5.0 SUPPLEMENTAL TRAFFIC IMPACT ASSESSMENT

This section of the DSEIS discusses the NYSDOT permit applications that were required to be filed for the Landfill Expansion, as well as some supplemental issues that were included in the scope of the DSEIS.

Section 4.5.3 of the DGEIS primarily addressed the capacity of the existing roads and existing and future traffic estimates. Based on the traffic impact analysis in the DGEIS, no significant change in landfill-related traffic patterns was expected from the Landfill Expansion since the large majority of waste delivery traffic will continue to proceed to the site from the New York State Thruway, which is located approximately 3 miles to the north.

According to correspondence from the NYSDOT to SMI, dated June 7, 2004, and presented in Appendix G of the DGEIS, the NYSDOT indicated that following its review of the preliminary bridge plan and profile drawings, it found "the plan conceptually acceptable, subject to obtaining a Permit from NYSDEC to expand the Seneca Landfill site, in addition to obtaining a Highway Work Permit from the NYSDOT."

5.1 NYSDOT PERMIT APPLICATIONS

In more recent correspondence from the NYSDOT to the NYSDEC, dated April 21, 2006, the NYSDOT maintained that it has "no significant concerns with the proposal related to NYS Route 414, as it is portrayed in the DGEIS" as long as the following requirements are met for the project:

- The bridge to be constructed on Route 414 over the relocated Black Brook must be a multi-lane structure and may need to include a cross culvert, and
- A northbound left turn lane on Route 414 and full-depth pavement on the shoulder and area of the southbound portion of Route 414 should be constructed.

A copy of the NYSDOT's April 21, 2006 letter is included in the FGEIS which is incorporated by reference in this DSEIS.

Pursuant to the aforementioned NYSDOT requirements, two Highway Work Permit applications have been submitted to the NYSDOT for their review and approval. On August 18, 2006, Clough, Harbour & Associates LLP (CHA) submitted a Highway Work Permit Application for Non-Utility Work for the proposed Route 414 bridge to be constructed over the relocated Black Brook. The application stated that the existing culvert will be replaced with a bridge structure and included copies of roadway and bridge construction design plans.

On November 2, 2006, CHA submitted a Highway Work Permit Application for Non-Utility Work for the proposed relocation of Salcman Road. The application stated that Salcman Road will be relocated approximately 1,500 feet south of its current location and included copies of preliminary design plans for the relocation of Salcman Road and improvements to State Route 414.

5.2 SUPPLEMENTAL TRAFFIC ANALYSIS

In its comments on the DGEIS, the Town of Seneca Falls noted that other considerations, such as accident history, operational problems, pavement surface conditions and existing roadway geometry (lane and shoulder widths, turning radii, sight distance) also need to be addressed in the next stage of the process.

Based upon these comments offered on the DGEIS, including the NYSDOT's concurrence with the analysis presented, the supplemental traffic analysis was limited to a discussion of the existing conditions (noted above) and proposed alterations and improvements be made by SMI to upgrade Route 414 along this corridor and relocate Salcman Road, in accordance with NYSDOT requirements.

A supplemental traffic analysis for the proposed Renewable Resource Park was completed by CHA in October 2006. This supplemental traffic analysis includes information that addresses the aforementioned concerns raised by the Town of Seneca Falls.

5.2.1 Existing Traffic Conditions

While the proposed Renewable Resource Park is not part of the Landfill Expansion project, the supplemental traffic analysis completed by CHA in October 2006 provides useful information in connection with existing conditions on Route 414 and nearby intersections. CHA obtained accident history information for Route 414 in the vicinity of the proposed Landfill Expansion. In correspondence with the NYSDOT, CHA received accident information covering a five year period from January 1, 2001 to December 31, 2005. The accident information covers the length of Route 414 from 1/10 of mile south of Salcman Road to 1/10 mile north of Salcman Road. There were a total of ten (10) reported accidents during this time frame, with one of them occurring at the intersection

of Salcman Road and the remainder of the accidents occurring along Route 414. The one intersection accident involved a truck driving off the road. Of the nine (9) accidents occurring along Route 414, three (3) were car/deer collisions and the other six (6) were collisions between two motor vehicles.

The following intersections were included in the supplemental traffic impact analysis completed by CHA:

- State Route 414 at Thruway Entrance/Exit
- State Route 414 at State Route 318
- State Route 414 at Salcman Road (Landfill Entrance)
- State Route 414 at North Street/Balsley Road
- State Route 414 at State Routes 5 and 20
- State Routes 5 and 20 at Balsley Road

The supplemental traffic analysis noted that there are no operational issues within this roadway corridor that includes the aforementioned roadways. The existing intersection of Route 414 and Salcman Road currently operates at a level of service (LOS) A or B during the weekday AM and PM peak hours. Traffic exiting Salcman Road currently operates at a LOS of C or better during the AM and PM peak hours.

According to the NYSDOT Highway Sufficiency Ratings for 2004, the pavement for Route 414 is rated 8 out of 10 and is in generally good condition. The section of Route 414 located in front of the Existing Landfill was last overlayed in 1999.

Route 414 in the vicinity of the Existing Landfill and the proposed Landfill Expansion is a 24 feet wide road with 8 feet wide shoulders on either side. Since Route 414 in this area is straight and flat, there are no issues with sight distance.

5.2.2 Proposed Alterations and Improvements

The following section discusses the proposed relocation of and improvements for Salcman Road. Salcman Road which provides access to and from the Existing Facility, will be relocated approximately 1,300 feet south of its existing location on Route 414. The relocated Salcman Road will consist of one entrance lane and one exit lane at Route 414. The relocation of Salcman Road will also include the widening of Route 414 to provide a northbound left-turn lane and a southbound deceleration and right-turn lane onto Salcman Road.

The proposed location for Salcman Road is coincident with the existing driveway entrance for the North Seneca Ambulance, slightly to the north of the location presented in Figure 1-4 of the DGEIS. The revised location is shown on Figure 2-1 of this DSEIS. As a result, the North Seneca Ambulance will be relocated to a new facility on the northwest corner of Burgess Road and North Road. While the new facility for the North Seneca Ambulance is being constructed, a temporary entrance to the Facility Site from Route 414 will be provided at a location just north of the existing North Seneca Ambulance building. The temporary connection will curve to the south of the ambulance building to join the permanent relocated Salcman Road to the west of the ambulance building. This temporary access will be removed after the ambulance facility is moved and the permanent relocated Salcman Road is constructed.

5.2.3 Traffic Routing

Access to the Existing Facility is via one entry located on Salcman Road, approximately 1,800 feet west of Route 414. Salcman Road is now owned by SMI as a private road and does not allow for the passage of through traffic. Seneca Meadows, Inc. has widened the pavement on Salcman Road to accommodate the queuing of waste delivery vehicles. Between 40 to 46 tractor trailer rigs can be staged in this queuing area.

Route 414, which provides the primary access to the Existing Facility, is a north-south arterial roadway between NYS Route 318 and Interstate 90 (the NYS Thruway) to the north, and NYS Routes 5 and 20 to the south. The SMI Property is bordered to the west by Burgess Road, a local collector providing access primarily to the Town and Village of Waterloo (and other nearby areas to the west). No access to the Seneca Meadows Landfill is provided from Burgess Road. An access road connecting Route 414 to the landfill gas (LFG) management facilities and leachate storage facility was constructed in 1998. This road is not used for waste deliveries to the site and traffic is limited to activities related to gas-to-energy facility operation and leachate tanker trucks.

The Existing Facility serves as both a local and State-wide solid waste disposal facility. Traffic related to current operations is primarily from trucks hauling solid waste to the landfill; however, additional traffic volumes are generated from the importation of cover soils (also truck traffic), and from employee and visitor traffic (primarily passenger vehicles). With the exception of waste deliveries from local sources such as Seneca Falls and Waterloo, nearly all waste deliveries arrive at the site from the north, by traveling southbound on Route 414 before entering the facility on Salcman Road.

5.2.4 Conclusions

Based on the traffic impact analysis in the DGEIS and the supplemental traffic analysis, no significant change in landfill-related traffic patterns is expected. There are no operational issues with the roadway corridor that serves the Existing Facility. Site access to the Landfill Expansion will be modified slightly by the relocation of the Salcman Road intersection with Route 414; however, the volume of traffic will remain consistent with

current levels. No significant change in landfill-related traffic patterns is expected since the large majority of waste delivery traffic will continue to proceed to the site from the New York State Thruway, which is located approximately 3 miles to the north.