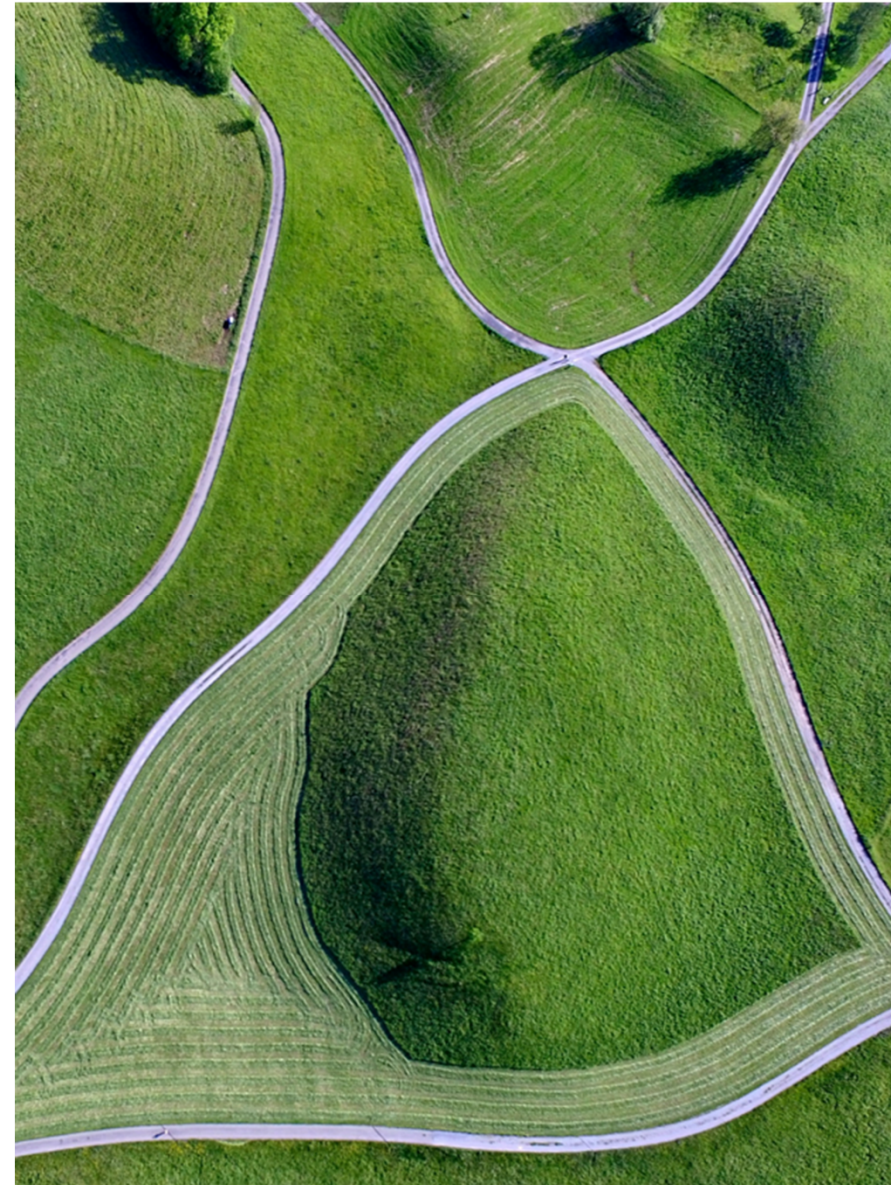


Routing Criteria

- Routing criteria included a mix of engineering, technical, environmental, human, and social factors
- Process Included:
 - Desktop and field reconnaissance
 - Pre-screening of environmental and social impacts
 - Collated data based upon resources and impacts within study area



Routing Methodology

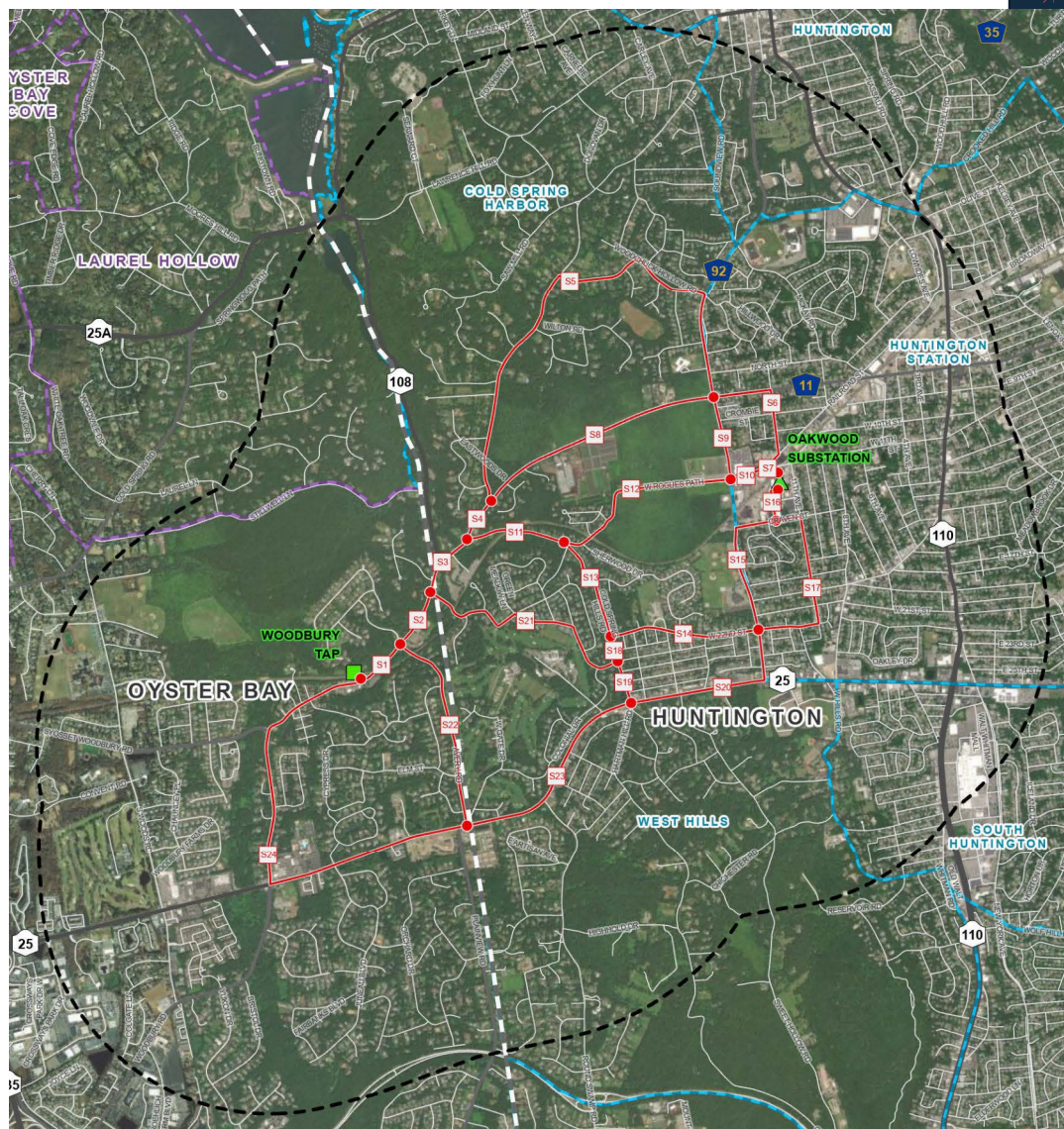
Data was collected from publicly available federal, state, county, and local governmental sources, including but not limited to:

- Federal Emergency Management Agency (FEMA)
- U.S Geologic Survey (USGS)
- New York State GIS Clearinghouse
- New York State Natural Heritage Program (NHP)
- New York State Department of Environmental Conservation (NYSDEC)
- New York State Historic Preservation Office (SHPO)
- Environmental Justice disadvantaged communities (US Census)

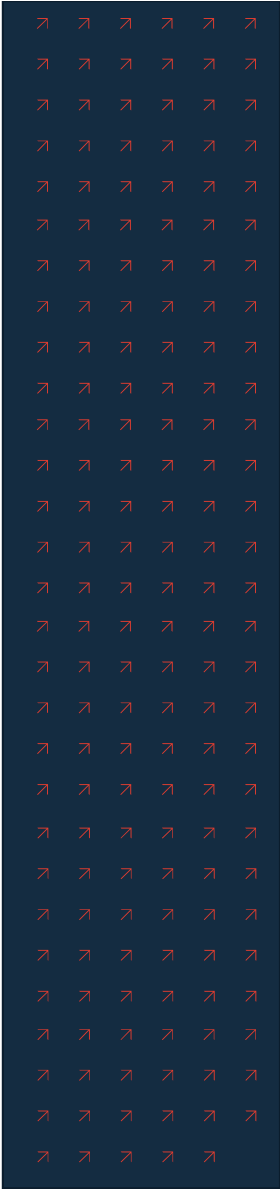
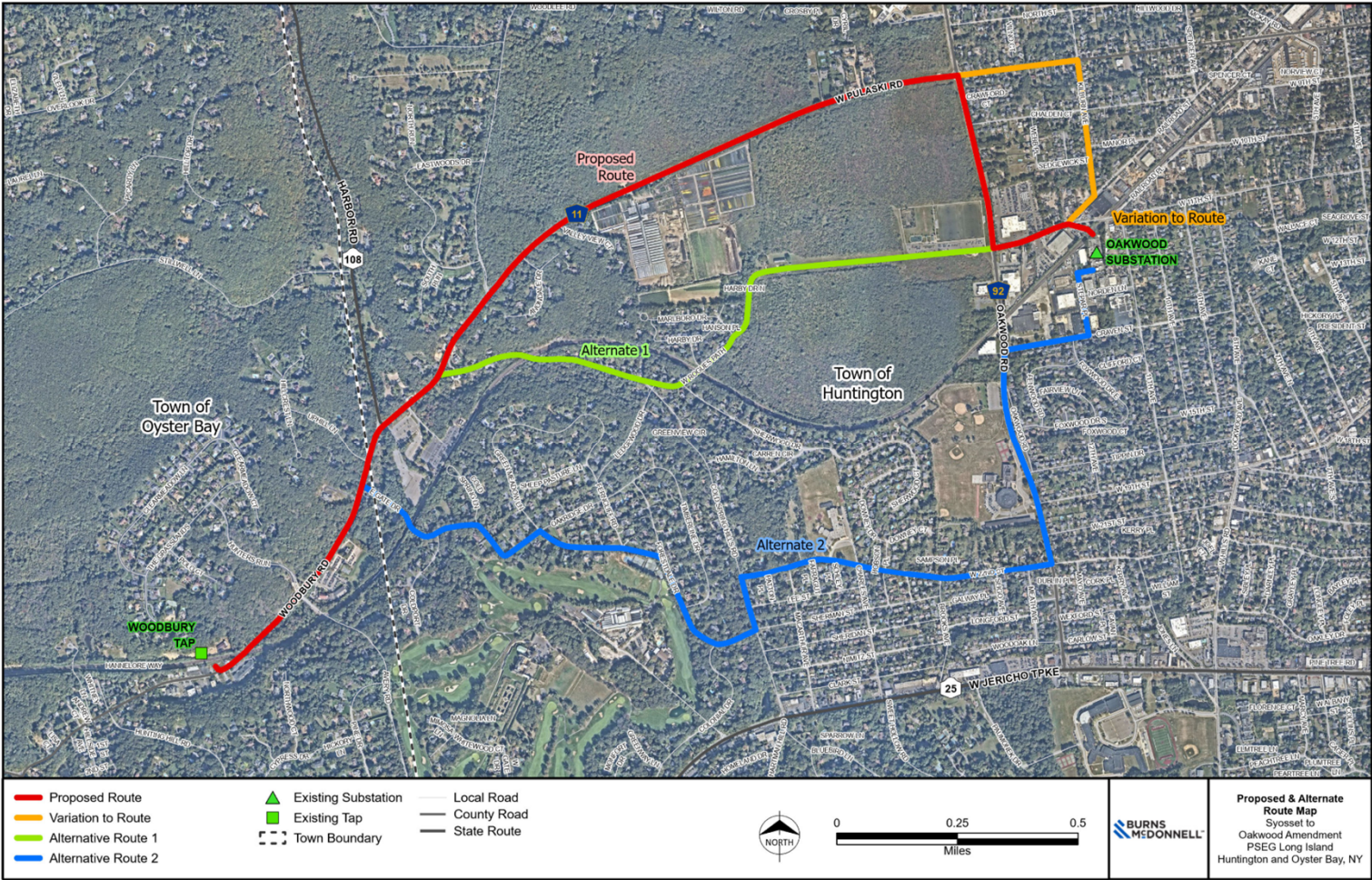


Study Area and Road Segments

- A study area of approximately 4.2 mi by 4.7 mi
- Study area contained 24 underground segments that were identified and examined
- The segments were arranged into 24 potential route options



Top Scoring Routes



Proposed Route

Overall top scoring route based on project criteria and weighting, including:

- Smallest number of residences within 200 feet
- Very good utility, road width, and traffic constructability ratings
- Good land use, sensitive receptor, cultural, and environmental justice scores
- Does not directly pass any schools

The proposed route runs along Woodbury Road, West Pulaski Road, Oakwood Road, and West 11th Street

