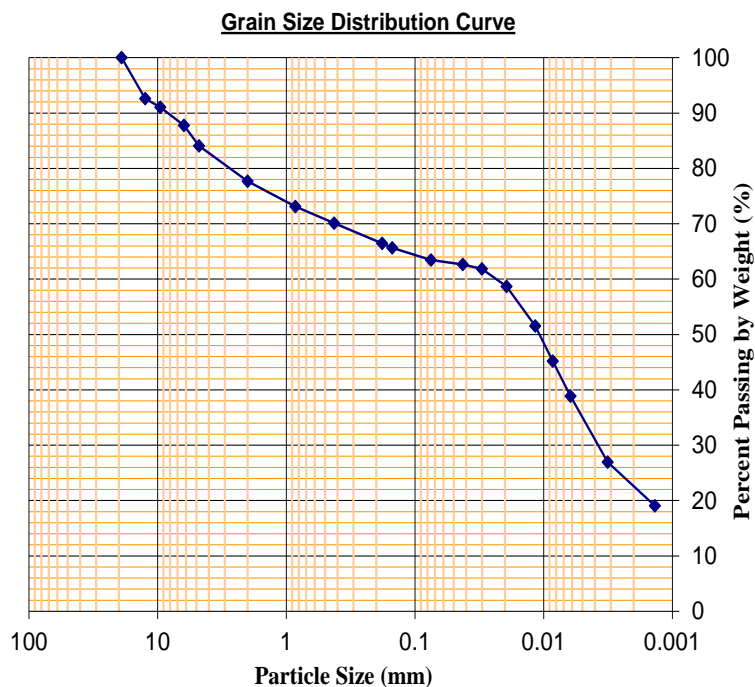
**Sample #**

B-1; S-4

**Classification**

Grey CLAY, some SILT, some cmf SAND, little mf GRAVEL

<u>Sieve Designation</u>	<u>Size (mm)</u>	<u>Percent Passing by Weight (%)</u>
3/4"	19.0	100
1/2"	12.5	93
3/8"	9.5	91
1/4"	6.25	88
No.4	4.75	84
No.10	2.00	78
No.20	0.850	73
No.40	0.425	70
No.80	0.180	66
No.100	0.150	66
No.200	0.075	63
Hydrometer	0.042	63
	0.030	62
	0.019	59
	0.012	52
	0.008	45
	0.006	39
	0.003	27
	0.001	19



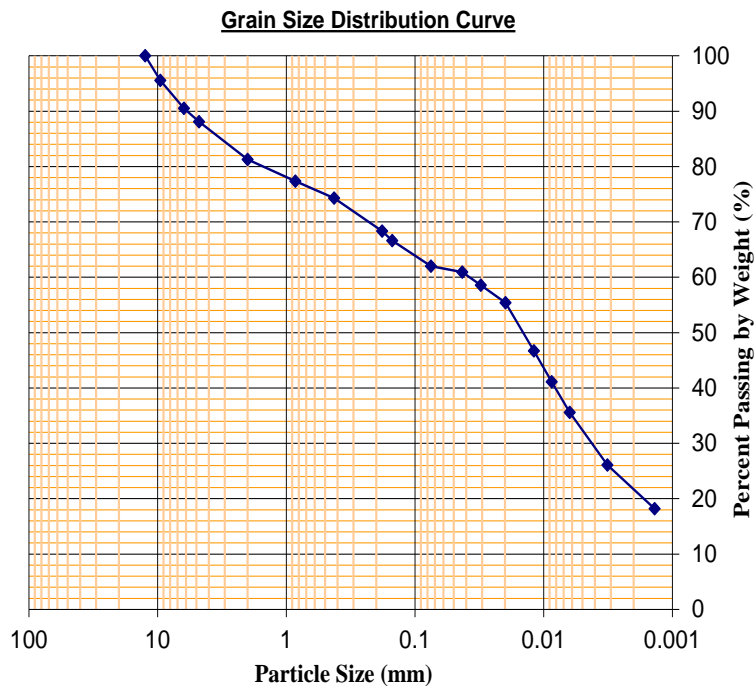
**Sample #**

B-2; S-2

**Classification**

Grey/Brown CLAY, some SILT, some cmf SAND, little fine GRAVEL

Sieve Designation	Size (mm)	Percent Passing by Weight (%)
1/2"	12.5	100
3/8"	9.5	96
1/4"	6.25	91
No.4	4.75	88
No.10	2.00	81
No.20	0.850	77
No.40	0.425	74
No.80	0.180	68
No.100	0.150	67
No.200	0.075	62
Hydrometer	0.043	61
	0.031	59
	0.020	55
	0.012	47
	0.009	41
	0.006	36
	0.003	26
	0.001	18



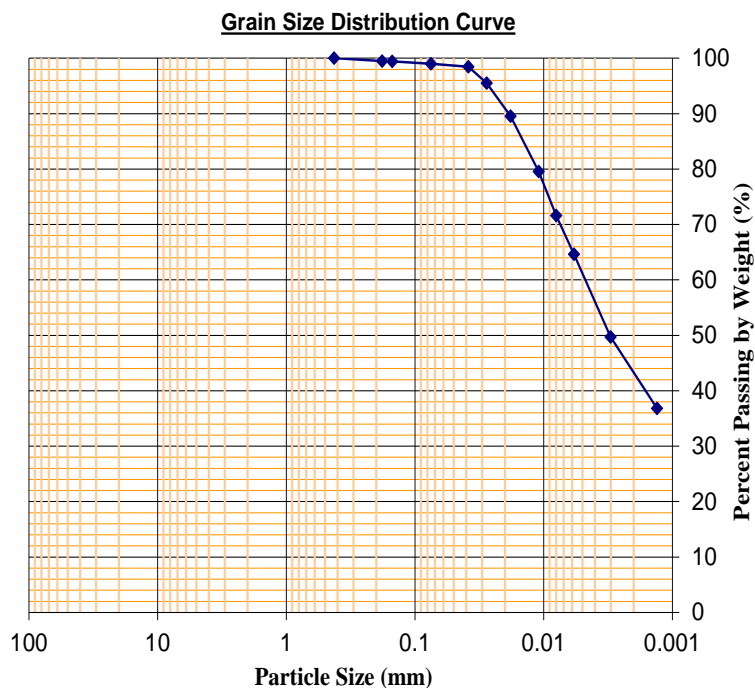
**Sample #**

B-2; S-4A

**Classification**

Grey CLAY and SILT, trace fine SAND

Sieve Designation	Size (mm)	Percent Passing by Weight (%)
No.40	0.425	100
No.80	0.180	99
No.100	0.150	99
No.200	0.075	99
Hydrometer	0.038	98
	0.028	95
	0.018	90
	0.011	80
	0.008	72
	0.006	65
	0.003	50
	0.001	37



If you have any questions regarding this report please contact our office.

Kelly Teeter  
Laboratory Supervisor

*Roshak Ghad* for:

## GENERAL INFORMATION & KEY TO TEST BORING LOGS

The **Subsurface Exploration – Test Boring Logs** produced by **CME Associates, Inc.** (CME) present observations and mechanical data collected by the CME Drill Crew while at the site, supplemented, at times, by classification of the materials removed from the borings determined through visual identification by technicians in the laboratory. It is cautioned that the materials removed from the borings represent only a fraction of the total volume of the deposits at the site and may not necessarily be representative of the subsurface conditions between adjacent borings or between the sampled intervals. The data presented on the Exploration Logs together with the recovered samples will provide a basis for evaluating the character of the subsurface conditions relative to the proposed construction. The evaluation must consider all the recorded details and their significance relative to each other. Often, analyses of standard boring data indicate the need for additional testing and sampling procedures to more accurately evaluate the subsurface conditions. Any evaluations of the contents of CME's report and the recovered samples must be performed by Licensed Professionals having experience in Soil Mechanics, Geological Sciences and Geotechnical Engineering. The information presented in this Key defines some of the methods, procedures and terms used on the CME Exploration Logs to describe the conditions encountered. Refer to the Log on page 4 for key number.

### Key No.

### Description

1. The figures in the **DEPTH SCALE** column define the vertical scale of the Boring Log.
2. The **SAMPLE NO.** is used for identification on the sample containers and in the Laboratory Test Report or Summary.
3. The **SAMPLE DEPTH** column gives the depth range from which a sample was recovered.
4. The **TYPE / SAMPLE RECOVERY** column is used to signify the various types of samples. "SS is Split Spoon, "U" is Undisturbed Tube, and "C" is Rock Core. For soil and rock samples, the recovered length of the sample is recorded in inches.
5. **BLOWS ON SAMPLER** – This column shows the results of the "Standard Penetration Test (SPT) ASTM D1586", recording the number of blows required to drive a 2-inch outside diameter (O.D.) split spoon sampler into the ground beneath the casing. The number of blows required for each six inches of penetration is recorded. The total number of blows required for the 6-inch to 18-inch interval is summarized in the **SPT "N"** column and represents the "Standard Penetration Number". The outside diameter of the sampler, the hammer weight and the length of drop are noted in the **Methods of Investigation** portion of the log. A "WH" or "WR" in this column indicates that the sample spoon advanced a 6-inch interval under the Weight of **Hammer + Rod** or **Weight of Rod**, respectively. If a rock core sample is taken, the core bit size designation is given here.
6. The **DEPTH OF CHANGE** column designates the depth (in feet) that the driller noted a compactness or stratum change. In soft materials or soil strata exhibiting a consistent relative density, it is difficult for the driller to determine the exact change from one stratum to the next. In addition, a grading or gradual change may exist. In such cases the depth noted is approximate or estimated only and may be represented by a dashed line. When continuous split spoon sampling is not employed, or an interval of several feet exists between samplings, the Depth of Change may not be indicated at all.
7. **VISUAL CLASSIFICATION OF MATERIAL** – Soil materials sampled and recovered are described by the Driller or Geotechnical Representative on the original field log. Notes of the Drillers observations are also placed in this column. Recovered samples may also be visually classified by a Geologist, Engineer, or Soil Technician. Visual soil classifications are made using a modified Burmister System as practiced by CME and as generally described in this Key and abbreviated on the Test Boring Log. This modified Burmister System is a type of visual-manual textural classification estimated by the Driller, Geologist, Engineer, or Technician on the basis of weight-fraction of the recovered material and estimated plasticity, among other characteristics. See Table 1 "**Classification of Materials**". The description of the relative compactness or consistency is based upon the standard penetration number as defined in Table 2. The description of the recovered sample moisture condition is described as dry, moist, wet, or saturated. Water used to advance the boring may affect the moisture content of the recovered sample. Special terms may be used to describe recovered materials in greater detail, such terms are listed in ASTM D653. When sampling gravelly soils with a standard two-inch O.D. Split Spoon, the true percentage of gravel is often not recovered due to the relatively small sampler diameter. The presence of boulders, cobbles, and large gravel is sometimes, but not necessarily, detected by observation of the casing advancement and sampler blows and/or through the "action" of the drill rig, sampler and/or casing as reported by the Driller.

The description of **Rock** is based upon the recovered rock core. Terms frequently used in the description are included in Tables 3, 4 and 5. The length of core run is defined as length of penetration between retrievals of the core barrel from the bore hole, expressed in inches. The core recovery expresses the length of core recovered from the core barrel per core run, in percent. The size core barrel used is noted in Column 5. An "N" size core, being larger in diameter than "A" size core, often produces better recovery, and is frequently utilized where accurate information regarding the geologic conditions and engineering properties is needed. An estimate of in-situ rock quality is provided by a modified core recovery ratio known as the "**Rock Quality Designation**" (**RQD**). This ratio is determined by considering only pieces of core that are at least 4 inches long and are hard and sound. Breaks obviously caused by drilling are ignored. The percentage ratio between the total length of such core recovered and the length of core drilled on a given run is the RQD. Table 4 indicates in-situ rock quality as related to the **RQD**.

8. The SPT “N” or RQD is given in this column as applicable to the specific sample taken. In Very Compact coarse-grained soils and in Hard fine-grained soils the N-value may be indicated as 50+ or 100+. This typically means that the blow count was achieved prior to driving the sampler the entire 6-inch interval or the sampler refused further penetration. For an “N” size rock core, the RQD is reported here, expressed in percent (%).
9. **GROUNDWATER OBSERVATIONS** and timing noted by the Drill Crew are shown in this section. It is important to realize that the reliability of the water level observations depend upon the soil type (e.g. water does not readily stabilize in a hole through fine grained soils), and that drill water used to advance the boring may have influenced the observations. Groundwater levels typically fluctuate seasonally so those noted on the log are only representative of that exhibited during the period of time noted on the log. One or more perched or trapped water levels may exist in the ground seasonally. All the available resources and data should be evaluated. If definite conclusions cannot be made, it is often prudent to examine the conditions more thoroughly through test pit excavations or through groundwater observation well installations.
10. **METHODS of INVESTIGATION** provides pertinent information regarding the identity of the Drill Crew members, inspector (if any), drill rig make and model, drill rig mount vehicle, casing and type of advancement, soil and rock sampling tools and appurtenances used in the installation of the Test Boring.

<b>TABLE 1 - CLASSIFICATION OF MATERIALS</b>	
<b>GROUP</b>	<b>COARSE GRAINED SOILS TEXTURAL SIZES</b>
BOULDERS	larger than 12" diameter
COBBLES	12" diameter to 3" sieve
GRAVEL	3" - coarse - 1" - medium - 1/2" - fine - #4 sieve
SAND	#4 - coarse - #10 - medium - #40 - fine - #200 sieve
<b>GROUP</b>	<b>FINE GRAINED SOILS SIZE (PLASTICITY*)</b>
SILT	#200 sieve (0.074mm) to 0.005mm size (see below *)
CLAY	0.005mm size to 0.001 mm size (see below *)
<b>GROUP</b>	<b>ORGANIC SOILS, PEAT, MUCK, MARL</b>
ORGANIC	Based on smell, visual-manual and laboratory testing

<b>ABBREVIATIONS</b>	<b>TERM</b>	<b>ESTIMATED PERCENT OF TOTAL SAMPLE BY WEIGHT</b>
<b>f</b> - fine	and	35 to 50%
<b>m</b> - medium	some	20 to 35%
<b>c</b> - coarse	little	10 to 20%
	trace	0 to 10%

<b>*PLASTICITY DESCRIPTIONS and INDICATOR FIELD TESTS</b>			
<b>TERM</b>	<b>PLASTICITY INDEX</b>	<b>DRY STRENGTH TEST</b>	
		<b>INDICATION</b>	<b>FIELD TEST RESULT</b>
non-plastic	0 - 3	Very low	falls apart easily
slightly plastic	4 - 15	Slight	easily crushed by fingers
plastic	15 - 30	Medium	difficult to crush
highly plastic	31 or more	High	impossible to crush with fingers
Other Field Tests include: Dilatancy, Thread and Shine Testing			



**TABLE 2 - DESCRIPTION OF SOIL COMPACTNESS OR CONSISTENCY based on SPT "N"**\*

Primary Soil Type	Descriptive Term of Compactness	Range of Standard Penetration Resistance (N)
<b>COARSE GRAINED SOILS</b>	Very Loose	less than 4 blows per foot
(More than half of Material is larger than No. 200 sieve size)	Loose	4 to 10
	Medium Compact	10 to 30
	Compact	30 to 50
	Very Compact	Greater than 50
<b>FINE GRAINED SOILS</b>	<b>Descriptive Term of Consistency</b>	<b>Range of Standard Penetration Resistance (N)</b>
(More than half of material is smaller than No. 200 sieve size)	Very Soft	less than 2 blows per foot
	Soft	2 to 4
	Medium Stiff	4 to 8
	Stiff	8 to 15
	Very Stiff	15 to 30
	Hard	Greater than 30

\*The number of blows of 140-pound weight falling 30 inches to drive a 2-inch O.D., 1-3/8 inch I.D. sampler 12 inches is defined as the Standard Penetration Resistance, designated "N".

**TABLE 3 - ROCK CLASSIFICATION TERMS**


Rock Classification Terms		Field Test or Meaning of Term
<b>Hardness</b>	Soft	Scratched by fingernail. Crumbles under firm blows with a geologic pick.
	Medium Soft	Shallow indentations (1 to 3 mm) can be made by firm blows of a geologic pick. Can be peeled with a pocketknife with difficulty.
	Medium Hard	Scratched distinctly by penknife or steel nail. Can't be peeled or scraped with knife.
	Hard	Scratched with difficulty by penknife or steel nail. Requires more than one blow with a geologic hammer to break it
	Very Hard	Cannot be scratched by penknife or steel nail. Breaks only by repeated heavy blows with a geologic hammer.
<b>Bedding</b> (Divisional planes and/or surfaces separating it from layers above and below)	Thinly Laminated Laminated Thinly Bedded Medium Bedded Thickly Bedded Massive	less than 1/8 <sup>th</sup> inch 1/8 <sup>th</sup> to 1 inch 1 inch to 4 inches 4 inches to 12 inches 12 inches to 48 inches greater than 48 inches

**TABLE 4**  
**Relation of Rock Quality Designation (RQD) and in-situ Rock Quality**

RQD %	Rock Quality Term Used
90 to 100	Excellent
75 to 90	Good
50 to 75	Fair
25 to 50	Poor
0 to 25	Very Poor

**TABLE 5 – BEDROCK WEATHERING CLASSIFICATION**

Classification	Diagnostic Features
Fresh	No visible sign of decomposition or discoloration. Rings under hammer impact.
Slightly Weathered	Slight discoloration inwards from open fractures, otherwise similar to Fresh.
Moderately Weathered	Discoloration throughout. Strength somewhat less than fresh rock but cores cannot be broken by hand or scraped with knife. Texture observed.
Highly Weathered	Most minerals somewhat decomposed. Specimens can be broken by hand with effort or shaved with knife. Core stones present in rock mass. Texture becoming indistinct but fabric preserved.
Completely Weathered	Minerals decomposed to soil, but fabric and structure preserved (e.g. Saprolite). Specimens easily crumbled or penetrated.
Residual Soil	Advanced state of decomposition resulting in plastic soils. Rock fabric and structure completely destroyed. Large volume change.

 6035 Corporate Drive East Syracuse, NY 13057 Phone: 315-701-0522		<b>SUBSURFACE EXPLORATION TEST BORING LOG</b>		<b>Boring No.</b> <b>B-2</b>				
				<b>Page No.</b> 1 of 1				
				<b>Report No.</b> 				
<b>Project Name:</b>				<b>Date Started</b>				
<b>Client:</b>				<b>Date Finished</b>				
<b>Location:</b>				<b>Surface Elev.</b>				
<b>METHODS OF INVESTIGATION</b>			<b>GROUNDWATER OBSERVATIONS</b>					
<b>Driller:</b> 10 <b>Driller:</b> <b>Inspector:</b> <b>Drill Rig:</b> <b>Type:</b> <b>Rod Size:</b>	<b>Casing:</b> 10 <b>Casing Hammer:</b> <b>Other:</b> <b>Soil Sampler:</b> <b>Hammer Wt:</b> <b>Hammer Fall:</b>	<b>Date</b> 	<b>Time</b> While Drilling Before Casing Removed After Casing Removed After Casing Removed	<b>Depth (Ft.)</b> 9 	<b>Casing At (Ft.)</b> 9 			
<b>LOG OF BORING SAMPLES</b>			<b>VISUAL CLASSIFICATION OF MATERIAL</b>					
Depth Scale (Feet)	Sample No.	Sample Depth (Ft.) From To	Type / Sample Rec. (in.)	Blows on Sampler Per 6 Inches	Depth of Change (Ft.)	c - coarse m - medium f - fine	and - 35 to 50% / some - 20 to 35% little - 10 to 20% / trace - 0 to 10%	SPT "N" or RQD %
1	2	3 3	4	5	6	7		8

SS - Split Spoon, U - Undisturbed Tube, C - Core, WH - Weight of Hammer + Rod, WR - Weight of Rod

Remarks:

## **APPENDIX F – NOT USED**

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### **NONSTANDARD FEATURES JUSTIFICATION**

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## **APPENDIX G**

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# **PUBLIC INVOLVEMENT**

**This appendix has been intentionally left blank as a placeholder for future information if required.**

## **APPENDIX H**

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# **RIGHT-OF-WAY INFORMATION**

**This appendix has been intentionally left blank as a placeholder for future information if required.**



## **APPENDIX I**

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### **MISCELLANEOUS**

# **Smart Growth Screening Tool**

# Smart Growth Screening Tool

PIN 3950.71

Prepared By: Lu Engineers

## 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: Dryden Rail Trail Phase 2 Project

Location of Project: Town of Dryden

Brief Description: The project is a multi use trail and bridge construction project.

### 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)

Project will improve existing infrastructure: constructing a multi use trail and bridge facility.

#### 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](http://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)

This project has the potential to limit transportation emissions by providing alternative transportation mode (bicycle, pedestrian).

# 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)

## 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)

Visual enhancements resulting from the project are due to a newly constructed bridge with new finished and painted materials and landscaping. Amenities to the project are being considered as potential project enhancements and may include: informational kiosks; native plantings, architectural elements, and/or lighting.

## 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)

The proposed pedestrian bridge will provide a brand new bicycle and pedestrian facility, thus enabling reduced automobile dependency.

## 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)

## 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

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Project has the potential to protect air quality by providing alternate modes of clean transportation, and will promote the use of recreation and open space.

# Smart Growth Screening Tool

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## Smart Growth Impact Statement (STEP 2)

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**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

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## Review & Attestation Instructions (STEP 3)

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**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

\_\_\_\_\_  
Date

\_\_\_\_\_  
Lu Engineers- Consultant

\_\_\_\_\_  
Bryan Bancroft, CPESC

Title

Printed Name

Responsible Local Official (for local projects):

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
Printed Name

# Smart Growth Screening Tool

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## 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):

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Signature

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Date

---

Title

---

Printed Name

## **APPENDIX J – NOT USED**

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**OTHER**

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