

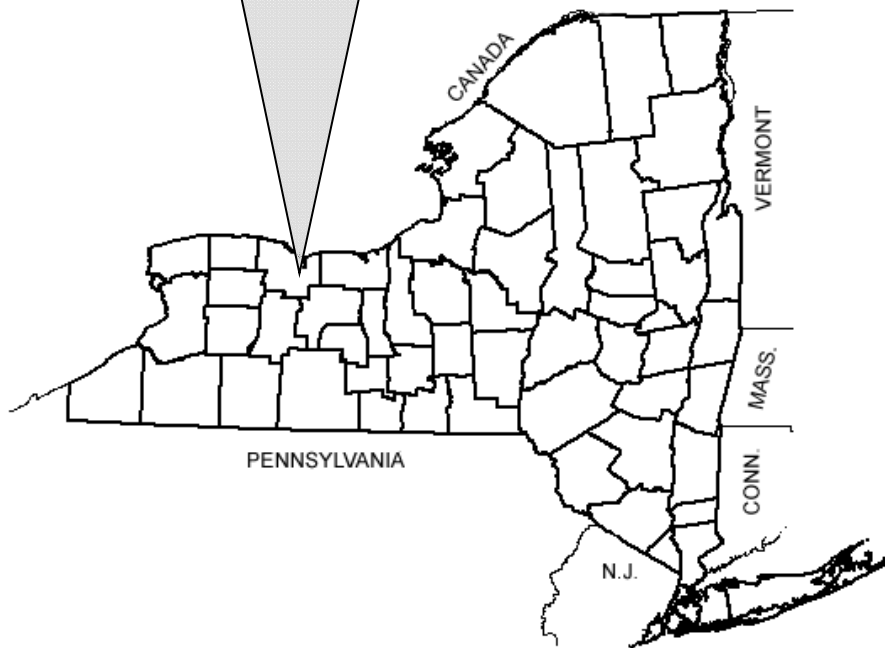
# TRANSPORTATION

## INITIAL PROJECT PROPOSAL/ FINAL DESIGN REPORT

October 2017

Alexander Street and Scio Street  
2018 Highway Preventive Maintenance (Group 2)  
P.I.N. 4CR0.01

City of Rochester, Monroe County



PROPOSED PROJECT



**ANDREW M. CUOMO**  
Governor

**Department of  
Transportation**

**MATTHEW J. DRISCOLL**  
Commissioner



**U.S. Department of Transportation  
Federal Highway Administration**

**City of Rochester Department of Environmental Services**  
LOVELY A. WARREN, Mayor      NORMAN H. JONES, Commissioner





# PROJECT APPROVAL SHEET

(Pursuant to Design Related Approvals Matrix)

**A. IPP Approval:**

The project cost and schedule are consistent with the Regional Capital Program. The IPP was signed by:

Kevin Bush, P.E.

9/14/16

Regional Director, NYSDOT Region 4

**B. Recommendation for Scoping & Design Approval:**

The project cost and schedule are consistent with the Regional Capital Program.

**Environmental Determination & Federal Aid Process Concurrence:**

The NYSDOT on behalf of FHWA (based on the Federal Environmental Approval Worksheet) concurs with the classification of this project as a NEPA Class II action (Categorical Exclusion) as described in this document.

Jim Willer

1/8/18

Jim Willer

NYSDOT R4, Regional Planning & Program Manager

**C. Recommendation for Scoping, Design, & Nonstandard Feature Approval:**

Procedurally, this project was progressed using the NYSDOT Locally Administered Federal Aid Procedures Manual. All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained.

Seth D. Kaeuper

12/1/17

Seth D. Kaeuper, P.E.

Regional Transportation Manager, C&S Engineers, Inc

**D. Public Hearing Certification (23 USC 128):**

A public hearing was held on \_\_\_\_\_ in accordance with 23 USC 128.

OR, A Notice of Opportunity was published in accordance with 23 CFR 771. A public hearing was not held.

OR, A public hearing was not required. A public information meeting was not held.

**Nonstandard Feature Approval:**

The nonstandard features have been adequately justified and it is not prudent to eliminate them as part of this project.

OR, No nonstandard features have been identified, created, or retained.

**Scoping & Design Approval:**

The required environmental determinations have been made and the preferred alternative for this project is ready for final design.

James R. McIntosh

12/5/17

James R. McIntosh, P.E.

City Engineer, Department of Environmental Services

# LIST OF PREPARERS

**Group Director Responsible for Production of the Design Approval Document:**

Seth D. Kaeuper., P.E., Regional Transportation Manager, C&S Engineers, Inc.

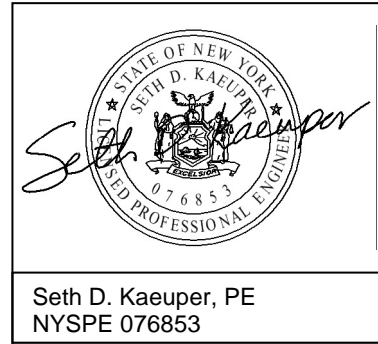
**Description of Work Performed by Firm:**

Directed the preparation of the Design Approval Document in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.



**C&S Engineers, Inc.**

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Seth D. Kaeuper, PE  
NYSPE 076853

**Note:** *It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.*

**1.1. PUBLIC FRIENDLY DESCRIPTION OF PROJECT**

This project provides for the milling and resurfacing of nearly 2.5 miles of urban streets in the City of Rochester, including Alexander Street from Mount Hope Avenue to East Main Street and Scio Street from East Avenue to Central Park. The work will include spot repairs to the pavement, curbing and drainage structures and replacement of sidewalk curb ramps not meeting current standards to the extent possible under this maintenance (1R) project. The remaining sidewalk ramps not meeting current standards will be identified and a list provided to the City of Rochester for inclusion in a future contract. Pavement markings will be restored and signs replaced as needed to meet current standards.

**1.2. PROJECT LOCATION**

See Attachment A for Project Location Map.

**PROJECT NAME:** Alexander St and Scio St 2018 Highway Preventive Maintenance (Group 2)

**MUNICIPALITY:** City of Rochester

**COUNTY:** Monroe

**BIN:** There are three (3) bridges within the project limits:

- Alexander Street over I-490
- Scio Street over the Inner Loop
- CSX Railroad over Scio Street

No work on the bridges is included in this contract. Bridge clearance height at the CSX Railroad over Scio Street will be confirmed after construction.

**LIMITS:**     **Alexander Street:**     Mount Hope Avenue to East Main Street  
                   **Scio Street:**             East Avenue to Central Park

<b>PROJECT LENGTH:</b>	<u>2.5 CENTERLINE MILES</u>	<u>5.4 LANE MILES</u>
<b>Alexander Street:</b>	1.5 CENTERLINE MILES	3.4 LANE MILES
<b>Scio Street:</b>	1.0 CENTERLINE MILES	2.0 LANE MILES

**FEDERAL AID SYSTEM:** Non-NHS

**FUNCTIONAL CLASS:** **Alexander Street:**     Urban Minor Arterial (16)  
                                   **Scio Street:**             Urban Major Collector (17)

**2016 EXISTING AADT:** **Alexander Street** (Mount Hope Avenue to East Main Street):     12,066  
                                   **Scio Street** (East Avenue to Central Park):             7,610

**2016 TRUCKS (%):**     **Alexander Street** (Mount Hope Avenue to East Main Street):     4.0%  
                                   **Scio Street** (East Avenue to Central Park):             4.4%

1.3. PROJECT NEED

**Existing Characteristics of Concern**

**ELEMENT**

**MEASURE/INDICATOR**

Pavement Condition

Refer to Attachment D for rating definitions & descriptions, the Pavement Evaluation & Treatment Selection Report (PETSr) for each highway segment, and pavement core & boring logs.

**Alexander Street** (Mount Hope Avenue to East Main Street):  
Surface Condition Rating = 5 and 6

The following information on the pavement maintenance history was obtained from the City of Rochester SIMS (Street Inventory Maintenance System) file. The work covers the entire project limit unless otherwise noted:

- Overlay completed between 1964 - 1969
- Rehabilitation completed between Monroe Avenue and East Main Street in 1984
- Rehabilitation completed between Mount Hope Ave and South Clinton Avenue in 1985
- Mill and Overlay completed between East Avenue and East Main Street in 1992
- Mill and Overlay completed between Broadway and East Avenue in 1996
- Mill and Overlay completed between Mount Hope Avenue and South Clinton Avenue in 2001
- Chip and Seal completed between East Avenue and East Main Street in 2005
- Crack sealing completed in 2005 & 2006

A site assessment was completed on March 1, 2017 to determine the pavement condition. Overall the pavement was in good condition with minor transverse & longitudinal cracking and several utility patches. The top course has delaminated at several locations along the curbline. Some paving joints at the start of the project between mainline and side roads are showing early signs of failure. The intersections of South Avenue and Broadway have moderate cracking and multiple utility patches that require a two-course mill and overlay treatment to correct. Between East Avenue and East Main Street the pavement is in fair condition with several locations of top course raveling and delamination requiring greater than a one-course mill and overlay to correct.

**Scio Street** (East Avenue to Central Park):  
Surface Condition Rating = 6

The following information on the pavement maintenance history was obtained from the City of Rochester SIMS (Street Inventory Maintenance System) file. The work covers the entire project limit unless otherwise noted:

- Overlay completed in 1969
- Rehabilitation completed between Lyndhurst Street and Central Park in 1982

- Rehabilitation completed between University Avenue and Delevan Street in 1983
- Rehabilitation completed between East Avenue and University Avenue in 1990 and 1991
- Mill and Overlay completed between Lyndhurst Street and Central Park in 1993
- Crack sealing completed in 1999 & 2000
- Mill and Overlay completed between East Main Street and Delevan Street in 2005
- Chip and Seal completed between East Avenue and East Main Street and between Delevan Street and Ritz Street in 2005 and 2006

A site assessment was completed on March 1, 2017 to determine the pavement condition. Overall the pavement was in good condition with minor transverse & longitudinal cracking and several utility patches. There is some delamination of the top course within the project limits. The intersections of Charlotte Street, Lyndhurst Street and Davis Street have moderate cracking and multiple utility patches that require a two-course mill and overlay treatment to correct. Between the CSX railroad overpass and Central Park the pavement is in fair condition. The pavement in the vicinity of the CSX railroad overpass is consistently damp from the overpass, foliage, and a roadway low point. A deep repair is required to correct the pavement deficiencies. No work will take place on CSX property. Adjacent to the Dr. Freddie Thomas Learning Center, there is moderate cracking and top course delamination requiring a two-course mill and overlay treatment to correct

#### Accidents

An accident analysis for Alexander and Scio Streets was performed for the 3-year period from January 1, 2014 to December 31, 2016. The analysis was based on information recorded in the NYSDOT Accident Location Information System (ALIS). The accident rate for each street was determined for the 3-year analysis period while accident diagrams were prepared for 12 month periods as follows:

Period 1: January 2014 – December 2014

Period 2: January 2015 – December 2015

Period 3: January 2016 – December 2016

Traffic volumes used in the analysis were obtained from the NYSDOT Traffic Data Viewer and vary along the length of each street.

#### **Alexander Street** (Mount Hope Avenue to East Main Street):

A total of 415 accidents were recorded over the 3-year period. The number of accidents was very consistent for the three 12-month periods:

- Period 1 (2014): 138 accidents
- Period 2 (2015): 138 accidents
- Period 3 (2016): 139 accidents

18% of these accidents resulted in injuries, 31% resulted in property damage only, and 51% were non-reportable resulting in less than \$1,000 worth of damage. No fatalities were reported. Eight of the nine major intersection locations and 22 of the 25 segment locations along Alexander Street had 3-

year accident rates above the countywide averages. The highest intersection accident rates occurred at Broadway and Monroe Avenue and the highest segment accident rates occurred near Wolk Boulevard. See the Alexander Street accident analysis tables included in Attachment G for the specific locations of above-average accident rates.

**Scio Street (East Avenue to Central Park):**

A total of 130 accidents were recorded over the 3-year period. As on Alexander Street, the number of accidents were similar for the three 12-month periods:

- Period 1 (2014): 44 accidents
- Period 2 (2015): 45 accidents
- Period 3 (2016): 41 accidents

18% of the accidents along Scio Street resulted in injuries, 45% were property damage only, and 37% were non-reportable resulting in less than \$1,000 worth of damage. No fatalities were reported. All four major intersection locations and 8 of the 18 segment locations along Scio Street had 3-year accident rates that were above the countywide averages. The highest intersection accident rates occurred at East Main Street and University Avenue and the highest segment accident rates occurred near the CSX Railroad overpass and Weld Street. See the Scio Street accident analysis tables included in Attachment G for specific locations of above-average accident rates.

**Accident Summary**

Although there were numerous accidents along Alexander and Scio Streets, only the two accident patterns listed below were noted. The most common types of accidents on the project streets are rear end, right angle, and left / right turn against other vehicle accidents at intersections. This is typical for higher volume, signalized, urban streets. The apparent factor in a majority of these accidents is the result of poor driving habits (driver inattention, following too closely, etc.).

Safety measures will be added to all segments of the project as allowed by the proposed scope of work for a 1R maintenance project. These will include providing a new asphalt pavement surface with a higher coefficient of friction to reduce skidding and placing new epoxy pavement markings that have an increased service life and higher visibility.

Fifty accidents were reported at the intersection of Alexander Street and East Avenue. The east curb line along Alexander Street is offset for motorists traveling north thru the intersection. In addition, the pavement on Alexander Street is wide enough for motorists traveling thru the intersection to go around a vehicle waiting to turn left onto East Avenue. These are likely contributing factors to some of the accidents on the north and south approaches. Left turns from Alexander Street to East Avenue are restricted Monday thru Friday during the afternoon rush hour (4:00 PM – 6:00 PM). Alexander Street can be improved by striping dedicated left turn lanes for northbound and southbound traffic and a dedicated right turn lane for northbound traffic. The left turn restriction during the afternoon rush hour can be removed. A signal analysis was performed to determine the effect of the proposed turn lanes. The



analysis was completed for ETC (2018) and ETC+10 (2028) using a 1.0% growth rate for the City of Rochester for both AM and PM periods. The results are included in Attachment H. Overall the LOS for ETC+10 remained the same or slightly improved compared to the existing condition. During the PM period on East Avenue, the eastbound thru/right movement and the westbound left movement have existing LOS D and E respectively. The LOS decreases to E and F for ETC+10. These movements are outside the scope of this project to correct.

Twenty accidents were reported at the CSX Railroad overpass located on Scio Street between Davis and Ritz Streets. The posted vertical clearance at this overpass is 10'-2". All the accidents involved vehicles striking this low-clearance bridge over the street. Advance warning signage for the low-clearance CSX Railroad bridge over Scio Street will be reviewed and supplemented as needed. Improving the bridge clearance is beyond the scope of this project.

See accident summary and collision diagrams, and intersection operational analyses in Attachment G. Also see the SAFE-TAP assessment form in Attachment E.

#### Highway Deficiencies

On all project streets the existing drainage consists of a closed system. In some locations drainage structures that are set too high cause standing water after storm events. Drainage structures will be reset to provide positive drainage. Catch basins and manholes will be repaired per the recommendations provided by Monroe County Pure Waters (MCPW).

All project streets have continuous sidewalks on both sides of the road. Overall the sidewalks are in good condition; Isolated locations with tripping hazards or in poor condition will be replaced in kind with concrete. Bus stop landing pads will also be installed as needed.

Driveway aprons are all paved with either asphalt or concrete and are in fair condition. Several driveway aprons that have failed will be replaced in kind. The following old driveway curb cuts will be removed:

- A 54+50 RT
- A 56+10 LT
- A 67+25 LT
- A 72+00 LT
- A 81+25 LT
- A 89+00 RT
- S 13+90 RT
- S 15+00 RT
- S 15+40 RT
- S 16+60 RT
- S 46+90 LT
- S 52+45 RT
- S 59+00 RT
- S 59+75 RT

Traffic Signal  
Deficiencies

All traffic signals within this project are mast arm designs. All traffic signals function and meet minimum MUTCD requirements.

All pedestrian signals consist of a bi-modal hand/man symbol and pedestrian count down timer. Standard push buttons and signs are located at some traffic signals and appear to function. Installing or upgrading to audible push buttons is outside the scope of this project. The Monroe County Department of Transportation (MCDOT) has a program in place to address signal upgrades.

Traffic signal loops impacted by the milling operation will be replaced in-kind. Based on record plans and field observations, ten loops will be replaced on Alexander Street and six loops on Scio Street.

Curb Ramp /  
Pedestrian  
Facility  
Deficiencies

Curb ramps or curb cuts exist at most intersections. The existing curb ramps were evaluated for conformance with current standards and documented in Attachment J. Generally, the ramps do not meet 2011 PROWAG standards and will be replaced or made compliant to the extent possible as allowed by the proposed scope of work for a maintenance type 1R project. Refer to Attachment B for plans depicting the proposed work. Any curb ramps that are not included will be justified as a nonstandard feature and documented in Attachment J, Nonstandard Feature Justification for Pedestrian Facilities.

Travel Lane  
Dimensions

Alexander Street from Broadway to Monroe Avenue is listed within MCDOT's 'City and County Multi-Lane Conversion List' and was reviewed for a potential road diet modification. The segment from South Clinton Avenue to Broadway was completed back in 2007; no adverse effects have been noted.

Large segments of Alexander Street are listed as a 'restripe candidate' in the 'Rochester Bicycle Master Plan'. The segment from East Avenue to University Avenue requires a detailed corridor study to assess the feasibility of adding bike lanes. This analysis is beyond the scope of this project.

Bike Boulevard Route 19A runs along Scio Street from Davis Street to the Rochester Public Market path (just north of the CSX railroad overpass).

In addition to the segments identified above, both streets within the project limits will be evaluated for compliance with the City of Rochester "Complete Streets Policy" to encourage and provide safe access for all transportation users (not just motor vehicles). This includes the installation of ADAAG/ PROWAG compliant curb ramps, marked crosswalks, bike lanes, and warning signs.

A signal analysis was performed on Alexander Street at the intersections with Broadway, Pearl Street, and Monroe Avenue to determine the effects of a road diet. The analysis was completed for ETC (2018) and ETC+10 (2028) using a 1.0% growth rate for the City of Rochester for both AM and PM periods. The following scenarios were evaluated:

**Road Diet 1a. Left Turn Lanes:** Two 11' travel lanes, a 10' left turn lane and two 5' bike lanes.

**Road Diet 1b. Left Turn Lanes and (future) two-way traffic on Broadway:** Two 11' travel lanes, a 10' left turn lane and two 5' bike lanes.

**Road Diet 2a. Parking Lane:** Two 11' travel lanes, two 6' bike lanes and an 8' parking lane.

**Road Diet 2b. Parking Lane and (future) two-way traffic on Broadway:** Two 11' travel lanes, two 6' bike lanes and an 8' parking lane.

The results are included in Attachment H. Road diet 2a shows a LOS F for the eastbound movement at Alexander Street and Broadway for the 2028 afternoon period. As a result, the parking lane option was eliminated from consideration. The average intersection LOS remained the same after road diet 1 (left turn lanes) was implemented with the following exceptions at Alexander Street and Broadway:

- LOS decreased from A to B for the 2018 and 2028 afternoon period
- LOS decreased from A/B to B/C for the morning and afternoon periods for both 2018 and 2028 for the two-way traffic on Broadway alternative

Dedicated bike lanes will be added on Alexander Street from just east of South Clinton Avenue to just north of Monroe Avenue. Parking would have to be restricted on the remaining sections of Alexander Street (Mount Hope Avenue to South Clinton Avenue and Monroe Avenue to East Main Street) to add dedicated bike lanes. Shared use lanes will be utilized in lieu of parking restrictions. At the intersection of Alexander Street and East Avenue, left turn lanes and a dedicated right turn lane for northbound traffic will be striped on Alexander Street. On Scio Street, dedicated bike lanes will be retained from Davis Street to the Rochester Public Market path. No other accommodations for bike facilities on Scio Street will be included as part of this project. Pavement markings including shared use lane markings (sharrows) & bike lane markings and signage will be installed. No other modifications to the lane configuration are proposed.

Plans and typical sections depicting the proposed lane configuration are including in Attachment B.

#### Other

There is a raised crosswalk on Scio Street at the Dr. Freddie Thomas Learning Center. The raised crosswalk will be replaced.

Improvements will be made to existing tree pits to allow healthy trees to continue to grow without compromising the sidewalk.

Alexander Street and Scio Street have granite curb in fair to good condition with 6 inch +/- reveal. Isolated locations of curbing will be reset where it has settled adjacent to utility patches and to achieve properly aligned curb ramps. Curbing

in poor condition will be replaced in-kind. Full height granite curb will be installed at several locations to remove old driveway curb cuts.

**Project Element(S) To Be Addressed:**

- Highway Element-Specific
- Bridge Element-Specific
- Other:
- Operational Maintenance
- Where & When

- Priority Results:**
- Mobility & Reliability
  - Economic Competitiveness
  - Safety
  - Environmental Stewardship
  - Security

**1.4. PURPOSE/OBJECTIVES**

Correct identified pavement deficiencies that will extend the useful life of the highway and maintain it in a structurally sound condition by replacing the oxidized, deteriorated pavement surface. Improve surface drainage, ride quality, and increase the pavement sufficiency rating above ‘6’ (6 = fair) for a 10 year service life in a cost effective manner. Upgrade handicap accessibility by replacing curb ramps, installing detectable warning fields, and replacing linear sidewalk sections to the extent possible under this maintenance (1R) project. Stripe dedicated bike lanes on Alexander Street from South Clinton Avenue to Monroe Avenue as part of the County’s multi-lane conversion plan.

**1.5. DESCRIPTION OF PROPOSED WORK**

The recommended alternative for this project is to resurface and restore the pavement with a single course mill and overlay. The existing pavement structure is adequate and in overall good condition. The mill and overlay treatment will remove surface distress and prove a new wearing surface devoid of cracks and utility patches. Isolated areas of pavement repair will be required prior to the mill and overlay treatment to improve the existing pavement structure. Pavement Evaluation & Treatment Selection Reports (PETSRs) are included for each street in Attachment D.

The proposed alternative will include:

- Milling the existing asphalt pavement overlay and resurfacing the pavement with a 1.5” single course HMA overlay. 60 series HMA will be used to ensure proper compaction.
- Isolated locations of pavement repair to provide a good pavement structure and improve ride quality. As depicted on the plans, pavement repair options include:
  - Two course milling and overlay (1.5” HMA Top, 2” HMA Binder)
  - Deep repair (1.5” HMA Top, 2” HMA Binder, 4” HMA Base)
  - Full depth repair (1.5” HMA Top, 2” HMA Binder, 8” HMA Base, 12” Subbase)
- Replacing cracked, damaged or missing curbing with new granite curbing. Resetting existing granite curbing with poor reveal and/or profile.
- Reconstructing existing sidewalk curb ramps to meet current ADAAG/PROWAG and NYSDOT standards.
- Isolated locations of sidewalk replacement in areas with tripping hazards or in poor condition
- Bus stop landing pads (as needed)
- Removing old driveway curb cuts
- Tree pit improvements
- Adjusting drainage inlet frames and grates, manholes, valves and other structures in

- the pavement to grade to improve runoff collection and ride quality.
- Replacing traffic signal detector loops damaged by the pavement milling operation.
  - Replacing pavement markings including re-striping for Alexander Street road diet, bike lanes, and shared use lanes
  - Replacing or updating signage as needed
  - Replacing the raised crosswalk on Scio Street at the Dr. Freddie Thomas Learning Center
  - Removing the old pedestrian signal poles on Alexander Street between Bixby Place and Tracy Street

All construction will be performed within the Municipality Right of Way. No easements or acquisitions will be required for this project.

## 2.1 DESIGN STANDARDS

The project will follow the design guidance for 1R projects given in Section 7.3 of the NYSDOT Highway Design Manual. Additional design guidance and project observations are given in the Safe-Tap Checklist in Attachment E.

## 2.2 NON-STANDARD/NON-CONFORMING FEATURES

The pedestrian facilities within the scope of this project will be evaluated in final design for conformance with the applicable standards in the NYSDOT Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities found on the NYSDOT Highway Design Manual [Chapter 18 webpage](#). If the work at any facility will not meet the applicable standards, then the procedural requirements identified in ED 15-004 - Design, Construction and Inspection of Pedestrian Facilities in the Public Right of Way will be followed and the facility will be rehabilitated, replaced or justified as nonstandard.

## 2.3 SPECIAL TECHNICAL ACTIVITIES REQUIRED

None

## 2.4 WORKZONE SAFETY & MOBILITY

The sponsor has determined that the subject project is not significant per 23 CFR 630.1010. A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP will be considered during final design.

An off-site detour is not proposed for this project. Due to the nature of the restoration work, traffic can be maintained on-site with daily lane closures by utilizing flag persons to control alternating one-way traffic, with minimal delays to motorists. At the end of each working day, the road will be reopened to two-way operation, with traffic driving on the milled or paved surface. All sections include two lane travel ways. All sections of the project with two lanes and a parking lane could support two-way traffic if parking is restricted during construction activities. Access to all driveways will be maintained during construction.

Advance notification to property owners, commuters, school districts, and emergency service providers will be made prior to conducting any road work requiring lane closures.

## 2.5 ASSET MANAGEMENT (OPTIONAL)

Applies  Not Applicable

## 2.6 POTENTIAL UTILITY INVOLVEMENT

Yes  No

Coordination with utility companies within the project area will be required in final design, so that valve boxes, manholes, and other elements can be adjusted as needed in conjunction with the paving work. Utility agreements will be executed with RG&E (gas valve and electric manhole adjustments) and Frontier (telephone manhole adjustments). Adjustments to city water valve boxes, sanitary and storm sewer manholes, and drainage structures will be performed as part of

the project.

## **2.7 RIGHT OF WAY**

The existing ROW width varies but is generally the back edge of the sidewalk. All proposed work can be accomplished within the existing right of way, therefore, it is anticipated that no right of way acquisitions will be required for the project

All projects, including maintenance projects, require a Right of Way (ROW) Clearance Certificate at the time of PS&E submission. The ROW Clearance Certificate will be attached to the PS&E transmittal memo.

### 3.1 ENVIRONMENTAL CLASSIFICATION

#### NEPA (National Environmental Policy Act):

This project is being progressed as a NEPA Class II action (Categorical Exclusion).

In accordance with the Federal Highway Administration's regulations in 23 CFR 771.117(c) this is an action which will not have significant environmental effects and does not normally require additional federal approval regarding NEPA. Specifically this action meets the description in 23 CFR 771.117(c) described as "'Projects that take place entirely within the existing operational right-of-way.'" This is further detailed in the Federal Environmental Approvals Worksheet (FEAW) included in Attachment C.

#### SEQRA (State Environmental Quality Review Act):

In accordance with 17 NYCRR, Part 15, "Procedures for Implementation of State Environmental Quality Review Act", the project sponsor has determined that this project is a SEQR Type II Action. Additional information related to how the project meets the SEQR Type II criteria is included in Attachment C.

The following Checklists are attached:

- Federal Environmental Approval Checklist
- Environmental Checklist

### 3.2 ENVIRONMENTAL DOCUMENTATION

For topics checked yes on the Environmental Checklist, resolution is as follows:

#### ENVIRONMENTAL DOCUMENTATION:

Section 106 (National Historic Preservation Act): See **Attachment C** for the June 21, 2017 NYSDOT Region 4 Cultural Resource Coordinator's memo confirming that the project activities have no potential to cause effects on historic properties and there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. The complete Section 106 Project Submittal Package is included in **Attachment C**.

Endangered Species Act: See **Attachment C** for the May 1, 2017 Consistency Determination for Threatened and Endangered Species concurrence e-mail. It has been determined that this project will have "No Effect" on the Northern long-eared Bat and "unlikely to disturb nesting bald eagles." The complete Consistency Determination for Threatened and Endangered Species package including the Section 7 ESA Transmittal Sheet is included in **Attachment C**.

### 3.3 ANTICIPATED PERMITS/CERTIFICATIONS/COORDINATION

New York State Department of Transportation (NYSDOT) Highway Work Permit for work zone setup and striping work on the bridges over I-490 (Alexander Street) and the Inner Loop (Scio Street).

### 3.4 NYS SMART GROWTH PUBLIC INFRASTRUCTURE POLICY ACT (SGPIPA)

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public



Infrastructure Policy Act (SGPIPA).

To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107. The Smart Growth Screening Tool was used to assess the project's consistency and alignment with relevant Smart Growth criteria; the tool was completed by the project sponsor on 7/18/15 and reflects the current project scope. The Smart Growth Screening Tool is included in **Attachment C**.

**4.1 FUNDING**

**FUNDING SOURCE:**       100% State                       Federal

**MPO INVOLVEMENT:**       No                                       Yes (GTC)  
 TIP Name: Alexander, Scio, Group 2  
 TIP No.: H17-16-MN1

**TIP AMENDMENT REQUIRED:**       No                       Yes; Needed by:

**STIP STATUS:**                       On STIP                       Not on STIP

**4.2 COST AND SCHEDULE**

Public Meeting                       4(f)/106 FHWA sign-off  
 Permits                                       Consultant(s) for:  
 Other – Identify e.g., utilities, endangered species (ESA)

Schedule and Cost				
Project Phase	Activity Duration	Estimated Cost	Fund Source	Obligation Date
Design V-VI	7 months	\$178,000	STP Urban	6/17
Construction	6 months	\$2,442,000	STP Urban	12/17
Construction Inspection	6 months	\$454,000	STP Urban	12/17
<b>TOTAL ESTIMATED COST</b>		<b>\$3,074,000</b>		

**BASIS OF ESTIMATE:** Engineer’s Estimate (See Attachment I)

**PROGRAM DISPOSITION/LETTING:** Scheduled for letting in FFY 2018

**STATEWIDE SIGNIFICANCE:**       No      Remarks:

Project Schedule	
Activity	Date Occurred/Tentative
Scope (IPP) Approval	September 2016
Design Approval	December 2017
Construction Start	July 2018
Construction Complete	November 2018

**5.1 PUBLIC INVOLVEMENT**

No Public Involvement Plan has been prepared. Impacts from this project will be minimal, therefore no Public Informational Meeting will be held for this project.

**5.2 SPECIAL CIRCUMSTANCES (OPTIONAL)**

Design and construction will be administered by the City of Rochester Department of Environmental Services.

**6.1 LIST OF ATTACHMENTS/APPENDICES**

- A. Project Location Map
- B. Plans and Typical Sections
  - Typical Sections (Dwg. TYP-01 thru TYP-04)
  - Miscellaneous Details (Dwg. MSD-1)
  - Pavement Plans:
    - Alexander Street (Dwg. PLN-A1 thru PLN-A10)
    - Scio Street (Dwg. PLN-S1 thru PLN-S5)
- C. Environmental Information
  - Federal Environmental Approval Worksheet
  - Environmental Checklist
  - SEQR Type II Documentation
  - Section 106 Project Submittal Package
  - Consistency Determination for Threatened and Endangered Species Package
  - Smart Growth Screening Tool
- D. Pavement Evaluation & Treatment Selection Reports (PETSRS) and Pavement Core & Boring Logs
- E. Safe-Tap Checklist
- F. Pedestrian Generator Checklist
- G. Accident Analysis
- H. Traffic and Intersection Capacity Analysis
- I. Cost Estimate
- J. Existing Curb Ramp Evaluation and Nonstandard Feature Justification for Pedestrian Facilities
- K. Initial Project Proposal (IPP)

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