



State of New York  
Department of  
Environmental Conservation  
Albany, NY 12232  
Pete Grannis  
Commissioner



State of New York  
Department of  
Transportation  
Albany, NY 12232  
Astrid C. Glynn  
Commissioner

**JUL 24 2008**

To: The Record

Subject: NYSDEC/NYS DOT Approval of Amendment to the Remsen - Lake Placid Travel Corridor Final Management Plan (March 1996)  
**Vegetation Management Plan**

An amendment to the Remsen – Lake Placid Travel Corridor Final Management Plan (March 1996), developed jointly by the New York State Department of Environmental Conservation and the New York State Department of Transportation, has been completed. This amendment clarifies and describes the purpose, objectives, and methodology associated with vegetation management along this travel corridor. This Vegetation Management Plan is to be inserted on Page 98, under Chapter IX - Mitigation Measures, Section A. – Environmental Impacts, Subsection 3 - Removal of Vegetation, where it would replace paragraph 2 - “Herbicide applications made to remove vegetation will only be performed by certified applicators in accordance with applicable laws. No applications will be made in wetlands or within 100 feet of wetland boundaries”.

This amendment to the Remsen – Lake Placid Travel Corridor Final Management Plan complies with the provisions of the New York State Constitution, the Environmental Conservation Law, the rules, regulations and policies of the Department of Environmental Conservation and the Department of Transportation, and the guidelines and criteria of the Adirondack Park State Master Plan.

To the extent that the R-LPTC Final Management Plan amendment concerns the Department of Environmental Conservation and the Department of Transportation, the amendment is hereby approved and adopted.

Pete Grannis  
Commissioner, NYSDEC

Astrid C. Glynn  
Commissioner, NYSDOT



# VEGETATION MANAGEMENT PLAN

The Remsen Lake Placid Travel Corridor  
New York State Department of Transportation  
June 3, 2008

***This Vegetation Management Plan is to be incorporated into the Remsen - Lake Placid Travel Corridor Final Management Plan/Environmental Impact Statement (March 1996) as an amendment to be inserted on Page 98, under Chapter IX - Mitigation Measures, Section A. – Environmental Impacts, Subsection 3. - Removal of Vegetation, where it would replace paragraph 2 - "Herbicide applications made to remove vegetation will only be performed by certified applicators in accordance with applicable laws. No applications will be made in wetlands or within 100 feet of wetland boundaries".***

## I. VEGETATION MANAGEMENT PLAN GOALS & OBJECTIVES:

The objective of this vegetation management plan for the Remsen to Lake Placid Travel Corridor is to provide a safe operating and working environment that meets or exceeds all Federal Railroad Administration requirements and accepted industry standards. The plan will protect the environment, while providing an interpretive and enjoyable experience for all users of the corridor. All vegetation management activities described herein are to be carried out strictly within the bounds of this travel corridor. Specific work activities associated with this plan will take place only within the travel corridor right-of-way under the joint jurisdiction of the Department of Transportation and the Department of Environmental Conservation, and subject to review and approval by the Adirondack Park Agency. Should any work become necessary outside the bounds of the corridor right-of-way, that work will be coordinated through the appropriate staff of the NYS Department of Environmental Conservation and the Adirondack Park Agency.

It is the purpose of this vegetation management program for the Remsen Lake Placid Travel Corridor to:

- Provide vegetation control that reduces or eliminates labor intensive control techniques for grass, weeds, vines, brush and woody growth along the railroad right-of-way.
- Use materials and application techniques that will result in the lowest possible environmental impact while providing season long control to a broad spectrum of plants. Only herbicides approved and registered in the State of New York will be used. Our practice in general will be to use herbicides that are low in toxicity to birds, insects, mammals and aquatic life; have low mobility in the soil; have short half-lives; and exhibit low potential to contaminate surface or ground waters.

- Develop a program that will facilitate improved safety conditions by reducing or eliminating hazards to inspection and maintenance of the track section members through better visibility and improved drainage.
- Maintain an attractive right-of-way with an undulating forested border, but with tracks and ballast completely free of vegetation.
- Comply with Federal Railroad Administration rules and regulations in keeping with current industry standards, as set forth by the American Railroad Engineering and Maintenance-of-way Association.
- Actively participate in the Adirondack Park Invasive Plant Program by continuing to be proactive in the control or elimination of colonies of invasive plant species that may occur along this travel corridor, in accordance with the Inter-Agency Guidelines For Implementing Best Management Practices for the Control of Terrestrial Invasive Plant Species on Forest Preserve Lands in the Adirondack Park.

Historically, this railroad corridor was managed as two zones of intensity. The primary zone was the ballast area that was kept devoid of any vegetation. The secondary zone was the remainder of the one hundred foot width of the railroad ROW. This secondary zone was kept clear of all trees and brush that had potential to obstruct the appropriate sight distance for railroad safety. Evidence of this management scheme is clearly visible in many areas of the corridor to this day. The line of large trees along the outside edge of the ROW is still in place.

The intention of this plan is to manage the travel corridor by zones of purpose and intensity. To accomplish this, the corridor is divided into three vegetation management zones.

Zone 1 is the 12 to 16 foot wide strip (6 to 8 feet off the railroad centerline) that includes the infrastructure - the rails, ties, switches, ballast section and associated walkways.

Zone 2 is the strip of land from 6 to 8 feet off the railroad centerline (beginning at the outer edge of Zone 1) to approximately 18 to 25 feet out from the railroad centerline. This is the undulating edge of the existing forest line.

Zone 3 is the remainder of the corridor right-of-way, beginning at the outer edge of Zone 2 (18 to 25 out from the railroad centerline, depending on the location of the existing forest edge) to 50 feet from the railroad centerline, which is generally the outer extent of the Corridor right-of-way.

There is no overlap in these Zonal boundaries – where one ends, the other begins. The boundary between Zone 1 and Zone 2 will be basically a straight-line delineation, due to the linear nature of the railroad, its ballast and associated structures. The boundary between Zone 2 and Zone 3 is the existing undulating forest edge. The intent is to maintain the existing natural appearance of the corridor to the greatest extent possible. Therefore, the above definition of this Zone 2/Zone 3 boundary as 18 to 25 feet off the railroad centerline is intentional, as the boundary will vary between the 18 and 25 feet, based on the existing forested edge and the other stated goals for management.

## References:

- Federal Railroad Administration, Title 49 of the Code of Federal Regulations, Part 213 Track Safety Standards
- American Railway Engineering and Maintenance-of-Way Association Manual for Railway Engineering, Volume 1, Chapter 1, Part 9, Vegetation Control

## II. THE DEPARTMENT'S HERBICIDE APPLICATION PROGRAM:

### ZONE 1: NON-SELECTIVE VEGETATION CONTROL

The management objective for this zone is to remove all vegetation in the area of the railroad track section. This area includes track, ballast, ties, switches, plates, spikes and associated walkways where vegetation is undesirable.

This will be accomplished by applying a non-selective herbicide to growing vegetation (post-emergent) and two herbicides with a residual effect (pre-emergent) to the soil to prevent growth of new vegetation. This strategy prevents multiple applications of non-residual type herbicides. The preferred herbicides for this task are a combination of a glyphosate-based herbicide, Roundup PRO (or equivalent) for post-emergent control, in combination with Escort and/or Oust for pre-emergent control.

Herbicides will be applied by both mechanical and hand methods using a truck mounted boom sprayer and hand guns where appropriate. All herbicides will be applied in strict accordance with the label instructions and permit conditions. The primary objectives of this program are to 1) keep all railroad track structures clearly visible for inspection and safety purposes, and 2) maintain good drainage within the railroad ballast. Good drainage is key to the ability of the ballast section to support heavy loads and also to maintain/increase the longevity of the wooden railroad ties.

For Zone 1 herbicide spray, a minimum 5 foot buffer area will be maintained between the spray zone and any stream, wetland or water body, with the following exceptions;

- 1) Open-decked bridges - The spray may continue up to 5 feet away from the bridge abutment. The remaining 5 feet will be sprayed by hand, with a glyphosate-based herbicide only (RoundUp, or equivalent), up to the bridge abutment, provided that no spray is allowed to reach beyond the abutment where it could potentially reach the water or wetland below. Applicators will be careful to minimize overlapping hand treatments with the area already sprayed by the spray truck. Hand application may be by either back-pack sprayer or with handguns attached to the spray truck system.
- 2) Closed-deck bridges - The spray may continue up to 5 feet away from the bridge abutment. The remaining 5 feet will be sprayed by hand, with a glyphosate-based herbicide only (RoundUp, or equivalent), up to the bridge abutment as described above. The ballast area within the confines of the closed-deck bridge may be spot treated only by handspraying with glyphosate-based herbicides only, using a

backpack sprayer or handguns attached to the spray truck system. Special attention must be given to spraying within the confines of the closed-deck bridge to keep the total amount of herbicide sprayed to the absolute minimum.

3) Culverts - For narrow culvert crossings (culvert crossings less than 26 feet wide), the spray truck need not stop, but the width of the spray application must be reduced to ensure compliance with the 5 foot buffer between the area sprayed and any wetland, stream, or body of water.

For culvert crossings greater than 26 feet wide, no special precautions need to be taken for Zone 1 ballast spraying.

In order to maintain a consistent appearance throughout the corridor and meet the objectives of this plan, Zone 1 ballast spraying will be planned on an annual cycle.

## **ZONE 2: SELECTIVE VEGETATION CONTROL**

The management objective for this zone is to control the growth of brush and trees beyond the area of the track structure and outward up to no more than 25 feet from the railroad centerline, while maintaining the existing natural, undulating forested edge which is the boundary between Zone 2 and 3. In any area where this action would open up a view or vista to any state lands under the jurisdiction of NYSDEC, no vegetation control measures will be undertaken until concurrence is reached among APA, NYSDEC, and NYSDOT as to the appropriate action to take.

Most of Zone 2 is already cleared of trees back to 18 to 25 feet from the centerline; the goal of this management plan is to retain the existing forested edge, with the option to remove vegetation if it presents a safety hazard. This means removal of only brush and trees capable of growing tall enough to obscure a clear view 1) of the railroad ahead, particularly around curves, 2) of the area approaching any private grade crossing, such as woods roads, driveway or trail crossings, and 3) of any area of concern for safety reasons such as approaching railroad stops or depots, municipal public parks or spaces in populated areas, and public or private buildings. Part of the purpose of the management of vegetation in Zone 2 is also to promote species that do not pose any threat to clear visibility, such as grasses, ferns, and any shrubs that do not grow tall enough to pose a safety problem.

The management goal will be accomplished by applying selective herbicides to any brush capable of growing tall enough to pose the hazards described above. These herbicides will be applied by both mechanical and hand methods using a truck mounted boom sprayer (Radi-arc sprayer) for low brush in close proximity to the railroad and head high or less and/or high-pressure hand guns where appropriate for vegetation further out and taller. All herbicides will be applied in strict accordance with the label instructions and permit conditions. The preferred herbicides for this task are a combination of Krenite and Escort or Krenite used alone.

In Zone 2, there will be no spraying within one hundred feet of any wetland, stream, or waterbody. Segments of the railroad within 100 feet of any wetland, stream or waterbody will be managed by mowing with brush cutters or mowers on a regular

basis. Mechanical control is not generally applicable to the entire corridor for two reasons: 1) It does little or nothing to control the species composition, and 2) it is time consuming and costly, in comparison to use of herbicides.

In order to maintain a consistent appearance for the length of the corridor and meet the objectives of this plan, Zone 2 brush spray and/or mowing within any particular segment of the corridor will be planned on a three year cycle.

### **ZONE 3: SELECTIVE VEGETATION CONTROL**

The management objective for this Zone is to address safety concerns relating directly or indirectly to the vegetation in this Zone. Vegetation management here involves control of vegetation that 1) poses an immediate hazard to people and equipment working in the corridor such as large dead or dying trees or wind-damaged trees that are leaning toward the railroad tracks, 2) obstructs good visibility of the railroad ahead, particularly on the inside of curves, 3) obstructs the view of the area approaching any private grade crossing, such as woods roads, driveway or trail crossings, or 4) poses a safety concern in the approaches to railroad stops or depots, municipal public parks or spaces in populated areas, or public or private buildings.

The clearing activity proposed to improve visibility for Zone 3 is in areas where safety is a factor and where Zone 2 clearing alone will not provide adequate visibility of approaching traffic. This is primarily on the approaches to public highways to provide adequate vision of rail traffic from the highway to avoid collisions. This is mainly from a highway safety viewpoint, since a train or other rail-operated equipment generally cannot stop as quickly as highway traffic in order to prevent a collision. Other public areas may get similar treatment if safety is a concern. These other areas would include approaches to stations or other municipal public areas.

Vegetation management in this Zone would be partially accomplished using herbicides, however, there would be virtually no tolerance for off-target drift in this Zone due to the close proximity of the outer extent of the corridor right-of-way. Currently, this spraying would involve herbicides such as Krenite and/or Escort to control brush and trees up to six feet tall and/or sprouting in response to tree removals. On some occasions, stump spraying at the time of cutting may be done, using an herbicide appropriate for that particular application. Glyphosate may be used for this purpose. The use of any other chemical may require additional permits from the APA. The herbicide applications in Zone 3 would be accomplished using backpack sprayers or low-pressure hand guns connected to the spray vehicle. The remaining work would be accomplished primarily with hand tools or chainsaws, where permissible. In Zone 3, there will be no spraying within one hundred feet of any wetland, stream or water body. Segments of the railroad within 100 feet of any wetland, stream or water body will generally be managed by mowing with brush cutters or mowers on a regular basis.

In order to maintain a consistent appearance throughout the corridor and meet the objectives of this plan, Zone 3 brush spray and/or mowing within any particular segment of the corridor will be planned on a three year cycle. Zone 3 is the most heavily wooded area of the corridor and this plan assures that it will remain so.

**HERBICIDE SPRAYING SHALL BE REGULATED AS FOLLOWS:**

- **NO APPLICATION OF HERBICIDE WILL OCCUR WITHIN ANY REGULATED STREAMS, ANY BODIES OF WATER, ANY WETLANDS OR WITHIN THE DESIGNATED BUFFER AREAS FOR THE MANAGEMENT ZONE BEING TREATED.**

**DESIGNATED BUFFER AREAS FOR WETLANDS, STREAMS AND WATERBODIES ARE AS FOLLOWS;**

**ZONE 1 – FIVE (5) FEET, EXCEPT AS NOTED, PGS 3 & 4 ABOVE**  
**ZONE 2 – ONE HUNDRED (100) FEET**  
**ZONE 3 – ONE HUNDRED (100) FEET**

- Within Zone 1, the spray truck will stop at least 5 feet from any railroad crossing of an open or closed-decked railroad bridge with abutments that crosses a stream, wetland, or water body. Vegetation control within this five foot area shall be done by hand spraying, which may be performed by a hand gun attached to the spray truck or backpack sprayer. The applicator shall spray in a manner that insures compliance with this buffer as stated under Zone 1 – Non-Selective Vegetation Control on pages 3 & 4 above.

For narrow culvert crossings (culvert crossings less than 26 feet wide), the spray truck need not stop, but the width of the spray application must be reduced to ensure compliance with the buffer as stated under Zone 1 – Non-Selective Vegetation Control on pages 3 & 4 above.

- Applications will not be allowed when it is raining or when rain is predicted within 12 hours of the application time or within the rain-fast recommendations on the product label, whichever is less, or when a storm is imminent, the soil is saturated, the ground is frozen, or when the wind speed is sufficient to cause off-target drift.
- Drift control will be accomplished by a low height boom application with low pressure nozzles to reduce drift potential and weather-defined application times. To reduce the potential for damage due to drift, we will use larger sized nozzles along with a lower range of pressure in the spray system in use, generally <30 psi. Drift control agents will be used to provide additional drift control if it is found that additional drift control is needed. Operators will make every effort to insure that damage to desirable vegetation from drift does not occur.
- Public and private water supplies are to be protected. Glyphosate-based herbicide only will be allowed within 100 feet of any known well or water supply. This spraying will be further restricted to Zone 1 (ballast) spraying only. This is based on results of NYS Department of Health analysis of potential exposure to the active ingredients (of herbicides currently used within the R-LPTC) through drinking water. This potential exposure is determined through risk analysis of the leaching potential of the chemicals,

considering the chemicals' density, solubility, site hydrology, and soil types. NOTE: There are no known wells within the Zone 1 management area. The known wells that are closest to the Zone 1 area are 20+/- feet beyond this management zone.

### **III. ENVIRONMENTAL ISSUES:**

#### **Application of Herbicides**

This railroad corridor was essentially re-activated when the Adirondack Centennial Railroad, later to become the Adirondack Railroad Preservation Society (ARPS), petitioned NYSDOT successfully for a permit to operate an excursion service over the four and one half mile section of track from Thendara to Minnehaha. The lease for this operation was on a year to year basis, as was the herbicide spraying for vegetation management that supported this venture. Permitting issues were resolved between ARPS and the regulating agencies and addressed only the section of railroad that was being operated. This continued until a management plan for this corridor was completed and approved by all involved agencies – DOT, DEC, and APA – in 1996.

Once this corridor management plan was completed, NYSDOT became directly involved in the year to year planning of herbicide spray activities. In 1997, NYSDOT applied for and was issued a corridor-wide permit to spray herbicides for vegetation management. All spray activities were done by contract up through 2001. In 2002, NYSDOT took over the spray program on the corridor using NYSDOT Special Crews personnel from Region 2. This was done to give DOT more direct control and flexibility over timing, rates of application, and cost.

#### **Selection of Herbicides**

Herbicides selected for use in this vegetation management plan are subject to APA and NYSDEC approval. In the selection of herbicides to use on the Remsen-Lake Placid corridor, NYSDOT will choose products that will give the best results of vegetation control at the lowest possible toxicity levels for both the environment and the applicator, and the least chance of off-target pickup or off target movement. We will look for herbicides that are low in mobility and high in soil adsorption and degradation, which reduces the potential for any environmental contamination. Herbicides with different modes of action are selected to reduce the possibility of the propagation of resistant plants within the right-of-way which may then migrate to adjacent lands. Applications will normally be planned on a relatively frequent basis to reduce the amount of herbicide needed for any particular application. This approach will also limit the potential for accidental environmental contamination during herbicide application. The herbicides currently in use for vegetation management on the corridor are as follows;

**Glyphosate-based herbicide (RoundUp or equivalent):**

Is a non selective product for controlling growing plants and is applied after vegetation germinates at which time the product is absorbed and then moved (trans-located) throughout the plant tissues. The active ingredient, glyphosate, tightly binds to the soil particles therefore providing little soil mobility and short term residue.

**Oust:**

Is a non-selective pre-emergent herbicide that is applied at very low rates to control unwanted vegetation by affecting a key plant cell growth enzyme that only exists within plants and not within any form of animal life. Oust, as with glyphosate, degrades readily in the soil while having low migration potential and controlling a broad spectrum of plant species.

**Escort:**

Is similar to Oust in terms of its activity, mode of action and low application rate. Escort provides excellent vegetation control when used in conjunction with the other herbicides planned by broadening the managed plant spectrum and extending the time of control.

**Krenite:**

Is effective as a brush control agent for woody brush species. Application of this herbicide will provide control of the portion of the plant sprayed, resulting in a trimming effect. Once sprayed, the plant will retain its normal foliage and coloration for the remainder of the growing season. Its effects are evident only the next growing season when the portion of the plant sprayed fails to produce foliage. Used in conjunction with Escort herbicide, it is effective in controlling smaller trees and brush growing in the Zone 2 area.

**Environmentally Sensitive Areas**

Applicators will adhere to current DEC regulations, product label instructions, and APA permit requirements when applying herbicides. Required DEC & APA permits will be obtained before any application of herbicides. Extra care will be taken to identify any wetlands, streams or water bodies immediately adjacent to the travel corridor in order to maintain the applicable buffer area associated with the Zonal herbicide treatment being applied.

**Application in Populated or Suburban Areas**

The NYSDOT current practice is to avoid any herbicide application within 100 feet of an inhabited building if at all possible. Where it is necessary to spray any closer than 100 feet (Zone 1 ballast spray only), NYSDOT will post the spray area by installing a notification sign meeting or exceeding DEC and APA requirements. These posting signs will include date of application and a NYSDOT telephone contact number.

Public and private water supplies are to be protected. Glyphosate-based herbicide only will be allowed within 100 feet of any known well or water supply. This spraying will be further restricted to Zone 1 (ballast) spraying only. This is based on the results of NYS Department of Health analysis of potential exposure to the active ingredients (of herbicides currently used within the R-LPTC) by-way-of drinking water through risk analysis of the leaching potential of the chemicals, considering the chemicals' density, solubility, site hydrology, and soil types and sampling results of soils tested at various depths and distances from the railroad centerline. See below – Application Monitoring.

NOTE: There are no known wells within the Zone 1 management area. The known wells that are closest to the Zone 1 area are 20+/- feet beyond this management zone.

### **Application Monitoring**

Post application sampling was done in 2002, 2003, and 2004 in several locations along the travel corridor, with samples being taken at various depths in the soil, various distances from the railroad centerline, and at appropriate times based upon the projected half-life of each herbicide. Fifty seven of fifty nine samples all showed no herbicide detectable. The two that did indicate presence of herbicide were at extremely low levels and were present due to known causes – we had inadvertently taken these two samples near the point where the spray truck stopped to recommence spraying. Since the truck is calibrated to operate at or near ten miles per hour, the area where the truck is just starting and accelerating is receiving a heavier dose of herbicide than planned. Because of this, glyphosate could be detected at these locations for a slightly longer period than anywhere else on the railroad.

Additional monitoring of the application of herbicides may be done periodically at selected locations to monitor for the movement of herbicides to non-target regulated areas. Laboratory testing of samples will be used in these monitored areas. Testing parameters shall be agreed upon by the regulating agencies and NYSDOT. Sampling for test methods, such as EPA 517 for glyphosates, will be done post-application within an appropriate time period, as indicated by the herbicide label information, upon manufacturer's recommendation, or pursuant to permits issued.

## **IV. CERTIFICATION, TRAINING, and DOCUMENTATION**

### **Certification**

Pesticide Applicators are required to be certified by the NYSDEC and will meet the recertification requirements as specified in Part 325 of the DEC regulations. Applicators performing the work described in this plan are required to be Certified Applicators in Category 6A – Rights-of-Way. NYSDOT will insure that the spray crew leader is a certified applicator (Category 6A – ROW) who is trained on the application equipment we use and is capable of setting the equipment up, pre-spray checks, calibration of equipment, trouble shooting, and repairs on the spray equipment if needed. This person will have the final say as to whether the

application commences, proceeds, or shuts down due to equipment performance, weather conditions, etc.

### **Training**

At least one certified applicator, certified in Category 6A – Rights-of-Way, will be working directly with the application crew and herbicide equipment in the field. It will be the responsibility of the rail line operator and NYSDOT to build in a quality control system and checking mechanism for herbicide work performed along the corridor directly relating to:

- 1.) Railroad and herbicide application safety procedures will be reviewed immediately prior to application at a “Tailgate Session”.
- 2.) Equipment – equipment types, requirements, operating procedures, and calibration will be taught to all applicators.
- 3.) Label interpretation and understanding will be emphasized, such as mixing proportions, calculations, and disposal techniques for empty containers.
- 4.) Environmental regulations will be reviewed; such as posting areas sprayed, spray buffer area distances, etc. Permit requirements for training and certification will be enforced.
- 5.) Application techniques – various problems associated with application such as drift, overspray, spills and volatility will be reviewed. Seasonal and weather conditions for spraying will be covered.
- 6.) Storage requirements for various herbicides.

### **Documentation**

Types of information necessary will be emphasized, such as kinds of chemicals, quantity application rates, methods of application and location. Accuracy in recordkeeping will be stressed and enforced. A review of these records by regulating agencies (APA or DEC) may be required at any time (All certified applicators must submit an annual spray report containing this information to the NYSDEC Bureau of Pesticides).

### **Crew Safety and Health**

All application of herbicides will be in accordance with label directions. Employees will comply with all safety procedures indicated by the product labels.

### **Herbicide Storage**

All herbicides will be stored in accordance with the New York State Department of Environmental Conservation Pesticide Storage Guidelines. Should any overnight storage of herbicides be a necessity, they will be stored at a NYSDOT facility that has proper on-site storage facilities suitable for this purpose.

## **Spills**

All spills of herbicides will be immediately contained. **The DEC Spill Hotline (800-457-7362) shall be notified of each spill and what remedial steps have been taken.** The spill will be cleaned up by using absorbent material and removing any contaminated soil. Material from a spill cleanup will be removed to the herbicide storage area. The manufacturer of the herbicide will be contacted for directions on disposal of the waste material. The applicator shall follow directions outlined in the USDOT Emergency Response Guidebook for First Response to Hazardous Material Incidents and if necessary contact CHEMTREC for additional information. The applicator shall report all spills to the immediate supervisor and the regional NYSDOT Regional Office Environmental Unit. The spill location and steps taken to clean up will be noted on the applicator's daily report.

## **Records**

Herbicide applicators shall keep records as required by the New York State Department of Environmental Conservation using NYSDOT Form R306, Applicators Daily Report of Herbicide Operations. Sample forms will be prepared and distributed to each crew which will illustrate the proper information that is required. Prior to the start up of each herbicide season, Tailgate Training Sessions will be held by the Spray Crew Supervisor and all the herbicide crewmembers to insure that label requirements are understood and other requirements are met. This Tailgate Training Session will be documented on training records and be given to any permitting agency representative upon request.

## **Public Complaints**

Complaints from the public regarding the herbicide program will be handled as quickly as possible. Spray crews will have copies of product labels & M.S.D.S. sheets as well as information pamphlets when available for the products being applied to give to people who may contact them with complaints or inquire about the herbicide being applied. Applicators will also provide the name, address, and phone number of supervisory personnel to contact for additional information. We will maintain a list of people known to be sensitive to herbicides so that restricted application areas can be identified. In areas where the public may come into contact with treated areas, identification and delineation of the said areas will be done as required or as appropriate. Spray crews shall have the phone number of the DEC Pesticide Inspector responsible for the area where they are working to give the public if they believe we are in violation of the law.

## **Organization of Staff**

The Corridor's Vegetation Management Program will be administered by the Regional Office of the New York State Department of Transportation in Utica. The NYSDOT will be responsible for selecting the appropriate herbicides and obtaining the proper training and the day-to-day supervision of the herbicide crew. The exact days for spraying, location of the work, application rates,

compliance with regulations, and safety procedures will be the responsibility of the NYSDOT.

**Annual Activity Reporting to DEC/APA**

An annual letter summary of the past year's vegetation management activities will be submitted to DEC and APA staff by the end of the current reporting year. Topics covered in this report will include, but not be limited to, the following;

- Pre-Treatment Monitoring
- Herbicide Applications
- Post-Treatment Monitoring
- Observed Non-Target/Off Target Impacts
- Public Complaints Investigated/Resolved
- Alternative Methods of Vegetation Control Investigated/Used
- Other Items of Interest Relevant to Vegetation Management