ATTACHMENT

2.5.E. EXAMPLE - FINAL NOTICE OF INTENT (FNOI) AND THE DEPARTMENT OF AGRICULTURE AND MARKETS REVIEW CHECKLIST FOR THE FNOI

FINAL NOTICE OF INTENT
CHECKLIST

Date Received 4/14/97
Review Date 4/22/97
Additional Info Rcvd: 4/24/97

Dept. NOI # 97-012 Project Consultant NYS DOT, Steven Kokkoris

County Franklin Project Type Road Reconstruction

1. Statement at top of first page: FINAL NOTICE OF INTENT TO UNDERTAKE AN ACTION WITHIN AN AGRICULTURAL DISTRICT.
   ☒ yes ☐ no

2. Name/address of public entity undertaking action.
   ☒ yes ☐ no

3. Identity of county and agricultural district numbers affected by action.
   ☒ yes ☐ no

4. Total number of acres in agricultural district affected by the proposed action.
   ☒ yes ☐ no

5. Location of proposed action, including county, town, city, village or other municipality involved.
   ☒ yes ☐ no

6. Name, address, telephone numbers, and tax map numbers of affected landowners within the agricultural district.
   ☒ yes ☐ no **[Telephone numbers not included, but this is not a problem. Information received on 4/24/97 stated that in the future phone numbers will be provided.]**

7. Detailed description of the proposed action.
   ☒ yes ☐ no

8. Detailed description of the agricultural setting including:

   a. Map showing affected landowners tax map numbers, surrounding land use, and type of production.
      ☒ yes ☐ no

   b. Total number of farms within the district affected by the action.
      ☒ yes ☐ no

   c. Total number of acres of land in farms within the district affected by the action.
      ☒ yes ☐ no

9. Assessment of anticipated agricultural impacts including short-term and long-term effects.

☒ yes ☐ no

a. Brief narrative of concerns, if any, expressed by the farm landowners directly affected by the proposed action.
☒ yes ☐ no **[It appears that farm landowner concerns were addressed by DOT.]**

10. Adverse agricultural effects which can not be avoided.
☒ yes ☐ no

11. Reasons why preferred alternative, route, or site was selected.
☒ yes ☐ no

12. Brief discussion on irreversible and irretrievable commitments of agricultural resources.
☒ yes ☐ no

13. Mitigation measures proposed to minimize adverse impacts to agricultural resources.
☒ yes ☐ no **[No mention was made about adopting the Department's construction standards. A letter will be sent to the project sponsor concerning the Department's construction standards. Information received on 4/24/97 states that Dept. construction standards will be used where appropriate.]**

14. Does the proposed project encourage non-farm development?
☐ yes ☒ no

[If yes, does the NOI contain the following information]

a. Local zoning restrictions which apply to the area.
☐ yes ☐ no

b. Total number of applications for subdivisions of five or more lots submitted to local governments over past two years.
☐ yes ☐ no

15. Anticipated date of commencement of the proposed action.
☐ yes ☒ no

16. Name, title, address and telephone number of individual authorized to respond to Department inquiries.
☒ yes ☐ no

17. Signature of authorized individual.
☒ yes ☐ no

18. If the proposed action involves the advance of funds for the construction of dwellings, commercial or industrial facilities, or water or sewer facilities to serve non-farm structures, the following information must be provided:

a. Source of funds.
☒ yes ☐ no

b. Name, address, and telephone number of the recipient(s) of the funds.
☒ yes ☐ no

19. Was an original and four copies of the complete notice submitted?
☐ yes ☒ no **[We will make the necessary copies. The project sponsor will be notified that in the future, four copies of the Notice are required. Information received on 4/24/97 stated that in the future, the original and four copies will be submitted.]**

20. Was a copy of the Notice submitted to the County Agricultural and Farmland Protection Board?
☒ yes ☐ no ☐ unknown **[Copies of Preliminary and Final NOI sent to AFPB as per letter to Mr. Kokkoris dated 4/22/97 from the Dept. The Dept. received a copy of the letter sent to the AFPB from the NYS DOT.]**

Comments: The supplemental material received from the NYS DOT completes the Notice filing. The Notice is complete.

97/012
(one copy) only

RECEIVED
APR 14 1997
Ag Protection & Development
NYS Dept of Agriculture & Markets

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
317 WASHINGTON STREET
WATERTOWN, N.Y. 13601

R. CAREY BABYAK, P.E.
REGIONAL DIRECTOR

JOSEPH H. BOARDMAN
ACTING COMMISSIONER

April 11, 1997

Ms. Kim T. Blot
Director
New York State Department of Agriculture and Markets
I Winners Circle - Capital Plaza
Albany, NY 12235

Dear Ms. Blot:

Re: PIN 7152.53
Rte 37, Malone-Ft. Covington
Towns of Ft. Covington & Westville
Franklin County

Enclosed please find the Final Notice of Intent for the referenced project, a portion of which is located within Franklin County Agricultural District No. 4.

As stated in our February 26, 1997 letter to Robert Somers, Ph.D. the Department held a meeting with the agricultural community on Monday, December 30, 1996 at the Westville Town Hall. Agricultural property owners were given the opportunity to provide comments regarding the proposed design and make their concerns related to its impact on their farming operations known.

The enclosed Final Notice of Intent summarizes the comments received from the property owners and the design revisions made by the Department to address these concerns.

If you have any questions or require additional information please contact Steven Kokkoris of my staff at (315) 785-2499.

Sincerely,

Steven J Kokkoris

for William R. Ferguson, P.E.
Regional Design Engineer

Enclosure

RECEIVED
APR 14 1997
Ag Protection & Development
NYS Dept of Agriculture & Markets

FINAL NOTICE OF INTENT
TO UNDERTAKE AN ACTION
WITHIN AN AGRICULTURAL DISTRICT

P.I.N. 7152.53
NYS ROUTE 37, MALONE-FORT COVINGTON
TOWNS OF FORT COVINGTON AND WESTVILLE, FRANKLIN COUNTY

Prepared by:
New York State Department of Transportation, Region 7
Dulles State Office Building 317 Washington Street
Watertown, New York 13601

INTRODUCTION

In accordance with Agriculture and Markets Law, Article 25-AA - Agricultural Districts, Section 305(4)(c) Part 371, Notice of Intent as amended through February 28, 1996, the New York State Department of Transportation has developed this Notice of Intent presenting the project alternatives considered and the resultant impacts upon the farms comprising Franklin County Agricultural District #4 should the proposed action be undertaken.

The proposed project involves the reconstruction of approximately 5.45 km (3.39 mi.) of N.Y.S. Route 37 in the Towns of Fort Covington and Westville, Franklin County, New York. The project consists of two separate highway segments: a northern segment which involves 1.87 km (1.16 mi.) of Route 37 in the Village of Fort Covington, and a southern segment which involves 3.58 km (2.23 mi.) of Route 37 in the Towns of Fort Covington and Westville. The two highway segments are separated by approximately 3.10 km (1.93 mi.) of roadway which will not be reconstructed as part of this project. A portion of the project's southern segment lies within Franklin County Agricultural District #4 and will require the acquisition of right-of-way strip takings from several properties within the District.

Four Alternatives, including the "Null Alternative" were considered and are presented in this Notice. Funding for the project will include State and Federal Funds.

PROJECT DESCRIPTION

The proposed project involves the reconstruction of 5.45 km (3.39 mi.) of N.Y.S. Route 37 in the Towns of Fort Covington and Westville, Franklin County, New York. The project consists of two separate segments of Route 37, separated by 3.10 km (1.93 mi.). The project location is shown on Figure 1.

The project's northern segment begins approximately 0.18 km (0.11 mi.) west of the intersection of Route 37 and Pike Street in the Village of Fort Covington and proceeds southward along Route 37 for approximately 1.87 km (1.16 mi.). The project's southern segment begins approximately 3.10 km (1.93 mi.) south of the northern segment terminus and proceeds in a southerly direction along Route 37 for approximately 3.58 km (2.23 mi.). A portion of the southern segment lies within the Franklin County Agricultural District #4. The construction of the project's northern segment does not involve

the Agricultural District, subsequently this notice will focus primarily on the development and resulting impacts of the southern segment's feasible design alternative.

The project description is:

N.Y.S. Route 37 Malone - Fort Covington
Towns of Fort Covington and Westville
P.I.N. 7152.53
Franklin County

PROJECT EVOLUTION

The southern segment of Route 37 was once part of the Military Highway System of the early nineteenth century. The roadway followed the eastern bank of the Salmon River and connected the communities of Malone and Westville with French Mills (now Fort Covington). Present-day Route 37 abuts several properties contained in Franklin County Agricultural District #4.

Pavement was originally constructed along the roadway in 1908 and consisted of a 4.27 m (14 ft.) wide waterbound macadam travelway. Since then, several pavement widening and resurfacing projects have resulted in a current travelway section of 6.10 m (20 ft.) with shoulders that are generally 0.91 m (3 ft.) to 1.52 m (5 ft.) wide. The southern segment's roadway alignment contains six (6) horizontal curves and two (2) vertical curves which are nonstandard in accordance with AASHTO's A Policy on Geometric Design of Highways and Streets, 1990.

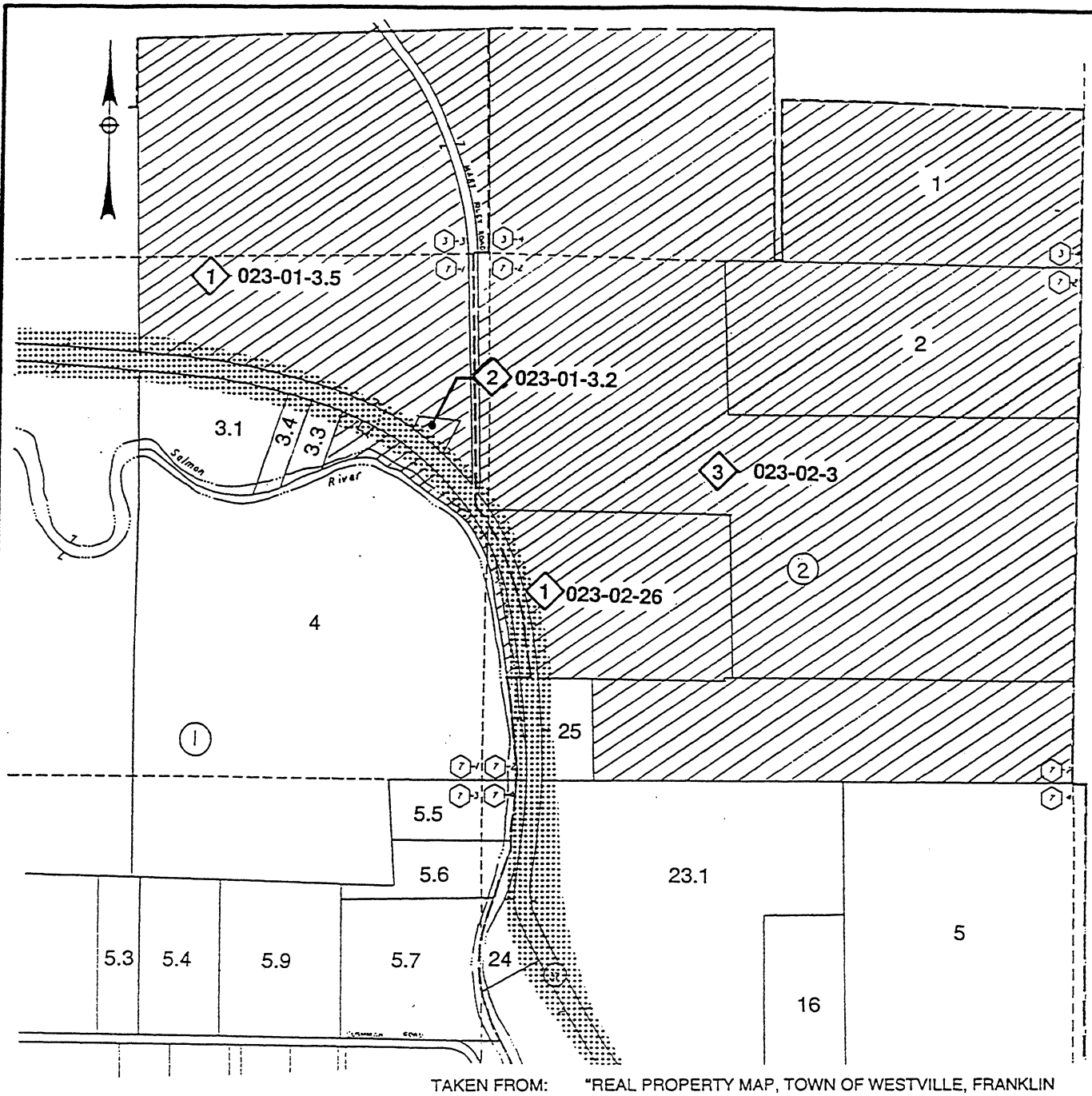
EXISTING CONDITIONS AND NEEDS

Route 37 serves as the primary highway in northern Franklin County, connecting the Hamlet of Fort Covington with the Towns of Westville and Malone. The highway is classified as a "Rural Minor Arterial and is part of the Surface Transportation Program (STP) System.

Traffic volumes along the project's southern segment average approximately 3700 vehicles daily with a peak-hour of 480 vehicles. Trucks comprise 11 percent of the total vehicles. Volumes are anticipated to increase to approximately 5510 vehicles daily by the year 2018.

The existing accident rate along the southern segment is 3.13 accidents per million vehicle miles (acc/mvm), which is approximately 15 percent above the statewide average of 2.73 acc/mvm for similar rural two-lane roadways. During the period of January 1991 to December 1993, thirty-one (31) accidents were reported along this segment of roadway with an accident cluster of twenty-one (21) accidents occurring along a 1.45 km (0.90 mi.) section of road which contains five (5) nonstandard horizontal curves and one (1) nonstandard vertical curve. Accident reports indicate that a contributing factor of many of these accidents was the nonstandard geometry of the road which resulted in vehicles running off the road or crossing the centerline.

The pavement along both roadway segments is in generally poor condition with alligator cracking, raveling, and signs of wheel rutting, indicative of poor subgrade conditions. The existing roadway drainage systems are inadequate due to deteriorated culverts and insufficient ditches.



TAKEN FROM: "REAL PROPERTY MAP, TOWN OF WESTVILLE, FRANKLIN COUNTY, NEW YORK SECTION 023" DATED 1-23-75

LEGEND

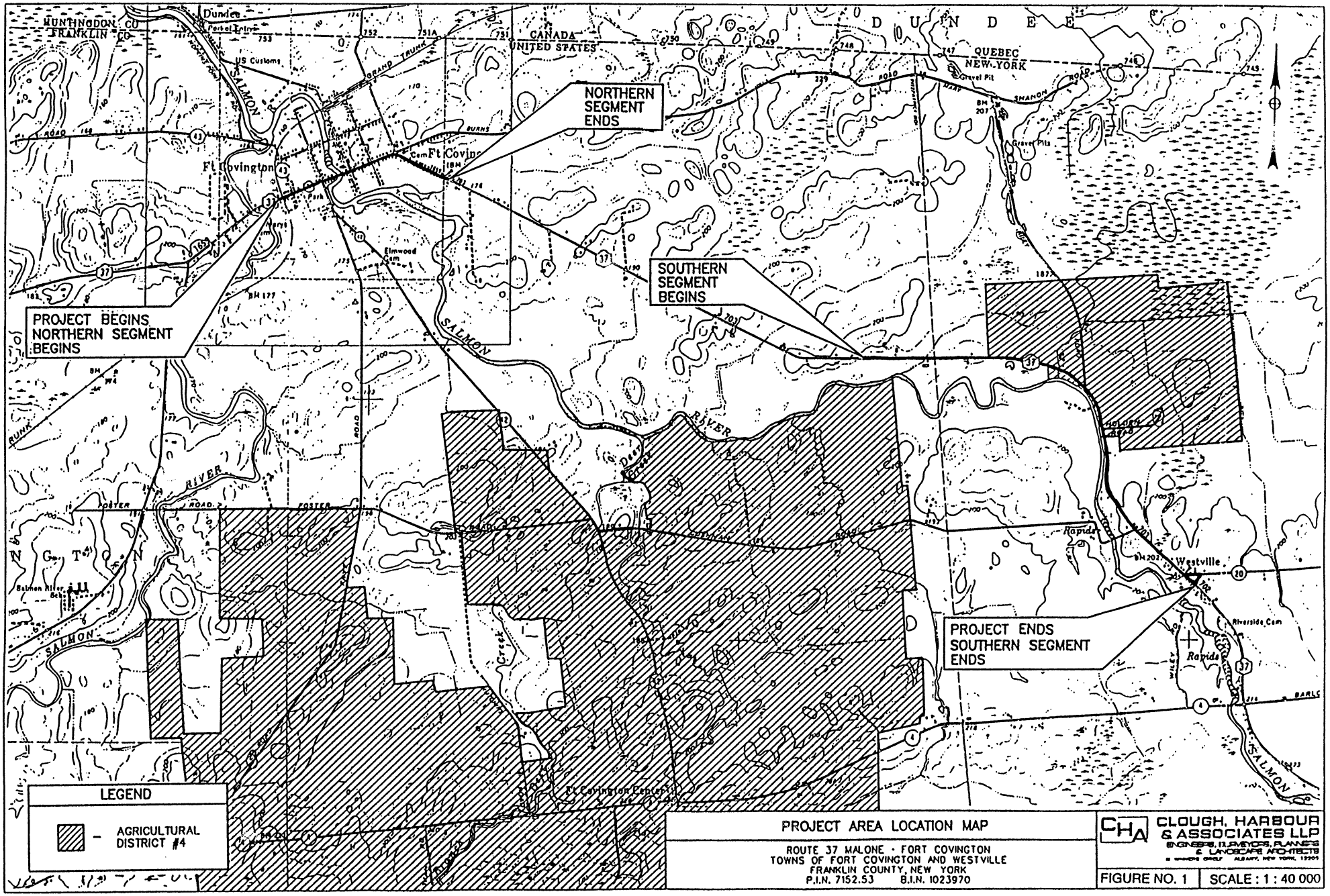
- AGRICULTURAL DISTRICT #4
- APPROX. LIMIT OF R.O.W. IMPACTS
- (1) CLAYTON AND BETTY HOLDEN PROPERTY
- (2) STEVE AND DEBRA BROCKWAY PROPERTY
- (3) RONALD AND DONNA HOLDEN PROPERTY

AFFECTED PROPERTIES

CLOUGH, HARBOUR & ASSOCIATES LLP
ENGINEERS, SURVEYORS, PLANNERS & LANDSCAPE ARCHITECTS
III WINNERS CIRCLE ALBANY, NEW YORK, 12205

ROUTE 37 MALONE - FORT COVINGTON
TOWNS OF FORT COVINGTON AND WESTVILLE
FRANKLIN COUNTY, NEW YORK
P.I.N. 7152.53

FIGURE NO. 2 | SCALE: NONE



PROJECT AREA LOCATION MAP

ROUTE 37 MALONE - FORT COVINGTON
TOWNS OF FORT COVINGTON AND WESTVILLE
FRANKLIN COUNTY, NEW YORK
P.I.N. 7152.53 B.I.N. 1023970

CLOUGH, HARBOUR & ASSOCIATES LLP
ENGINEERS, LAND SURVEYORS, PLANNERS & LANDSCAPE ARCHITECTS
ALBANY, NEW YORK 12203

FIGURE NO. 1 | SCALE : 1 : 40 000

PROJECT OBJECTIVES

It is the basic objective of the project to improve both segments of Route 37 to meet current design standards, to provide a highway section that is geometrically safe to drive and structurally sound, and that can be built for the lowest practical cost.

In particular, the project objectives are as follows:

- Correct the safety deficiencies of Route 37 by improving nonstandard features using cost effective methods.
- Restore the pavement to good condition by correcting subgrade and pavement deficiencies using cost effective pavement treatment methods.
- Improve the inadequate drainage system by providing adequate ditching and culverts.
- Correct the structural deficiencies on the Route 37 bridge over the Salmon River (located along the project's northern segment)
- Design and construct the highway improvements to minimize impacts to the community and environment.
- Provide a transportation facility which is consistent with existing and planned Regional Development and which continues to serve as the primary highway in northern Franklin County.
- Provide a continuous pedestrian facility along the project's northern segment which meets current ADA Guidelines.

PROJECT ALTERNATIVES

The design criteria for the proposed project are in accordance with AASHTO's A Policy on Geometric Design of Highways and Streets, 1990. Route 37 is classified as a "Rural Minor Arterial". The following design criteria apply:

	Southern Segment	Northern Segment
Design Speed	100 km/h (60 mph)	60 km/h (35 mph)
Minimum Lane Width	3.6 m (12 ft)	3.6 m (12 ft)
Minimum Shoulder Width	2.4 m (8 ft)	2.4 m (8 ft)
Maximum Grade	4 %	4 %
Minimum Curve Radius	435 m (1427 ft)	150 m (492 ft)
Minimum Stopping Site Distance	160 m (525 ft)	80 m (260 ft)

Four alternative solutions were evaluated in relation to the identified project objectives. Each of these were presented and examined at the Federal Aid Public Hearing conducted on March 29, 1995. Participants included the general public, adjacent property owners, and representatives of Agricultural District #4 and the Soil Conservation Service. The four alternatives presented for consideration were:

1. The "Null (No Build) Alternative"

2. The "Resurfacing Alternative"

3. The "Rehabilitation Alternative"

4. The "Reconstruction Alternative"

1. THE NULL (NO BUILD) ALTERNATIVE

The "Null Alternative" would provide for the continued maintenance of Route 37 by NYSDOT Maintenance forces with no capital funds being expended.

The roadway is in a state of severe deterioration. If left unattended, the highway would continue to deteriorate and maintenance costs will continue to rise, resulting in the ultimate necessity to reconstruct the roadway. Furthermore, the measures necessary to correct the existing horizontal and vertical geometry deficiencies are beyond the capacities of maintenance forces and cannot be attended to.

This alternative does not satisfy any of the project objectives and has been dismissed from further consideration.

2. THE RESURFACING ALTERNATIVE

The "Resurfacing Alternative" offers only a temporary solution to the roadway deficiencies. This alternative would involve resurfacing the existing roadway with a bituminous overlay and would not fully address the structural, geometric and drainage deficiencies of the roadway. The existing pavement and base materials are poorly drained and would only be capable of supporting the new asphalt courses for a limited time before reflective deterioration would occur.

This alternative does not fulfill the project objectives of correcting existing pavement, geometric and drainage deficiencies, and has been dismissed from further consideration.

3. THE REHABILITATION ALTERNATIVE

The "Rehabilitation Alternative " would involve a box-widening of Route 37 to provide standard lane and shoulder widths and would provide improved ditching. The box-widening would involve reconstructing the shoulder areas with the existing travelway pavement remaining in place. This would not address the existing pavement deficiencies and would result in the continued deterioration of the existing pavement.

The widening would be performed along the existing alignment and would not correct the nonstandard geometry of the highway. The nonstandard geometries are a contributing factor in the number of accidents along the highway, and without improvements the accident rate may continue to rise with the increasing traffic volumes.

This alternative does not satisfy the project objectives of correcting the existing pavement and safety deficiencies, and has been dismissed from further consideration.

4. THE RECONSTRUCTION ALTERNATIVE

The "Reconstruction Alternative" offers a long-term solution in addressing the project objectives. The reconstruction of the entire 5.45 km (3.39 mi.) length of Route 37 included in the project limits would improve existing drainage deficiencies, provide a structurally sound pavement with standard lane and shoulder widths, correct nonstandard features, improve safety and provide the longest expected service life of all the alternatives considered. The "Reconstruction Alternative" meets all of the project objectives and has been chosen as the feasible alternative.

PROJECT IMPACTS

The primary impact of the proposed project upon the agricultural community is the acquisition and conversion of farmland property. The project will require right-of-way strip takings in order to accommodate the expanded highway section and corrected nonstandard geometric features.

The proposed horizontal alignment will generally follow the existing alignment except in areas of nonstandard curves and in areas of poor underlying soil conditions. The area of roadway which will have the greatest change in alignment will be the portion of the southern segment which lies in the approximate area between Mary Riley Road and Cushman Road. In this area, the proposed alignment will correct six (6) nonstandard curves. The proposed alignment will also be shifted away from the Salmon River due to an existing underlying clay layer. The clay layer's low shear strength combined with the roadway's close proximity to the river creates a potential for a stability failure of the highway embankment. To eliminate the potential for such a failure, the roadway alignment is proposed to be shifted away from the river in this area.

The proposed vertical alignment generally follows the existing alignment except in areas of nonstandard vertical curves. The proposed profile was initially set slightly higher than the existing profile to allow the proposed roadway to be built on top of the existing roadway, which would be scarified during construction. This would allow the existing pavement to be broken and compacted for use as a subgrade beneath the proposed roadway subbase course to improve roadbed drainage. The right-of-way impacts from this initial profile were assessed, and the profile was then modified to minimize construction impacts.

Other design features which were used to minimize impacts to adjacent properties include: the use of special roadside ditches which are shallower than standard ditches but still provide adequate subbase drainage; and the use of traversable curbs with underdrain adjacent to residential areas to eliminate ditches and reduce the limit of excavation impacts.

The design process has included the active participation of various advisory and regulatory agencies and the public. Specific contacts with the agricultural community include the Federal Aid Public Hearing held on March 29, 1995 and the Agricultural District 4 Member Information Meeting conducted on December 30, 1996. Each farmer received an individual invitation to these meetings. The farmers who participated in these meetings offered suggestions on minimizing and/or mitigating impacts to the District. Whenever possible, these suggestions were considered in the final design of the project.

The construction of the proposed project will not have any long-term affect on the operations of the entire District or of the individual farms within the project area. There will be no severance of individual farm parcels or farmsteads as a result of this project. The farms adjacent to the roadway will experience some temporary inconveniences during the construction of the project due to lane closures and construction operations, however access to adjacent farms and properties will always be maintained during construction. The total acquisitions within the District involves four parcels of land from three property owners and totals 1.297 Hectares (3.21 Acres). The project will impact two active farms and will involve the conversion of a total of 1.078 Ha (2.64 Ac) of hayfields and/or croplands to highway embankment.

The proposed project will have several benefits to the adjacent farms within the District. The wider highway section with an expanded stabilized shoulder will better accommodate the movement of farm equipment along the highway. Improvements to horizontal and vertical aligm-nent will increase sight distance and will benefit the farmer and the motorist. Farmers will also benefit from improved drainage which includes the construction of roadside and transverse outlet ditches, and the replacement of inadequate culverts.

Several design features were included as a direct result of suggestions by farmers within the District. Field entrances were designed at new locations to allow farmers easier access to fields based on existing farm operations. Several of these field entrances are in locations which allow farmers access to fields from side road and reduce the potential for conflicts between motorists and farm equipment along the Route 37 mainline. Another design feature which was added at the request of farmers was the construction of special outlet culverts for field drains. The proposed highway was designed with a vertical alignment higher than existing to improve subgrade drainage and uses non-typical shallow ditches to minimize right-of-way impacts. As a result, the proposed highway cross-culverts were not deep enough to allow outletting of existing tile drains in farm fields along the east side of Route 37. The project proposes to construct two special culverts which will be set at depths low enough to accommodate the outlet pipe from field drains. The two locations were selected by the affected property owners and will be constructed with the inlet ends buried and marked in the field to enable farmers to tie their field drains into the culverts at a future date.

Impacts and benefits to individual property owners are quantified and discussed below:

Clayton and Betty Holde Properties
Total Acquisition 1.242 3.07 Ac)
Farmland converted to non-agricultural use: 1.067 Ha (2.63 Ac)

Mr. Holden has been an active participant in the design process, attending the Federal Aid Public Hearing and the Agricultural District 4 Member Information Meeting. Mr. Hazen Meldrum, who is purchasing some of the Holden property, has also been involved with Mr. Holden in trying to coordinate with the NYSDOT in minimizing impacts to the property.

Both gentlemen had concerns with roadside drainage and were very concerned with the outletting of field drains within this property. Mr. Meldrum suggested the construction of the special culverts to allow field drains to outlet beneath Route 37. Mr. Holden and Mr. Meldrum selected the general locations of the special culverts to allow the existing field drains to be connected to the outlet points with a minimum of modifications to the existing field drain systems.

Mr. Meldrum suggested locations for additional field access drives based on the operations of the Holden farm. These new locations would allow farm equipment to access fields easier and would reduce the amount of travel along the Route 37 mainline. Where possible, these field drives were added to the final design plans to help reduce the potential for conflicts between farm equipment and motorists along Route 37. Mr Holden suggested that all field drives included in the project should be 6.0 m (20.0 ft) in width to accommodate the farm equipment which is commonly used in the area.

Steve and Debra Brockway Property
Total Acquisition 0.044 Ha (0.11 Ac)
Farmland converted to non-agricultural use : None

This property is a residence located within the Agricultural District and will not involve any conversion of farmland to highway use.

Ronald and Donna Holden Property
Total Acquisition 0.011 Ha (0.03 Ac)
Farmland converted to non-agricultural use: 0.011 Ha (0.03 Ac)

The Holdens were represented by Mr. Clayton Holden and Mr. Meldrum at the Agricultural District 4 Members Information Meeting. The two gentlemen had concerns with roadside drainage in the area of this field. Mr. Meldrum suggested the construction of a new field drive on Mary Riley Road to allow farm equipment to access the field from Mary Riley Road instead of from Route 37. This field drive was added to the final design plans since it would help reduce the potential for conflicts between farm equipment and motorists along Route 37.

==========

Any questions shall be directed to:

Steven G. Kokkoris, P.E.
N.Y.S.D.O.T. Region 7 Design
Dulles State Office Building
317 Washington Street
Watertown, NY 13601
Ph:(315) 785-2499
FAX (315) 785-2576

I verify that the information contained within this Final Notice of Intent is truthful and accurate to the best of my knowledge.

Steven G. Kokkoris 4/11/97
Steven G. Kokkoris, P.E. (Date)

AFFECTED PROPERTY OWNERS

Steve and Debra Brockway
RD #1, Box 20
Fort Covington, NY 12937

Clayton and Betty Holden
c/o Jean Claude Schneider
Box 21
Fort Covington, NY 12937

Ronald and Donna Holden
c/o Jean Claude Schneider
Box 21
Fort Covington, NY 12937

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
317 WASHINGTON STREET
WATERTOWN, N.Y. 13601

R. CAREY BABYAK, P.E.
REGIONAL DIRECTOR

JOSEPH H. BOARDMAN
ACTING COMMISSIONER

April 24, 1997

Mr. Robert C. Somers, Ph.D.
Chief, Agricultural Protection Unit
New York State Department of Agriculture and Markets
1 Winners Circle - Capital Plaza
Albany, NY 12235

Dear Mr. Somers:

Re: PIN 7152.53
Rte 37, Malone-Ft. Covington
Towns of Ft. Covington & Westville
Franklin County

I have noted the comments in your April 22, 1997 letter regarding the subject project and offer the following:

- The anticipated date for the beginning of construction is June 30, 1997.
- In the future, telephone numbers of affected landowners within the agricultural district will be included.
- Although not directly stated in the notice of intent, the Department will adhere to your construction standards where applicable.
- In the future, one original plus four (4) copies of the original notice of intent will be submitted to your office.
- Lastly, copies of the preliminary and Final Notices of Intent have been forwarded to the County Agricultural and Farmland Protection Board. A copy of this letter is enclosed for your records.

If you have any questions or require additional information please contact me at (315) 785-2499.

Sincerely,

Steven G. Kokkoris

Steven G. Kokkoris, P.E.

Enclosure

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
317 WASHINGTON STREET
WATERTOWN, N.Y. 13601

R. CAREY BABYAK, P.E.
REGIONAL DIRECTOR

JOSEPH H. BOARDMAN
ACTING COMMISSIONER

April 23, 1997

Mr. Harry Fefee
County Agricultural and Farmland Protection Board
RD Box 94
Brushton, NY 12916

Mr. Fefee:

Re: PIN 7152.53
Rte 37, Malone-Ft. Covington
Towns of Ft. Covington & Westville
Franklin County

Enclosed for your information please find a preliminary and final Notice of Intent for the subject project, a portion of which is located within Franklin County Agricultural District #4. This information has been submitted to the NYS Department of Agriculture and Markets, however, it was inadvertently not sent to your office.

If you have any questions on the Notice of Intent or the project in general, please contact Steven Kokkoris of my staff at (315) 785-2499.

Sincerely,

Steven J Kokkoris

for William R. Ferguson
Regional Design Engineer

Enclosure

cc: Robert Somers, Ph.D., NYS Department of Agriculture and Markets