

DOCUMENT	PAGE # of PDF	DESCRIPTION
<a href="#">Final Design Report</a>	<a href="#">8-11</a>	Summary
	<a href="#">14-19</a>	More summary and history
	<a href="#">21-22</a>	Reference to local comprehensive plans for Orangetown and Nyack (South Nyack not identified)
	<a href="#">27-40</a>	Proposed transportation improvements are listed and described including Intelligent Transportation Systems, traffic signals, CCTV, Variable Message Signs, Traffic Data Systems. This segment also references traffic & collision studies, parking restrictions, lighting, ownership, pedestrians, bicyclists, and existing transit conditions.
	<a href="#">43</a>	References the proximity of the Esposito Trail to LHTL project area
	<a href="#">49-52</a>	Alternatives to LHTL proposal
	<a href="#">55-56</a>	Locations of TSP deployment
	<a href="#">59</a>	Proposed traffic signal upgrades
	<a href="#">61</a>	Proposed traffic signal upgrades
	<a href="#">66-67</a>	Locations of CCTV cameras
	<a href="#">75</a>	TDS & Ramp Meter Installations.
	<a href="#">101-104</a>	Explanation of expected travel time improvements
	<a href="#">107-108</a>	Workzone Safety and Mobility: Traffic Control, Impacts on PD/FD/EMT, Parking, Lighting, Ownership. Discussion of pedestrians, cyclists, and existing transit.
	<a href="#">109</a>	Property acquisition (none required for SN)
	<a href="#">114-117</a>	Integration of bus stops into surrounding environment; SOCIAL, ECONOMIC and ENVIRONMENTAL CONDITIONS and CONSEQUENCES
	<a href="#">120-121</a>	Community cohesion, Social Groups Benefitted and Harmed, Schools/Recreation Areas
	<a href="#">127</a>	Impact on Indiana Bats
	<a href="#">133-136</a>	Bus Shelters and Intersection Safety Improvements. Includes diagrams of the shelters
	<a href="#">138-139</a>	Discussion of CCTV and images of SN stop location
	<a href="#">143-144</a>	Discussion of air and noise pollution consequences
<a href="#">A-1</a>	<a href="#">9-11</a>	Technical drawings and locations of stops in Central Nyack, Nyack (Artopee Way), and South Nyack.
	<a href="#">31-33</a>	Intersection improvements to be made in Nyack along LHTL route.
<a href="#">B-1</a>	<a href="#">31</a>	Letter from FHA to DOT indicating finding of no adverse impact on Indiana Bats or Northern Long Eared Bats
<a href="#">B-2</a>		It should be noted that much of the information in this appendix references the original location of the stop at Clinton & Franklin. Later documents in this appendix clarify the change of location.
	<a href="#">5</a>	Location of stops
	<a href="#">8-9</a>	EVALUATION OF PROJECT IMPACT ON IDENTIFIED HISTORIC PROPERTIES
	<a href="#">13-14</a>	List of attachments
	<a href="#">19-20</a>	Area of Potential Effects
	<a href="#">34</a>	Diagram of original stop

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	<a href="#">95-102</a>	Correspondence related to finding of no adverse impact on South Nyack Historic Properties
<a href="#">B-3</a>	<a href="#">6</a>	Hazardous Waste/Contaminated Materials Site Screening Potential Sites of Concern. It is believed the South Nyack incident referenced is in error.
<a href="#">C</a>	<a href="#">5</a>	Traffic signal inventory
<a href="#">E</a>	<a href="#">6</a>	Program Overview
<a href="#">H</a>	<a href="#">5</a>	Introduction
<a href="#">J</a>	<a href="#">10-11</a>	Proposed Boundaries for the actively managed ICM Corridor & Project Goals