



The bridge at Breakneck was never a "simple" bridge and the cost estimates from the engineer at the time were low then and certainly low now given supply chain and inflation realities in the market. There is also an inherent cost-bearing complexity in constructing a bridge over the railroad tracks and in such a constrained location. The bridge pictured in the 2015 plan was a simple rendering by a landscape architect with no basis in site constraints and structural needs.

The environmental review for Breakneck Connector was always separate from that of the rest of the project. In 2016, the Town of Fishkill was the lead agency and the review resulted in a finding of no significant impact. When the bridge was added into the scope of Breakneck Connector in 2020, the environmental review was conducted again, this time by OPRHP as lead agency, and a finding of no significant impact was again determined (a negative declaration).

The positive declaration for the GEIS simply means it is not expected to have zero impact, so it needs to be thoroughly studied and evaluated, which is what we're in the process of doing.