

2.7-1 INTRODUCTION

This section of Chapter 2 discusses the potential for Project 1, Shaft and Bypass Tunnel Construction to result in significant adverse impacts on the following community facilities and services: fire and police protection, emergency medical services, and hospitals. Other community facilities and services such as schools and libraries are not evaluated as Project 1 would not result in an increase in residential population requiring those services, nor is it anticipated that significant numbers of construction workers employed on Project 1 would move to either of the communities thereby increasing demand on community facilities and services.

Construction activities generally have the potential to result in emergency situations if accidents occur. To reduce the potential for such emergencies, DEP requires the contractor to develop a safety protocol to ensure the safest possible working environment for construction workers and the public. In the unlikely event that an emergency does occur, DEP contractors would have an emergency response plan in place and would train site safety inspectors beforehand on an appropriate response. These contractors would be required to have equipment and trained personnel capable of handling different emergency situations in the tunnel or on the surface at both connection sites. In addition, DEP's Environmental Health and Safety employees would regularly conduct audits of the contractors to ensure that all approved protocols are being followed.

At each construction site, DEP contractors would have a site safety inspector on-site whenever work is taking place. The safety inspector would be responsible for conducting safety trainings for all workers and for continued on-site monitoring for potential risks. In addition, the safety inspector would report on-site conditions to DEP on a regular basis.

Any employees working at the site who would be required to enter the shaft or tunnel would have confined spaces training and would be trained in emergency evacuation procedures. Several employees would also have first aid training. In addition, all construction sites would have on-site equipment available for first aid, stabilization, and extraction of injured workers from shafts or tunnels.

To prevent fires, all flammable materials would be securely stored and their presence in the shafts and tunnels would be minimized. Blasting equipment would also be securely stored and

caps and explosives would be separated. On-site fire suppression equipment would be located in all construction areas to respond to small fires. Furthermore, the tunnel boring machine would have additional fire suppression systems built-in.

While DEP contractors would handle most emergencies, there may be some instances where DEP would rely on the support of local emergency service providers to assist with transportation of any injured workers or response to a surface-level situation. It should also be noted that each of the connection sites would be secured with fences and that DEP police would routinely patrol the sites.

This section is organized as follows:

- Section 2.7-2, “Methodology,” describes the methodology that was used in this assessment.
- Sections 2.7-3 and 2.7-4 describe general information about the first responders west and east of the Hudson River, respectively.
- Section 2.7-6 presents conclusions.

2.7-2 METHODODOLOGY

DEP contacted first responders to the west and east connection sites to obtain general information about each department. This section summarizes the general information received or learned about each department from public sources (e.g., their websites).

2.7-3 WEST OF HUDSON

2.7-3.1 EXISTING CONDITIONS—WEST OF HUDSON

At the west connection site there are three emergency service providers that could potentially be asked to assist with emergencies: Town of Newburgh Police Department, Middle Hope Fire Department, and Town of Newburgh Volunteer Ambulance Corps. The closest hospital to the west connection site is St Luke’s Cornwall Hospital.

TOWN OF NEWBURGH POLICE DEPARTMENT

The Town of Newburgh Police Department is located at 300 Gardnertown Road. The department has 49 full-time police officers (two lieutenants, eight sergeants, six detectives, and 33 officers), nine full-time dispatchers, four part-time employees, and 12 miscellaneous civilian employees. The department has 20 patrol and/or unmarked vehicles, four 4x4 patrol vehicles, and four vans. The average response time to the west connection site is estimated to be approximately 5 minutes

depending on the exact location of responding officers at the time of the call. Approximately 24,000 total calls for service ~~are~~were projected for the year 2011.¹

MIDDLE HOPE FIRE DEPARTMENT

The Middle Hope Fire Department is a volunteer fire department that provides fire fighting services to the northeastern portion of the Town of Newburgh along Route 9W. The department operates out of two station houses, the closest of which is located on Lattintown Road approximately 1.5 miles south of the west connection site. The department is equipped with two engines (each with 2,000-gallon-per-minute pumping capacity and 1,100-gallon water tank), one ladder truck (with 75-foot rear-mount ladder and 1,250-gallon-per-minute pumping capacity and 500-gallon water tank), one rescue truck, and two pick-up trucks.² No information was available on the membership numbers for the department.

TOWN OF NEWBURGH VOLUNTEER AMBULANCE CORPS

The Town of Newburgh Volunteer Ambulance Corps (TONVAC) is headquartered at 97 South Plank Road in the Town of Newburgh (approximately 6.5 miles southwest of the west connection site). TONVAC currently has three ambulances. As a volunteer organization, TONVAC lists 29 “active riding” members and 12 officers or board members on its website. The website indicates that during the day time TONVAC does engage the services of paid emergency medical technicians and drivers.³

ST. LUKE’S CORNWALL HOSPITAL

St. Luke’s Cornwall Hospital is located at 70 Dubois Street in the City of Newburgh. The hospital is located 5.8 miles (roughly 10 minutes) from the west connection site. An additional facility is located in the Town of Cornwall, south of the City of Newburgh. Both facilities maintain Level II Trauma Center Emergency Departments (24-hour comprehensive trauma care but without the volume of patients or the on-going research of a Level I Trauma Center). The nearest Level I Trauma Center is located at Westchester Medical Center in the Town of Mount Pleasant. Trauma patients are routinely picked up by medivac helicopter and flown to Westchester County hospital.

¹ Based on correspondence with Lt. Michael Clancy of Newburgh Police Department, October 18, 2011.

² Information obtained from Middle Hope Fire Department website: <http://www.ocnyfire.com/index.html>. Access on November 22, 2011.

³ Information obtained from TONVAC website: <http://www.tonvac.org/default.html>. Access on November 22, 2011.

2.7-3.2 FUTURE WITHOUT PROJECT 1, SHAFT AND BYPASS TUNNEL CONSTRUCTION—WEST OF HUDSON

Staffing levels for the Newburgh Police Department are not expected to significantly change in the future without Project 1. There are currently five vacant officer positions which would lead to an increase in staffing levels when filled. Volunteer levels supporting the Middle Hope Fire Department and Newburgh Volunteer Ambulance Corps are subject to change and the web sites for both departments indicate an on-going need for volunteers.

2.7-3.3 PROBABLE IMPACTS OF PROJECT 1, SHAFT AND BYPASS TUNNEL CONSTRUCTION—WEST OF HUDSON

Project 1 would result in the construction of a water supply-related use on a site that is currently vacant and was formerly occupied by residential and commercial uses. The construction activity on the site could potentially result in emergency situations but DEP would have trained safety contractors on site to respond to emergencies at all times. These safety contractors would be trained and equipped to conduct any necessary rescues within tunnels or construction shafts. Since safety contractors would conduct rescues, support of existing emergency service providers would only be necessary for ground transportation. As part of the site safety plan, DEP and the selected contractor would coordinate with all emergency responders and visit St. Luke's Cornwall Hospital in Newburgh before construction activity commences to collaborate with staff on potential risks and injuries that may be encountered on the project site. This collaboration should allow emergency responders and staff at this hospital to prepare for any emergency situation that may be encountered during the construction process.

2.7-4 EAST OF HUDSON

2.7-4.1 EXISTING CONDITIONS—EAST OF HUDSON

At the east connection site there are two emergency service providers that could potentially be asked to assist with emergencies: the Chelsea Fire Company and Transcare Corporation which provides ambulance service. Police service is provided by the New York State Police. St. Luke's Cornwall Hospital in Newburgh is located in close proximity to the east connection site.

CHELSEA FIRE COMPANY

The Chelsea Fire Company comprises 33 volunteers that serve two stations. The stations are located at 15 Liberty Street in the Hamlet of Chelsea and along Route 9D across from Dutchess Stadium. The fire station at 15 Liberty Street is closest to the east connection site as it is located less than one-mile away. The department is led by a chief, an assistant chief, a captain, and three lieutenants. In 2010, the fire company responded to 450 calls.

The anticipated average response time to the east connection site is between 2 and 10 minutes via Chelsea Road to Market Street to River Road depending on the time of day and availability and location of volunteers.⁴

TRANSCARE CORPORATION (AMBULANCE SERVICE)

Transcare Corporation provides emergency medical service and transportation services on a contract basis with the Town of Wappinger. Multiple requests for information on equipment or staffing availability were unsuccessful.

ST. LUKE'S CORNWALL HOSPITAL

As discussed above in section 2.7-3, St. Luke's Cornwall Hospital is located at 70 Dubois Street in the City of Newburgh. The hospital is located 9.1 miles (roughly 17 minutes) from the east connection site. See information in section 2.7-3 above.

2.7-4.2 FUTURE WITHOUT PROJECT 1, SHAFT AND BYPASS TUNNEL CONSTRUCTION—EAST OF HUDSON

There are no known anticipated changes in staffing or volunteer levels for any of the emergency service providers serving the east connection site.

2.7-4.3 PROBABLE IMPACTS OF PROJECT 1, SHAFT AND BYPASS TUNNEL CONSTRUCTION—EAST OF HUDSON

Project 1 would result in construction of additional water supply-related uses on a site that is already used for water supply. The construction activity on the site could potentially result in emergency situations but DEP would have trained safety contractors on-site to respond to emergencies at all times. The contractors would be trained and equipped to conduct any necessary rescues within tunnels or construction shafts. Since safety contractors would conduct rescues, existing emergency service providers would only be necessary for ground transportation. As part of the site safety plan, DEP and the selected contractor would coordinate with emergency responders and visit St. Luke's Cornwall Hospital in Newburgh before construction activity commences to collaborate with staff on potential risks and injuries that may be encountered on the project site. This collaboration should allow emergency responders and staff at these hospitals to prepare for any emergency situation that may be encountered during the construction process.

⁴ Based on conversation with Chief Robert Van Tassel, October 20, 2011.

2.7-5 CONCLUSIONS

Construction of Project 1 is not expected to have any significant adverse effects on emergency service providers. DEP would implement site safety protocols and would monitor compliance with these protocols on an on-going basis throughout the construction period. DEP would utilize contractors that are trained and equipped to handle potential emergencies at the west and east connection sites. Any potential calls to local emergency service providers would be for surface level support only. Furthermore, since contractors would be equipped to handle emergencies, the number of calls to existing service providers would be minimal. It is not anticipated that the construction activity would place significant demands on the ability of emergency service providers to respond to an emergency at the site or to their ability to provide emergency response service. Nor is it anticipated that construction activity would result in significant increases in demands for treatment at local hospitals. Therefore, construction of Project 1 is not anticipated to affect emergency service providers or hospitals. *