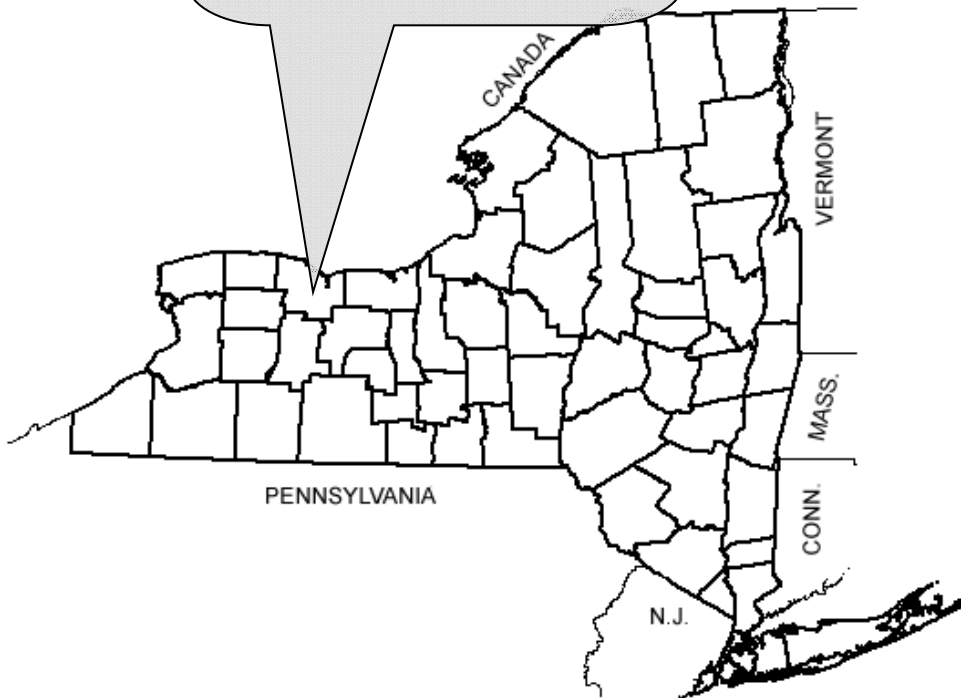


# TRANSPORTATION

## INITIAL PROJECT PROPOSAL/FINAL DESIGN REPORT

July 2018

**2020 Preventive Maintenance  
Group 11 - Lyell Avenue**  
Mt. Read Blvd to Lake Avenue  
PIN 4CR004, D035650  
City of Rochester  
Monroe County



PROPOSED



**ANDREW M. CUOMO**  
Governor

**Department of  
Transportation**

**PAUL A. KARAS**  
Acting Commissioner



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



# PROJECT APPROVAL SHEET

A. IPP Approval:

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

Kevin Bush, P.E.

9/15/16

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, Categorical Exclusion (c list) as described in this document.



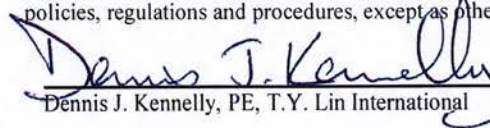
7/17/17

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.



7/10/18

Dennis J. Kennelly, PE, T.Y. Lin International

D. Public Hearing Certification (23 USC 128):

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

Nonstandard Feature Approval:

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

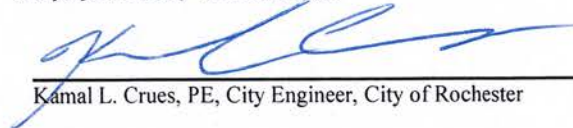
Scoping & Design Approval:

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

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.

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



8-2-2018

Kamal L. Crues, PE, City Engineer, City of Rochester

## LIST OF PREPARERS

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

Dennis J. Kennelly, PE, Principal, T.Y. Lin International Engineering & Architecture, PC

**Description of Work Performed:**

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



**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

The project proposes to provide a smooth driving surface on Lyell Avenue from Lake Avenue to Mt. Read Boulevard by removing the top 2 inches of the existing pavement and replacing it in-kind. The project will also address bicycle and pedestrian needs by repairing and improving the existing systems, upgrading existing infrastructure to meet requirements of the Americans with Disabilities Act (ADA), and installing continuous bicycle lanes within the project limits. Traffic will be maintained on site via staged construction and daily lane closures.

### 1.2. PROJECT LOCATION

Lyell Avenue (NY 31), from Mt. Read Boulevard to Lake Avenue, City of Rochester, NY.

The project, located on the City's west side, is 3.6 lane miles.

The project location map is included in Appendix A. The map identifies the following information: Route number and name, length, functional class, existing AADT and truck volume %.

### 1.3. PROJECT NEED

The project needs and concerns primarily include replacement of the oxidized road surface and rehabilitation of the pavement's structure. Improvements to drainage and ridability along Lyell Avenue are needed within the project limits due to unfavorable conditions.

Pedestrian access and handicap accessibility does not meet current ADA standards and upgrades are needed where practicably feasible and scheduled for the future where not feasible. Lyell Avenue currently does not meet the City's goals for bicycle infrastructure. Bicycle lanes will be maintained and added wherever space allows to create continuous bicycle lanes throughout the project limits. New granite curbing and replacement of sidewalks will be included in the contract documents where needed due to documented deficiencies.

#### Traffic Safety Assessment

A traffic safety assessment was conducted for this project and identified several locations throughout the corridor between Mt. Read Boulevard and Lake Avenue that exceed the MCDOT and NYSDOT average accident rates for an urban minor arterial. Within the project limits, all 9 midblock segments, 82% (9 of 11) of the signalized intersections, and 63% (17 of 27) of the unsignalized intersections exceed the MCDOT or NYSDOT average accident rates. Over the three years studied, the highest percentage of accident types included 35% rear-ends, 15% overtaking, and 12% right-angle accidents. The accidents were reviewed for any patterns that occurred and recommendations were made based on the FHWA Crash reduction factors (September 2008).

In addition to the accident analysis conducted above, four MCDOT Priority Investigation Location (P.I.L.) studies have been conducted in the project area as listed below. The studies have been reviewed as part of this project. The results of the P.I.L studies recommended to maintain the existing conditions and signage and did not recommend any traffic control or traffic feature changes.

#### MCDOT P.I.L. Studies

1. Lyell Ave at Whiney St (2014)

2. Lyell Ave, Murray St to Sherman St (2016)
3. Lyell Ave at Saratoga Ave/Spencer St (2018)
4. Lyell Ave at Parkway (current P.I.L, not studied yet)

The results of the accident analysis showed clusters of rear-end accidents at the signalized intersections with the highest concentrations at Lake Avenue, Mt. Read Boulevard, and Child Street. These rear-end accidents appear to be a result of signalization and observed congestion. It is recommended to optimize the signal timings at these locations and improve coordination where possible to reduce traffic queues. In addition, increasing visibility of the signal heads has shown to reduce accidents. Installation of backplates with retroreflective sheeting is planned as part of an upcoming City-wide Pedestrian Safety Action Plan (PSAP) project, which includes Lyell Avenue.

Overtaking type accidents were fairly spread out throughout the corridor. However, the signalized intersections with the highest frequency included Lake Avenue, Mt. Read Boulevard, Broad Street, Dewey Avenue, Saratoga Avenue/Spencer Street and Murray Street to Child Street. The overtaking accidents appear to be a result of intersection signalization. This project will include resurfacing the pavement, refreshing striping, and upgrading the existing signage – all of which have proven to help reduce accidents. In addition, this project proposes reducing the eastbound through lanes (from two to one) between Broad Street and Dewey Avenue, which should help to lower the number of overtaking accidents. Based on this study and the P.I.L. studies in these areas, there are no other known problems that this project could remediate.

Clusters of right angle accidents were identified at the signalized intersections of Dewey Avenue, Lake Avenue, Child Street, and from Child Street to Broad Street. This type of crash appears to be a result of the left turn movements and congestion at the signalized intersections. As part of this project, dedicated left turn lanes will be maintained along Lyell Avenue to provide refuge for left turning vehicles at these signalized intersections. In addition, a westbound bicycle lane will be added at Child Street. The improvements listed above are anticipated to help reduce the accidents in these areas.

Please refer to Appendix D for the Accident Analysis, Summary Tables, and P.I.L. Studies.

#### Capacity Analysis

A capacity analysis was performed at the critical locations of Lyell Avenue at Broad Street and Lyell Avenue at Dewey Avenue for the proposed eastbound lane reduction. The latest Synchro files and traffic volumes were provided by MCDOT and used to analyze the proposed lane configuration of one eastbound through lane and two westbound through lanes in this roadway section. The results of the capacity analysis show average or above average intersection Level of Service (LOS) during the weekday morning and evening peak hours.

Please refer to Appendix D for the Synchro Printouts.

Existing Characteristics of Concern	
Element	Measure/Indicator
Surface Rating	6 - Indicate cracking distress. See Pavement Evaluation and Treatment Selection Report (PETSr) found in Appendix B. See Pavement Core Data collected by Terracon Consultants-NY, Inc. found in Appendix C.
Accidents	Lyell Ave (Project Limits) = 23.3 ACC/MVM* Countywide Average = 2.29 ACC/MVM *Exceeds MCDOT Countywide Average Accident Rate. See Accident Analysis and Summary Tables found in Appendix D.
Highway Deficiencies	Required repairs are beyond the capabilities of Department Maintenance forces.  See Safety Assessment Checklist found in Appendix E.
Traffic Signal Deficiencies	Replacement of signal loops and pavement markings in kind.
Curb Ramp/Pedestrian Facility Deficiencies	Field data was collected to tabulate needed curb, base repair, hazardous sidewalk replacement, accessible curb ramp improvements for current ADA compliance. See Curb Ramp Inventory Form and Photos found in Appendix F.  Acceptability of existing curb ramps will be determined per the NYSDOT spreadsheet "Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities."

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

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Highway Element-Specific | <input type="checkbox"/> Operational Maintenance |
| <input type="checkbox"/> Bridge Element-Specific             | <input type="checkbox"/> Where & When            |
| <input type="checkbox"/> Other:                              |  |

- Priority Results:**
- |  |  |                                   |
|--|--|-----------------------------------|
| <input checked="" type="checkbox"/> Mobility & Reliability | <input type="checkbox"/> Safety                    | <input type="checkbox"/> Security |
| <input type="checkbox"/> Economic Competitiveness          | <input type="checkbox"/> Environmental Stewardship |                                   |

**1.4. PURPOSE/OBJECTIVES**

- (1) Restore pavement to good condition using cost effective pavement treatments which provide a service life of 15 years.
- (2) Investigate pedestrian access to make improvements where practically feasible. Upgrade accessibility to meet current ADA standards and identify improvements for the future where not feasible.
- (3) Maintain bicycle lanes where existing and add bicycle lanes wherever space allows, in accordance with the City of Rochester's Complete Streets Policy and *NACTO Urban Street Design Guide* standards.

## 1.5. DESCRIPTION OF PROPOSED WORK

This project includes milling 2" and resurfacing 2" of the existing pavement along with spot base repair and truing and leveling to improve the drainage and rideability. Preferences will be given to cost effective treatments such as differential milling to preserve curb reveal, improve drainage, and re-establish adequate crown while retaining existing pavement base materials. Street improvements will include spot curb repair, as needed. Work will include adjustment of sewer and water castings along with repairing receiving basins, replacement of traffic signal loops, sign upgrades/ adjustments and pavement markings.

Sidewalk curb ramps and crosswalks will be upgraded to assure compliance with current ADA standards. Hazardous sidewalk segments will be replaced.

All pavement marking layouts will be evaluated for compliance with MUTCD and conformance with the City's Complete Street Policy and *NACTO Urban Street Design Guide* standards. Provisions for bicyclists and pedestrians have been evaluated and appropriate improvements recommended on the preliminary plans. Existing travel lane and turn lane widths and configurations will be retained, except in areas where parking may be removed to provide spaces for bicycle lanes. Continuous bicycle lanes will be provided along both sides of Lyell Avenue throughout the project limits, with the exception of a westbound bicycle lane between Dewey Avenue and W. Broad Street. All parking and regulatory signing will be reviewed and recommendations made for improvements or needed modifications.

Installation of bike posts, bus stop landing pads, and improvements to existing tree pits to allow healthy trees to continue to grow will be investigated and opportunities will be summarized during final design for consideration by the City.

All construction will be performed within the City Right of Way, therefore no easements, grading releases or acquisitions will be required.

The proposed alternative is the only one that meets the project's objectives due to constraints of the existing curb-to-curb pavement width and installation of continuous bike lanes. Therefore, it is the only alternative considered in this report.

For a more in-depth discussion of the design criteria and nonstandard features, refer to Section 2.3 of this report.

## 2.1 DESIGN STANDARDS

Design Standards	
Project Type	NYSDOT Design Guidance
Sign and/or Traffic Signal Upgrading Projects	NYSDOT Highway Design Manual Chapter 11
Drainage System Restoration	NYSDOT Highway Design Manual Chapters 8 & 19
Travel Lane, Bicycle and Pedestrian Facilities	NYSDOT Highway Design Manual Chapters 17 & 18; <i>NACTO Urban Street Design Guide</i>
1R Projects	NYSDOT Highway Design Manual Chapter 7
Curb Extensions/Edgeline Installation Criteria	MCDOT Traffic Studies Procedure Manual



**2.2 OTHER DESIGN PARAMETERS**

Other Design Parameters			
Element	Standard	Existing Conditions	Proposed Condition <sup>1</sup>
Sidewalks & Ramps	TSMI 17-02 Applicability of ADA Guidelines to Pedestrian Safety Action Plan Countermeasures (PSAP)	Some ramps and sidewalks meet prior standards, some do not	Meet the current standards as is reasonably applicable for a 1R project **
Sidewalks & Ramps	Public Right-of-way Accessibility Guidelines (PROWAG)	Same as above	Same as above **

1 \*\* Denotes non-conforming feature

**2.3 NON-STANDARD/NON-CONFORMING FEATURES**

There is one non-conforming feature within the project limits. Some sidewalk ramp upgrades may not comply with ADA and PROWAG standards due to limited right-of-way and/or buildings/structure obstructions. Each ramp was field measured, photographed and tabulated. Ramp upgrades will be optimized within available right-of-way.

Existing pedestrian facilities within the scope of this project will be further evaluated during 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. The final determination of justification for nonstandard will be made during construction.

**2.4 SPECIAL TECHNICAL ACTIVITIES REQUIRED**

A State-Local agreement will be required to allow for reimbursement of sponsor expenditures consistent with the applicable Federal Aid Program. A safety assessment checklist was conducted and can be found in Appendix E.

**2.5 WORKZONE SAFETY & MOBILITY**

The City has determined that this project is not significant per 23 CFR 630.1010. The project duration is anticipated to be 7 months and traffic will be maintained via work zone traffic control only; no off site detour is proposed. Staged construction will be used along with daily lane closures per the MUTCD traffic control measures.

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. The traffic control devices being specified in the TTC may include Variable Message Signs (VMS), arrow panels, channelizing devices, temporary pavement markings, flaggers or uniformed traffic control officers. Transportation Operations (TO) and Public Information (PI) components of a

TMP will be considered during final design.

**2.6 ASSET MANAGEMENT (OPTIONAL)**

Applies  Not Applicable

Asset Management			
Asset Management Team	IPP Initiator (Yes/No)	Asset Specific Cost Share (\$M)	Asset Management Team Specific Cost/Scope/Schedule/Concurrence (Team Chair Signature)
Pavement			
Structures			
Culverts			
Operations			
Environment			

**2.7 POTENTIAL UTILITY INVOLVEMENT**

Yes  No

Potential Utility Impacts					
Owner	Type (Denote OH/UG)	Location	Side	Length (m)	Impact
RG&E Electric	OH/UG	Varies	Varies	Project Limits	Handhole adjustment
RG&E Gas	UG	Varies	Varies	Project Limits	Handhole adjustment
MCPW	UG	Varies	Varies	Project Limits	Manhole adjustment
City Water	UG	Varies	Varies	Project Limits	Water valve cover adjustment
MCDOT Signals	UG	Varies	Varies	Project Limits	Loop replacement

**2.8 RIGHT OF WAY**

All proposed work can be completed within the existing right-of-way; therefore, it is anticipated that no right of way acquisitions will be required for the project. 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 [Cat Ex]).

This Project is being progressed as a NEPA Class II action because it does not individually or cumulatively have a significant environmental impact and is excluded from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) as documented in the Federal Environmental Approvals Worksheet (FEAW) and following discussion in this chapter.

Specifically, in accordance with the Federal Highway Administration's (FHWA) 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)(26) described as "(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes)" and meets the constraints listed in 23 CFR 771.117(e). Refer to Appendix G for the FEAW.

SEQRA (State Environmental Quality Review Act):

The City of Rochester is the SEQRA lead agency as per 17 NYCRR Part 15 "Procedures for Implementation of State Environmental Quality Review Act", Section 15.5.

The City has determined that this Project is a SEQRA Type II action, per 6 NYCRR Section 617.5(c). This permits the Project to be classified as Type II since the Project is of a scale and scope illustrated by the following:

- (2) replacement, rehabilitation or reconstruction of a structure or facility, in kind, on the same site, including upgrading buildings to meet building or fire codes, unless such action meets or exceeds any of the thresholds in Section 617.4 of this Part.

The following Checklist(s) are attached:

- Federal Environmental Approvals Worksheet (FEAW), Appendix G
- Social, Economic and Environmental Resources Checklist, Appendix H
- Capital Projects Complete Streets Checklist, Appendix I

### **3.2 ENVIRONMENTAL DOCUMENTATION**

For topics checked yes on the Social, Economic, and Environmental Resources Checklist or applicable on the FEAW in the appendix, resolution is as follows:

#### **3.2.1 *Neighborhoods and Community Cohesion***

##### **3.2.1.1 *Changes to Neighborhood Character***

The proposed Project includes milling 2" and resurfacing 2" of the existing pavement along with spot base repair, spot curb repair, sidewalk repair inclusive of installation of accessible ramps as well as equipping existing ramps with detectable warning units, installation of bike posts, installation of bus stop landing pads as needed, and improvements to existing tree pits where needed to allow healthy trees to continue to grow. Project work also includes replacing traffic loops as needed, and pavement markings.

The character of the neighborhood will be improved through these Project improvements.

### *3.2.1.2 Impact to Transportation Options*

Improvements to the road surface and bike lanes will positively affect transportation options along Lyell Avenue. These improvements will facilitate a better walking, biking, and driving experience for individuals who utilize Lyell Avenue.

### *3.2.1.3 Travel Patterns*

Travel patterns will be improved by road and bike lane improvements which will positively affect the neighborhood quality of life and benefit individuals who utilize Lyell Avenue.

## **3.2.2 General Social Groups**

### *3.2.2.1 Potential Effects to the Transit Dependent Groups*

Please refer to Sections 3.2.1.2 and 3.2.1.3.

### *3.2.2.2 Environmental Justice*

A majority of the Project area is located within an environmental justice area (see attached Environmental Justice Areas map in Appendix H to this report). There will be no disproportionate adverse impact to the environmental justice area, as the Project will provide an overall positive benefit individuals who utilize Lyell Avenue.

## **3.2.3 Business Districts**

### *3.2.3.1 Bicycling and Transit Opportunities*

Please refer to Sections 3.2.1.2 and 3.2.1.3.

## **3.2.4 Environmental**

### *3.2.4.1 Federally- and/or State-listed Endangered Species*

According to the United States Fish and Wildlife (USFWS) Information for Planning and Consultation (IPaC) database, and correspondence with the New York Natural Heritage Program (NYNHP), one federally- and state-listed threatened species, the northern long-eared bat (NLEB), and one state-listed endangered species, the peregrine falcon, may potentially be present in the Project vicinity.

The NLEB was listed by the IPaC as potentially located within the Project area; however, correspondence from the NYNHP dated April 13, 2018 did not indicate the presence of the NLEB within the vicinity of the Project.

The IPaC FHWA Programmatic Consultation Determination Key for Transportation Projects

Affecting NLEB or Indiana bat was completed on April 18, 2018. Based on the habitat requirements of the NLEB, the Project site does not contain significant habitat suitable for this species within or near the Project. The Determination Key finding for the listed species is: May affect – Not Likely to Adversely Affect.

The aforementioned NYNHP correspondence indicated that peregrine falcons have breeding habitat within 0.3 miles of the Project. Peregrine falcons have adapted to living in many cities and make use of tall buildings that provide suitable ledges for nesting and depend on the large populations of pigeons and starlings in cities for food<sup>1</sup>. Rochester, New York has fostered successful breeding pairs of peregrine falcons since 1998<sup>2</sup>. Originally, a nesting box was placed at the top of the Kodak Office Building in 1995, which was first occupied by peregrine falcons in 1998. This nesting box was moved to the Powers Building in 2008 to accommodate renovations to the Kodak Office Building, and a second nesting box was placed onto the Times Square Building. Currently, there is a nesting pair atop the Times Square Building<sup>3</sup>, approximately 2.45 miles from the Project. An assessment of the Project site did not reveal suitable habitat (i.e., tall buildings/tall bridges) nor visible sign of activity by peregrine falcons (i.e., bird strikes) within the Project area. Therefore, the Project is anticipated to result in “no effect” to the species or species habitat.

#### 3.2.4.3 Cultural Resources

The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resources Information System (CRIS) website was reviewed to determine the location of any properties listed, or eligible for listing, in the National Register of Historic Places (NRHP) within or adjacent to the Area of Potential Effect (APE) for the proposed Project. According to the CRIS website, there are no properties listed in the NRHP, and 13 properties determined to be eligible for the NRHP located within 500 feet of the APE.

According to the CRIS, the Project is partially located within an archaeologically sensitive area. A review of CRIS also indicated that there are no previously identified archaeological sites which are NRHP-eligible or for which NRHP eligibility has not been formally determined located within 1,000 feet of the APE. Additionally, the CRIS website indicated that no New York State Museum (NYSM) sites or areas are located within 1,000 feet of the APE. A review of the CRIS website also determined that two previous cultural resources surveys have been conducted within 0.5 miles of the proposed Project APE.

The proposed Project occurs within previously disturbed areas comprised of a paved roadway and immediately adjacent areas with associated commercial and residential infrastructure. The Project area has been developed and infilled since the late nineteenth century. No intact/original soils are present within the Project area or are anticipated to be disturbed, and therefore there is little to no likelihood that prehistoric or historic deposits would be impacted by construction of the Project.

The Project Submittal Package (PSP) will be submitted to the NYSDOT Regional Cultural

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1 Defenders of Wildlife. Undated. Peregrine falcon. Available at <https://defenders.org/peregrine-falcon/basic-facts>. (Accessed April 2018).

2 City of Rochester, New York. Undated. Downtown Falcons. Available at: <http://www.cityofrochester.gov/article.aspx?id=858994251>. (Accessed April 2018).

3 Genesee Valley Audubon Society. 2018. Rfalconcam. Available at: <http://rfalconcam.com/rfc-main/>. (Accessed April 2018).

Resources Coordinator (RCRC), and comments from the RCRC will be included in Appendix H to this Report.

#### 3.2.4.4 Asbestos-containing Materials (ACM)

Based on the project scope and features that will be encountered within the project limits, ACMs are not anticipated to be encountered on public facilities.

#### 3.2.4.5 Contaminated and Hazardous Materials

Based on the project scope and features that will be encountered within the project limits, contaminate and hazardous materials are not anticipated to be encountered on public facilities.

### 3.3 ANTICIPATED PERMITS/CERTIFICATIONS/COORDINATION

Listed below are the anticipated permits and certifications as well as the status of any coordination required. Please refer to the applicable Appendices for additional in-depth information.

#### Permits

New York State Department of Transportation (NYSDOT):

- Highway Work Permit

New York State Department of Environmental Conservation (NYSDEC):

- Construction Solid Waste Disposal Permit

CSX Railroad

- Railroad ROW Work Permit

#### Others

- Local Permits (City of Rochester)

#### Coordination

- Federal Highway Administration
- Monroe County
- NYSDOT
- City of Rochester
- CSX Railroad

### 3.4 NYS 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 Design Engineering team and submitted to the Region's Planning and Program Management group in April 2018 for review and approval. Please refer to Appendix J for the completed Smart Growth Screening Tool.

**4.1 FUNDING**

**FUNDING SOURCE:**  100% State  Federal

**MPO INVOLVEMENT:**  No  Yes  
 TIP Name: Lyell Ave, Group 11 TIP No.: H17-19-MN1

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

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

**4.2 COST AND SCHEDULE**

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

Schedule and Cost				
Project Phase	Activity Duration	Estimated Cost	Fund Source	Current Obligation Date
Scoping	3 months	\$24,659	STP-URBAN	Mar-2017
Design I-IV	18 months	\$98,633	STP-URBAN	Mar-2017
Design V-VI	12 months	\$204,926	STP-URBAN	Dec-2018
Construction	12 months	\$2,808,276	STP-URBAN	Dec-2020
Construction Inspection	12 months	\$521,892	STP-URBAN	Dec-2020
<b>TOTAL ESTIMATED COST</b>		\$3,658,359*		

**BASIS OF ESTIMATE:** Sponsor’s TIP Application, \*Estimated Costs in year of expenditure and prepared by lane mile.

**PROGRAM DISPOSITION/LETTING:** Scheduled for letting in FFY 3/2020

**STATEWIDE SIGNIFICANCE:**  No Remarks:

Design approval is scheduled for August of 2018. The City plans to request a TIP amendment to advance construction funding into FFY 2019. If approved, the anticipated start of construction would be rescheduled to Spring of 2019 and last 7 months.

<b>Project Schedule (anticipated, with TIP amendment)</b>	
<b>Activity</b>	<b>Date Occurred/Tentative</b>
Scope Approval	March 28, 2017
Final Design Start	September 2018
Design Approval	August 2018
PS&E	December 2018
Bid Opening	February 2019
Construction Start	May 2019
Construction Complete	November 2019



<b>Estimated Project Cost (in millions) *</b>		
<b>Activities</b>		<b>Reasonable/Preferred Alternative</b>
Construction Costs	Bridge	NA
	Highway	\$1,800,000
Wetland Mitigation		NA
SPDES Permit Compliance		NA
Incidentals (10%)		180,000
<b>Subtotal 1</b>		<b>\$1,980,000</b>
Contingency (15% at Design Approval)		297,000
<b>Subtotal 2</b>		<b>\$2,277,000</b>
Field Change Order		114,000
<b>Subtotal 3</b>		<b>\$2,391,000</b>
Mobilization (4%)		95,000
<b>Subtotal 4</b>		<b>\$2,486,000</b>
Expected Award Amount (Inflate current costs/prices at 2%/yr. to midpoint of construction to arrive at \$ amount to be entered here) See HDM 21.6.3.2 B		<b>\$2,586,000</b>
Construction Inspection (9%)		\$233,000
ROW Costs		0
<b>Total Costs *</b>		<b>\$2,819,000</b>

\* Based on Preliminary Design

## 5.1 PUBLIC INVOLVEMENT

Notifications to public officials, potential stakeholders and emergency responders and schools will be completed prior to project construction.

Since the scope of this project is milling and resurfacing, input from residents during preliminary and final design is not being solicited. Coordination with utility companies within the project area is currently in process, so that valve boxes, manholes, and other elements can be adjusted as needed in conjunction with or in advance of the paving work.

A Public Involvement (PI) Plan for the construction phase will be developed during final engineering and will be implemented throughout construction. Refer to Appendix K for PI Plan.

<b>Public Involvement Plan Schedule of Milestone Dates</b>	
<b>Activity</b>	<b>Date Occurred/Tentative</b>
Stake holder Meeting	NA
Focus Group Meeting	NA
Meetings with City Reps.	May 2018; July 2018
Meeting with State/Fed Agencies	NA
Public Informational Meeting	During Pre-Construction Phase

Refer to Appendix L for the Approved IPP and project correspondence.

## **5.2 SPECIAL CIRCUMSTANCES (OPTIONAL)**

No special circumstances have been identified.

## **6.1 LIST OF ATTACHMENTS / APPENDICIES**

- Appendix A – Location Map
- Appendix B – Pavement Evaluation and Treatment Selection Report (PETSR)
- Appendix C – Pavement Core Data
- Appendix D – Accident Analysis, Summary Tables, PIL studies & Capacity Analysis
- Appendix E – Safety Assessment Checklist
- Appendix F – Curb Ramp Inventory Form and Photos
- Appendix G – Federal Environmental Approvals Worksheet (FEAW)
- Appendix H
  - Social, Economic and Environmental Resources Checklist
  - NYSDOT Section 106 Submittal Package & Response
  - ESA Section 7 Summary Review
- Appendix I – Capital Projects Complete Streets Checklist
- Appendix J – Smart Growth Screening Tool
- Appendix K – PI Plan
- Appendix L – Approved IPP and Project Correspondence