

New York Rising Local Government Support Program

SUFFOLK COUNTY ROAD 12 (CR 12) RECONSTRUCTION

Environmental Assessment



Responsible Entity:
New York State Homes and Community Renewal
Governor’s Office of Storm Recovery

December 24, 2015

SUFFOLK COUNTY ROAD 12 (CR 12) RECONSTRUCTION

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Project Name: Suffolk County Road 12 (CR 12) Reconstruction

Project Location: Suffolk County Road 12 (CR 12) (West Oak Street) extending approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville to Garfield Avenue in the Hamlet of Copiague, within the Town of Babylon, Suffolk County, New York

HTFC SHARS #: N/A

Federal Agency: US Department of Housing and Urban Development
Responsible Entity: New York State Homes and Community Renewal
 Governor's Office of Storm Recovery

Responsible Agency's Certifying Officer: Thomas J. King, Assistant General Counsel and Certifying Officer

Project Sponsor: Suffolk County
Primary Contact: Victor Keneiby, Associate Civil Engineer
 H. Lee Dennison Building
 100 Veterans Memorial Highway, P.O. Box 6100, Hauppauge, NY 11788
 631-852-5257, keneiby@suffolkcountyny.gov

Project NEPA Classification: 24 CFR 58.36 (Environmental Assessment)

Environmental Finding:	<input checked="" type="checkbox"/> Finding of No Significant Impact - The project will not result in a significant impact on the quality of the human environment.
	<input type="checkbox"/> Finding of Significant Impact - The project may significantly affect the quality of the human environment.
Certification	The undersigned hereby certifies that New York State Homes and Community Renewal has conducted an environmental review of the project identified above and prepared the attached environmental review record in compliance with all applicable provisions of the National Environmental Policy Act of 1969, as amended (42 USC Sec. 4321 et seq.) and its implementing regulations at 24 CFR Part 58.
Signature	 Thomas J. King – Certifying Officer

Environmental Assessment Prepared By:

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 Albany, NY 12205

CERTIFICATION OF NEPA CLASSIFICATION

It is the finding of the New York State Housing Trust Fund Corporation that the activity(ies) proposed in its 2015 NYS CDBG-DR project, Suffolk County Road 12 (CR 12) Reconstruction is:

Check the applicable classification.

- Exempt as defined in 24 CFR 58.34 (a).
- Categorically Excluded as defined in 24 CFR 58.35(b).
- Categorically Excluded as defined in 24 CFR 58.35(a) and no activities are affected by federal environmental statues and executive orders [i.e., exempt under 58.34(a)(12)].
- Categorically Excluded as defined in 24 CFR 58.35(a) and some activities are affected by federal environmental statues and executive orders.
- "Other" neither exempt (24 CFR 58.34(a)) nor categorically excluded (24 CFR 58.35).
- Part or all of the project is located in an area identified as a floodplain or wetland. For projects located in a floodplain or wetland, evidence of compliance with Executive Orders 11988 and/or 11990 is required.

For activities excluding those classified as "Other", attached is the appropriate Classification Checklist (Exhibit 2-4) that identifies each activity and the corresponding citation.



Signature of Certifying Officer

Thomas J. King

Print Name

12/24/2105

Date

Certifying Officer

Title

CERTIFICATION OF SEQRA CLASSIFICATION

It is the finding of the New York State Housing Trust Fund Corporation that the activity(ies) proposed in its 2015 NYS CDBG-DR project, Suffolk County Road 12 (CR 12) Reconstruction constitute a:

Check the applicable classification:

- Type I Action (6NYCRR Section 617.4)
- Type II Action (6NYCRR Section 617.5)
- Unlisted Action (not Type I or Type II Action)

Check if applicable:

- Environmental Impact Statement (EIS) Prepared
 - Draft EIS
 - Final EIS



Signature of Certifying Officer

12/24/2015

Date

Thomas J. King

Print Name

Certifying Officer

Title

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The project location is Suffolk County Road (CR 12) (West Oak Street) extending approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville to Garfield Avenue in the Hamlet of Copiague. The target area for the project includes the area around this section of CR 12, bounded by a line midway between Sunrise Highway and CR 12 to the north and by the Great South Bay to the south. The right-of-way is approximately 49.5 feet, with curb to curb distance varying from 30 to 34 feet.

CR 12 was constructed during the 1950s and is a critical east-west road that is heavily relied upon for evacuation during disasters. The current CR 12 drainage system consists of corrugated metal piping which was replaced in 2012, and drainage basins that require extensive repair or replacement. New concrete pipe was installed in 2012 to replace severely corroded corrugated metal pipe. This project would facilitate replacement of the remaining concrete pipe with new reinforced concrete pipe.

The project also includes the reconstruction of CR 12. This entails excavation to enable replacement and repair of certain section of the existing drainage system, full depth pavement patching, resurfacing, curb and sidewalk replacement, pavement marking and the necessary traffic signal modifications. There will 6,000 LF of piping impacted. This includes replacement of old piping and installation of new piping. Approximately 130 drainage structures - both existing and new - would be either replaced or added to the project. The project will be designed for completion within existing County road rights-of-way and will comply with the Public Right Of Way Accessibility Guidelines (PROWAG).

The proposed roadway reconstruction will include adequate sized drainage system replacement and repair, including the installation of new storm water treatment units, along with full depth pavement patching, and asphalt resurfacing, all designed to increase resiliency and minimize damage to the infrastructure. A new culvert designed to handle a 100-year flood event will be installed under the section of road connecting the pond in Peterkin Park with Amityville Creek to replace an existing failing culvert. A new 3 FT X 6 FT culvert would replace the existing 2.5 FT X 4.5 FT culvert. These improvements will be designed to mitigate and prevent future flooding and ensure a safe east-west travel route for evacuations away from the impact zone.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

To address the impacts of Superstorm Sandy, this project is designed to reconstruct a deficient Suffolk County road (CR 12) to bolster its efficiency, particularly during inclement weather events. During Superstorm Sandy, use of and reliance upon CR 12 was particularly heavy, as alternative east-west roads had to be closed due to severe flooding limiting emergency escape procedures and access to critical care facilities and evacuation shelters. CR 12 is the first and closest east-west road north of the inundation zone.

Constructed during the 1950s, CR 12 is a critical east-west road heavily relied upon for evacuation during disasters. Although Suffolk County's residents, businesses, hospitals and shelters rely upon CR 12 for evacuation, as the roadway is several miles north of the Sandy inundation area, its infrastructure is dated and deficient. Reconstruction of CR 12 is targeted at the elimination of, or

the reduction of, flooding that results from its proximity to the Great South Bay. CR 12 is adjacent to several streams, creeks and drainage systems that run underneath it but are either designed to or no longer have the capacity to facilitate storm water runoff during storm and inclement weather events.

Superstorm Sandy caused massive flooding and road closures on the south shore of Long Island. Designated east-west evacuation routes are similarly impaired during storm events. Other designated east-west evacuation routes include Montauk Highway (NYS Route 27A) and Sunrise Highway (NYS Route 27). Traffic is often diverted from these roads onto CR 12 during flood events. CR 12's importance was magnified during Superstorm Sandy when flooding forced the closure of NYS Route 27A, which resulted in the overuse of CR 12 for the duration of the flooding. CR 12 served as the most important east-west alternate roadway through the Village of Lindenhurst as NYS Route 27A was completely impassible due to major flooding in certain locations. During normal travel, CR 12 is a high-use roadway. During times of evacuation, disaster, emergencies or road closures, CR 12 is utilized as an alternate evacuation route.

Reconstruction of CR 12 would address dangerous deficiencies made apparent in the immediate aftermath of Superstorm Sandy, the weeks that followed, and in subsequent weather events. In the Town of Babylon, CR 12 is part of a crucial bus route used to evacuate residents living south of NYS Route 27 near Great South Bay and is relied upon during emergency evacuations to transport Suffolk County residents to one of its shelter sites. The evacuation route also includes a loop around the Town of Babylon, the Village of Babylon, and the Village of Lindenhurst. An east-west evacuation route is crucial during weather events because of the location of Suffolk County's hospitals, trauma centers and shelters. The project will ensure that residents of Suffolk County, and in particular, residents of the Village of Amityville, the Village of Babylon, the Hamlet of Copiague, the Village of Lindenhurst, and the Hamlet of West Babylon have access to a direct evacuation route during future storm events.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The existing drainage basins require extensive repair or replacement. CR 12 is adjacent to several streams, creeks and drainage systems that run underneath it but are either not designed to or no longer have the capacity to facilitate storm water runoff during storm and inclement weather events. In Babylon, back up from drainage pipes resulted from overflowing streams due to water accumulating under CR 12.

Within the Great South Bay, Fire Island Inlet is the only inlet that allows water in and out of the bay. Over the last 15 years, the inlet has shrunk in size, resulting in the water level rising in the Great South Bay. There is an interconnected drainage system, with water running from five miles upland of the Great South Bay that flow directly under CR 12, and all of the water from streams, lakes, and rivers is deposited in the Great South Bay.

Funding Information

Estimated Total HUD Funded Amount: \$7,505,302.92

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$7.5M

The total project cost is estimated at up to \$7,505,302.92 which includes up to \$750,000 for construction inspection.

Compliance with 24 CFR 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Not applicable. Based on guidance provided by HUD in Fact Sheet #D1, the National Plan of Integrated Airport Systems was reviewed for civilian, commercial service airports within the vicinity of the project sites. No known civil airports are located within 2,500 feet and no known military airports are located within 15,000 feet of the project sites. Therefore there are no anticipated adverse impacts. https://www.michigan.gov/documents/mshda/mshda_cd_nsp2_air_accident_315724_7.pdf
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Not applicable. According to the Coastal Barrier Resource System maps, the Proposed Projects are not located in a Coastal Barrier Resource System. Therefore, the Proposed Project is anticipated to have no adverse impact on any Coastal Barrier Resources. http://www.fws.gov/cbra/Maps/index.html
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Based on Flood Insurance Rate Map 36103C0841H, a small portion of the project site (the culvert replacement) is located within a Special Flood Hazard Area (See Figures 1 and 2). Proof of National Flood Insurance Program (NFIP) insurance is not required as the structure, a transportation corridor, is not insurable.

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Proposed Project is located within a nonattainment area for the eight-hour ozone standard. The Proposed Project involves the reconstruction of CR 12 within the existing County road rights-of-way. Construction of the project would not generate significant levels of vehicular traffic; therefore, no exceedances of the National Ambient Air Quality Standard (NAAQS) associated with carbon monoxide (CO) or particulate matter (PM) would occur. Operation of the Proposed Project would not result in any major new stationary source of air pollutants. The project would not adversely affect the State Implementation Plan (SIP). Any air quality impacts would be short-term and localized during construction and therefore no significant adverse impacts to air quality are anticipated.</p> <p>A conformity analysis was made according to the requirements of 40 CFR 93, Subpart B (federal general conformity regulations) and a screening analysis was performed assuming that the emissions intensity per expenditure (tons per dollar) for the project would be similar to the average intensity of the construction sector in the county. Projects with projected construction expenditure substantially lower than the average construction de minimis expenditure would clearly not exceed de minimis emissions levels for general conformity purposes.</p> <p>Based on the screening analysis, the construction expenditure threshold for Suffolk County is \$440 million before a project may be expected to exceed the de minimis expenditure thresholds requiring further analysis or conformity determination. The estimated construction cost of the project is approximately \$7.5 million, which is much less than the \$440 million threshold; therefore the proposed project would not require further analysis for conformity determination.</p> <p>To further demonstrate compliance, the following specifications will be incorporated into the contract documents and a more detailed conformity analysis will be required to be</p>
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		<p>completed for the bid package using the “General Conformity Worksheet.”</p> <p>- Idling Restriction. In addition to adhering to the local law restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to five minutes for all equipment and vehicles that are not using their engines to operate a loading, unloading, or processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine.</p> <p>- Utilization of Newer Equipment. EPA’s Tier 1 through 4 standards for nonroad engines regulates the emission of criteria pollutants from new engines, including PM, CO, NOx, and hydrocarbons (HC). All nonroad construction equipment with a power rating of 50 hp or greater would meet at least the Tier 2 emissions standard to the extent practicable.</p> <p>- Best Available Tailpipe Reduction Technologies. Non-road diesel engines with a power rating of 50 horsepower (hp) or greater and controlled truck fleets (i.e., truck fleets under long-term contract with the project) including but not limited to concrete mixing and pumping trucks would utilize the best available tailpipe (BAT) technology for reducing DPM emissions. Diesel particulate filters (DPFs) have been identified as being the tailpipe technology currently proven to have the highest reduction capability. Construction contracts would specify that all diesel nonroad engines rated at 50 hp or greater would utilize DPFs, either installed by the original equipment manufacturer (OEM) or retrofitted. Retrofitted DPFs must be verified by EPA or the California Air Resources Board (CARB). Active DPFs or other technologies proven to achieve an equivalent reduction may also be used.</p> <p>http://www.epa.gov/airquality/greenbook/ http://www.epa.gov/airquality/greenbook/addendum.html</p>
Coastal Zone Management	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Proposed Project is not located within the coastal boundary or an LWRP.</p>

<p>Coastal Zone Management Act, sections 307(c) & (d)</p>		<p>http://www.dos.ny.gov/opd/atlas/ http://appext20.dos.ny.gov/coastal_map_public/map.aspx http://www.dos.ny.gov/opd/programs/pdfs/Waterways_List_08-14.pdf</p>
<p>Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project area is not listed on a U.S. Environmental Protection Agency (EPA) Superfund National Priorities or CERCLA List, or equivalent State list, located within 3,000 feet of a toxic or solid waste landfill site, and are not known or suspected to be contaminated by toxic chemicals or radioactive materials.</p> <p>There are no known hazardous materials, contaminants, toxic chemicals, gases or radioactive substances that could affect health and safety within the project area.</p> <p>The Proposed Project is not anticipated to result in any significant adverse impacts related to toxic, hazardous, or radioactive materials.</p>
<p>Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The USFWS Information, Planning and Conservation (IPaC) online planning tool Trust Resource List generated for the Proposed Project on July 1, 2015 (see Appendix A) lists two endangered species (Roseate tern (bird) and Sandplain gerardia (plant)) as having the potential to occur near the Project Site. In addition, four threatened species may be present near the Project Site.</p> <p>There is one mammal on the Endangered Species Act Species List: the Northern long-eared bat (<i>Myotis septentrionalis</i>) listed as endangered.</p> <p>Should any removal of trees greater than 3” diameter at breast height be required, removal would only be conducted between October 1 and March 31st to avoid the roosting periods of the Northern Long-Eared bat.</p> <p>The proposed project has been deemed to have “no effect” on threatened or endangered species. A copy of the USFWS correspondence and acknowledgement of “no effect” is found in Appendix A.</p>

<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>This criterion is applicable to HUD-assisted projects that involve new residential construction, conversion of non-residential buildings to residential use, rehabilitation of residential properties that increase the number of units, or restoration of abandoned properties to habitable condition. As this project involves a roadway reconstruction, the criterion does not apply and there are no anticipated adverse impacts expected to occur</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Proposed Project is not located within any Agricultural Districts. It would not cause disturbance to Prime, Unique, or Statewide Important Farmland and would not involve the conversion of farmland to non-agricultural use. Therefore, no adverse impacts are anticipated to occur that would violate the Farmland Protection Policy Act.</p> <p>http://cugirdata.mannlib.cornell.edu/pdf/agSUFF2010.pdf#zoom=75</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Based on Flood Insurance Rate Map 36103C0841H, a portion of the project site is located within a Special Flood Hazard Area (See Appendix B - FEMA Floodplain Maps). Proof of National Flood Insurance Program (NFIP) insurance is not required based on the project type. As the Proposed Project would not constitute a substantial improvement within the floodplain as it would comply with 24 CFR §55 and the right-sizing of the culvert would have a positive impact on floodplain management. The 5-Step Process for Floodplain Management was followed. (See Appendix B-Floodplain/Wetland Management 5-Step).</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800; Tribal notification for new ground disturbance.</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Proposed Project involves the reconstruction of CR 12 in existing right-of-way. On September 16, 2015 GOSR sent consultation requests pursuant to Section 106 of the National Historic Preservation Act to the State Historic Preservation Office (SHPO), the Shinnecock Indian Nation and the Unkechaug Tribe. On October 16, 2015, SHPO responded that “no historic properties would be effected” by the Proposed Project. The two tribal partners have not responded. (See Appendix C).</p>
<p>Noise Abatement and Control</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Proposed Project is not a noise sensitive use, and furthermore, the policies of 24 CFR 51.101(a)(3) do not apply to any action or emergency assistance under disaster assistance</p>

<p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>		<p>provisions or appropriations which are provided to save lives and protect public health and safety.</p> <p>The Proposed Project involves the reconstruction of CR 12 within the existing County road rights-of-way. The Proposed Project would not result in a new source of noise generation, nor would it introduce any new or rehabilitate any existing noise sensitive uses. Therefore, no significant noise impacts would occur as a result of the Proposed Project.</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is located over the Nassau-Suffolk Sole Source Aquifer. A copy of the Sole Source Aquifer Letter sent to EPA is provided in Appendix D along with the response. There are four public supply water wells operated by the Suffolk County Water Authority within a one-half mile radius of the project location and the EPA acknowledges that the Proposed Project will not create any additional demand for water or .</p> <p>http://www.epa.gov/region02/water/aquifer/nassuff/nassau.htm</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No <input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The Proposed Project involves the reconstruction of a roadway and replacement and repair of existing drainage system. In particular, a 3' by 6' culvert designed to handle a 100-year flood event will be installed under the section of road connecting Perterkin Park Pond with Amityville Creek which flows under CR 12. This culvert will replace an existing 2.5' by 4.5' concrete culvert.</p> <p>Amityville Creek is identified by the NYSDEC as Wetland A-4 (See Figure 3). Peterkin Park Pond, which is located adjacent to the north of the project area, is also mapped on the USFWS NWI maps (See Figure 4). A field inspection conducted on February 7, 2001 identified the NYS freshwater boundary as the edge of the waterway. The proposed construction plans are found in Appendix E.</p> <p>Any disturbance in the waterway would be minor, and any disturbed area would be restored to its original condition.</p> <p>A Joint Application for Permit to permit the construction in DEC wetlands and/or adjacent areas and permit applications in accordance with Clean Water Action Section 404/401 for</p>

		<p>submission to the U.S. Army Corps of Engineers (USACE) will be submitted for the Proposed Project.</p> <p>As the Proposed Project would not constitute a substantial improvement within the floodplain as it would comply with 24 CFR §55 and the right-sizing of the culvert would have a positive impact on floodplain management. The 5-Step Process for Floodplain Management was followed. (See Appendix B-Floodplain/Wetland Management 5-Step).</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Not applicable.</p> <p>Only one river in New York State is included in the National Wild and Scenic Rivers Systems and it is the Delaware River (Upper). The proposed project site is not located near this river and no adverse impacts are anticipated.</p> <p>http://www.rivers.gov/maps/conus.php</p>
ENVIRONMENTAL JUSTICE		
<p>Environmental Justice</p> <p>Executive Order 12898</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>A portion of the Proposed Project is located in a potential EJ area as indicated by the New York State Department of Environmental Conservation. The Proposed Project will not create an adverse and disproportionate environmental impact or aggravate an existing impact to minority or low-income populations as it will provide an emergency excavation route and roadway improvements, thus providing a benefit to the residents within the project area. The proposed project would follow local ordinances and therefore no adverse impacts are anticipated on the surrounding community.</p> <p>http://www.dec.ny.gov/docs/permits_ej_operations_pdf/suffolkejwest.pdf</p>

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system. The proposed project would be compatible with existing land uses in the surrounding area and would not result in changes to land use. Therefore, no impacts would result.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	1	During construction, soil disturbance of less than 1 acre is anticipated and erosion and sediment controls would be utilized. If an area greater than 1 acre would be affected, a stormwater prevention pollution plan (SWPPP) would be prepared. The proposed project would reduce the level of infiltration and improve the drainage system, reducing the possibility for future sinkhole formation (a type of erosion). Therefore, the proposed project would be potentially beneficial.
Hazards and Nuisances including Site Safety and Noise	2	The proposed project would not result in hazards and nuisances. All state and local construction safety procedures would be followed. Therefore, no impacts would result.
Energy Consumption	2	The proposed project would not significantly increase energy generation or distribution and would meet New York State energy requirements. Therefore, no impacts would result.

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		

Employment and Income Patterns	2	The actions comprising the Proposed Project are limited to the reconstruction of a roadway and the repair of a drainage system and have no potential to affect employment opportunities or income patterns.
Demographic Character Changes, Displacement	2	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system. The project is not expected to induce any change in the demographic character of the surrounding area, displace individuals or families, eliminate jobs, local businesses, or community facilities, or disproportionately affect particular populations.
Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The proposed project would not introduce any new populations that would increase the student population of the area. As a result, the proposed project has no potential to affect educational facilities. The proposed project would not adversely impact historic/cultural facilities.
Commercial Facilities	2	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system and would not introduce any new development that would require retail services or other commercial facilities.
Health Care and Social Services	2	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system and would not introduce any new development that would require the availability of routine or emergency health services. The proposed project would not significantly impact social services. Social services are provided by a range of non-profit and government agencies.
Solid Waste Disposal / Recycling	2	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system and would not introduce any new development that would generate solid waste.
Waste Water / Sanitary Sewers	2	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system and would not introduce any new development that would generate waste water.
Water Supply	2	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system and would not introduce any new development that would generate demand for water.
Public Safety - Police, Fire and Emergency Medical	1	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system and would not introduce any new development that would generate demand for police, fire, or emergency medical services. The accessibility along the roadway will be improved therefore providing a benefit to police, fire and emergency services.
Parks, Open Space and Recreation	2	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system and would not introduce any new development that would generate demand for open space resources.
Transportation and Accessibility	1	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system and would not add any new demand on transportation services. The accessibility along the roadway will be improved therefore providing a benefit to transportation and accessibility. During construction, traffic maintenance would take place.

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	1	The proposed roadway reconstruction will include the installation of new storm water treatment units. A new culvert designed to handle a 100-year flood event will be installed under the section of road connecting the pond in Peterkin Park with Amityville Creek to replace an existing failing culvert. Therefore, the proposed project would be potentially beneficial to water resources.
Vegetation, Wildlife	2	The Proposed Project involves the reconstruction of a roadway and replacement and repair of an existing drainage system and would not result in any adverse impacts to vegetation or wildlife.
Other Factors	2	N/A

Additional Studies Performed:

N/A

Field Inspection (Date and completed by):

A field inspection conducted on February 7, 2001 identified the NYS freshwater boundary as the edge of the waterway.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

EPA, Greenbook: <http://www.epa.gov/oaqps001/greenbk/index.html>

EPA, Greenbook – Federal Register Notices: <http://www.epa.gov/oaqps001/greenbk/adden.html>

EPA NEPAassist: <http://nepassisttool.epa.gov/nepassist/entry.aspx>

EPA Region 2 Sole Source Aquifers: <http://www.epa.gov/region02/water/aquifer/nassuff/nassau.htm>

FEMA Coastal Barrier Resource System – New York: <https://www.fema.gov/national-floodinsurance-program/coastal-barrier-resource-system-new-york>

FEMA Mapping Service Center: <https://msc.fema.gov/portal>

Military and Civilian Airports:

https://www.michigan.gov/documents/mshda/mshda_cd_nsp2_air_accident_315724_7.pdf

National Park Service – New York Segments:

<http://www.nps.gov/ncrc/programs/rtca/nri/states/ny.html>

New York State Department of Agriculture and Markets:

<http://www.agriculture.ny.gov/ap/agsservices/agricultural-districts.html>

New York State Department of Environmental Conservation (NYSDEC), Coastal Management:

Suffolk County Road 12 (CR 12) Reconstruction – NEPA Review

<http://www.dec.ny.gov/lands/86541.html>

NYSDEC Environmental Resource Mapper: <http://www.dec.ny.gov/animals/38801.html>

NYSDEC Wild, Scenic and Recreational Rivers: <http://www.dec.ny.gov/permits/32739.html>

NYSDEC Potential Environmental Justice Areas in Suffolk County:
http://www.dec.ny.gov/docs/permits_ej_operations_pdf/suffolkejwest.pdf

New York State Department of State (NYSDOS) – Coastal Boundary Map:
<http://www.dos.ny.gov/opd/atlas/> and http://appext20.dos.ny.gov/coastal_map_public/map.aspx

NYSDOS – Local Waterfront Revitalization Program – Coastal Waterbodies and Inland Waterways.
http://www.dos.ny.gov/opd/programs/pdfs/Waterways_List_08-14.pdf

State Register of Historic Places – Cultural Resources Information Systems (CRIS):
<http://parks.ny.gov/shpo/online-tools/>

United States Fish and Wildlife Service (USFWS) IPaC, accessed July 1, 2015.
<http://ecos.fws.gov/ipac/>

USFWS Coastal Barrier Resources Act
<http://www.fws.gov/cbra/Maps/index.html>

USFWS Wetlands Online Mapper – National Wetlands Inventory Map:
<http://www.fws.gov/wetlands/Data/Mapper.html>

Wild and Scenic Rivers Act – Sections 3 and 5 (16 USC 1274 and 1276):
<http://www.rivers.gov/rivers/delaware-upper.php>
<http://www.rivers.gov/maps/conus.php>

PROWAG: <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>

List of Permits Obtained or Required:

NYS DEC Freshwater Wetlands Permit
US ACOE Nationwide 3 Permit
SEQRA Type I determination per Section 617.5(c)(1).

Public Outreach [24 CFR 50.23 & 58.43]:

Both hard copies and digital copies of this report will be made available to the public by request. Public Notice of the Intent to Request Release of Funds (NOI-RROF) will be given on the 18th of December, 2015. Any individual, group, or agency will be allowed to submit written comments that will be considered prior to authorizing submission of a request for release of funds.

Cumulative Impact Analysis [24 CFR 58.32]:

GOSR has included the entire project within the scope of this review and is funding it in whole. GOSR is not aware of or funding any other projects in the immediate vicinity of CR-12 and as such there are no cumulative impacts to be considered.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

Several culvert options were analyzed during the engineering design. A 3' by 6' culvert was selected to in order to handle a 100-year flood event and will be installed under the section of road connecting Perterkin Park Pond with Amityville Creek which flows under CR 12. This culvert will replace an existing 2.5' by 4.5' concrete culvert.

No Action Alternative [24 CFR 58.40(e)]:

Under the No-Action alternative, no roadway improvements or rehabilitation of the existing drainage system along Suffolk County Road 12 would be completed. CR 12 is a critical east-west road heavily relied upon for evacuation during disasters and its infrastructure is dated and deficient. Reconstruction of CR 12 is targeted at the elimination of, or the reduction of, flooding that results from its proximity to the Great South Bay. This alternative is not recommended due to the deteriorated condition of the existing drainage system and associated flooding. The potential consequences of this alternative would include continued degraded road conditions (sinkholes) and lack of accessibility for emergency vehicles due to flooding.

Summary of Findings and Conclusions:

Suffolk County's proposed reconstruction of Suffolk County road (CR 12) is targeted at the elimination of, or the reduction of, flooding that results from its proximity to the Great South Bay. CR 12 is adjacent to several streams, creeks and drainage systems that run underneath it but are either designed to or no longer have the capacity to facilitate storm water runoff during storm and inclement weather events.

Reconstruction of CR 12 would address deficiencies in the County's transportation infrastructure made apparent in the immediate aftermath of Superstorm Sandy, the weeks that followed, and in subsequent weather events. The project will ensure that residents of Suffolk County, and in particular, residents of the Village of Amityville, the Village of Babylon, the Hamlet of Copiague, the Village of Lindenhurst, and the Hamlet of West Babylon have access to a direct evacuation route during future storm events. As shown above in the Environmental Assessment Checklist, no significant land development, neighborhood, socioeconomic, natural resources, community facility or other direct, indirect, or cumulative impacts would result from the proposed project. As shown in the accompanying Statutory Checklists, the proposed project would comply with all relevant regulations listed in 24 CFR subparts 58.5 and 58.6.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

The Proposed Project is not expected to result in any environmental impacts. However, as discussed above, state and federal jurisdictional wetlands are located within the project area. A Joint Application to permit the construction in DEC wetlands and/or adjacent areas and permit applications in accordance with Clean Water Action Section 404/401 for submission to the U.S. Army Corps of Engineers (USACE) will be submitted for the Proposed Project. Any disturbance in the waterway would be minor, and any disturbed area would be restored to its original condition.

In addition, construction equipment emissions must be limited as follows:

- **Idling Restriction.** In addition to adhering to the local law restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to five minutes for all equipment and vehicles that are not using their engines to operate a loading, unloading, or processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine.
- **Utilization of Newer Equipment.** EPA's Tier 1 through 4 standards for nonroad engines regulates the emission of criteria pollutants from new engines, including PM, CO, NO_x, and hydrocarbons (HC). All nonroad construction equipment with a power rating of 50 hp or greater would meet at least the Tier 2 emissions standard to the extent practicable.
- **Best Available Tailpipe Reduction Technologies.** Non-road diesel engines with a power rating of 50 horsepower (hp) or greater and controlled truck fleets (i.e., truck fleets under long-term contract with the project) including but not limited to concrete mixing and pumping trucks would utilize the best available tailpipe (BAT) technology for reducing DPM emissions. Diesel particulate filters (DPFs) have been identified as being the tailpipe technology currently proven to have the highest reduction capability. Construction contracts would specify that all diesel nonroad engines rated at 50 hp or greater would utilize DPFs, either installed by the original equipment manufacturer (OEM) or retrofitted. Retrofitted DPFs must be verified by EPA or the California Air Resources Board (CARB). Active DPFs or other technologies proven to achieve an equivalent reduction may also be used.

In addition, as noted by the EPA, if the project disturbs over one acres of soil, the State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity must be filed.

Any change to the approved scope of work will require re-evaluation by the Certifying Officer for compliance with NEPA and other laws and Executive Orders.

This review does not address all federal, state and local requirements. Acceptance of federal funding requires recipient to comply with all federal state and local laws. Failure to obtain all appropriate federal, state and local environmental permits and clearances may jeopardize federal funding.

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Certifying Officer Signature:  Date: 12/24/2015

Name/Title: Thomas J. King, Certifying Officer

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

Appendix A
Endangered Species Act Determination



GOVERNOR'S OFFICE OF STORM RECOVERY

Andrew M. Cuomo
Governor

James Rubin
Executive Director



September 9, 2015

Patricia Cole
Deputy Field Supervisor
New York Field Office
U.S. Fish and Wildlife Service
3817 Luker Road
Cortland, NY 13045

Re: Informal Section 7 Consultation for the Suffolk County Road 12 (CR 12) Reconstruction Project

Dear Ms. Cole:

The Governor's Office of Storm Recovery (GOSR), acting under the auspices of New York State Homes and Community Renewal's (HCR) Housing Trust Fund Corporation (HTFC), on behalf of the Department of Housing & Urban Development (HUD) is currently preparing an Environmental Assessment (EA) for the Suffolk County Road 12 (CR 12) Project (the "Proposed Action") (see **Construction Plans 1 through 5**). GOSR is acting as HUD's non-federal representative for the purposes of conducting consultation pursuant to Section 7 of the Endangered Species Act.

The purpose of this letter is to provide the U.S. Fish and Wildlife Service – New York Field Office (USFWS) notice of the Proposed Action and to initiate informal consultation with USFWS under Section 7 of the Endangered Species Act (ESA) to determine whether any federally threatened, endangered, candidate, or proposed species, or their designated critical habitats could be affected.

The Proposed Action will be completed within existing County road rights-of-way and the location extends approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville to Garfield Avenue in the Hamlet of Copiague. The proposed roadway reconstruction will include adequate sized drainage system replacement and repair, including the installation of new storm water treatment units, along with full depth pavement patching, and asphalt resurfacing, all designed to increase resiliency and minimize damage to the infrastructure. A new culvert designed to handle a 100-year flood event will be installed under the section of road connecting the pond in Peterkin Park with Amityville Creek to replace an existing failing culvert (see **Construction Plans Showing Improvements to CR 12, Oak Street, Between Wellington Place and Lake Street**). The Proposed Action would occur within currently developed or disturbed areas and would have no potential to affect federally-protected species.

The USFWS Information, Planning and Conservation (IPaC) online planning tool Trust Resource List generated for the proposed project (see **Attachment 1**) lists the following Federally-listed species as having the potential to occur within the vicinity of the Proposed Action: piping plover (*Charadrius*

melodus) - threatened, red knot (*Calidris canutus rufa*) – threatened, roseate tern (*Sterna gougallii*) - endangered, sandplain gerardia (*Agalinis acuta*) – endangered, seabeach amaranth (*Amaranthus pumilus*) – threatened, and northern long-eared bat (*Myotis septentrionalis*) – threatened.

This correspondence represents the GOSR’s assessment of effects in compliance with section 7 of the ESA of 1973, as amended, with respect to the Proposed Action.

No habitat for piping plover, red knot, roseate tern, sandplain gerardia and seabeach amaranth is present within the project area. Therefore, the Proposed Action has no or little potential for effect to these species or the habitats on which these species depend.

The northern long-eared bat, proposed for listing as federally endangered, is a temperate, insectivorous bat whose life cycle can be coarsely divided into two primary phases - reproduction and hibernation. Northern long-eared bats hibernate in caves or mines during winter and then emerge in early spring, with males dispersing and remaining solitary until mating season at the end of the summer, and pregnant females forming maternity colonies in which to rear young. No caves or mines occur near the project site. Summer habitat of the northern long-eared bat generally includes upland and riparian forest within heavily forested landscapes (Ford et al. 2005, Henderson et al. 2008). The long-eared bat is sensitive to fragmentation and urbanization, and requires interior forest for both foraging and breeding (Foster and Kurta 1999, Broders et al. 2006, Henderson et al. 2008). Roost trees are usually in intact forest, close to the core and away from large clearings, roads, or other sharp edges (Menzel et al. 2002, Owen et al. 2003, Carter and Feldhammer 2005). Trees present within the project area are bounded by an urbanized landscape and broken up by roadways, limiting the potential for northern long-eared bat to occur within the project limits. The limited amount of tree clearing that would occur for the Proposed Action would only occur during the October 1 to March 31 tree clearing window to minimize adverse effects to northern long-eared bat, would result in minimal habitat loss, and would not result in fragmentation of a contiguous woodland area. For these reasons, the Proposed Action may affect but is unlikely to adversely affect the northern long-eared bat or the habitat on which this species depends.

Compliance

For purposes of consultation under Section 7(a)(2) of the ESA, we conclude that the Proposed Action will have no effect on the piping plover, red knot, roseate tern, sandplain gerardia and seabeach amaranth or the habitats on which these species depend, and may affect but is unlikely to adversely affect northern long-eared bat and the habitats on which this species depends. We request your concurrence with this determination.

If you have questions or require additional information regarding this request, please contact me at (646) 417-4660 or thomas.king@stormrecovery.ny.gov. Thank you for your time and consideration.

Sincerely,



Thomas J. King, Esq.
 Certifying Officer, NYS Homes and
 Community Renewal

Literature Cited

- Broders, H.G., G.J. Forbes, S. Woodley, and I.D. Thompson. 2006. Range extent and stand selection for forest-dwelling northern long-eared and little brown bats in New Brunswick. *Journal of Wildlife Management* 70: 1174-1184.
- Carter, T.C., and G.A. Feldhamer. 2005. Roost tree use by maternity colonies of Indiana bats and northern long-eared bats in southern Illinois. *Forest Ecology and Management* 219:259-268.
- Ford, W.M., M.A. Menzel, J.L. Rodrigue, J.M. Menzel, and J.B. Johnson. 2005. Relating bat species presence to simple habitat measures in a central Appalachian forest. *Biological Conservation* 126: 528-539.
- Foster, R.W. and A. Kurta, A. 1999. Roosting ecology of the northern bat (*Myotis septentrionalis*) and comparisons with the endangered Indiana bat (*Myotis sodalis*). *Journal of Mammalogy* 80: 659-672.
- Henderson, L.E., L.J. Farrow, and H.G. Broders. 2008. Intra-specific effects of forest loss on the distribution of the forest-dependent northern long-eared bat (*Myotis septentrionalis*). *Biological Conservation* 141:1819-1828.
- Menzel, M.A., S.F. Owen, W.M. Ford, J.W. Edwards, P.B. Wood, B.R. Chapman, and K.V. Miller. 2002. Roost tree selection by northern long-eared bat (*Myotis septentrionalis*) maternity colonies in an industrial forest of the central Appalachian mountains. *Forest Ecology and Management* 155:107-114.
- Owen, S.F., M.A. Menzel, W.M. Ford, B.R. Chapman, K.V. Miller, J.W. Edwards, and P.B. Wood. 2003. Home-range size and habitat used by the northern myotis (*Myotis septentrionalis*). *American Midland Naturalist* 150:352-359.

Appendix B
Floodplain/Wetland Management 5-Step
Floodplain Determination

Floodplain 5-Step Process
in accordance with Executive Order 11988: Floodplain Management
New York Governor's Office of Storm Recovery
Suffolk County Road 12 (CR 12) Reconstruction and Resiliency Project
Thomas J. King – Certifying Environmental Officer
September 2015

Suffolk County is requesting funding from the New York State Governor's Office of Storm Recovery (GOSR) for the reconstruction of a portion of Suffolk County Road 12 (CR 12), extending approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville to Garfield Avenue in the Hamlet of Copiague, within the Town of Babylon, Suffolk County, New York (see **Figure 1**).

Suffolk County has requested \$6,750,000 for construction and \$750,000 for construction inspection, resulting in a total request of \$7.5 million in Community Development Block Grant – Disaster Recovery (CDBG-DR) funding through the Local Government Support Program for reconstruction of a portion of Suffolk County Road 12 (CR 12). The project specifically includes the reconstruction of CR 12, which requires extensive construction to complete. This project includes excavation to enable replacement and repair of existing drainage system, full depth pavement patching, resurfacing, curb and sidewalk replacement, pavement marking and the necessary traffic signal modifications that would comply with the Americans with Disabilities Act (ADA). The project will be designed for completion within existing County road rights-of-way.

The proposed roadway reconstruction will include adequate sized drainage system replacement and repair, including the installation of new storm water treatment units, along with full depth pavement patching, and asphalt resurfacing, all designed to increase resiliency and minimize damage to the infrastructure. A new culvert designed to handle a 100-year flood event will be installed under the section of road connecting the pond in Peterkin Park with Amityville Creek to replace an existing failing culvert. These improvements will be designed to mitigate and prevent future flooding and ensure a safe east-west travel route for evacuations away from the impact zone.

Pursuant to 24 CFR §55.12(a)(4), steps 2, 3, and 7 of the 8-step process for floodplain management do not apply to projects involving the improvement of existing nonresidential buildings and structures, in communities that are in the Regular Program of the National Flood Insurance Program (NFIP) and are in good standing, provided that the action does not meet the thresholds for "substantial improvement" under §55.2(b)(10) and that the footprint of the structure and paved areas is not significantly increased. The Village of Amityville (CID 360788#), the Village of Lindenhurst (CID 360798#) and the Town of Babylon (CID 360790#) are all in the NFIP and are in good standing and the proposed project does not constitute a substantial improvement. Therefore, the abbreviated 5-step process for floodplain management is herein followed.

Step ONE: Determine if a Proposed Action is potentially in a wetland or a floodplain

GOSR is proposing to fund the proposed action within the 100-year Floodplain, as indicated by Flood Insurance Rate Map 36103C0841H (See **Figure 2** – FEMA floodplain map).

CR-12 crosses over Amityville Creek and associated wetlands identified by the NYSDEC as A-4 (See **Figure 3**). Peterkin Park Pond, which is located adjacent to the north of the project area, is also mapped on the USFWS NWI maps (See Figure 4).

Step TWO: Identify and evaluate the direct and indirect impacts of the Proposed Action

To address the impacts of Superstorm Sandy, this project is designed to reconstruct a deficient Suffolk County road (CR 12) to bolster its efficiency, particularly during inclement weather events. During Superstorm Sandy, use of and reliance upon CR 12 was particularly heavy, as alternative east-west roads had to be closed due to severe flooding limiting emergency escape procedures and access to critical care facilities and evacuation shelters. CR 12 is the first and closest east-west road north of the inundation zone.

Constructed during the 1950s, CR 12 is a critical east-west road heavily relied upon for evacuation during disasters. Although Suffolk County's residents, businesses, hospitals and shelters rely upon CR 12 for evacuation, as the roadway is several miles north of the Sandy inundation area, its infrastructure is dated and deficient. Reconstruction of CR 12 is targeted at the elimination of, or the reduction of, flooding that results from its proximity to the Great South Bay. CR 12 is adjacent to several streams, creeks and drainage systems that run underneath it but are either designed to or no longer have the capacity to facilitate storm water runoff during storm and inclement weather events.

Superstorm Sandy caused massive flooding and road closures on the south shore of Long Island. Designated east-west evacuation routes are similarly impaired during storm events. Other designated east-west evacuation routes include Montauk Highway (NYS Route 27A) and Sunrise Highway (NYS Route 27). Traffic is often diverted from these roads onto CR 12 during flood events. CR 12's importance was magnified during Superstorm Sandy when flooding forced the closure of NYS Route 27A, which resulted in the overuse of CR 12 for the duration of the flooding. CR 12 served as the most important east-west alternate roadway through the Village of Lindenhurst as NYS Route 27A was completely impassible due to major flooding in certain locations. During normal travel, CR 12 is a high use roadway. During times of evacuation, disaster, emergencies or road closures, CR 12 is utilized as an alternate evacuation route.

Reconstruction of CR 12 would address dangerous deficiencies made apparent in the immediate aftermath of Superstorm Sandy, the weeks that followed, and in subsequent weather events. In the Town of Babylon, CR 12 is part of a crucial bus route used to evacuate residents living south of NYS Route 27 near Great South Bay and is relied upon during emergency evacuations to transport Suffolk County residents to one of its shelter sites. The evacuation route also includes a loop around the Town of Babylon, the Village of Babylon, and the Village of Lindenhurst. An east-west evacuation route is crucial during weather events because of the location of Suffolk County's hospitals, trauma centers and shelters. The project will ensure that residents of Suffolk County, and in particular, residents of the Village of Amityville, the Village of Babylon, the Hamlet of Copiague, the Village of Lindenhurst, and the Hamlet of West Babylon have access to a direct evacuation route during future storm events.

Therefore, no direct or indirect adverse impacts to the floodplain are anticipated as a result of this project. At a minimum, the project will result in positive impacts to the floodplain by eliminating or reducing flooding, and it will provide for improved facilitation of storm water runoff during storm and inclement weather events.

The current system consists of corrugated metal pipe that is severely corroded must be replaced. The new culvert will span approximately 50 feet and be located beneath CR12 and will limit disturbance to wetlands. There will be direct impacts to Amityville Creek and the Peterkin Park Pond associated with the culvert replacement beneath CR 12. Any disturbances to the wetlands surrounding the culvert will be minor and temporary and any disturbed area would be restored to its original condition.

Step THREE: Where practicable, design or modify the Proposed Action to minimize the potential adverse impacts to and from the 100-year and to restore and preserve its natural and beneficial functions and values

To address the impacts of Superstorm Sandy, this project is designed to reconstruct a deficient Suffolk County road (CR 12) to bolster its efficiency, particularly during inclement weather events. During Superstorm Sandy, use of and reliance upon CR 12 was particularly heavy, as alternative east-west roads had to be closed due to severe flooding limiting emergency escape procedures and access to critical care facilities and evacuation shelters. CR 12 is the first and closest east-west road north of the inundation zone.

Constructed during the 1950s, CR 12 is a critical east-west road heavily relied upon for evacuation during disasters. Although Suffolk County's residents, businesses, hospitals and shelters rely upon CR 12 for evacuation, as the roadway is several miles north of the Sandy inundation area, its infrastructure is dated and deficient. Reconstruction of CR 12 is targeted at the elimination of, or the reduction of, flooding that results from its proximity to the Great South Bay. CR 12 is adjacent to several streams, creeks and drainage systems that run underneath it but are either designed to or no longer have the capacity to facilitate storm water runoff during storm and inclement weather events. Based on a review of the construction plans, the only direct impact to waterways and/or wetlands will be to Amityville Creek during the culvert replacement.

Superstorm Sandy caused massive flooding and road closures on the south shore of Long Island. Designated east-west evacuation routes are similarly impaired during storm events. Other designated east-west evacuation routes include Montauk Highway (NYS Route 27A) and Sunrise Highway (NYS Route 27). Traffic is often diverted from these roads onto CR 12 during flood events. CR 12's importance was magnified during Superstorm Sandy when flooding forced the closure of NYS Route 27A, which resulted in the overuse of CR 12 for the duration of the flooding. CR 12 served as the most important east-west alternate roadway through the Village of Lindenhurst as NYS Route 27A was completely impassible due to major flooding in certain locations. During normal travel, CR 12 is a high use roadway. During times of evacuation, disaster, emergencies or road closures, CR 12 is utilized as an alternate evacuation route.

Reconstruction of CR 12 would address dangerous deficiencies made apparent in the immediate aftermath of Superstorm Sandy, the weeks that followed, and in subsequent weather events. In the Town of Babylon, CR 12 is part of a crucial bus route used to evacuate residents living south of NYS Route 27 near Great South Bay and is relied upon during emergency evacuations to transport Suffolk County residents to one of its shelter sites. The evacuation route also includes a loop around the Town of Babylon, the Village of Babylon, and the Village of Lindenhurst. An east-west evacuation route is crucial during weather events because of the location of Suffolk County's hospitals, trauma centers and shelters. The project will ensure that residents of Suffolk County, and in particular, residents of the Village of Amityville, the Village of Babylon, the Hamlet of Copiague, the Village of Lindenhurst, and the Hamlet of West Babylon have access to a direct evacuation route during future storm events.

Any disturbed areas will be minor and temporary and restored to its original condition. The project will obtain all appropriate state and federal permits for work within wetlands and waterways. The project will obtain all appropriate state and federal permits for work within wetlands and waterways.

Step FOUR: Re-evaluate the Proposed Action

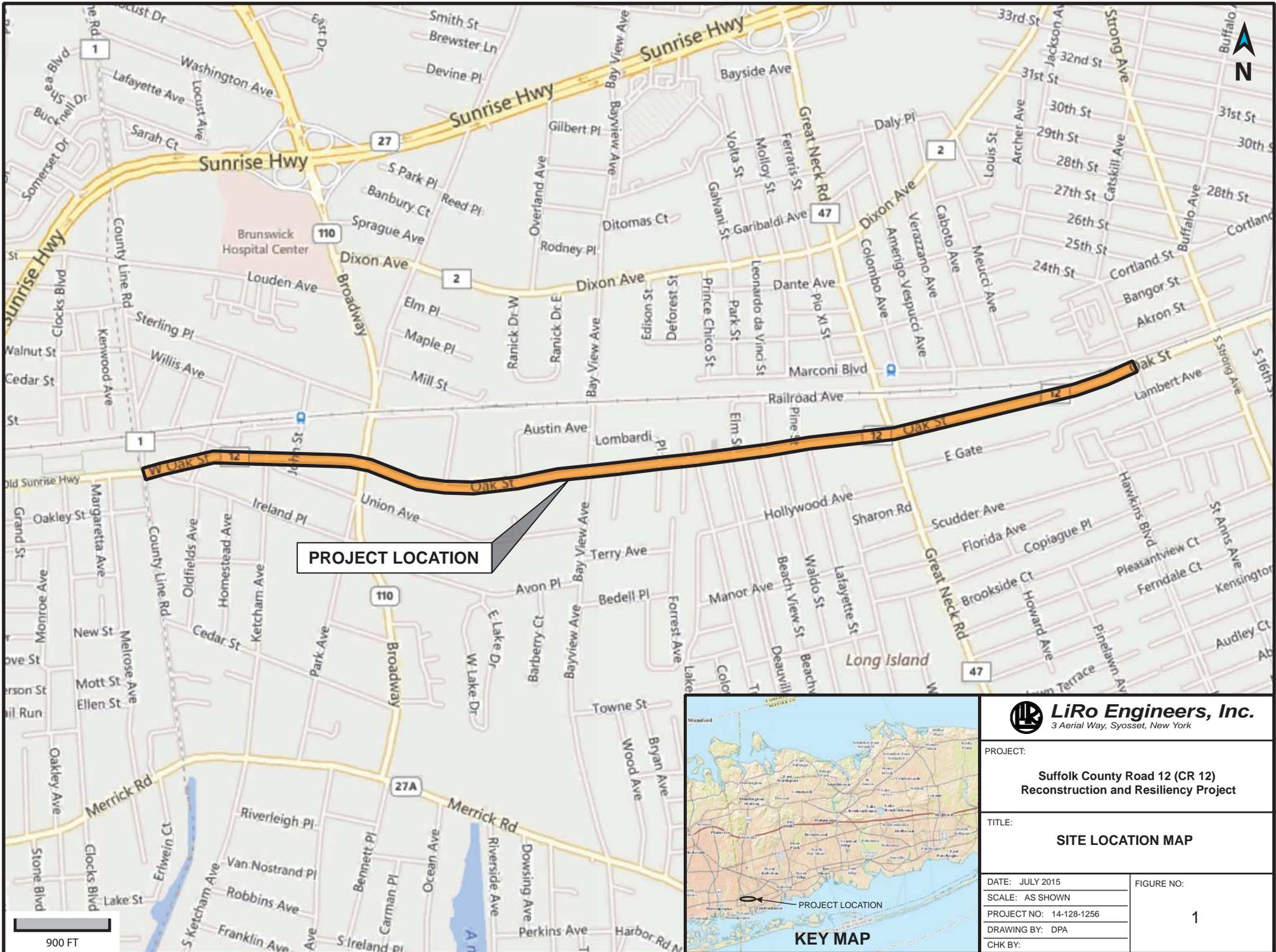
The existing drainage basins require extensive repair or replacement. CR 12 is adjacent to several streams, creeks and drainage systems that run underneath it but are either not designed to or no longer have the capacity to facilitate storm water runoff during storm and inclement weather events. In Babylon, back up from drainage pipes resulted from overflowing streams due to water accumulating under CR 12. Based on a review of the construction plans, the only direct impact to waterways and/or wetlands will be to Amityville Creek during the culvert replacement.

Within the Great South Bay, Fire Island Inlet is the only inlet that allows water in and out of the bay. Over the last 15 years, the inlet has shrunk in size, resulting in the water level rising in the Great South Bay. There is an interconnected drainage system, with water running from five miles upland of the Great South Bay that flow directly under CR 12, and all of the water from streams, lakes, and rivers is deposited in the Great South Bay.

This project is a stand-alone project that reconstructs a heavily traveled road and crucial evacuation route during storm events. Needed improvements will benefit the residents of Suffolk County. Other alternatives are not feasible and will not result in the needed benefits resulting from the proposed project.

Step FIVE: Implement the Action

GOSR has determined that the proposed project will have no direct or indirect adverse impacts to the Floodplain and waterways and wetlands and has evaluated and eliminated project alternatives in favor of proceeding with the proposed project.



PROJECT LOCATION



LiRo Engineers, Inc.
3 Aerial Way, Syosset, New York

PROJECT:
**Suffolk County Road 12 (CR 12)
Reconstruction and Resiliency Project**

TITLE:
SITE LOCATION MAP

DATE: JULY 2015
SCALE: AS SHOWN
PROJECT NO: 14-128-1256
DRAWING BY: DPA
CHK BY:

FIGURE NO:
1

FIGURE 2

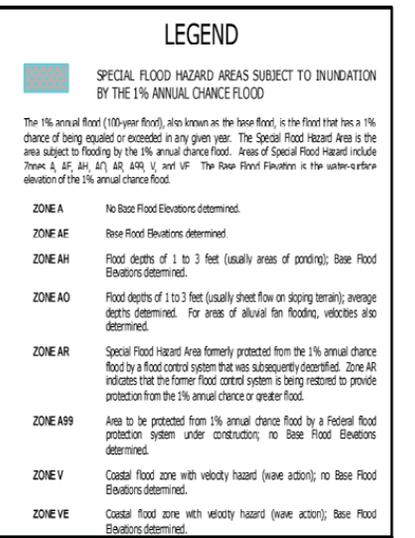
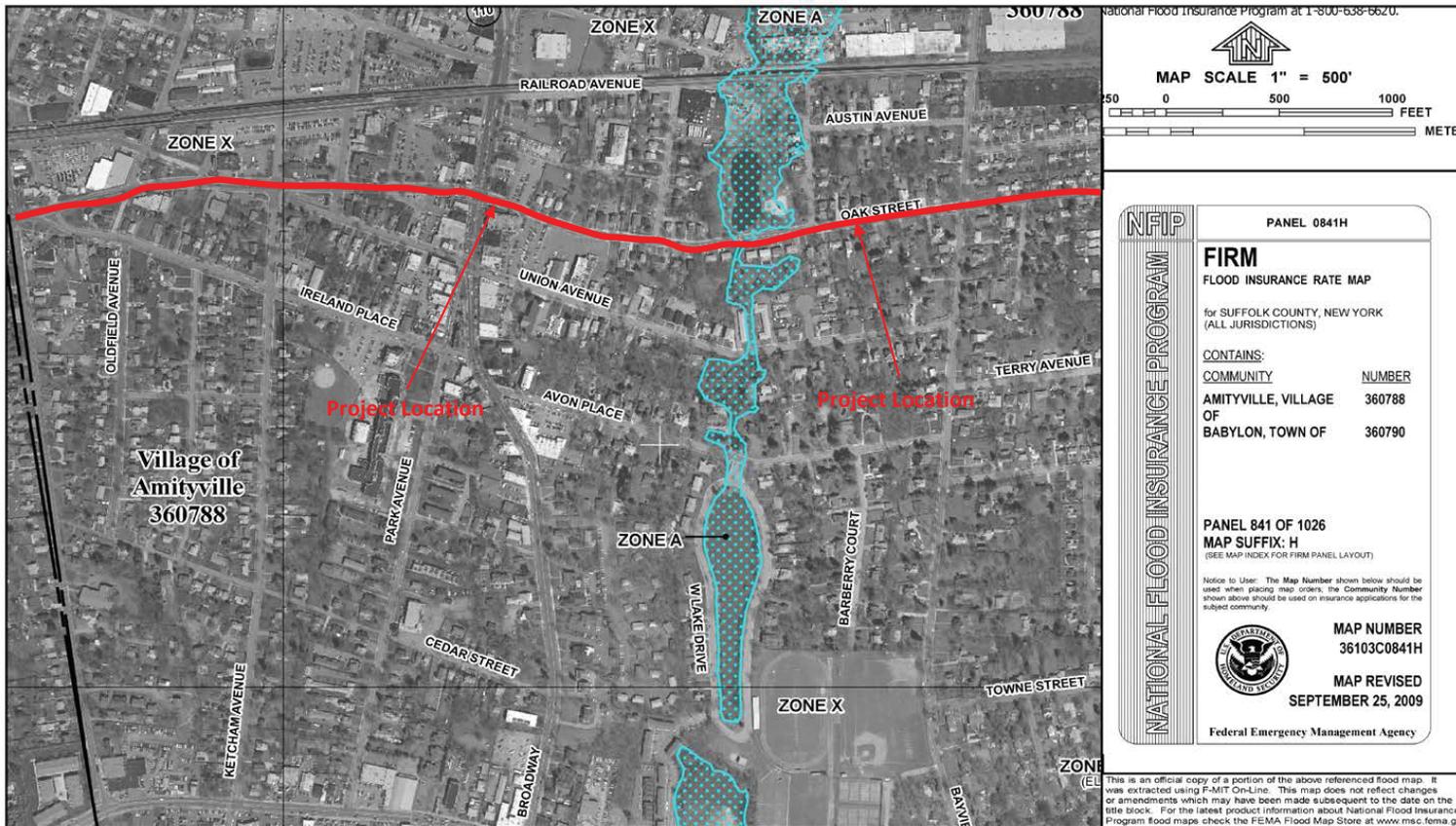
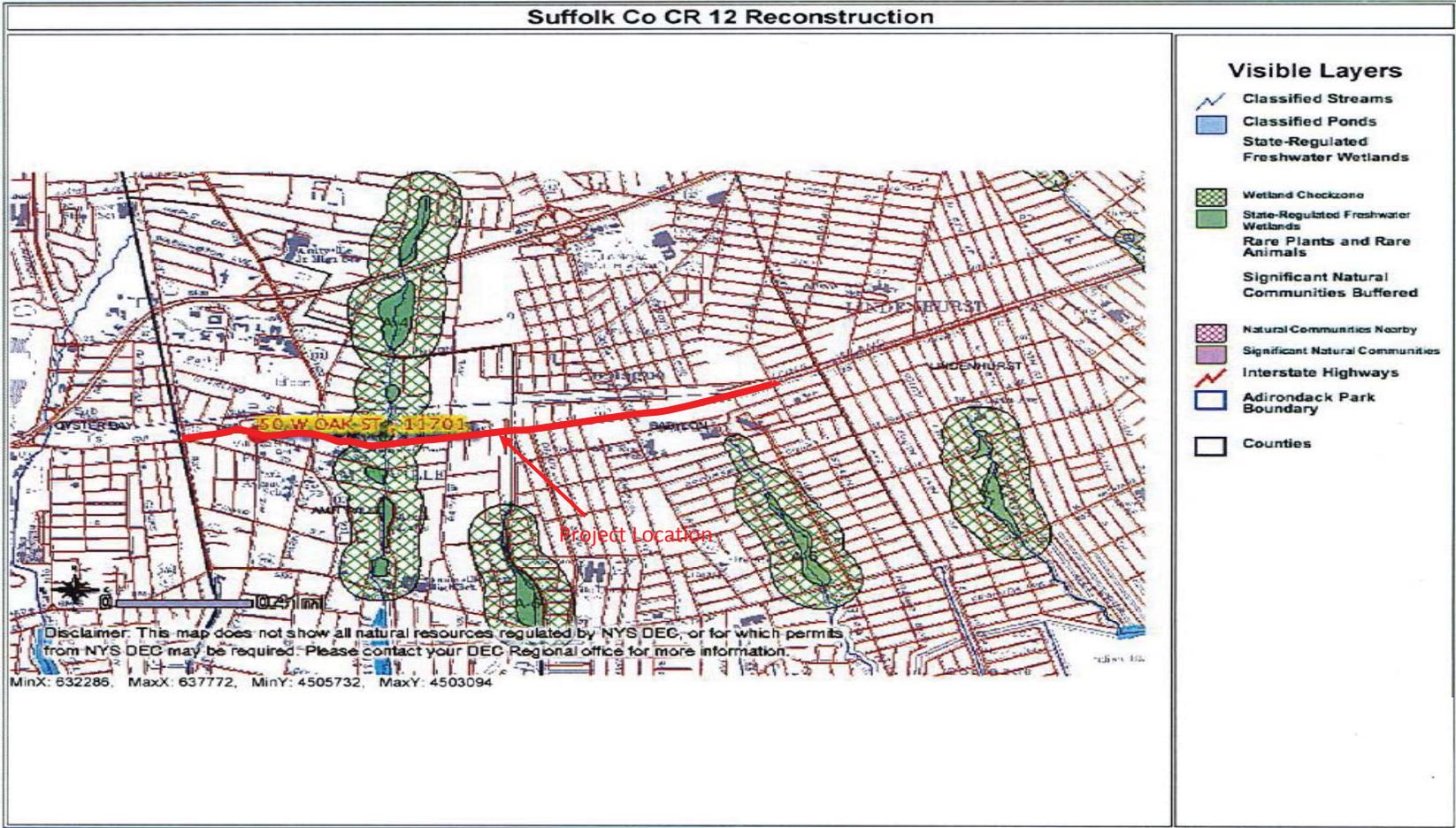


FIGURE 3



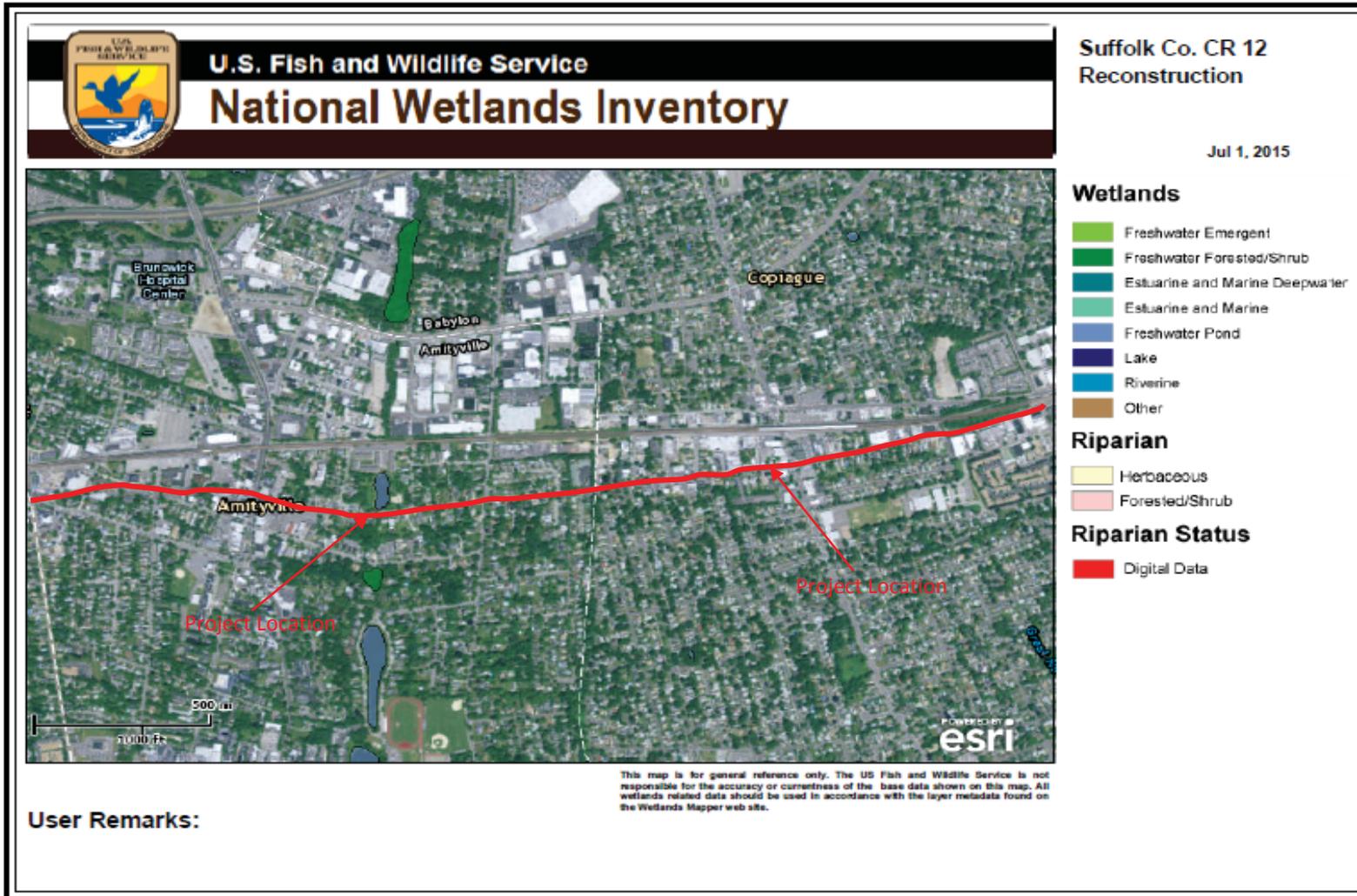
Disclaimer: This map was prepared by the New York State Department of Environmental Conservation using the most current data available. It is deemed accurate but is not guaranteed. NYS DEC is not responsible for any inaccuracies in the data and does not necessarily endorse any interpretations or products derived from the data.

**Suffolk County Road 12 (CR 12)
Reconstruction and Resiliency
Project**
Suffolk County, New York

NYSDEC
Wetlands
Map



FIGURE 4



**Suffolk County Road 12 (CR 12)
Reconstruction and Resiliency
Project**
Suffolk County, New York



USFWS
Wetlands
Map



Appendix C
Historic/Cultural Resources Determination



Governor's Office of Storm Recovery



Andrew M. Cuomo
Governor

Lisa Bova-Hiatt
Interim Executive Director

September 16, 2015

Harry B. Wallace, Chief
Unkechaug Tribe
207 Poospansk Lane
Mastic, NY 11950

Re: Section 106 Discussion
CDBG-DR Funding Application for the Suffolk County Road 12 (CR 12) Reconstruction Project
Village of Amityville and Hamlet of Copiague, Suffolk County, NY

Dear Mr. Wallace,

This letter invites you to participate as a consulting party for review of the proposed Suffolk County Road 12 (CR 12) Reconstruction Project (Proposed Action) pursuant to Section 106 of the National Historic Preservation Act (NHPA; 36 CFR § 800). The Proposed Action will be completed within existing County road rights-of-way and the location extends approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville to Garfield Avenue in the Hamlet of Copiague. The proposed roadway reconstruction will include adequate sized drainage system replacement and repair, including the installation of new storm water treatment units, along with full depth pavement patching, and asphalt resurfacing, all designed to increase resiliency and minimize damage to the infrastructure. A new culvert (3' by 6') designed to handle a 100-year flood event will be installed under the section of road connecting the pond in Peterkin Park with Amityville Creek to replace an existing 2.5' by 4.5' failing concrete culvert (see enclosed **Site Location Map and Site Location Aerial Map**). The Proposed Action would occur within currently developed or disturbed areas.

Pursuant to the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) and the Housing and Community Development Act (42 U.S.C. § 5301 et seq.), the Governor's Office of Storm Recovery (GOSR) is acting under the auspices of New York State Homes and Community Renewal's Housing Trust Fund Corporation as a recipient of Community Development Block Grant – Disaster Recovery (“CDBG-DR”) funds from the United States Department of Housing and Urban Development (“HUD”). GOSR is the entity responsible for compliance with the HUD environmental review procedures set forth in 24 CFR Part 58. GOSR is acting as lead agency on behalf of HUD in providing the enclosed project information and inviting this discussion with your Tribe to respond with any concerns or comments pursuant to Section 106.

GOSR processes environmental reviews for projects funded with HUD CDBG-DR on a case-by-case basis. A consultation request for the Project described herein has also been sent to the State Historic Preservation Office (SHPO). In accordance with Section 101(d)(6)(B) of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 470a), and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800, this letter serves as notification of the proposed action. Due to the CDBG-DR



Governor's Office of Storm Recovery



Andrew M. Cuomo
Governor

Lisa Bova-Hiatt
Interim Executive Director

funding, the Project will undergo review pursuant to Section 106 of the NHPA. Review of the Project under Section 106 of the NHPA satisfies the requirements of Section 14.09 of the New York State Historic Preservation Act (SHPA). GOSR is serving as lead agency under the National Environmental Policy Act ("NEPA") and the State Environmental Quality Review Act ("SEQRA"), and related laws, for the environmental review of the Project. No historical properties were identified within the project area or being impacted by the project during the HUD NEPA environmental review.

At this time, GOSR is seeking the Unkechaug Tribe's comments on the enclosed documents and invites you to provide any views about the project and its potential to affect properties of religious and cultural significance to the Unkechaug Tribe. We would appreciate your response within 15 days of the date of this letter. Please respond by email to Thomas.King@stormrecovery.ny.gov or in writing to the address listed below.

Mr. Thomas King
Certifying Environmental Officer
Governor's Office of Storm Recovery
99 Washington Avenue, Suite 1224
Albany, New York 12260

I am available to answer any questions that you may have regarding this action. If you have any questions, please feel free to contact me at (646) 417-4660 or via email at the address listed above.

Thank you for your consideration and cooperation.

Sincerely,

Thomas J. King
Assistant General Counsel and Certifying Officer

Enclosures:
Site Location Map
Site Location Aerial Map

Mailed letter sent to:
Harry B. Wallace, Chief
Unkechaug Tribe
207 Poospansk Lane
Mastic, NY 11950



Governor's Office of Storm Recovery

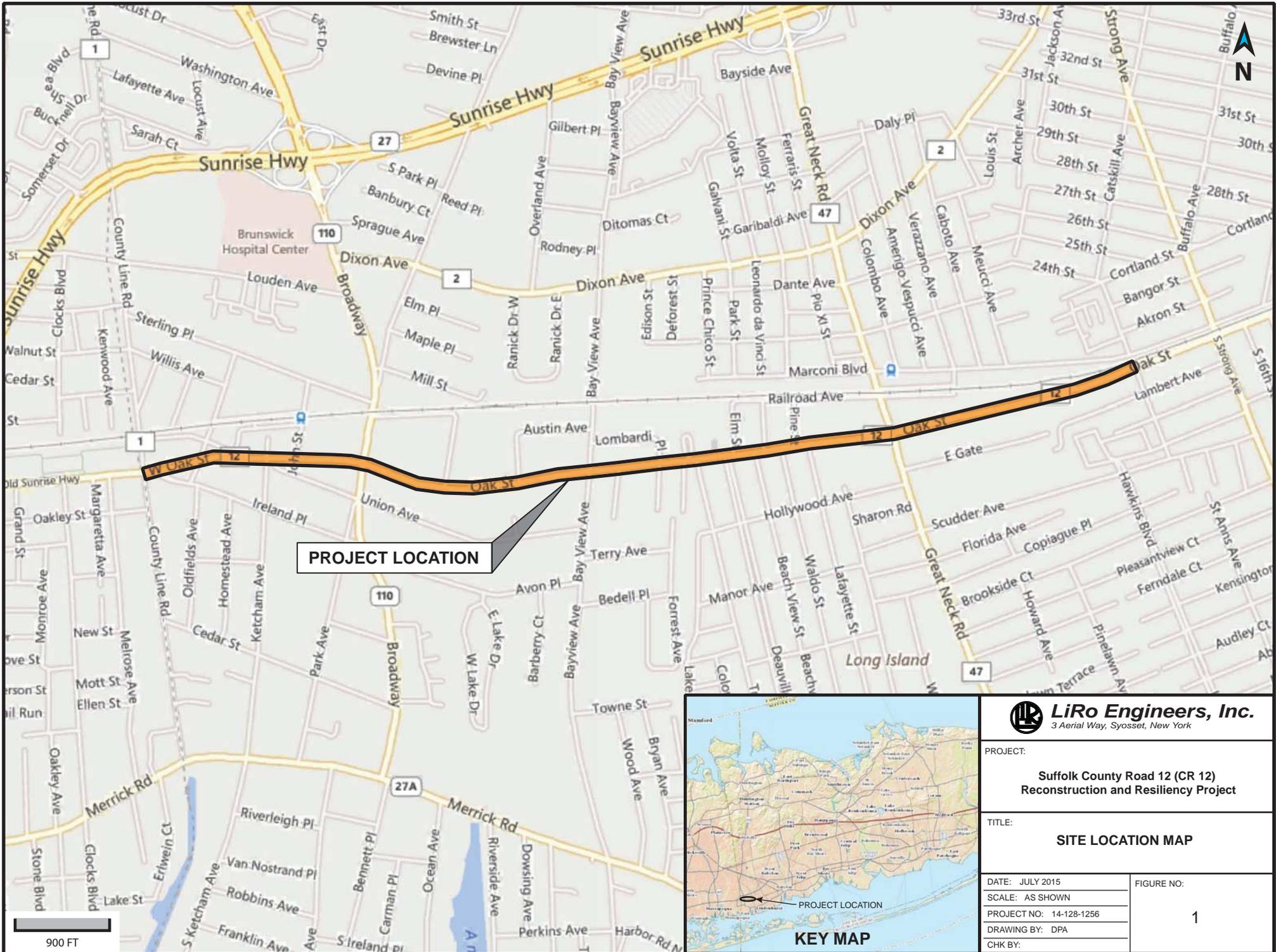


Andrew M. Cuomo
Governor

Lisa Bova-Hiatt
Interim Executive Director

Electronic letter sent to:

Harry B. Wallace, Chief
Unkechaug Tribe
207 Poospansk Lane
Mastic, NY 11950
Hwall@aol.com



PROJECT LOCATION



KEY MAP

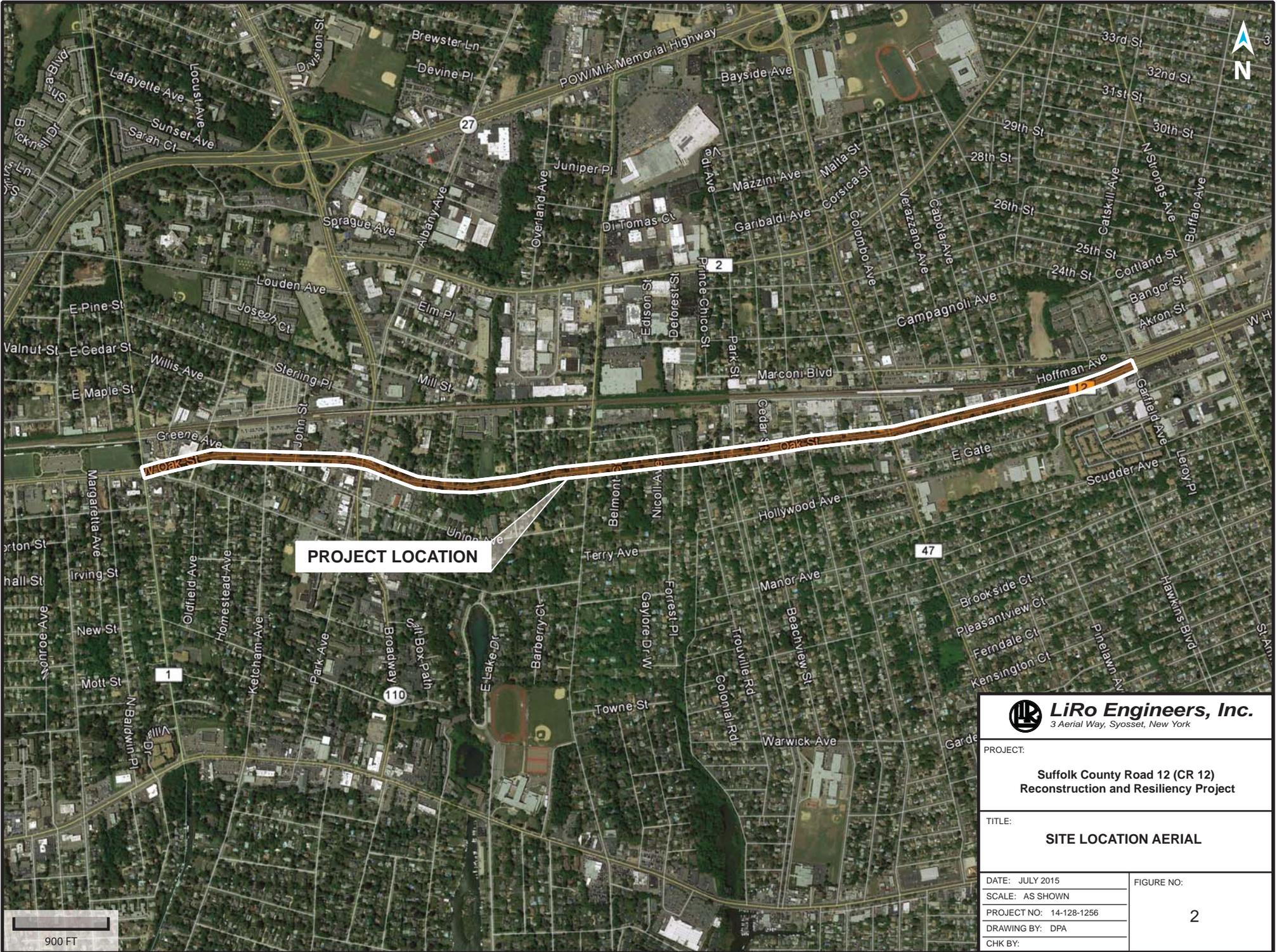
LiRo Engineers, Inc.
3 Aerial Way, Syosset, New York

PROJECT:
**Suffolk County Road 12 (CR 12)
Reconstruction and Resiliency Project**

TITLE:
SITE LOCATION MAP

DATE: JULY 2015
SCALE: AS SHOWN
PROJECT NO: 14-128-1256
DRAWING BY: DPA
CHK BY:

FIGURE NO:
1



 LiRo Engineers, Inc. 3 Aerial Way, Syosset, New York	
PROJECT:	
Suffolk County Road 12 (CR 12) Reconstruction and Resiliency Project	
TITLE:	
SITE LOCATION AERIAL	
DATE: JULY 2015	FIGURE NO:
SCALE: AS SHOWN	2
PROJECT NO: 14-128-1256	
DRAWING BY: DPA	
CHK BY:	



Governor's Office of Storm Recovery



Andrew M. Cuomo
Governor

Lisa Bova-Hiatt
Interim Executive Director

September 16, 2015

Daniel S. Collins Sr., Chairman
Shinnecock Indian Nation Tribal Office
PO Box 5006
Southampton, NY 11969

Re: Section 106 Discussion
CDBG-DR Funding Application for the Suffolk County Road 12 (CR 12) Reconstruction Project
Village of Amityville and Hamlet of Copiague, Suffolk County, NY

Dear Mr. Collins,

This letter invites you to participate as a consulting party for review of the proposed Suffolk County Road 12 (CR 12) Reconstruction Project (Proposed Action) pursuant to Section 106 of the National Historic Preservation Act (NHPA; 36 CFR § 800). The Proposed Action will be completed within existing County road rights-of-way and the location extends approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville to Garfield Avenue in the Hamlet of Copiague. The proposed roadway reconstruction will include adequate sized drainage system replacement and repair, including the installation of new storm water treatment units, along with full depth pavement patching, and asphalt resurfacing, all designed to increase resiliency and minimize damage to the infrastructure. A new culvert (3' by 6') designed to handle a 100-year flood event will be installed under the section of road connecting the pond in Peterkin Park with Amityville Creek to replace an existing 2.5' by 4.5' failing concrete culvert (see enclosed **Site Location Map and Site Location Aerial Map**). The Proposed Action would occur within currently developed or disturbed areas.

Pursuant to the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) and the Housing and Community Development Act (42 U.S.C. § 5301 et seq.), the Governor's Office of Storm Recovery (GOSR) is acting under the auspices of New York State Homes and Community Renewal's Housing Trust Fund Corporation as a recipient of Community Development Block Grant – Disaster Recovery ("CDBG-DR") funds from the United States Department of Housing and Urban Development ("HUD"). GOSR is the entity responsible for compliance with the HUD environmental review procedures set forth in 24 CFR Part 58. GOSR is acting as lead agency on behalf of HUD in providing the enclosed project information and inviting this discussion with your Nation to respond with any concerns or comments pursuant to Section 106.

GOSR processes environmental reviews for projects funded with HUD CDBG-DR on a case-by-case basis. A consultation request for the Project described herein has also been sent to the State Historic Preservation Office (SHPO). In accordance with Section 101(d)(6)(B) of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 470a), and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800, this letter serves as notification of the proposed action. Due to the CDBG-DR



Governor's Office of Storm Recovery



Andrew M. Cuomo
Governor

Lisa Bova-Hiatt
Interim Executive Director

funding, the Project will undergo review pursuant to Section 106 of the NHPA. Review of the Project under Section 106 of the NHPA satisfies the requirements of Section 14.09 of the New York State Historic Preservation Act (SHPA). GOSR is serving as lead agency under the National Environmental Policy Act ("NEPA") and the State Environmental Quality Review Act ("SEQRA"), and related laws, for the environmental review of the Project. No historical properties were identified within the project area or being impacted by the project during the HUD NEPA environmental review.

At this time, GOSR is seeking the Shinnecock Indian Nation's comments on the enclosed documents and invites you to provide any views about the project and its potential to affect properties of religious and cultural significance to the Shinnecock Indian Nation. We would appreciate your response within 15 days of the date of this letter. Please respond by email to Thomas.King@stormrecovery.ny.gov or in writing to the address listed below.

Mr. Thomas King
Certifying Environmental Officer
Governor's Office of Storm Recovery
99 Washington Avenue, Suite 1224
Albany, New York 12260

I am available to answer any questions that you may have regarding this action. If you have any questions, please feel free to contact me at (646) 417-4660 or via email at the address listed above.

Thank you for your consideration and cooperation.

Sincerely,

Thomas J. King
Assistant General Counsel and Certifying Officer

Enclosures:
SHPO Submission
SHPO No Adverse Effect

Mailed letter sent to:
Daniel S. Collins Sr., Chairman
Shinnecock Indian Nation Tribal Office
PO Box 5006
Southampton, NY 11969



Governor's Office of Storm Recovery



Andrew M. Cuomo
Governor

Lisa Bova-Hiatt
Interim Executive Director

Electronic letter sent to:

Daniel S. Collins Sr., Chairman
Shinnecock Indian Nation Tribal Office
PO Box 5006
Southampton, NY 11969
sination@optonline.net

Tohanash Tarrant
Shinnecock Indian Nation Tribal Office
PO Box 5006
Southampton, NY 11969
tohanash.tarrant@shinnecock.org



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO

Governor

ROSE HARVEY

Commissioner

October 16, 2015

Alicia Shultz
New York State Homes & Community Renewal
38-40 State Street
Albany, NY 12207

Re: GOSR/ HUD/ CDBG-DR
Suffolk County Road 12 (CR 12) Reconstruction Project
West Oak Street, Copiague/ Suffolk County

15PR05400

Dear Ms. Schultz:

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

Based on this review, the opinion of the SHPO is that there will be No Historic Properties Affected by the proposed undertaking.

If I can be of further assistance, please contact me at (518) 268-2187 or Larry.moss@parks.ny.gov.

Sincerely,

Larry K Moss, Historic Preservation Technical Specialist

CC: Tom King, GOSR



Governor's Office of Storm Recovery



Andrew M. Cuomo
Governor

Lisa Bova-Hiatt
Interim Executive Director

September 16, 2015

John Bonafide
Director, Technical Preservation Bureau
Division for Historic Preservation
NYS Office of Parks, Recreation & Historic Preservation
P.O. Box 189 – Peebles Island State Park
Waterford, NY 12188-0189

Re: Section 106 Compliance for CDBG-DR Funding Application for the Suffolk County Road 12 (CR 12) Reconstruction Project

Dear Mr. Bonafide:

Pursuant to the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) and the Housing and Community Development Act (42 U.S.C. § 5301 et seq.), the Governor's Office of Storm Recovery (GOSR) is acting under the auspices of New York State Homes and Community Renewal's Housing Trust Fund Corporation as a recipient of Community Development Block Grant – Disaster Recovery ("CDBG-DR") funds from the United States Department of Housing and Urban Development ("HUD"). GOSR is the entity responsible for compliance with the HUD environmental review procedures set forth in 24 CFR Part 58. GOSR is acting on behalf of HUD in providing the enclosed project information and request for consultation.

GOSR processes environmental reviews for projects funded with HUD CDBG-DR on a case-by-case basis. A consultation request for the project described herein will also be sent to the Shinnecock Indian Nation Tribal Office for the Shinnecock Indian Nation and the Unkechaug Tribe. In accordance with Section 101(d)(6)(B) of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 470a), and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800, this letter serves as notification of the proposed action.

Area of Potential Effect: GOSR proposes to fund the application to conduct roadway reconstruction within existing County road rights-of-way extending approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville to Garfield Avenue in the Hamlet of Copiague. The enclosed **Site Location Map** shows the estimated Area of Potential Effect.

Proposed Project Description: To address the impacts of Superstorm Sandy, this project is designed to reconstruct a deficient Suffolk County road (CR 12) to bolster its efficiency, particularly during inclement weather events. During Superstorm Sandy, use of and reliance upon CR 12 was particularly heavy, as alternative east-west roads had to be closed due to severe flooding limiting emergency escape procedures and access to critical care facilities and evacuation shelters. CR 12 is



Governor's Office of Storm Recovery



Andrew M. Cuomo
Governor

Lisa Bova-Hiatt
Interim Executive Director

the first and closest east-west road north of the inundation zone. CR 12 is a critical east-west road heavily relied upon for evacuation during disasters. Suffolk County's residents, businesses, hospitals and shelters rely upon CR 12 for evacuation. Reconstruction of CR 12 would address dangerous deficiencies made apparent in the immediate aftermath of Superstorm Sandy, the weeks that followed, and in subsequent weather events.

The proposed roadway reconstruction will include adequate sized drainage system replacement and repair, including the installation of new storm water treatment units, along with full depth pavement patching, and asphalt resurfacing, all designed to increase resiliency and minimize damage to the infrastructure. A new culvert (3' by 6') designed to handle a 100-year flood event will be installed under the section of road connecting the pond in Peterkin Park with Amityville Creek to replace an existing 2.5' by 4.5' failing concrete culvert (**see enclosed Site Location Map and Site Location Aerial**). The Proposed Action would occur within currently developed or disturbed areas.

The purpose of this letter is to initiate consultation pursuant to Section 106 of the National Historic Preservation Act (NHPA) per the implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. GOSR respectfully requests your review of the proposed project described herein. If the Area of Potential Effect encompasses historic properties of religious or cultural significance, please respond within 15 days or sooner. Please respond by email or in writing to the address listed below.

Mr. Thomas King, Certifying Officer
Governor's Office of Storm Recovery
99 Washington Avenue Suite 1224
Albany, New York 12260

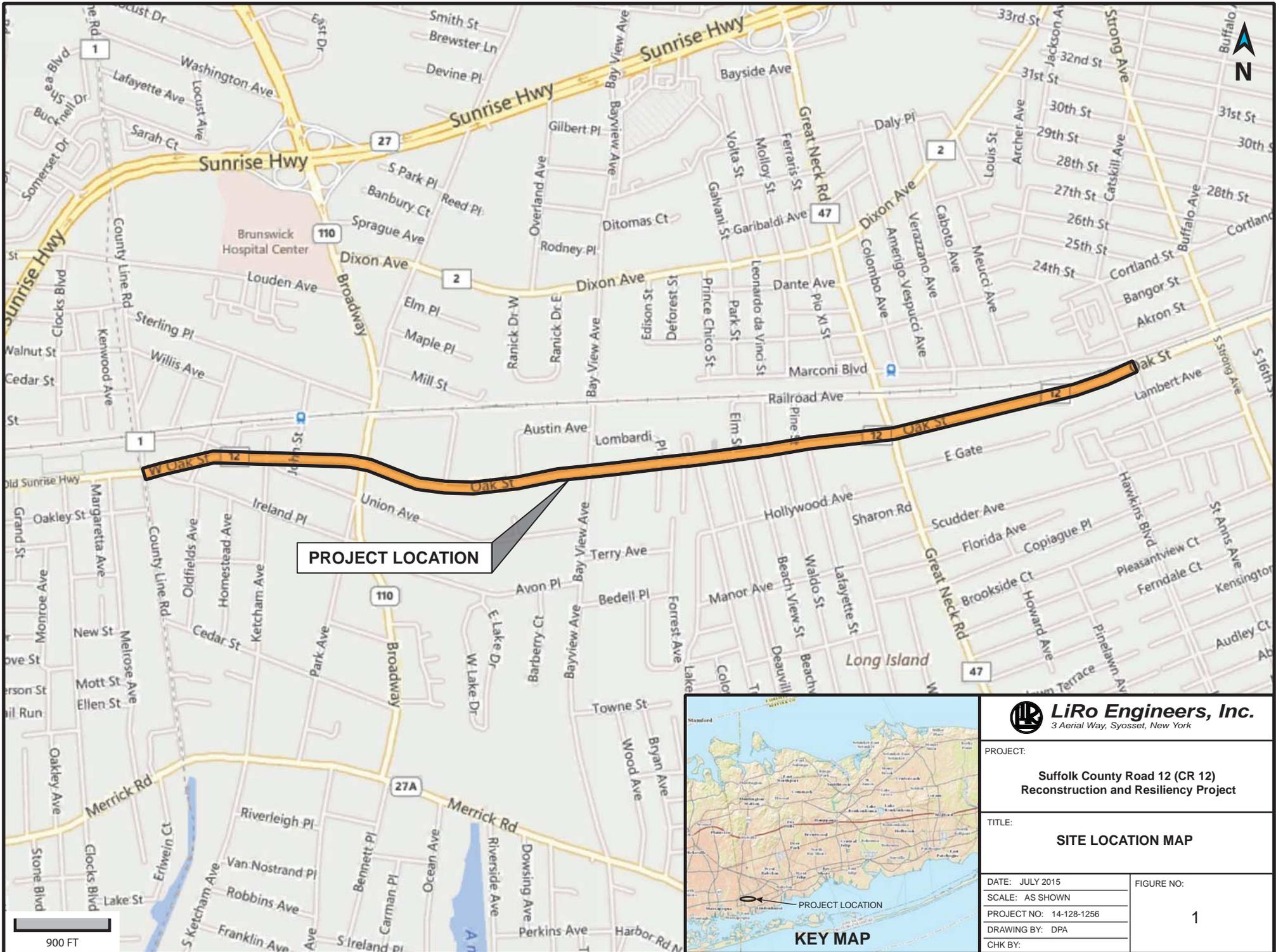
If you have any questions or require additional information regarding this request, please feel free to contact me at (646) 417-4660 or via email at Thomas.King@stormrecovery.ny.gov. Thank you for your time and consideration.

Sincerely,

Thomas J. King
Certifying Officer

Enclosures:

Site Location Map
Site Location Aerial



PROJECT LOCATION



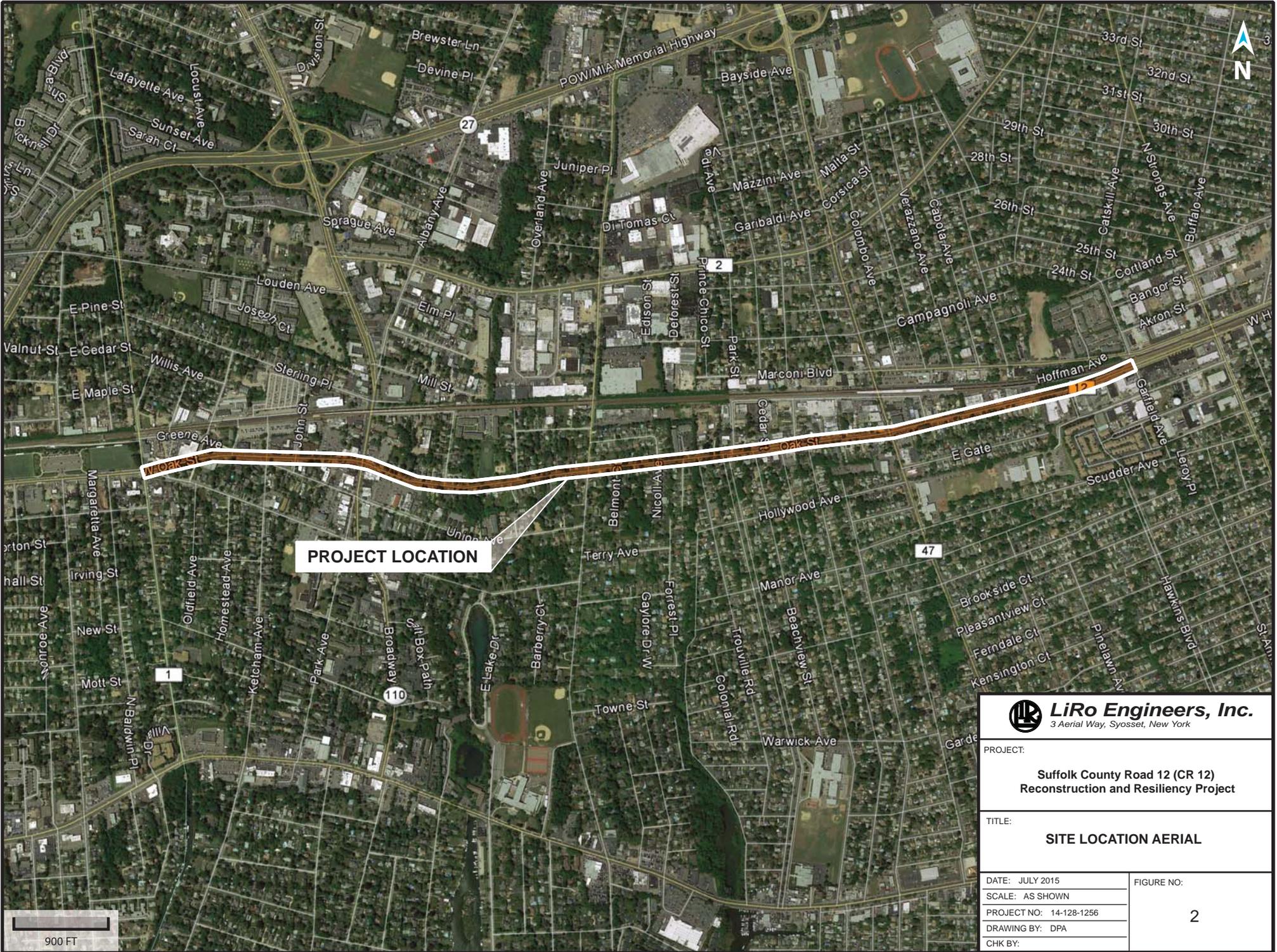
LiRo Engineers, Inc.
3 Aerial Way, Syosset, New York

PROJECT:
**Suffolk County Road 12 (CR 12)
Reconstruction and Resiliency Project**

TITLE:
SITE LOCATION MAP

DATE: JULY 2015
SCALE: AS SHOWN
PROJECT NO: 14-128-1256
DRAWING BY: DPA
CHK BY:

FIGURE NO:
1



 LiRo Engineers, Inc. 3 Aerial Way, Syosset, New York	
PROJECT:	
Suffolk County Road 12 (CR 12) Reconstruction and Resiliency Project	
TITLE:	
SITE LOCATION AERIAL	
DATE: JULY 2015	FIGURE NO:
SCALE: AS SHOWN	2
PROJECT NO: 14-128-1256	
DRAWING BY: DPA	
CHK BY:	

Appendix D
Sole Source Aquifer Determination



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 2
290 BROADWAY
NEW YORK, NY 10007-1866

SEP - 9 2015

Mr. Thomas J. King
Assistant General Counsel and Certifying Officer
Governor's Office of Storm Recovery
25 Beaver Street
New York, NY 10004

Dear Mr. King:

This is in response to your letter dated August 3, 2015 requesting a Sole Source Aquifer review of the proposed "Suffolk County Road 12 Reconstruction and Resiliency" project to be located in Suffolk County, New York. This project will extend approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville, to Garfield Avenue in the Hamlet of Copiague, within the Town of Babylon. The project will be designed to increase resiliency and to minimize damage to infrastructure during storm events. The project is to receive funding from the U.S. Department of Housing and Urban Development's Community Development Block Grant-Disaster Recovery program. The proposed project is located in the Long Island Nassau/Suffolk Aquifer System, designated by the EPA as a Sole Source Aquifer on June 21, 1978 (citation 43 FR 26611). Therefore, our review has been conducted in accordance with Section 1424(e) of the Safe Drinking Water Act (SDWA).

County Road 12 was constructed during the 1950s, and is a critical east-west road that is heavily relied upon for evacuation during disasters. The current County Road 12 drainage system consists of corrugated metal piping which was replaced in 2012, as well as drainage basins that require extensive repair or replacement. The project includes the reconstruction of County Road 12 in the areas mentioned in the paragraph above. We note that this project will occur within existing County road rights-of-way. The project involves excavation to enable replacement and repair of existing drainage system, full depth pavement patching, asphalt resurfacing, curb and sidewalk replacement, pavement marking, and the necessary traffic signal modifications needed to comply with the Americans with Disabilities Act (ADA). The proposed project will not result in any additional impervious surface. Please see our recommendations below on stormwater and permeable pavements.

We understand that the proposed roadway reconstruction will include adequate sized drainage system replacement and repair, including the installation of new stormwater treatment units. A new culvert designed to handle a 100-year flood event will be installed under the section of road connecting the pond in Peterkin Park with Amityville Creek to replace an existing failing culvert. We understand that these improvements will be designed to mitigate and prevent future flooding and to ensure a safe east-west travel route for evacuations away from the impact zone. The

project also includes a comprehensive stormwater remediation effort on Amityville Creek and Great Neck Creek which are tributaries to Great South Bay. This will involve installing precast concrete stormwater treatment systems at each location that discharges highway stormwater. Please note that before commencing construction activity, the owner or operator of a construction project that will involve soil disturbance of one or more acres must obtain coverage under the State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity. If this applies to this project, please follow the New York State Department of Environmental Conservation guidelines. Please see our recommendations below on stormwater and environmentally-friendly landscaping.

There are four public water supply wells operated by the Suffolk County Water Authority located within a one-half mile radius of the project location. Two of the wells are located near the western terminus of the portion of County Road 12 that is being reconstructed, while the other two wells are located near the eastern terminus. We note that the proposed project will not generate any additional demand for water.

Please note that before this project begins there should be a safety plan in place. Based on the information provided, the project satisfies the requirements of Section 1424(e) of the SDWA. Please be advised that meeting the requirements of 1424(e) does not preclude the need to meet National Environmental Policy Act (NEPA) requirements to address direct, indirect, and cumulative impacts. This review does not constitute a review under Section 309 of the Clean Air Act; EPA therefore reserves the right to review additional environmental documents on this project.

At this time, EPA offers the following additional comments to minimize environmental impacts and create a more sustainable project.

Clean Diesel:

Implement diesel controls, cleaner fuel, and cleaner construction practices for on-road and off-road equipment used for transportation, soil movement, or other construction activities, including:

- Strategies and technologies that reduce unnecessary idling, including auxiliary power units, the use of electric equipment, and strict enforcement of idling limits; and
- Use of clean diesel through add-on control technologies like diesel particulate filters and diesel oxidation catalysts, repowers, or newer, cleaner equipment.

For more information on diesel emission controls in construction projects, please see:

<http://www.northeastdiesel.org/pdf/NEDC-Construction-Contract-Spec.pdf>

Stormwater:

We emphasize the importance of Low Impact Development (LID) principles such as minimizing effective imperviousness to create site drainage, and the planting of native and non-invasive vegetation on the project site for stormwater management purposes. Other LID practices can include bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. For further information, please see the following website:

<http://water.epa.gov/polwaste/green/>

Encourage cost-efficient, environmentally friendly landscaping:

EPA's GreenScapes program provides cost-efficient and environmentally friendly solutions for landscaping. For additional information, please see:

<http://www.epa.gov/wastes/conservation/tools/greenscapes/index.htm>

If you have any questions concerning this matter or would like additional information, please feel free to contact Rajini Ramakrishnan of my staff at (212) 637-3731.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Grace Musumeci".

Grace Musumeci, Chief
Environmental Review Section



Governor's Office of Storm Recovery



Andrew M. Cuomo
Governor

Lisa Bova-Hiatt
Interim Executive Director

August 3, 2015

Ms. Grace Musumeci
U.S. Environmental Protection Agency
Region II Main Regional Office
290 Broadway, 25th Floor New York, NY 10007

RE: CDBG-DR Funding Application, Suffolk County Road 12 - Reconstruction and Resiliency Project

Dear Ms. Musumeci:

The New York State Governor's Office of Storm Recovery (GOSR) received a funding application for the Suffolk County Road 12 (CR 12) Reconstruction and Resiliency Project, extending approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville to Garfield Avenue in the Hamlet of Copiague, within the Town of Babylon, Suffolk County, New York. The proposed roadway reconstruction will include adequate sized drainage system replacement and repair, full depth pavement patching, and asphalt resurfacing, all designed to increase resiliency and minimize damage to the infrastructure.

Pursuant to the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) and the Housing and Community Development Act (42 U.S.C. § 5301 et seq.), GOSR is acting under the auspices of New York State Homes and Community Renewal's Housing Trust Fund Corporation as a recipient of Community Development Block Grant – Disaster Recovery ("CDBG-DR") funds from the United States Department of Housing and Urban Development ("HUD") and is the entity responsible for compliance with the HUD NEPA environmental review procedures set forth in 24 C.F.R. Part 58. 24 C.F.R. Part 58 requires GOSR to review projects for conformance with the Safe Drinking Water Act of 1974 (42 U.S.C. 201, 300(f) *et seq.*, and 21 U.S.C. 349) as amended, and Environmental Protection Agency (EPA) regulations pertaining to Sole Source Aquifers found at 40 C.F.R. Part 149.

In accordance with the Memorandum of Understanding ("MOU") between EPA and HUD dated August 24, 1990, GOSR hereby requests an Initial Screen/Preliminary Review for the project. Please review the attached documentation, including Attachment 2.A and 3 to the MOU. Responses can be sent to me via email at Thomas.King@stormrecovery.ny.gov. In accordance with the MOU, please respond within fifteen days. If you have any questions, please call me at (518) 473-0015.

Sincerely,

Thomas J. King

Assistant General Counsel and Certifying Officer

ATTACHMENT 2.A

NON-HOUSING/PROJECT ACTIVITY INITIAL SCREEN CRITERIA
(For projects in a designated Sole Source Aquifer area)

The following list of criteria questions are to be used as an initial screen to determine which non-housing projects/activities should be forwarded to the Environmental Protection Agency (EPA) for Preliminary Sole Source Aquifer (SSA) Review. (For housing projects/activities see Attachment 2.B) If any of the questions are answered affirmatively, Attachment 3, SSA Preliminary Review Requirements, should also be completed. The application/final statement, this Attachment, Attachment 3, and any other pertinent information should than be forwarded to EPA at the address below.

Any project/activity not meeting the criteria in this Attachment, but suspected of having a potential adverse effect on the Sole Source Aquifer should also be forwarded. Contact EPA if you have any questions.

Chief, Environmental Impacts Branch
USEPA Region II
26 Federal Plaza, Room 500
New York, New York 10278
(212) 264-1840

CRITERIA QUESTIONS

YES NO N/A

- | | |
|--|-----|
| 1. Is the project/activity located within a currently designated or proposed groundwater sensitive area such as a special Ground Water Protection Area, Critical Supply Area, Wellhead Protection Area etc.? | NO |
| 2. Is the project/activity located within a one half mile radius (2640 feet) of a current or proposed public water supply well or wellfield? | YES |
| 3. Will the project/activity include or directly cause: (check appropriate items) | |
| - construction or expansion of solid waste disposal, recycling or conversion facilities | NO |
| - construction or expansion or closure of landfills | NO |
| - construction or expansion of water supply facilities | NO |
| - construction or expansion of on-site wastewater treatment plants or sewage trunk lines | NO |
| - construction or expansion of gas or petroleum trunk lines greater than 1320 feet | NO |
| - construction or expansion of railroad spurs or similar extensions | NO |
| - construction or expansion of municipal sewage treatment plants | NO |
| 4. Will the project/activity include storage or handling of any hazardous constituents as listed in Attachment 4, Hazardous Constituents? | NO |

5. Will the project/activity include bulk storage of petroleum in underground or above ground tanks in excess of 1100 gallons? NO
6. Will the project/activity require a federal or state discharge elimination permit or modification of an existing permit? NO

This attachment was completed by:

Name: Thomas King

Title: Assistant General Counsel and Certifying Officer
Governor's Office of Storm Recovery

Address: 99 Washington Avenue
Suite 1224
Albany, NY 12260

Telephone number: (518) 473-0015

Date: 

ATTACHMENT 3

SSA PRELIMINARY REVIEW INFORMATION REQUIREMENTS

Where currently available, the information in this Attachment should be provided to the Environmental Protection Agency (see address below) along with the application/final statement; Attachment 2.A, Non-Housing Initial Screen Criteria or Attachment 2.B, Housing Initial Screen Criteria; and any other information which may be pertinent to a Sole Source Aquifer review. Where applicable, indicate the source of your information.

Chief, Environmental Impacts Branch
USEPA Region II
26 Federal Plaza, Room 500
New York, New York 10278
(212) 264-1840

ENCLOSED
YES NO

I. Project/Activity Location

1. Provide the geographic location and total acreage of the project/activity site. Include a site location map which identifies the site in relation to the surrounding area. YES
2. If applicable, identify which groundwater sensitive areas (Special Ground Water Protection Area, Critical Supply Area, Wellhead Protection Area etc.) the project/activity is located within or adjacent to. (Project is not in or adjacent to any of these areas.) NO

II. Nature of Project/Activity

3. Provide a general narrative describing the project/activity including but not limited to: type of facility; type of activities to be conducted; number and type of units; number of residents etc. Provide the general layout of the project/activity site and a site-plan if available. YES

III. Public Water Supply

4. Provide a description of plans to provide water supply. (Project will not use water or create a new demand for water) NO
5. Provide the location of nearby existing or proposed public water supply wells or wellfields within a one half mile radius (2640 feet) of the project/activity. Provide the name of the supplier(s) of those wells or wellfields. YES

IV. Wastewater and Sewage Disposal

6. Provide a description of plans to handle wastewater and sewage disposal. If the project/activity is to be served by existing public sanitary sewers provide the name of the sewer district. NO
7. Provide a description of plans to handle storm water runoff. YES
8. Identify the location, design, size of any on-site recharge basins, dry wells, leaching fields, retention ponds etc.
(No such structures to be used.) NO

V. Use, Storage, Transport of Hazardous or Toxic Materials
(Applies only to non-housing projects/activities)

9. Identify any products listed in Attachment 4, Hazardous Constituents, of the Housing and Urban Development-Environmental Protection Agency Memorandum of Understanding which may be used, stored, transported, or released as a result of the project not related to construction.
(No hazardous constituents to be used.) NO
10. Identify the number and capacity of underground storage tanks at the project/activity site. Identify the products and volume to be stored, and the location on the site.
(No underground storage tanks to be used.) NO
11. Identify the number and capacity of above ground storage tanks at the project/activity site. Identify the products and volume to be stored, and the location on the site. NO

This form was completed by:

Name: Thomas King

Title: Assistant General Counsel and Certifying Officer
Governor's Office of Storm Recovery

Address: 99 Washington Avenue
Suite 1224
Albany, NY 12260

Telephone number: (518) 473-0015

Date:



Project Description

The project location is Suffolk County Road (CR 12) (West Oak Street) extending approximately 1.8 miles from County Line Road (CR 1) in the Village of Amityville to Garfield Avenue in the Hamlet of Copiague. The target area for the project includes the area around this section of CR 12, bounded by a line midway between Sunrise Highway and CR 12 to the north and by the Great South Bay to the south. The right-of-way is approximately 49.5 feet, with curb to curb distance varying from 30 to 34 feet.

CR 12 was constructed during the 1950s and is a critical east-west road that is heavily relied upon for evacuation during disasters. The current CR 12 drainage system consists of corrugated metal piping which was replaced in 2012, and drainage basins that require extensive repair or replacement.

The project specifically includes the reconstruction of CR 12, which requires extensive construction to complete. This project includes excavation to enable replacement and repair of existing drainage system, full depth pavement patching, resurfacing, curb and sidewalk replacement, pavement marking and the necessary traffic signal modifications that would comply with the Americans with Disabilities Act (ADA). The project will be designed for completion within existing County road rights-of-way.

The proposed roadway reconstruction will include adequate sized drainage system replacement and repair, including the installation of new storm water treatment units, along with full depth pavement patching, and asphalt resurfacing, all designed to increase resiliency and minimize damage to the infrastructure. A new culvert designed to handle a 100-year flood event will be installed under the section of road connecting the pond in Peterkin Park with Amityville Creek to replace an existing failing culvert. These improvements will be designed to mitigate and prevent future flooding and ensure a safe east-west travel route for evacuations away from the impact zone.

Figure 1 shows the regional location of the project. Figure 2 shows an aerial view of the project site.

Public Water Supply

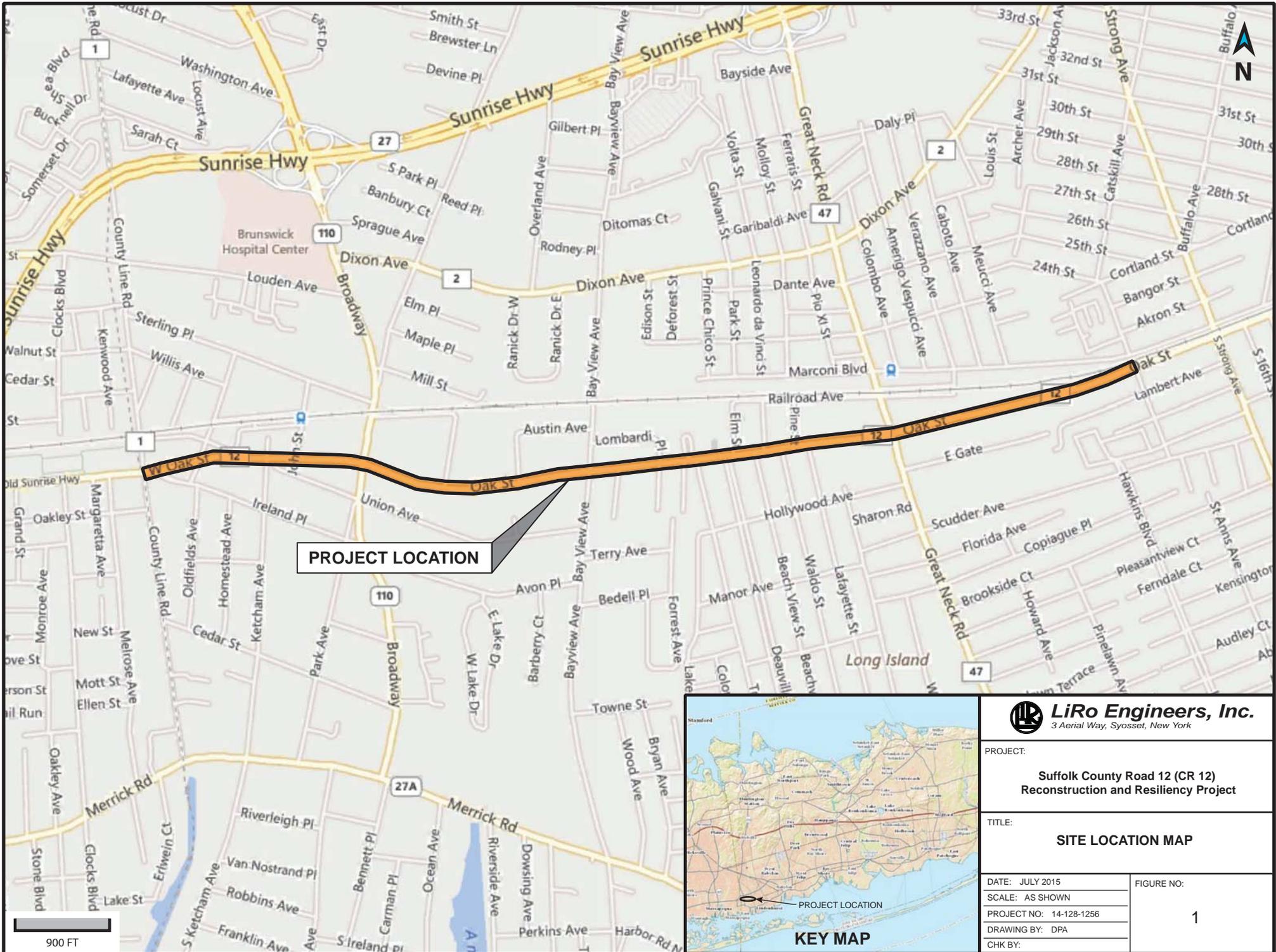
The proposed project will not generate any additional demand for water.

There are four (4) public water supply wells operated by the Suffolk County Water Authority (SCWA) located within a one half mile radius of the project location. Two (2) of the wells are located near the western terminus of the portion of County Road 12 that is being reconstructed, while the other two (2) wells are located near the eastern terminus of the road.

Figure 3 shows the locations of all public water wells located within a one half mile radius of the project site.

Stormwater Run-off

The proposed project will not result in any additional impervious surface. The project includes a comprehensive stormwater remediation effort on Amityville Creek and Great Neck Creek which are tributary to Great South Bay by installing precast concrete stormwater treatment systems (STS) at each location that discharges highway stormwater



PROJECT LOCATION



KEY MAP

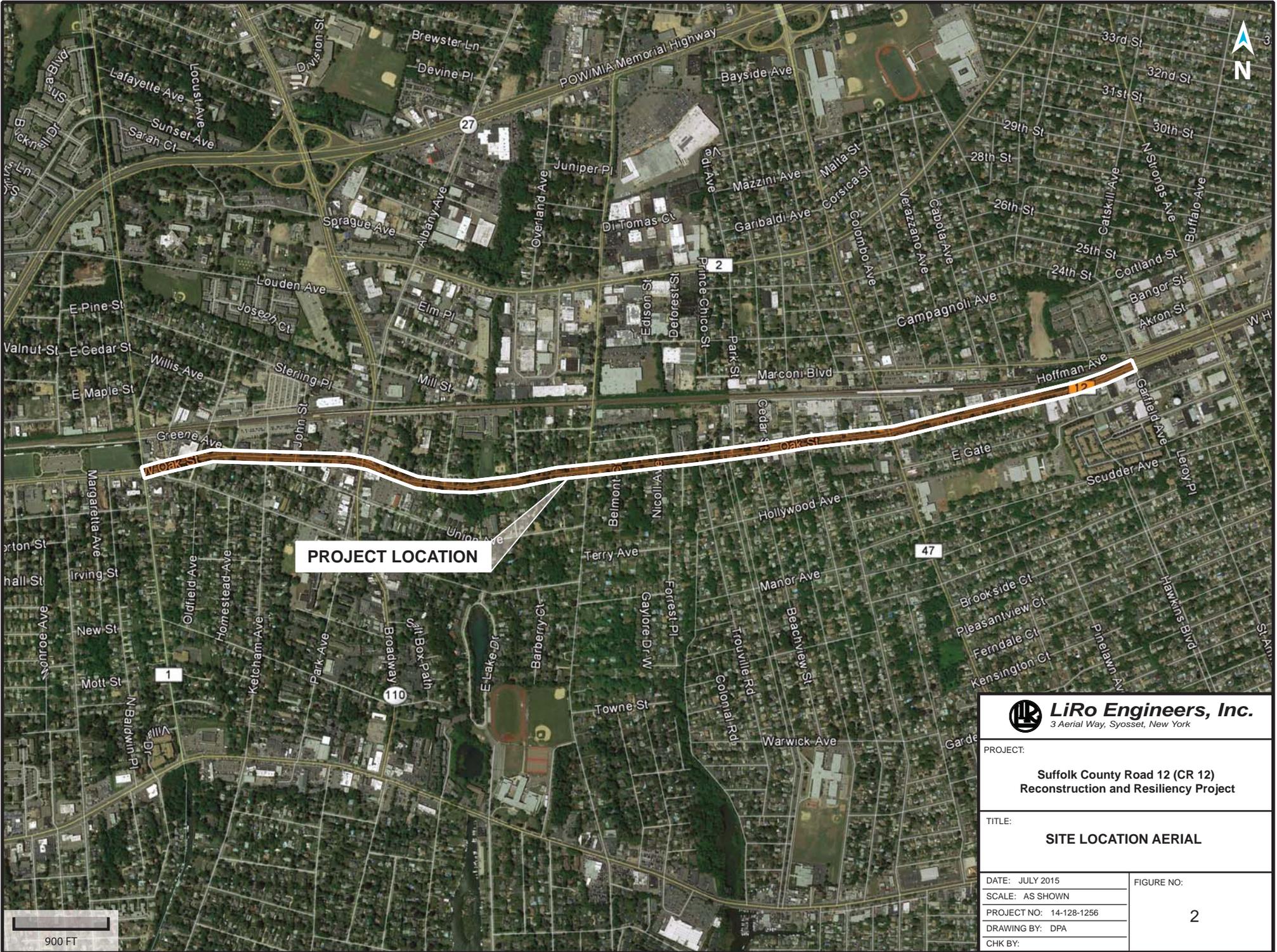
LiRo Engineers, Inc.
 3 Aerial Way, Syosset, New York

PROJECT:
**Suffolk County Road 12 (CR 12)
 Reconstruction and Resiliency Project**

TITLE:
SITE LOCATION MAP

DATE: JULY 2015
 SCALE: AS SHOWN
 PROJECT NO: 14-128-1256
 DRAWING BY: DPA
 CHK BY:

FIGURE NO:
 1



 LiRo Engineers, Inc. 3 Aerial Way, Syosset, New York	
PROJECT:	
Suffolk County Road 12 (CR 12) Reconstruction and Resiliency Project	
TITLE:	
SITE LOCATION AERIAL	
DATE: JULY 2015	FIGURE NO:
SCALE: AS SHOWN	2
PROJECT NO: 14-128-1256	
DRAWING BY: DPA	
CHK BY:	

Appendix E
Proposed Construction Plans and Wetland Boundary Map



COUNTY OF SUFFOLK DEPARTMENT OF PUBLIC WORKS

PLANS SHOWING

IMPROVEMENTS

TO

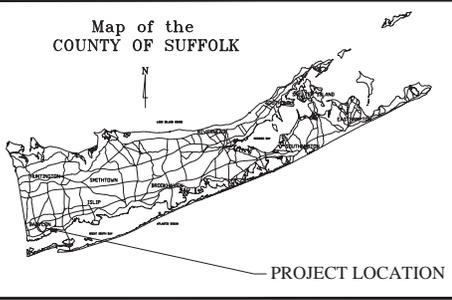
C.R. 12, OAK STREET

BETWEEN WELLINGTON PLACE AND LAKE STREET
TOWN OF BABYLON, SUFFOLK COUNTY, NEW YORK

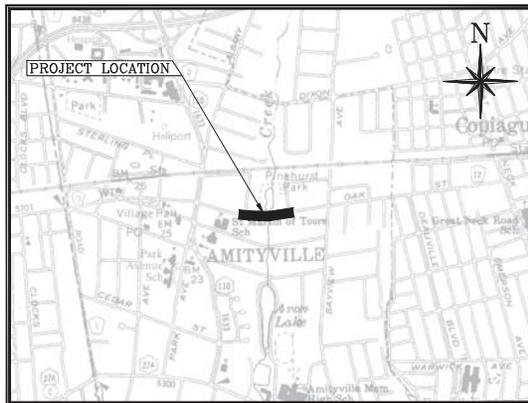
CAPITAL PROJECT NUMBER 5575

NYS DEC PERMIT NUMBER -- ---- - / ----

ALL WORK CONTEMPLATED UNDER THIS CONTRACT, SHALL BE COVERED BY AND IN CONFORMITY WITH THE SPECIFICATIONS ADOPTED NOV. 1, 1968 AS AMENDED BY THE COMMISSIONER OF PUBLIC WORKS OF THE COUNTY OF SUFFOLK, N.Y. AND ENTITLED "PUBLIC WORKS SPECIFICATIONS", AS WELL AS THE GENERAL SPECIFICATIONS FOR TRAFFIC SIGNAL INSTALLATION, DATED JAN. 1980 AND THE ADDENDUM DATED JULY 1991, EXCEPT AS MODIFIED ON THIS PLAN AND IN THE PROPOSAL.



THIS PROJECT INVOLVES IMPROVEMENTS TO C.R. 12, OAK STREET BETWEEN WELLINGTON PLACE AND LAKE STREET, IN THE TOWN OF BABYLON, SUFFOLK COUNTY, NEW YORK.



LETTING DATE: _____

CONTRACTOR: _____

ENGINEER IN CHARGE: _____

COMPLETION DATE: _____

APPROVED BY: _____
WILLIAM HILLMAN, P.E., CHIEF ENGINEER

APPROVED BY: _____
GILBERT ANDERSON, P.E., COMMISSIONER OF PUBLIC WORKS

PLAN REVIEWED BY		
SECTION		
BRIDGES, STRUCTURES		
CHIEF ENGINEERS OFFICE		
CONSTRUCTION		
CONSULTANT MANAGEMENT	N/A	
HIGHWAY DESIGN		
TRAFFIC SAFETY		
WATERWAYS		

Prepared by: HIGHWAY DESIGN SECTION / TRAFFIC SAFETY SECTION

Prepared Under Article 6 - Section 116 of the Highway Law

LOCATION MAP
SCALE 1" = 1,000'

GENERAL NOTES

- The Datum used on this project is arbitrary.
- All slopes are to be trimmed and graded to meet existing ground conditions as directed by the Engineer. All areas disturbed by the construction shall be graded and finished as indicated on the Typical Sections or as directed by the Engineer.
- The Contractor's attention is directed to the Golden Nematode quarantine of the New York State Department of Agriculture and Markets regulating the movements of top soil, machinery and equipment in Nassau and Suffolk Counties, and concerning the European Chafer regulating the movement of materials and equipment in or from Kings County. Detailed instruction and assistance in the necessary steam cleaning may be obtained from the field agent. Telephone: (516) 288-1751 or write the Dept. of Agriculture & Markets, 4 Stewart Ave. Westhampton Beach, New York 11978.
- The Contractor's attention is directed to the Vehicle and Traffic Law of the State of New York in regard to the size and weight of vehicles. The Contractor is hereby notified that no vehicle in excess of the limits set by the Vehicle and Traffic Law will be allowed on any public road.
- For all maintenance and protection of traffic (MPT) notes and details see MPT notes and details sheets.
- Any trench, pit or other excavation that is open and unattended shall be protected, as directed by the Engineer, with fence, barricades or another approved method. No direct payment will be made for this work. All excavations shall be conducted in compliance with New York Industrial Code Rule No. 23-1.33, 2-8, 53 and OSHA Safety and Health Standards (29 CFR 1926/1910).
- Whenever items in the contract requires material to be removed and disposed of, the cost of supplying a disposal area and transportation to that area shall be included in the unit price bid for those items.
- All road metal on abandoned roadways shall be removed and the areas regraded and seeded as ordered by the Engineer.
- Use of breaker ball will not be permitted.
- No trees shall be removed unless so ordered by the Engineer.
- Restore all driveways as directed by the Engineer.
- Clear and grub as shown on plans or as directed by the Engineer.
- Excavation of unsuitable material will be paid for under Item No. 2AS - "Unclassified Excavation", unless Item for "Unsuitable Material" is included in the contract.
- Grade, place select material, seed and mulch as shown on plans or as directed. Use material available on site unless otherwise stated in the plan.
- Retain all existing drainage structures and pipe, except as shown on plans or as ordered by the Engineer. Payment for cleaning existing drainage structures and pipes is to be included in the cost of other items unless otherwise stated in the plan.
- Cutting Pavement and Sidewalk Item No. 205 will be paid only at the locations indicated on the plans or as ordered by the Engineer.
- The Contractor's attention is directed to the RECLAIMED ASPHALT CONCRETE PAVEMENT (RAP) option as outlined in the project proposal.
- The Contractor is advised that the plans and other contract documents have been prepared based on the best currently available field data. However, actual field conditions may vary requiring modifications to the construction details and work quantities. The Contractor shall advise the Engineer of variations in field conditions, and modify his work to conform to these conditions, as ordered by the Engineer.
- The Contractor shall not work on both sides of the roadway in the same area at the same time unless approved by the Engineer.
- In order to allow for snow and ice control by "COUNTY" forces along the job site, the Contractor shall schedule work in accordance with the following:
 - Interference with snow plowing operations by drums, barricades and other traffic control equipment shall be kept to a minimum. Any devices disturbed or damaged by snow and ice control operations shall be replaced and/or reset as necessary and as soon as possible by the contractor, costs included in Item 765X.
 - Drainage frames, grates, and covers shall not be adjusted in travel lanes unless the final pavement course is to be placed prior to onset of snow and ice weather. If any of these protrusions exist in a non-travel lane prior to a snow and ice condition, then temporary asphalt ramps must be placed so that for every 1' of rise there is a 4' run of ramp.
 - All pavement cuts shall be restored to be flush with the pavement to eliminate recessed areas where snow cannot be plowed.
- When new overlays are notched into the existing pavement at the limits of resurfacing, the Contractor shall either place the proposed asphalt within 48 hours of the milling or other preparation of the notch or shall place a temporary wedge of asphalt AOB/E to eliminate the bump created by the notch. The cost of this work shall be included in the price bid for Item 51FX.
- Measures shall be taken to avoid spillage of asphalt concrete mix into storm grates. Any such material entering any grates shall be removed immediately by the contractor at his/her expense AOB/E.
- Remove plowable markers prior to commencing construction. Cost to be paid for under other items.
- Upon project completion, the area within the County Right of Way shall be cleaned thoroughly and free of all debris including, but not limited to plastic bottles, paper cups, etc. Additionally sidewalks, both existing and new, shall be swept and edged. All areas under guide-railing, signs, and appurtenances also shall be cleaned of debris. Payment for this cleaning shall be included in Item 15B.
- High-visibility safety apparel shall be worn by all foot traffic workers to provide conspicuity during both daytime and nighttime usage. This safety apparel shall meet Performance Class 2 and 3 requirements of the ANSI/ISEA 107-2004 publication entitled "American National Standard for High-Visibility Safety Apparel and Headwear".
- All work is to be done within the right of way. The Contractor shall ensure that no worker encroaches on to private property, unless ordered by the engineer.
- The Contractor shall place asphalt concrete pavement overlay on all milled pavement surfaced within 7 days of milling.

LEGEND		EXISTING	PROPOSED
DESCRIPTION			
CONCRETE PAVEMENT			
FULL DEPTH ASPHALT PAVEMENT			
RESURFACE EXISTING PAVEMENT			
ASPHALT MILLING			
PARKING LOT ASPHALT PAVEMENT			
PRECAST STORMCURET PERMEABLE CONCRETE SLAB			
CONCRETE CURB & SIDEWALK WITH GRASS MALL			
DRAINAGE PIPE, MANHOLE & CATCH BASIN			
CHAIN LINK FENCE			
GUIDE RAIL			
BARRICADE			
TRAFFIC POLE BOX & CONDUIT			
ELEVATION IN PLAN		07.50	27.52
BENCH MARK			
BORING LOCATION			
TAKING LINES & EASEMENTS			
CONTOUR LINES			
LIMITS OF CLEARING, GRADING AND GROUND DISTURBANCE			
TEMPORARY EROSION AND SEDIMENTATION CONTROL FENCE			
SIDEWALK RAMP TYPE			
PHOTO FLAG			
WETLAND FLAG			
CONCRETE PANEL &/OR HAUNCH LINE			
BUILDING FOUNDATION			
DIRT DRIVEWAY OR ROAD			
BUSH AND SHRUBS			
UNDERGROUND ELECTRIC AND MANHOLE			
UNDERGROUND TELEPHONE DUCT AND MANHOLE			
CONCRETE MONUMENT AND RIGHT OF WAY LINE			
WATER MAIN, VALVE AND METER			
GAS MAIN AND VALVE			
SANITARY SEWER LINE AND MANHOLE			
EDGE OF WOODS			
EDGE OF WATER OR STREAM			
PEDESTRIAN POLE			

STRUCTURE DESCRIPTION KEY

0. _____ STRUCTURE TYPE
 2. _____ CASTING TYPE
 U. _____ TOP SLAB TYPE
 1. _____ RIM ELEVATION OF RIM
 3. _____ ELEVATION OF RIM
 5. _____ INVERT ELEVATION OF PIPE

REFER TO SUFFOLK COUNTY STANDARD SHEETS FOR DETAILS

PROJECT SPECIFIC NOTES:

- The Contractor shall restore all disturbed areas with topsoil and seeding as shown on the plans or as ordered by the Engineer. Areas of disturbance shall remain within the limits of clearing, grading and ground disturbance.
- The Contractor shall be aware of and fully comply with the conditions set forth in the permit(s) issued by the New York State Department of Environmental Conservation. These Conditions are included in the Project Manual, as well as the permit itself.
- Any demolition debris, excess construction materials, and/or excess excavated materials shall be immediately and completely disposed of on an approved upland site more than 100 feet from any regulated freshwater wetland. These materials shall be suitably stabilized so as not to re-enter any wetland or water body.
- All fill shall consist of clean soil, sand and/or gravel that is free of the following substances: asphalt, slag, flyash, broken concrete, demolition debris, garbage, household refuse, tires, woody materials including tree or landscape debris, and metal objects. The introduction of materials toxic to aquatic life is expressly prohibited.
- All equipment and machinery shall be stored and safely contained greater than 100 feet landward of the regulated wetland or water body at the end of each workday. This will serve to avoid the inadvertent leakage of deleterious substances into the regulated area. Fuel or other chemical storage tanks shall be contained and located at all times in an area greater than 100 feet landward of the regulated wetland or water body. If the above requirement cannot be met by the Contractor, then the storage areas must be designed to completely contain any and all potential leakage. Such a containment system must be approved by NYSDEC staff prior to equipment, machinery or tank storage within the 100 feet of the regulated wetland or water body.

INDEX

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SPECIAL NOTES

THE CONTRACTOR'S ATTENTION IS DIRECTED TO UTILITIES IN THE AREA. THE CONTRACTOR SHALL SATISFY THEM SELF AS TO THE EXACT LOCATION OF ALL UTILITIES AND WILL TAKE EVERY PRECAUTION NOT TO DISTURB THEM.

THE CONTRACTOR SHALL BE AWARE THAT UTILITY RELOCATIONS OR HIGHWAY PERMIT CONSTRUCTION MAY PROGRESS WITHIN THE LIMITS OF THIS PROJECT DURING THIS CONTRACT THE CONTRACTOR SHALL COORDINATE WITH EACH UTILITY OR PERMITEE SHALL BE RESPONSIBLE FOR THE ALTERATION OR ADJUSTMENT OF FACILITIES WITHIN THE COUNTY RIGHT OF WAY, UNLESS OTHERWISE STATED IN THE PLANS AND SPECIFICATIONS. IN SUCH CASE THAT LACK OF RESPONSE FROM SUCH, MAY CAUSE A DELAY WITH RESPECT TO THE COMPLETION DATE, THE CONTRACTOR MUST NOTIFY THE ENGINEER IN WRITING SO THAT APPROPRIATE STEPS SHALL BE TAKEN.

UTILITY COMPANIES INVOLVED (BUT NOT LIMITED TO):

PSEGLI	STEVE SCANDURA	(516) 243-4544
NATIONAL GRID	JOHN ASARO	(516) 545-5222
SCWA	DAWN WARREN	(631) 563-0247
VERIZON (Suffolk)	KARL WOLF	(631) 687-8417
VERIZON (Nassu-Suffolk Border)	CAMRAJ RAMGULAM	(516) 783-2453
CABLEVISION (East of Sagtikos Pkwy.)	STEVE SCHOEN	(631) 846-5579
CABLEVISION (West of Sagtikos Pkwy.)	SAM MARTINEZ	(516) 393-3295
CABLEVISION (East of William Floyd Pkwy.)	JAMES GRAY	(631) 439-4927

UTILITY COMPANIES EMERGENCY NUMBERS:

PSEG	ELECTRIC	(800) 490-0075
NATIONAL GRID	GAS	(800) 490-0045
SCWA	WATER	(631) 665-0663
VERIZON	TELEPHONE	(516) 228-4598

THE CONTRACTOR'S ATTENTION IS ALSO DIRECTED TO THE POSSIBILITY OF ENCOUNTERING GROUND WATER DURING EXCAVATION AND WILL PROCEED WITH THEIR WORK HAVING FULL KNOWLEDGE OF THIS FACT.

CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION STIPULATIONS IS REQUIRED

ALL WORK SHALL BE IN ACCORDANCE WITH N.Y.S.D.E.C. PERMIT NO. X-XXXX-XXXX/XXXX. A COPY OF THIS PERMIT IS AVAILABLE IN THE CONTRACT PROPOSAL. THE COST OF COMPLYING WITH THE STIPULATIONS AND SPECIAL CONDITIONS ARE INCLUDED IN THE VARIOUS ITEMS OF THE CONTRACT.

NOTES FOR PORTLAND CEMENT CONCRETE

COARSE AGGREGATE
Screened gravel will be permitted in concrete headwalls, catch basins, manholes and leaking

RETARDING DENSIFIER
A retarding admixture shall be used in Item No. 18 and Item No. 20

COUNTY OF SUFFOLK
 DEPARTMENT OF PUBLIC WORKS
 YAPHANK, NEW YORK
 GILBERT ANDERSON, P.E., COMMISSIONER
 IMPROVEMENTS TO C.R. 12, OAK STREET
 FROM C.R. 1, COUNTY LINE ROAD
 TO GARFIELD AVENUE

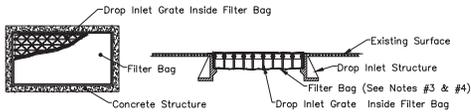
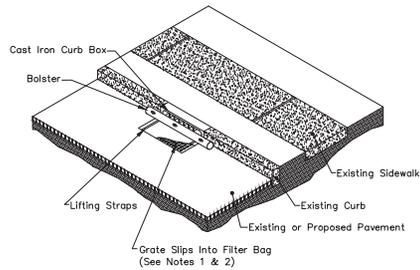
GENERAL NOTES

SYMBOL	DESCRIPTION	APPROVED DATE	DATE	PROJECT NO.	SCALE	SHEET NO. 2 OF XX
	REVISIONS		MAR 2015	5675	NONE	

DRAWN BY: KAW

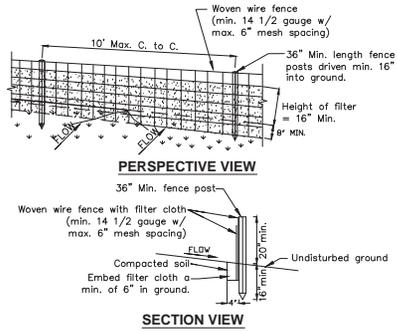
CHECKED BY: VIK

DESIGNED BY: JR



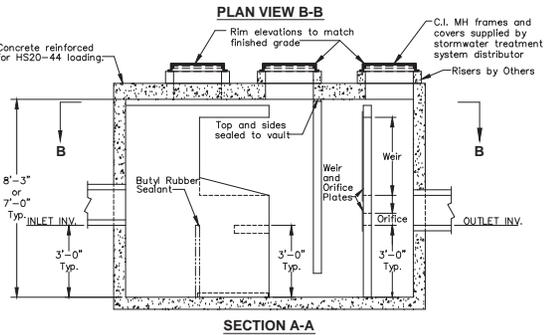
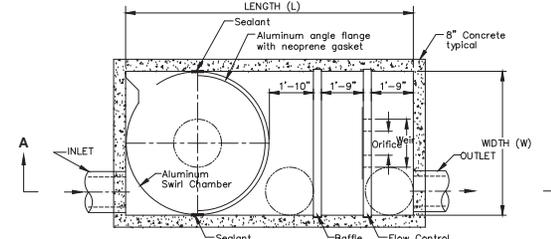
Notes for Item IDEC-SC:

- Maintenance: with a stiff bristle broom, sweep silt and other debris off surface after each event.
- Installation:
 - Stand grate on end
 - Slide the silt bag on with the dam on top of the grate pull all excess down
 - Lay the unit on its side and carefully tuck the flap in
 - Press the velcro strips together
 - Install the unit making sure the front edge of grate is inserted in the frame first then lower it back in place
 - Press the velcro dots that are located under the lifting straps together, this insures that the straps remain flush with the gutter
- Installation:
 - Stand grate on end
 - Place the silt bag over grate
 - Flip the grate over so that the open end is up
 - Pull up the slack and tuck the flap in
 - Be sure that the end of the grate is completely covered by the flap or the dandy bag will not fit properly.
- While holding the handles, carefully place dandy bag with the grate inserted into the catch basin frame so that the red dot on the top of the dandy bag is visible
- Maintenance: with a stiff bristle broom, sweep silt and other debris off surface after each event.
- Materials shall be as follows, or approved equals:
 - Grate Gator® by ACF Environmental
 - Gutter Buddy® by ACF Environmental
- All existing and newly installed drainage structures shall have a sediment screen installed per the detail on this plan set at all times during construction. Each screen shall be inspected after every rain event, and cleaned as needed.



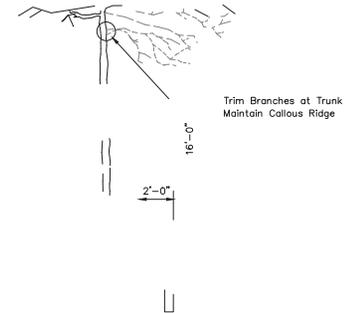
Construction Specifications:

- Woven wire fence to be fastened securely to fence posts with wire ties or staples. Posts shall be steel either "T" or "U" type or hardwood.
- Filter cloth to be to be fastened securely to woven wire fence with ties spaced every 24" at top and mid section. Fence shall be woven wire, 12 1/2 gauge, 6" maximum mesh opening.
- When two sections of filter cloth adjoin each other they shall be overlapped by six inches and laced. Filter cloth shall be either Filter X, Mirafr 100X, Stabiliska T140N, or approved equivalent.
- Prefabricated units shall be Geofab, Envirofence, or approved equivalent.
- Maintenance shall be performed as needed and material removed when "bulges" develop in the silt fence.



NOTE: CONTRACTOR SHALL BE RESPONSIBLE FOR ASSEMBLY OF UNIT, EXCAVATION FOR UNIT INSTALLATION AND MUST PROVIDE EQUIPMENT WITH WHICH UNIT MAY BE INSTALLED.

Vortechs™ Model	Grit Chamber Diameter/Area ft / ft²	Treated Flow cfs	Sediment Storage yds³	Oil Storage gals	Approx. Size L x W ft
1000	3/7	1.6	0.75	270	9 x 3
2000	4/13	2.8	1.25	350	10 x 4
3000	5/20	4.5	1.75	500	11 x 5
4000	6/28	6.0	2.5	700	12 x 6
5000	7/38	8.5	3.25	900	13 x 7
7000	8/50	11.0	4.0	1,200	14 x 8
9000	9/64	14.0	4.75	1,500	15 x 9
11000	10/79	17.5	5.5	1,800	16 x 10
16000	12/113	25.0	7.0	2,500	18 x 12

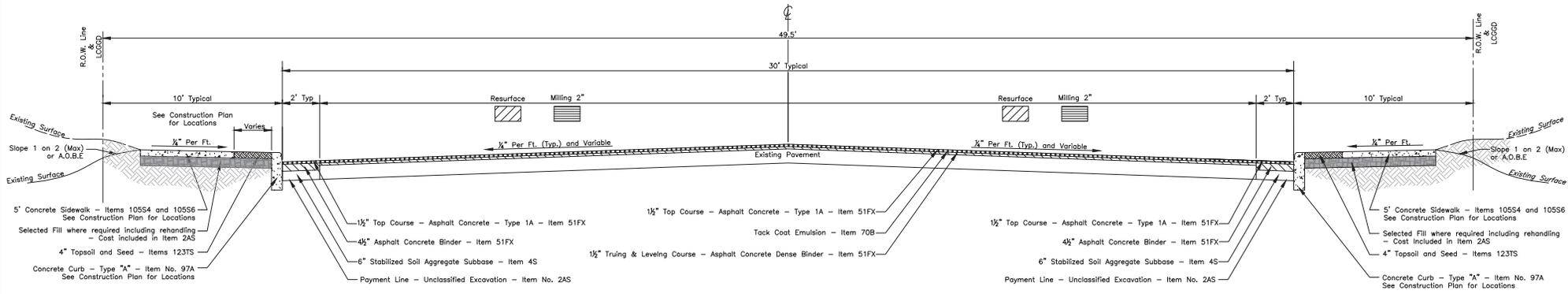


Shrubs shall be trimmed to clear Sidewalk

DRAWN BY: KAW

CHECKED BY: VK

DESIGNED BY: JR



TYPICAL SECTION
Not to Scale

COUNTY OF SUFFOLK
 DEPARTMENT OF PUBLIC WORKS
 YAPHANK, NEW YORK
 GILBERT ANDERSON, P.E., COMMISSIONER
 IMPROVEMENTS TO C.R. 12, OAK STREET
 FROM C.R. 1, COUNTY LINE ROAD
 TO GARFIELD AVENUE

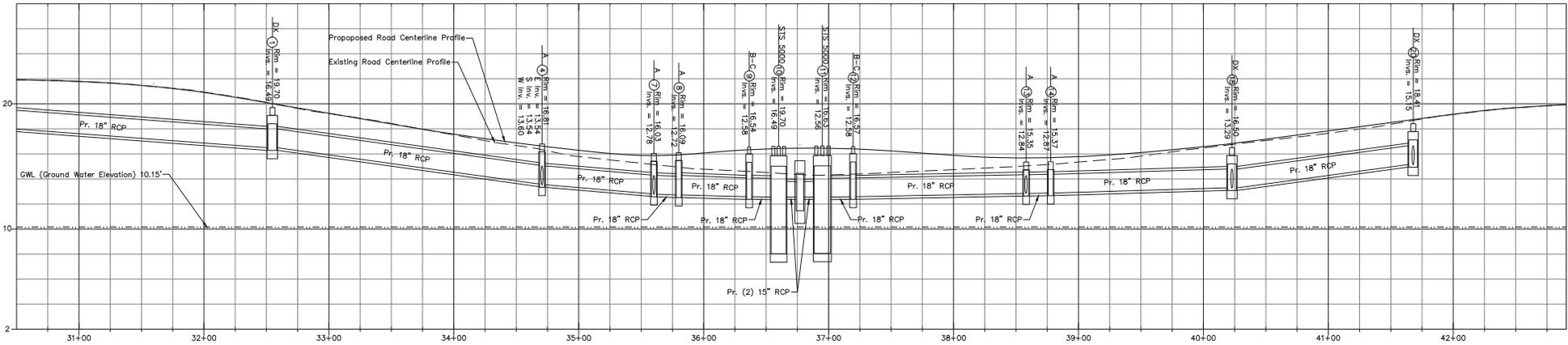
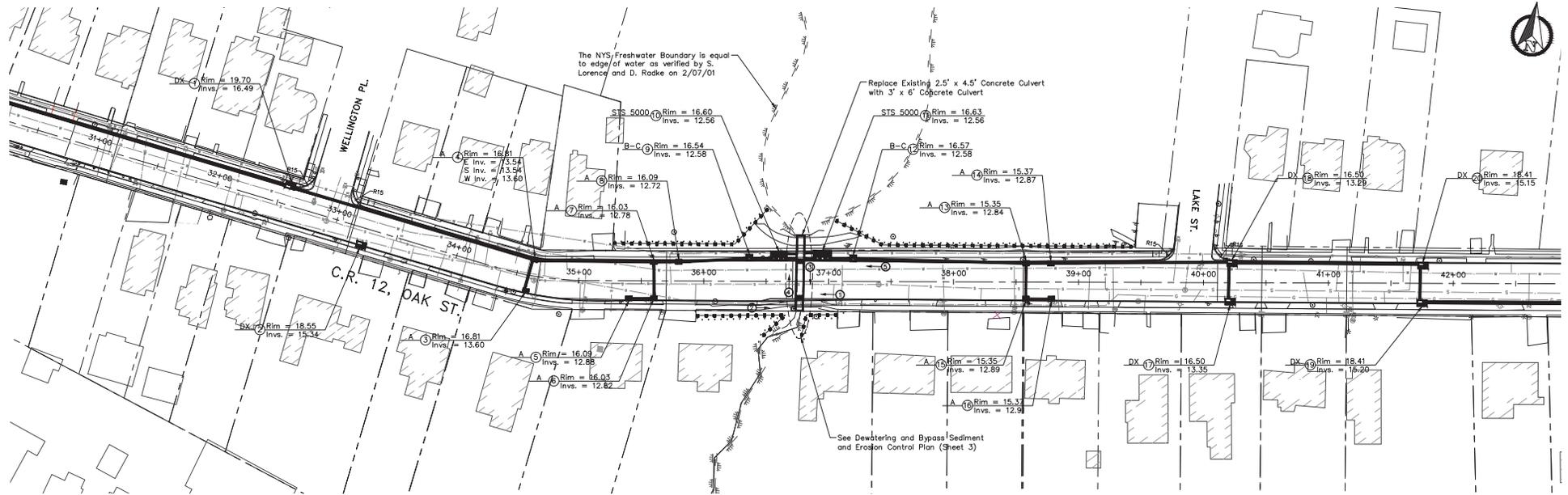
TYPICAL SECTION

SYMBOL	DESCRIPTION	APPROVED DATE	DATE	PROJECT NO.	SCALE	SHEET NO. 4 OF XX
REVISIONS			MAR 2015	S575	N.T.S	

DRAWN BY: KAW

CHECKED BY: VK

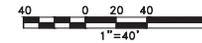
DESIGNED BY: JK



North Drainage System Profile

Vertical Scale: 1" = 4'
Horizontal Scale: 1" = 40'

- PROPOSED STORMWATER TREATMENT SYSTEM
- PROPOSED LEACHING BASIN
- PROPOSED PIPE
- PROPOSED CATCH BASIN
- PROPOSED CATCH BASIN TYPE B



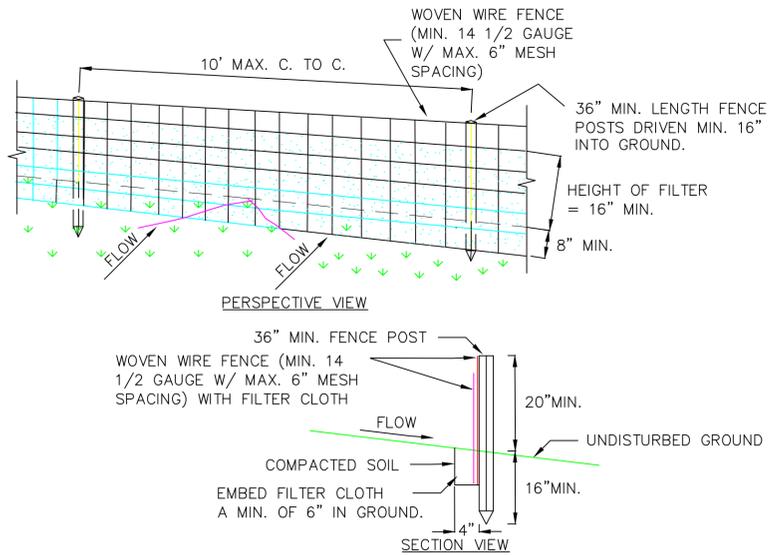
SYMBOL	DESCRIPTION	APPROVED DATE	DATE	PROJECT NO.	SCALE	SHEET NO. 5 OF 5
	REVISIONS		MAR 2015	5675	1" = 40'	

COUNTY OF SUFFOLK
DEPARTMENT OF PUBLIC WORKS
YAPHANK, NEW YORK

GILBERT ANDERSON, P.E., COMMISSIONER

IMPROVEMENTS TO C.R. 12, OAK STREET
FROM C.R. 1, COUNTY LINE ROAD
TO GARFIELD AVENUE

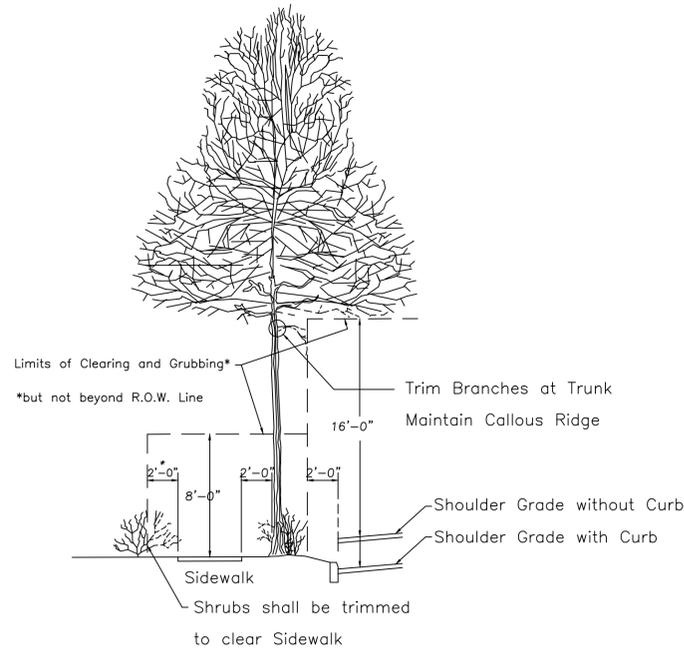
CONSTRUCTION PLAN



CONSTRUCTION SPECIFICATIONS

1. Woven wire fence to be fastened securely to fence posts with wire ties or staples. posts shall be steel either "t" or "u" type or hardwood
2. Filter cloth to be to be fastened securely to woven wire fence with ties spaced every 24" at top and mid section. fence shall be woven wire, 12 1/2 gauge, 6" maximum mesh opening.
3. When two sections of filter cloth adjoin each other they shall be overlapped by six inches and folded. filter cloth shall be either filter x, mirafi 100x, stabilinka t140n, or approved equivalent.
4. Prefabricated units shall be geofab, envirofence, or approved equivalent.
5. Maintenance shall be performed as needed and material removed when "bulges" develop in the silt fence.

ITEM 1DEC: Temp. Silt Fence
Not to Scale



Notes:

Trees and shrubs are to be pruned in accordance with Item No. 1SB, Clearing and Grubbing, and the following requirements. The cost is to be included in the price bid for Item No. 1SB.

Pruning may be required beyond the limits indicated (by an *) in order to maintain adequate sight distance for all traffic signs and signals. Additional branch pruning may also be required on any tree where branches are removed in order to maintain aesthetic balance. All such additional pruning shall be ordered by the engineer.

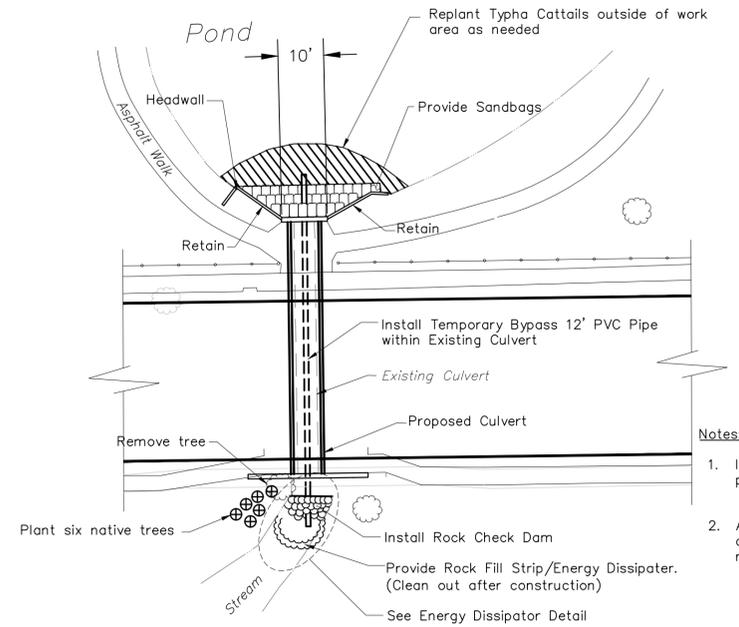
All work shall be done according to acceptable horticultural and pruning practices.

All trees located within 2'-0" of the face of curb/edge of pavement are to be removed, unless otherwise directed by the engineer.

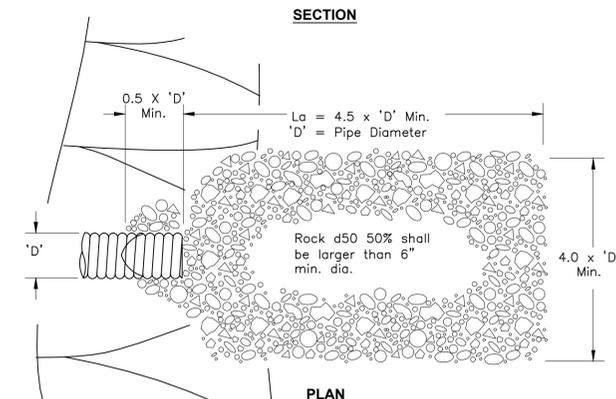
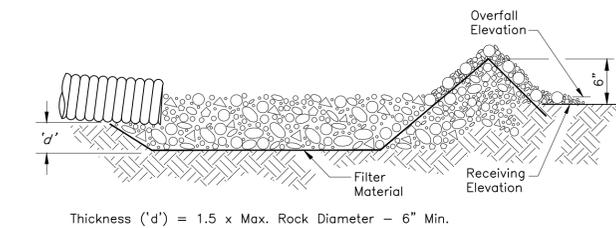
ITEM 1SB Clearing and Grubbing
Not to Scale

NOTES:

1. Maintenance: with a stiff bristle broom, sweep silt and other debris off surface after each event.
2. Installation:
 - a) Stand grate on end
 - b) Slide the silt bag on with the dam on top of the grate pull all excess down
 - c) Lay the unit on its side and carefully tuck the flap in
 - d) Press the velcro strips together
 - e) Install the unit making sure the front edge of grate is inserted in the frame first then lower it back in place
 - f) Press the velcro dots that are located under the lifting straps together, this insures that the straps remain flush with the gutter
3. Installation:
 - a) Stand grate on end
 - b) Place the silt bag over grate
 - c) Flip the grate over so that the open end is up
 - d) Pull up the slack and tuck the flap in
 - e) Be sure that the end of the grate is completely covered by the flap or the dandy bay will not fit properly.
 - f) While holding the handles, carefully place dandy bag with the grate inserted into the catch basin frame so that the red dot on the top of the dandy bag is visible
4. Maintenance: with a stiff bristle broom, sweep silt and other debris off surface after each event.
5. Prior and/or during the course of construction, the contractor shall comply with all additional measures deemed necessary by the engineer and shall be responsible for maintaining all erosion and sediment control devices.
6. All debris or excess materials from construction of this project shall be immediately and completely removed from the project area.
7. All inlet sediment control devices at each location shall be installed prior to commencing any pavement work in that location or as otherwise directed by the engineer. the contractor shall maintain all sediment controls and remove collected sediment on a weekly basis or as directed by the engineer. collected material shall be disposed of properly to an off-site location as directed by the engineer.
8. All sediment control devices shall be removed from the site after construction is COMPLETED.

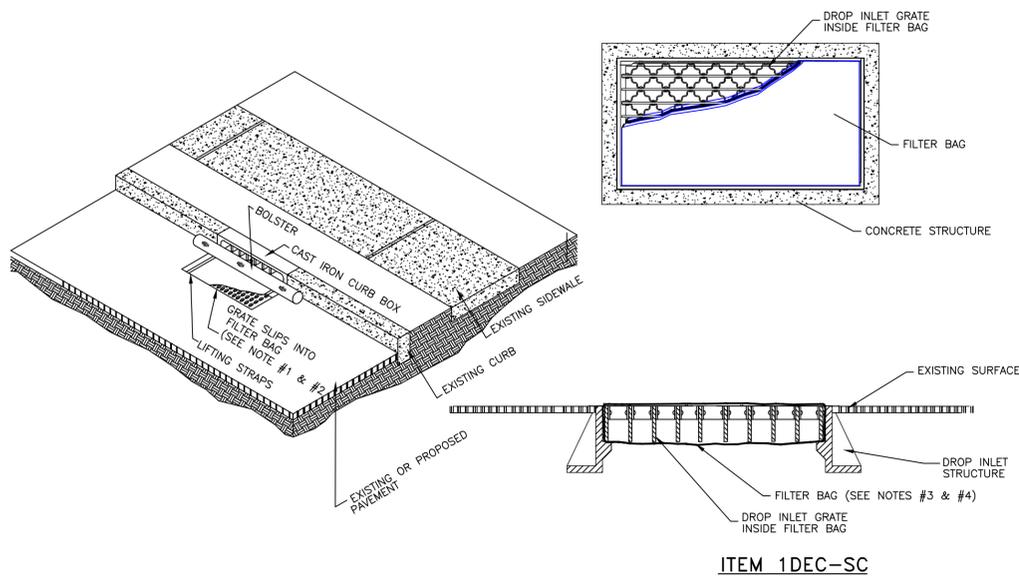


Item 1DEC: Dewatering and Bypass Sediment and Erosion Control Plan
Not to Scale



- NOTES:**
1. 'La' = Length of apron. Distance 'La' shall be of sufficient length to dissipate energy.
 2. Apron shall be set at a zero grade and aligned straight.
 3. Filter material shall be filter fabric or 6" thick minimum graded gravel layer.

Energy Dissipator Detail
Not to Scale



Temporary Sediment Filter Bag for drainage structures
NOT TO SCALE

COUNTY OF SUFFOLK
DEPARTMENT OF PUBLIC WORKS
YAPHANK, NEW YORK
GILBERT ANDERSON, P.E., COMMISSIONER
Improvements to C.R. 12, Oak Street from
C.R. 1, County Line Road
to the Vicinity Garfield Avenue

Sidewalk Ramp Details

SYMBOL	DESCRIPTION	APPROVED DATE	DATE	PROJECT NO.	SCALE	SHEET NO. x OF
	REVISIONS		2014	5014	none	

DRAWN BY: FF

CHECKED BY: VK

DESIGNED BY: RM

H:\RIGHTWAYS\DPW Projects\CR12\CP 4574 CP 12 from CR1 to GARFIELD\Plans\Final\Final_dwg_8-11-15\CR12_CR1_Garfield_1_CS-GN-ME-MD-TS-UC.dwg, MDG, 9/1/2014 1:36:33 PM, ffrabreante