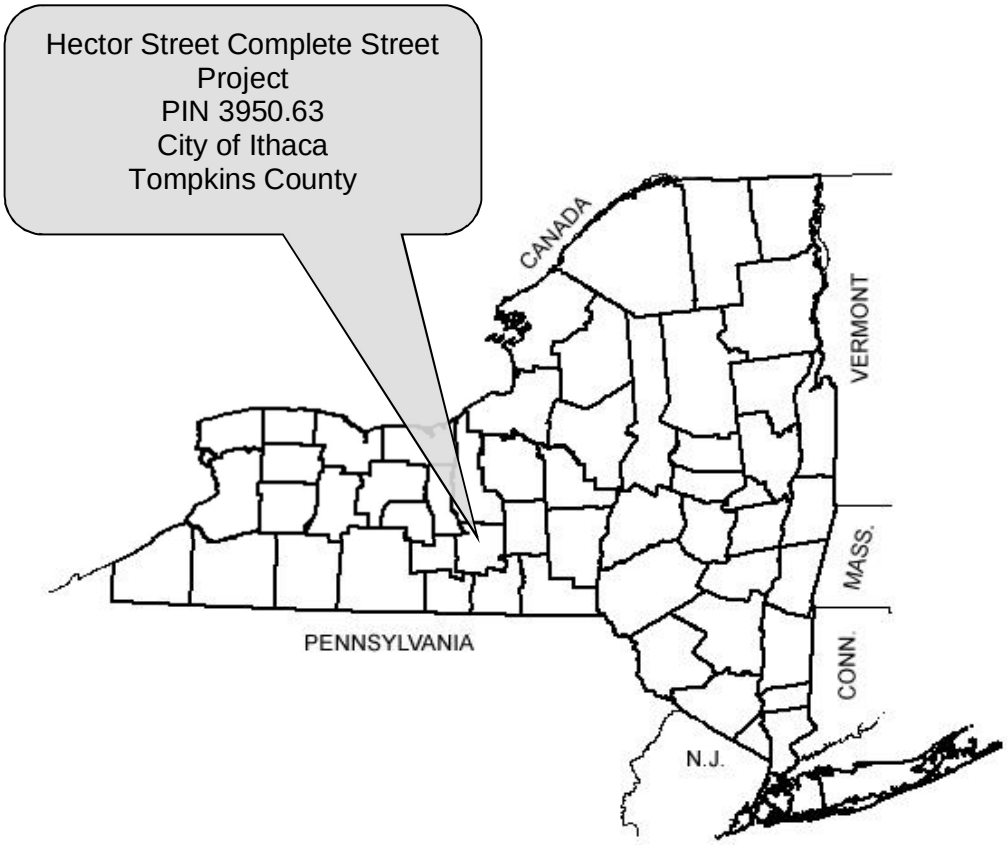
TRANSPORTATION PROJECT REPORT

DRAFT
PROJECT SCOPING REPORT/
FINAL DESIGN REPORT

March 2018



NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ANDREW M. CUOMO
Governor

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:

Tim Logue

Director of Engineering Services, City of Ithaca

B. Recommendation for Scope, Design, and Nonstandard Feature Approval:

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.

Paul Presutti, Project Manager, Erdman Anthony

C. Nonstandard Feature Approval:

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

Tim Logue, Director of Engineering Services, City of Ithaca

D. Scoping & Design Approval:

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

Tim Logue, Director of Engineering Services, City of Ithaca

LIST OF PREPARERS

Group Director Responsible for Production of the Design Approval Document:

Paul Presutti, PE, Project Manager, Erdman Anthony

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.*

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CHAPTER 1 - EXECUTIVE SUMMARY

1.1. Introduction

This Design Report serves as a decision-making tool and documents impacts of complete street improvements along Hector Street. The project is located in the Town and City of Ithaca, Tompkins County, New York. This report was prepared in accordance with the New York State Department of Transportation (NYSDOT) Procedures for Locally Administered Federal Aid Projects Manual, NYSDOT Project Development Manual, 6 NYCRR Part 617, and 23 CFR 771.

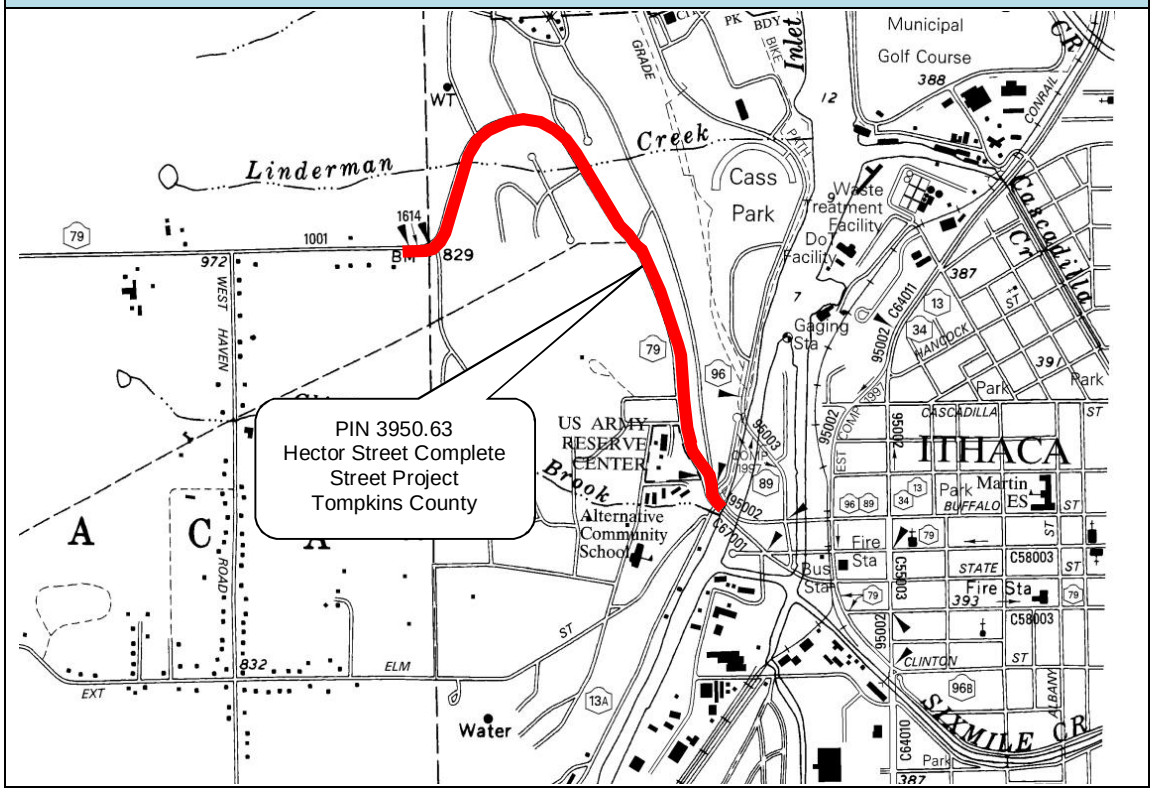
1.2. Purpose and Need

1.2.1. Where is the Project Located?

A project location map is included in Exhibit 1.2.1. The project is located on Hector Street between 500' west of the Town/City line in the Town of Ithaca to Floral Avenue in the City of Ithaca, Tompkins County, New York. The following is a project location summary:

A. Route number: NYS Route 79
B. Route name: Hector Street
C. SH (state highway) number and official highway description: 67-1
D. City/Town: Town and City of Ithaca
E. County: Tompkins
F. Length: 1.33 Miles
G. Limits: 500' west of Town/City of Ithaca line to Floral Avenue

Exhibit 1.2.1 – Project Location Map



1.2.2. Why is the Project Needed?

Hector Street is an urban minor arterial situated in the West Hill neighborhood in the City of Ithaca. The corridor serves as one of only two routes that cross the Cayuga Inlet Flood-Control Channel between West Hill and the city center. The surrounding land use of the corridor is primarily residential and currently lacks accommodations for safe mobility and convenient access of pedestrians and bicyclists along the roadway.

The project is needed to address the following transportation needs:

- Safe and convenient pedestrian accommodations are absent or do not meet current standards outlined in Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).
- Safe and convenient bicyclist accommodations are not consistent with minimum standards and guidelines outlined in the Highway Design Manual.

1.2.3. What are the Objectives/Purposes of the Project?

The proposed project would be progressed with the following objectives:

(1) Create and improve pedestrian & bicycle accommodations in compliance with the Highway Design Manual, ADAAG, and PROWAG.

(2) Improve and enhance the pedestrian and bicycle traffic control devices (signs, pavement markings) in accordance with the National Manual of Uniform Traffic Control Devices and the New York State Supplement (MUTCD).

1.3. What Alternative is Being Considered?

The following alternative is being considered:

Alternative 1: Installation of Sidewalk, Bike Lane, and Sidepath Along North Side of Hector Street
This alternative provides for the installation of a new sidewalk on the north side of Hector Street between the 500 feet west of the City/Town of Ithaca line and the 600 block of Hector Street. The proposed sidewalk would be a minimum of 5 feet wide and wherever possible, a 5-foot setback would be provided for snow storage between the sidewalk and the edge of pavement or curb. Where necessary due to grading or ROW limitations, a 7' wide sidewalk adjacent to the curb would be provided. Protective railings would be installed at drop-off locations as required. ADA-compliant sidewalk ramps, including detectable warning devices would be installed at all side street crossing locations. Existing sidewalk in need of repair between the 600 block of Hector Street and Floral Avenue would be replaced. Bicycle accommodations including a 5' on-road bike lane would be installed between the western project limit and 715 Hector Street. Additionally, an 8-foot wide sidepath would be constructed between 211 Hector Street and Floral Avenue. The existing transit accommodations would be enhanced with the installation of two (2) new bus stops at Warren Place and Taylor Place.

1.4 Environmental Review

NEPA (National Environmental Policy Act):
The proposed project meets the criteria established for a NEPA Class II, C List Categorical Exclusion in accordance with 23 CFR 771.117(c). Class II actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA). The Federal Environmental Approval Worksheet (FEAW) is contained in Appendix B. Categorical Exclusions do not require FHWA's concurrence.

SEQRA (State Environmental Quality Review Act):
The project is classified as an Unlisted Action in accordance with 6 NYCRR, Part 617. The City of Ithaca will be the SEQRA Lead Agency for the project. An Environmental Assessment Form (EAF) will be submitted to the City of Ithaca to initiate the SEQRA review.

1.5 How will the Alternatives Affect the Environment?

Exhibit 1.5
Comparison of Alternatives

Category	Alternatives Evaluated	
	Null	**Reasonable/Preferred Alternative – Alt. 1**
Wetland impacts	None	None
100 year floodplain impact	None	None
Cultural Resource Impacts	None	None
Section 106/Section 4(f) impacts	None	None
Noise	None	None
Forested area Impacts	None	None
Noise Impacts	None	None
Property impacts	None	4 Residences
Operation at ETC + 20	N/A	N/A

Exhibit 1.5 Comparison of Alternatives		
Category	Alternatives Evaluated	
	Null	**Reasonable/Preferred Alternative – Alt. 1**
20 year Crash Costs	N/A	N/A
Construction Cost	None	$1.70M

Proposed Mitigation:

No mitigation measures are proposed for this project.

Anticipated Permits/Certifications/Coordination:

Permits
- NYSDOT Highway Work Permit

Coordination
- NYSDOT

1.6 What are the Costs & Schedules?

Design approval is scheduled for Spring of 2018 with construction scheduled to begin in Spring of 2019 and last 8 months.

Exhibit 1.6 - Project Schedule	
Activity	**Date Occurred/Tentative**
Scope Approval	October 2017
Design Approval	May 2018
ROW Acquisition	February 2019
Construction Start	May 2019
Construction Complete	December 2019

Exhibit 1.3 – Project Cost (in millions)		
Activities		**Alternative 1**
Construction Costs	Bridge	$0
	Highway	$1,253,000
Wetland Mitigation		$0

Exhibit 1.3 – Project Cost (in millions)	
Activities	**Alternative 1**
Incidentals (10%)	$125,300
Subtotal 1	$1,379,000
Contingency (15% at Design Approval)	$206,850
Subtotal 2	$1,586,000
Field Change Order (0%)	$0
Subtotal 3	$1,586,000
Mobilization (4%)	$63,440
Subtotal 4	$1,650,000
Expected Award Amount See HDM 21.6.3.2 B	$1,700,000
Construction Inspection	$154,000
ROW Costs	$55,000
Total Alternative Costs	$1,909,000

1.7 Which Alternative is Preferred?

Only one reasonable build alternative, Alternative 1, has been identified that meets the project objectives. A decision to enter final design will not be made until after the environmental determination and evaluation of the comments on the draft design approval document and comments received from the public informational meeting.

1.8 What are the Opportunities for Public Involvement?

A public informational meeting will be held in April 2018. The project letting is scheduled for April 2019.

Exhibit 1.4 Public Involvement Plan Schedule of Milestone Dates	
Activity	**Date Occurred/Tentative**
Public Informational Meeting	April 2018
Current Project Letting date	April 2019

Refer to appendix G for project correspondence.

For additional information or to provide comments, please contact:

Johnathan Licitra, Project Manager
Please include the six digit Project Identification Number (PIN) 3950.63
Questions or comments email: jlicitra@cityofithaca.org
Telephone: (607) 274-6534

Mailing Address:
City of Ithaca
108 E. Green Street
Ithaca, New York 14850

The remainder of this report is a detailed technical evaluation of existing conditions, anticipated impacts of the one reasonable/preferred alternative and comparison to the null alternative, copies of technical reports and plans and other supporting information.

CHAPTER 2 – PROJECT INFORMATION

The information provided in this chapter provides a description of the existing features and the proposed features, as appropriate.

2.1 Local Plans for the Project Area

This project is on the approved Statewide Transportation Improvement Program (STIP) as project No. 395063.

This project is consistent with PLAN ITHACA, the City of Ithaca's comprehensive plan adopted by the Common Council on September 2, 2015. The comprehensive plan notes that infrastructure considerations for sidewalk should be considered in the West Hill neighborhood. Hector Street is a key corridor in the West Hill neighborhood that lacks pedestrian accommodations.

There are three residential single-family homes planned for construction on the west side of Hector Street immediately north of Vinegar Hill. The homes will be completed in Summer 2018 and will not impact traffic operations. There are no other approved developments planned within the project area that will impact traffic operations.

2.2. Abutting Highway Segments and Future Plans for Abutting Highway Segments

NYS Route 79 is an east-west state highway that serves the City of Ithaca and other areas of the Southern Tier. The western terminus is at the intersection of NYS Route 414 in the Village of Watkins Glen and the eastern terminus is at the Pennsylvania State line in the Town of Windsor, New York.

Within the vicinity of the project, Hector Street (NYS Route 79) is a two-way, two-lane urban minor arterial state highway. Beginning at the westerly project limit, 500' west of the City/Town of Ithaca line, Hector Street (NYS Route 79) is also known as Mecklenburg Road in the Town of Ithaca before continuing east at the city boundary where it is known as Hector Street. For the remainder of this report, the roadway will be referred to as Hector Street. Hector Street has an east-west orientation until approximately Fallview Terrace where Hector Street shifts to a north-south and continues to the easterly project limit, Floral Avenue. For the purposes of this report, references to cardinal directions of Hector Street will be east-west. The speed limit of Hector Street is 30 miles per hour. The travel lanes are approximately 11-12 feet wide and shoulders vary in width between 0 and 6 feet. On-street parking is restricted on both sides of the street. In general, Hector Street is uncurbed until approximately Vinegar Hill where a vertical curb, tree lawn, and sidewalk line the north side of the street and extends to Floral Avenue. Curb exists on the south side of Hector Street between Sunrise Road and Floral Avenue.

West of the project limit, Hector Street is an uncurbed rural two-lane highway with a posted speed limit of 55 miles per hour. Abutting the eastern project limit, Hector Street changes its name to West Martin Luther King Jr. Street. Beginning in the summer of 2018 West Martin Luther King Jr. Street will undergo a Transportation Enhancement Project (PIN 3950.50) programmed by NYSDOT that is scheduled for construction in 2018. The project will address pedestrian and vehicular safety issues along the corridor.

The Regional Planning Group has confirmed that there are no plans to reconstruct or widen this highway segment, or the adjoining segments, within the next 20 years.

2.3 Transportation Conditions, Deficiencies and Engineering Considerations

2.3.1 Traffic and Safety and Maintenance Operations

2.3.1.1 Functional Classification and National Highway System (NHS) –

Hector Street functional classification and NHS data was obtained from the NYSDOT Functional Classification Viewer. Truck Access and Qualifying Highway data was obtained from NYSDOT's Official

Description of Designated Qualifying and Access Highways (April 2015). A summary of the data is provided in Exhibit 2.3.1.1.

Exhibit 2.3.1.1 Classification Data	
Route(s)	Hector Street (NYS Route 79)
Functional Classification	Urban Minor Arterial
National Highway System (NHS)	No
Designated Truck Access Route	Yes
Qualifying Highway	No
Within 1 mile (1.6 km) of a Qualifying Highway	No
Within the 16 ft (4.9 m) vertical clearance network	No

2.3.1.2 Control of Access -

Hector Street is free of access control throughout the project limits and would remain unchanged under the proposed alternative.

2.3.1.3 Traffic Control Devices –

2.3.1.3 (1) Traffic Signals – Under the West Martin Luther King (MLK), Jr. Street Corridor Enhancement Project (PIN 3950.50), a new semi-actuated traffic signal will be installed at the intersection of Floral Avenue and West MLK Jr. Street/Hector Street, including pedestrian signal accommodations for crossing West MLK Jr. Street/Hector Street. The installation will be a mast arm system with a protected/permissive left turn indication for the westbound left turn from West MLK Jr. Street to Floral Avenue. Pedestrian signal controls will include audible indications and countdown timers. There are no other traffic signals within the project limits.

2.3.1.3 (2) Signs - Signs within the project limits are generally in fair condition based upon field inspection. There are some signs that are outdated and not compliant with the MUTCD and the New York State Supplement. Existing signs that are impacted by the proposed sidewalk or non-compliant, including but not limited to parking, street name, and other regulatory and warning signs would be removed and replaced with new signs and posts meeting current NYSDOT and MUTCD standards.

2.3.1.3 (3) Pavement Markings - Pavement markings on Hector Street were in fair to poor condition at the time of field inspection. A double yellow full barrier line separates two-way traffic; one-lane in each direction. White edge lines delineate the edge of travel way from the western project limit to the Town/City line. No bicycle or shared use lane pavement markings are present along Hector Street, but would be added as part of the project. Stop bars exist at all side street approaches to Hector Street. New pavement markings impacted by the proposed sidewalk would be replaced and NYSDOT Type L crosswalks would be installed across side street approaches as necessary within the project limits in accordance with current NYSDOT and MUTCD standards.

2.3.1.4 Traffic Volumes –

Exhibit 2.3.1.4 Existing and Future Traffic Volumes		
Hector Street (NYS Route 79)		
Year	**ADT**	**DHV**
Existing (2018)	8,652	1,051
ETC (2019)	8,695	1,056

Note: ETC is the Estimated Time of Completion

Annual average daily traffic (AADT) for Hector Street was obtained from the NYSDOT Traffic Data Viewer. The project's Estimated Time of Completion (ETC) is 2019. A design year of 2019 (ETC) was selected per Appendix 5 of the NYSDOT Project Development Manual. Traffic volume projections were completed for ETC (2019). A conservative growth rate of 0.5% was applied based on historical AADT data. This growth factor (annually compounded) was used to forecast AADT volumes for the design year 2019 which appear in Exhibit 2.3.1.4. According to NYSDOT Classification Reports, the heavy vehicle percentage for Hector Street is 4.7%.

2.3.1.5 Speeds

The posted speed limit for Hector Street is 30 miles per hour within the project limits. Operating speeds were obtained at two separate locations along on Hector Street. The operating speed is a single speed that reflects the majority of motorists. Transportation agencies use the internationally accepted off-peak 85th percentile speed to represent the operating speed. The 85th percentile speed is the operating speed that only 15% of the motorists exceed during off-peak hours.

The City of Ithaca provided speed data for Hector Street near Floral Avenue and a Speed Count Hourly Report was obtained near Taylor Place using the NYSDOT's Traffic Data Viewer. Speed data is presented in Exhibit 2.3.1.5 below. The speed data indicates that the measured 85th percentile speed exceeds the speed limit of 30 mph at both locations.

Exhibit 2.3.1.5 Hector Street Speed Data	
Route	Hector Street (NYS Route 79)
Existing Speed Limit (mph)	30
Hector Street near Taylor Place: Operating Speed (mph) and Method Used for Measurement	37.7 NB / 38.8 SB Station Speed Count
Hector Street near Floral Avenue: Operating Speed (mph) and Method Used for Measurement	33.0 NB / 33.0 SB Station Speed Count

2.3.1.6 Level of Service

Hector Street segments and unsignalized intersections within the project limits currently operate at adequate levels of service during the morning and evening peak hours and are expected to continue to provide an acceptable LOS through 10-year growth projections. A traffic analysis for this type of project is not required.

2.3.1.7 Work Zone Safety & Mobility

A. Work Zone Traffic Control (WZTC) Plan

The proposed work would not require an offsite detour. Vehicular traffic would be maintained on Hector Street at all times using shoulder closures or one-lane, two-way traffic controlled by a flagger. All work zones would be set up in conformance with the MUTCD including provisions for maintenance and protection of pedestrian and bicycle traffic. A clearly marked travel way would be delineated with traffic signs, barricades, drums, cones, etc. as applicable. Flaggers would be utilized to direct traffic where required. Access to residential properties would be maintained throughout construction or alternate accommodations provided. Bicyclists would be expected to continue to share the road with vehicles. Pedestrian access to residents will be provided by temporary ramps while the sidewalk is being constructed. Access for emergency vehicles and local deliveries would also be maintained.

Construction at the side street intersections along Hector Street would be done using short term shoulder and lane closures on an as-needed basis. No detours would be required. Access would be maintained for local emergency service provider.

Routes for emergency vehicles will be maintained and open during construction. The details for the work zone traffic control will be prepared and evaluated during final design.

B. Special Provisions

No Special Provisions would be required for this project. Work zone traffic control would be coordinated with city officials, residents, utility owners, school districts, and local emergency service providers.

C. Significant Projects (per 23 CFR 630.1010)

This project is not classified as a Significant Project, therefore, its Transportation Management Plan (TMP) would consist of a Temporary Traffic Control (TTC) plan consistent with 23 CFR 630.1012. To satisfy TTC plan requirements, construction documents would include work zone traffic control notes, plans, and details. The requirements of Section 619 of the New York State Standard Specifications would apply to the contract.

2.3.1.8 Safety Considerations, Accident History and Analysis

An accident analysis was performed in accordance with the Highway Design Manual Chapter 5 Section 5.3. Crash data covering a three-year period from July 1, 2014 to June 30, 2017 was compiled by the New York State Accident Location Information System (ALIS). Project study area data was provided along Hector Street from Conifer Circle to Floral Avenue.

Hector Street between Conifer Circle to Floral Avenue was investigated to identify high incident areas, possible accident clusters and potential causal factors. Crash rates for segments and intersections were calculated and compared to statewide average rates provided by the NYSDOT. Non-reportable crashes were not included in the accident rate calculations. Supporting summary and calculation data is included in Appendix C. These rates are illustrated in Exhibit 2.3.1.8.

Exhibit 2.3.1.8
Segment and Intersection Collision Summary

Location	No. of Acc.	Analysis Period (Months)	Acc. Rate	Statewide Average
Segment				
Hector Street (Conifer Circle to Floral Avenue)	18	36	1.38 (Acc/MVM)	2.23 (Acc/MVM)

Exhibit 2.3.1.8 Segment and Intersection Collision Summary				
Intersections				
Hector Street & Conifer Circle	4	36	0.41 (Acc/MEV)	0.18 (Acc/MEV)
Hector Street & Warren Place	1	36	0.10 (Acc/MEV)	0.18 (Acc/MEV)
Hector Street & Taylor Place	2	36	0.20 (Acc/MEV)	0.18 (Acc/MEV)
Hector Street & Sunrise Road	1	36	0.10 (Acc/MEV)	0.18 (Acc/MEV)
Hector Street & Floral Avenue	8	36	0.49 (Acc/MEV)	0.18 (Acc/MEV)

A total of 34 reportable accidents occurred over the three-year study period; 18 midblock and 16 at various side street intersections with Hector Street. Injury resulted from 7 of the 34 total accidents and the remaining 27 were property damage only. None resulted in a fatality. There were no reportable accidents at the intersections of Oakwood Lane, Campbell Avenue, Fallview Terrace, Vinegar Hill, and Hopper Place.

The calculated Hector Street segment accident rate per million vehicle miles (Acc/MVM) was 1.38 (Acc/MVM), which was less than the statewide average accident rate of 2.23 (Acc/MVM) for similar type facility. The accident types were (6) fixed object, (4) animal, (2) rear end, (1) sideswipe, (1) head on, (1) snow embankment and (3) other. There were no apparent accident clusters or patterns although slippery pavement was a contributing factor in (6) of the crashes. The slippery pavement could be attributed to the steep grades of Hector Street and connecting side streets throughout the project limits.

At the intersection of Hector Street and Conifer Circle, the calculated average annual accident rate per million entering vehicles (Acc/MEV) was 0.41 Acc/MEV, which was approximately two times greater of the statewide average of 0.18 Acc/MEV. There was no apparent accident pattern to indicate any inherent safety deficiencies at the intersection.

At the intersection of Warren Place, Taylor Place, and Sunrise Road, the calculated average annual accident rate per million entering vehicles (Acc/MEV) were 0.10, 0.20 and 0.10 Acc/MEV, respectively, which were approximately the same or below the statewide average of 0.18 Acc/MEV. There were no apparent accident patterns to indicate any inherent safety deficiencies at the subject intersections.

At the intersection of Hector Street and Floral Avenue, the calculated average annual accident rate per million entering vehicles (Acc/MEV) was 0.49 Acc/MEV, which was approximately three times the statewide average of 0.18 Acc/MEV. Of the 8 total accidents, the predominant accident pattern involved right angle collisions from vehicles on Hector Street turning from or to Floral Avenue. There were two accidents that involved bicyclists at the intersection. Contributing factors included failure to yield right of way and driver inattention. Future right angle, turning, and bicyclist collisions should be reduced with the installation of a new semi-actuated traffic signal at this intersection under the West Martin Luther King (MLK), Jr. Street Corridor Enhancement Project in 2019.

2.3.1.9 Ownership and Maintenance Jurisdiction –

From the western project limit to the City/Town line, Hector Street is owned by NYSDOT and maintained by the Town of Ithaca. From the City/ Town line to Floral Avenue, Hector Street is owned and maintained by the City of Ithaca. The City maintains the pavement, curb, signing, pavement markings, and drainage of Hector Street. Intersecting side streets are owned and maintained by the City.

2.3.2 Complete Streets

A Complete Streets Planning Checklist is contained in Appendix C. The results from the checklist warrant the installation of a sidewalk and bicycle accommodations into the project. Refer to the sections below for future accommodations of complete street initiatives.

2.3.2.1 Pedestrians

There are currently no separate pedestrian accommodations between the western project limit and the 600 block of Hector Street. Pedestrians use the shoulder or grass area beyond the shoulder. East of the 600 block, pedestrians are accommodated by an existing sidewalk on the north side Hector Street to Floral Avenue. The existing sidewalk is in good to fair condition with sections that exhibit significant cracking and severely deteriorated flags. The width varies between 4 to 6 feet. According to the Complete Streets Checklist, installation of pedestrian accommodations are warranted. The Complete Streets Checklist is contained in Appendix C.

Under the proposed alternative, a new sidewalk would be installed on the north side between the western project limit and the 600 block of Hector Street. The western termini would tie in to an existing asphalt pedestrian path that serves Linderman Creek Apartment Complex. The proposed sidewalk would be 5 feet wide and wherever possible, a minimum 5-foot setback would be provided for snow storage between the sidewalk and the edge of pavement or curb. Where necessary due to grading or ROW limitations, a 7' wide sidewalk adjacent to the curb will be provided in lieu of a 5' wide sidewalk with 5' wide setback. Protective railings would be installed at drop-off locations as required. ADA-compliant sidewalk ramps, including detectable warning devices would be installed at all side street crossing locations. Existing sidewalk in need of repair would be replaced. All new and reconstructed sidewalk would comply with the minimum requirements as outlined in HDM Chapter 18.

2.3.2.2 Bicyclists

There are no separate provisions for bicyclists along Hector Street within the project limits. Bicyclists share the roadway with motor vehicles.

Under the proposed alternative, a 5' on-road bike lane would be provided between the western project limit and 715 Hector Street. A shared-use path adjacent to Hector Street, also known as a sidepath, would be constructed between 211 Hector Street to Floral Avenue. Sidepaths provide a low-stress experience for bicyclists of all ages and abilities. The proposed sidepath would connect to abutting bicycle accommodations including the Floral Avenue Trail, Cayuga Waterfront Trail, and West MLK Jr. Street. Bicyclists would still be permitted to share the roadway with motor vehicles. Critical design elements for the sidepath are summarized in Exhibit 2.3.3.3-2 below.

2.3.2.3 Transit –

Public transportation services for Tompkins County and the City of Ithaca are provided by Tompkins Consolidated Area Transit, Inc. (TCAT). According to the TCAT website, bus route 14 operates along Hector Street daily. There is one marked bus stop at the intersection of Fallview Terrace where patrons must stand between the edge of the pavement and the existing guiderail at the roadside. Unmarked bus stops are located near the intersections of Warren Place, Oakwood Lane, Campbell Avenue, 413 Hector Street, and Sunrise Road. Riders may also flag buses at any safe intersection corner. With the exception of 413 Hector Street and Sunrise Road bus stops, all of the existing bus stops do not consist of an accessible pad for waiting riders.

Under the proposed alternative, the existing bus stop at Warren Place will be enhanced and a new waiting pad with boarding ramp would be installed. A new bus stop with waiting pad, boarding ramp, and bus shelter would also be installed at Taylor Place. Appropriate crosswalks and sidewalk ramp accommodations would be provided in accordance with NYSDOT standards. At all other existing bus stop locations, waiting riders would be accommodated by the proposed sidewalk and ADA accessible curb ramps.

2.3.3 Infrastructure

2.3.3.1 Design Standards - The following publications were used in the development of the design:

- A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO)
- NYSDOT Highway Design Manual (HDM)
- National Manual on Uniform Traffic Control Devices for Streets and Highways and the New York State Supplement (MUTCD)
- The Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (United States Access Board) (ADAAG)
- 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
- Guide for the Development of Bicycle Facilities, 2012 4th Edition, American Association of State Highway and Transportation Officials (AASHTO)

2.3.3.2 Critical Design Elements

Exhibit 2.3.3.2 summarizes the critical design elements for Hector Street:

Exhibit 2.3.3.2
Critical Design Elements for Hector Street

PIN:	3950.63	**NHS (Y/N):**	No
Route No. & Name:	NYS Route 79 Hector Street	**Functional Classification:**	Urban Arterial
Project Type:	Other - Complete Street	**Design Classification:**	Urban Minor Arterial
% Trucks:	4.7%	**Terrain:**	Level
ADT:	8,695	**Truck Access/Qualifying Hwy.**	Access-Yes Qualifying-No

Element		Standard	Existing Condition	Proposed Condition
1	Design Speed	35 mph HDM Section 2.7.2.3 A	35 mph	35 mph
2	Lane Width	Travel Lane: 11 ft Min., 12 ft Desirable Wide Travel Lane Adjacent to Curbing to Accommodate Bicyclists[1]: 13 ft Min., 15 ft Desirable HDM Section 2.7.2.3 B	11 ft – 12 ft	11 ft – 12 ft
3	Shoulder Width	Curbed - Right shoulder for bicycling[1]: 5 ft Min. Uncurbed – 6 ft Min. HDM Section 2.7.2.3 C	Curbed: 0 ft. Uncurbed: 6 ft.	Curbed: 0 ft. Uncurbed: 6 ft.
4	Horizontal Curve Radius	263 ft Min (at e_{max}=4%) HDM Section 2.7.2.3 D	330 ft	330 ft
5	Superelevation	4% Max. HDM Section 2.7.2.3 E	8%	8%[2]
6	Stopping Sight Distance (Horizontal and Vertical)	220 ft Min. HDM Section 2.7.2.3 F	220 ft	220 ft
7	Maximum Grade	7% HDM Section 2.7.2.3 G	9.1%	9.1%[2]
8	Cross Slope	Normal Crown Sections: 1.5% Min. to 3% Max.	3%	3%

Exhibit 2.3.3.2 Critical Design Elements for Hector Street			
PIN:	3950.63	**NHS (Y/N):**	No
Route No. & Name:	NYS Route 79 Hector Street	**Functional Classification:**	Urban Arterial
Project Type:	Other - Complete Street	**Design Classification:**	Urban Minor Arterial
% Trucks:	4.7%	**Terrain:**	Level
ADT:	8,695	**Truck Access/Qualifying Hwy.**	Access-Yes Qualifying-No

Element		Standard	Existing Condition	Proposed Condition
		HDM Section 2.7.2.3 H		
9	Vertical Clearance	14 ft Min., 14'-6" Desirable BM Section 2.4	N/A	N/A
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle BM Section 2.6, HDM 19.5.3	N/A	N/A
11	Pedestrian Accommodations	Complies with HDM Chapter 18	No	Yes

1 Wide travel lanes may be used in low-speed segments. Refer to Chapter 17 of the HDM for bicycle accommodations. Note that bicyclists have the same rights and responsibilities as motorists except as provided in Sections 1230-1236 of the New York State Vehicle and Traffic Law. A 0 to 4 ft minimum shoulder may be used where shared lanes or separate bicycling provisions (e.g., shared use path) are provided.

2 Denotes Non-Standard Feature.

2.3.3.3 Other Design Parameters

Exhibit 2.3.3.3-1 Other Design Parameters		
Element	**Standard**	**Proposed Condition**
Drainage Design Storm: Culverts Storm Drainage System Ditches	 50 Years 5 Years 10 Years	 50 Years 5 Years 10 Years

Exhibit 2.3.3.3-2 Primary Design Values for Paved Shared-Use Path			
Element	**Standard Value**	**Source[1]**	**Proposed Value**
Design Speed	20-30 mph	AASHTO	25 mph
Shared Use Width	8 ft. min. - 14 ft.	AASHTO	8 ft. min.
Adjacent Graded Width	2 ft min.	AASHTO	2 ft.
	1:6 max. slope		1:6 max.
Maximum Grade	5% max. or match grade of adjacent roadway	AASHTO	Match Roadway Grade
Cross Slope	1.5% max.	HDM Chapter 18	1.5% max.
Horizontal Curvature	115 ft min. (@ 25 mph)	AASHTO	>115 ft.
Stopping Sight Distance	195 ft min. (@ 25 mph)	AASHTO	>195 ft.

Exhibit 2.3.3.3-2 Primary Design Values for Paved Shared-Use Path			
Element	**Standard Value**	**Source[1]**	**Proposed Value**
Horizontal Sight Light Offset Distance for Curves	38 ft min. (@ R=115ft)	AASHTO	Min. Clearance Met
Crest Vertical Curve	222 ft min.	AASHTO	>222 ft.
Horizontal Clearance	2 ft min.	AASHTO	2 ft min.
Vertical Clearance	10 ft min.	AASHTO	10 ft min.

[1] 2012 AASHTO Guide for the Development of Bicycle Facilities.

2.3.3.4 Existing and Proposed Highway Plan and Section

Plans and typical sections representing the proposed improvements are included in Appendix A. The existing horizontal and vertical alignments along Hector Street would be maintained throughout the project limits. In general, a new proposed sidewalk would be installed along the north side of Hector Street and match into the existing sidewalk section.

Highway:
The existing typical section of Hector Street consists of one 11-12 foot wide travel lane in each direction and shoulders vary between 0 and 6 feet wide.

Under the proposed alternative, Hector Street pavement width would remain and at minimum a 12-foot travel lane would be maintained in the westbound direction. Striping enhancements would be installed to meet the standard widths according to Exhibit 2.3.3.2.

Curb:
Along the north side of Hector Street, existing curb begins at station 42+22 LT and extends east to Floral Avenue. The curb material consists of varying types including asphalt, cast-in-place concrete, integral concrete gutter curb, and granite. Granite curb exists on the south side of Hector Street between Sunrise Road to Floral Avenue. The curb condition appears to be in good to fair condition based on field observation with spot locations of deterioration. Existing curb would be replaced as necessary to construct the proposed sidewalk and curb ramps. New 6-inch vertical curb would be installed along the north side of Hector Street between Oakwood Lane and station 42+22 LT. The curb would provide a vertical barrier between the existing roadway and new sidewalk where the sidewalk is directly adjacent to the roadway.

Guide Rail:
Guide railing is located on both sides of Hector Street to protect from steep drop-offs adjacent to the roadway. The railing systems consist of weak post corrugated beam (W-beam), cable and box beam railing. Guide rail impacted by the proposed work would be replaced according to NYSDOT standards. The guide rail impacts are summarized in Exhibit 2.3.3.4.

Exhibit 2.3.3.4 Existing Guide Railing			
Station/Side	**Type**	**Length**	**Proposed Modification**
25+94 LT to 26+67 LT	W-Beam	75 ft	Existing guide rail would be replaced to accommodate new sidewalk.
35+20 LT to 36+20 LT	W-Beam	105 ft	Existing guide rail would be replaced to accommodate new sidewalk.
37+36 LT to 40+27 LT	W-Beam	324 ft	Existing guide rail would be replaced to accommodate new sidewalk.
40+51 LT to 45+05 LT	W-Beam	481 ft	Existing guide rail would be replaced to accommodate new sidewalk.
52+50 LT to 53+59 LT	W-Beam	109 ft	Existing guide rail would be replaced to accommodate new sidewalk.

70+21 LT to 71+09 LT	Cable	85 ft	Existing guide rail would be replaced to accommodate new sidewalk.
79+95 LT to 81+11 LT	Box Beam	117 ft	Existing guide rail would be replaced to accommodate new shared-use path.

Sidewalk:
Existing sidewalk lines the north side of Hector Street beginning at the 600 block and extends east to the project limit at Floral Avenue. The width varies between 4 feet to 6 feet.

Under the preferred alternative, existing sections of sidewalk would be replaced to correct significant cracking and severely deteriorated flags. A new sidewalk would be installed on the north side of Hector Street between the western project limit, 500 feet west of the City/Town line, and match in to the existing sidewalk at 600 Hector Street. The new sidewalk would be minimum of 5 feet wide and a minimum 4-foot setback would be provided for snow storage between the sidewalk and the edge of pavement or curb. Where the new sidewalk is adjacent to the curb, a minimum 7-foot width would be provided. New and reconstructed sidewalk would comply with the minimum requirements as outlined in HDM Chapter 18.

Driveways:
Residential driveways line both sides of Hector Street. Driveways impacted by the proposed sidewalk would be redesigned and constructed according to NYSDOT standards.

2.3.3.5 Non Standard/Non Conforming Features

The critical design elements that do not meet standard criteria within the project limits are as follows:

Superelevation – The existing superelevation exceeds the standard 4% maximum between the stations of 15+26 and 19+91. Nonstandard superelevation will be retained since the proposed project objectives do not include roadway improvements for superelevation. A nonstandard feature justification form is contained in Appendix F.

Vertical Grade – The existing vertical grade exceeds the maximum grade of 7% between the stations of 22+81 and 43+48. The nonstandard vertical grade will be retained since the proposed project objectives do not include roadway improvements for vertical grade. A nonstandard feature justification form is contained in Appendix F.

2.3.3.6 Pavement and Shoulder Conditions

Hector Street pavement was originally constructed in 1923 according to pavement history information provided by the City of Ithaca. The pavement surface was milled and received a two-course (binder and top) overlay between Campbell Avenue and Sunrise Road in 2003. In 1994, Hector Street was full depth reconstructed between Sunrise Road and State Street. The most recent construction occurred in 2016 and consisted of minor paving and repairs of the eastbound lane between Taylor Place and Sunrise Road.

The existing pavement surface of Hector Street is in fair to poor condition based on field observation. The roadway exhibits general alligator cracking throughout the project limits. In various locations, it appears the pavement has been patched for shoulder and utility repairs. According to the 2016 NYSDOT Pavement Condition Report, the ride quality of Hector Street included an International Roughness Index (IRI) reading ranging from 156 to 323 (fair to very rough) and a surface rating of 5 (poor). The dominant distress identified was general alligator cracking.

The existing pavement of Hector Street and intersecting side streets would remain with the exception of any incidental repairs related to the construction of the proposed sidewalk.

2.3.3.7 Drainage Systems

In uncurbed sections of Hector Street roadway runoff is conveyed via roadside ditches to outlet points that cross underneath the roadway. There are two isolated closed drainage systems at the side street intersections of Oakwood Lane and Campbell Avenue that collect runoff with catch basins and pipes which carry drainage to discharge points. Existing drainage systems that are impacted by the proposed sidewalk

would be replaced or modified as necessary to carry runoff to existing discharge points. Proposed work could include the replacement of driveway culverts, headwalls, drainage structures and connecting pipes, and reshaping ditches. No adverse impacts to drainage patterns are anticipated.

In existing curbed sections, Hector Street runoff is conveyed to drainage inlets that drain to an underground pipe network. The pipes drain to outlets on the north side of the road which eventually outlet into the Cayuga Inlet. Existing catch basins affected by the proposed curb modifications would be replaced and/or relocated with new pipes that connect to outlet points. New curb installation would require the installation of new drainage inlets and new pipes that would connect to the existing discharge points. Frames and covers would be replaced and/or adjusted to meet ADA compliance and final grades as appropriate.

2.3.3.8 Geotechnical

At this time there are no special geotechnical concerns with the soils or rock slopes within the project area. A geotechnical evaluation including soil borings at proposed retaining wall locations would be conducted as the design progresses.

2.3.3.9 Structures

There are no bridges or large culverts within the project limits.

2.3.3.10 Hydraulics of Bridges and Culverts

There are no bridges within the project limits. The design and replacement of any cross culverts underneath Hector Street would to meet the parameters outlined in Exhibit 2.3.3.3-1. A hydraulic analysis will not be required.

2.3.3.11 Constructability Review

A constructability review would be completed during final design.

2.3.3.12 Utilities

Existing utilities throughout the project limits include underground water main, gas main, and sanitary sewer. Overhead electric, telephone, and cable are suspended from utility poles that line both sides of Hector Street. Anticipated utility conflicts with the proposed work are summarized in Exhibit 2.3.3.12.

Exhibit 2.3.3.12
Utility Conflicts

Utility Owner	Description	Location / Conflict	Proposed Modification
NYSEG Electric	Utility Poles w/ Overhead Electric	North Side of Hector Street / Proposed Sidewalk Work Limits	Overhead utility poles carrying electric, telephone, and/or cable facilities in conflict proposed sidewalk would be relocated or replaced as necessary and coordinated with the utility owner
Verizon	Utility Poles w/ Overhead Telephone		
Spectrum	Utility Poles w/ Overhead Cable		
NYSEG Gas	Gas Valves	North Side of Hector Street / Proposed Sidewalk Work Limits	Gas valves in conflict with proposed sidewalk work would be adjusted as necessary and coordinated with the utility owner
City of Ithaca	Underground Sanitary Sewer Manholes	North Side Hector Street (STA 17+94 LT) / Proposed Sidewalk Work Limits	Sanitary sewer manholes in conflict proposed sidewalk would be relocated or adjusted as necessary and coordinated with the utility owner
City of Ithaca	Underground Water (Hydrants & Valve Boxes)	North Side Hector Street (STA 19+75 LT, STA 30+67 LT) / Proposed Sidewalk Work Limits	Hydrants and valve boxes in conflict with the proposed sidewalk would be relocated or adjusted as necessary and coordinated with the utility owner

Exhibit 2.3.3.12 Utility Conflicts			
Utility Owner	**Description**	**Location / Conflict**	**Proposed Modification**
City of Ithaca	Drainage Structures, Storm Culverts, Headwalls	North Side of Hector Street / Proposed Sidewalk Work Limits	Drainage structures, storm cross culverts, and headwalls in conflict with the proposed sidewalk or retaining walls would be relocated, modified, or replaced as necessary and coordinated with the utility owner.

2.3.3.13 Right of Way

The existing right of way width of Hector Street varies throughout the project limits. Property acquisitions in FEE would be acquired where the proposed sidewalk, retaining walls, or drainage structures or pipes extend beyond the existing highway boundary. Grading releases will be used for minor grading required outside the highway boundary. Existing highway boundaries and proposed FEE takes are shown on the plans contained in Appendix A.

2.3.3.14 Landscaping/Environmental Enhancement

Within the project limits, Hector Street consists primarily of residential homes with mature trees and landscaping consisting of well-established lawns and plantings. Overhead utility lines, residential driveways and a dense tree canopy characterize the roadway and the intersecting residential streets.

The proposed retaining walls and pedestrian safety railing systems would include aesthetics consistent with the character of the city and selection would be based on public outreach and input from the City.

2.4 Miscellaneous

2.4.1 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). Specifically, the project:

- Improves existing infrastructure; and
- Provides mobility through transportation choices including public transportation and reduced automobile dependency; and
- Coordinates between state and local government and intermunicipal and regional planning

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 Region's Planning and Program Management group on and reflects the current project scope.

2.4.2 Other Miscellaneous Information

2.4.2.1 Lighting

The north and south sides of Hector Street are lined with cobra head luminaires on davit arms mounted on existing wood utility poles. The existing lighting arms are owned and maintained by NYSEG. Relocated utility poles would be installed with new lighting arms and cobra head luminaires. The City of Ithaca has expressed the desire to obtain ownership of the lighting from NYSEG. A decision will be made as the design progresses.

CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

Refer to the Social, Economic and Environmental Resources Checklist included in Appendix B for information on all environmental issues for which the project was screened.

3.1 National Environmental Policy Act (NEPA)

This project is being progressed as a Class II action (Categorical Exclusion) 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 regulations in 23 CFR 771.117(c) this project is one of the project types described in the 'C' list as primarily the construction of bicycle and pedestrian lanes, paths, and facilities. Refer to Appendix B for the Draft FEAW.

3.2 State Environmental Quality Review Act (SEQRA)

The project is an Unclassified Action under the New York State Environmental Quality Review Act (SEQRA), Part 617, Title 6 of the Official Compilation of Codes, Rules, and Regulations of New York State (6 NYCRR Part 617).

The City of Ithaca will be the SEQRA Lead Agency for the project. An Environmental Assessment Form (EAF) will be submitted to the City of Ithaca to initiate the SEQRA review.

3.3 Social

3.3.1 Neighborhoods and Community Cohesion

Since this project involves the repair or extension of an existing sidewalk on the road and the addition of a bike lane to the existing road, it will not cause adverse impacts upon neighborhood character and stability. The project will create a beneficial impact on non-vehicular transportation options, as pedestrian and bicycle safety will be improved by the project.

3.3.2 General Social Groups

This project is located in close proximity to an Environmental Justice Area (see map in Appendix B); however, the scope of project activities will be an overall improvement in pedestrian accommodations. The project will not have disproportionately high and adverse human health and environmental effect on minority or low-income populations.

3.4 Economic

3.4.1 Business Districts

The intent of this project is to improve pedestrian amenities. Shared use lanes would provide safe locations for bicycles to use the corridor, upgrading and adding sidewalks would improve pedestrian safety. The project will have a positive impact on the surrounding community and businesses.

3.5 Additional Environmental Information

3.5.1 Surface Water

According to National Wetlands Inventory (NWI) Maps, the only federal jurisdictional wetlands within the project limits include a creek that crosses the project corridor as shown in the Mapped Wetlands and Streams figure, Appendix B. Linderman Creek is mapped on the NWI as a riverine resource. The creek crosses under the roadway through existing culverts. It is anticipated that there will be no impacts to federal jurisdiction waters of the United States from the proposed project.

A NYSDEC Article 15 Protection of Waters Permit is required for disturbing the bed or banks of a stream with a classification of C(t) or higher. Based upon a review of the NYSDEC GIS data maps for regulated streams, there is one NYSDEC Class C (unprotected) stream, Linderman Creek, within the project limits. The best usage for Class/Standard "C" waters is fishing. Water quality is suitable for fish propagation and survival. The water quality shall be suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes. No surface water will be disturbed during the project enhancements; therefore, a NYSDEC Article 15 permit is not required.

3.5.2 Stormwater Management

Total area of disturbance will be determined during final design. However, if the proposed project will result in a total area of disturbance that will exceed the designated threshold of 1-acre, a SPDES General Permit GP-0-15-002 will be required. If needed, a Stormwater Pollution Prevention Plan (SWPPP) with the appropriate sediment and erosion control measures will be developed. Based on the SWPPP, permanent stormwater management practices may be required depending on the total amount of disturbance and changes in total impervious area.

3.5.3 General Ecology and Endangered Species

The National Oceanic and Atmospheric Administration (NOAA) division of National Marine Fisheries Service (NMFS) and the United States Fish and Wildlife Service (USFWS) share the responsibility for managing federally listed threatened and endangered species. NOAA division of NMFS manages marine and anadromous species while the USFWS typically manages land and freshwater species. The NOAA, NMFS list of endangered, threatened and candidate species was reviewed. There are no marine or anadromous species listed as being present within the project area. No further coordination with the NOAA, NMFS is necessary.

The United States Fish and Wildlife Service (USFWS) web-based process for Project Reviews in New York State was conducted through the Information, Planning, and Conservation (IPaC) decision support system. The USFWS Official Species List (see Appendix B) indicated that the northern long-eared bat (*Myotis septentrionalis*) could potentially be present in the project area. The northern long-eared bat predominantly occupies mature forest stands and woodlots. Suitable habitat, including trees greater than three inches diameter at breast height (DBH) are present adjacent to the project location.

Information regarding the occurrence of rare, threatened, and endangered species and significant natural communities in the project area has been solicited from the New York Natural Heritage Program (NHP). Results from the NHP are pending.

Upon receipt of the results from NHP, the FHWA Section 7 Endangered Species Act (ESA) documentation package will be prepared.

If tree cutting is proposed as part of the project, Avoidance and Minimization Measures (AMMs) will be required to limit potential impacts to the northern long-eared bat, including limiting tree cutting to the allowable winter clearing period of November 1 to March 31.

3.5.4 Cultural Resource Investigation

Records from the New York State Historic Preservation Office (SHPO) and National Register of Historic Places (NRHP) were reviewed for listed historic properties that may be impacted by the proposed project. No properties were identified within the area of potential effect (APE) that are listed on or eligible for listing on the NRHP. One NRHP-listed property was identified within 500 feet of the APE: the Lehigh Valley Railroad Station Complex (see attached maps).

A Section 106 Project Submittal Package (PSP) was prepared to assist the City of Ithaca, NYSDOT, and the Federal Highway Administration in their planning and design of the project, as well as assist in the satisfaction of their obligations under Section 106 of the National Historic Preservation Act.

The PSP will be reviewed by the NYSDOT Regional Cultural Resource Coordinator (RCRC) to determine if additional cultural resource review is required.

3.5.5 Hazardous Waste/Contaminated Materials

According to the NYSDEC Spill Incidents Database Search, no spills have been reported on Hector Street in Ithaca, NY. Further, the NYSDEC Petroleum Bulk Storage (PBS) Database does not identify any PBS facilities on Hector Street. The Environmental Protection Agency (EPA) web site indicates that no National Priorities List (Superfund) sites are located in Tompkins County, New York.

A project corridor site walkover was conducted on March 7, 2018. The project corridor is located in an area that includes residential development. No gas stations, dry cleaners, or industrial facilities were identified along the project corridor. At the time of the site visit, limited solid waste debris was noted within the project area. Pole-mounted transformers are located along Hector Street, but leaking was not noted around these transformers. No evidence of a release or threat of release of oil and/or hazardous material was observed during the site walkover.

No sites have been identified that are expected to present an environmental concern to the proposed project.

3.5.6 Asbestos & Lead Paint

A utility record review of existing utilities in the vicinity of the project indicated that an underground storm pipe located near the intersection of Hector Street and Campbell Avenue has suspect Asbestos-Containing Material (ACM). It is recommended that if this storm pipe is impacted by the proposed work that the materials be sampled and analyzed for asbestos content. Removal of any ACM material would be performed in accordance with NYSDOT specifications and item numbers.

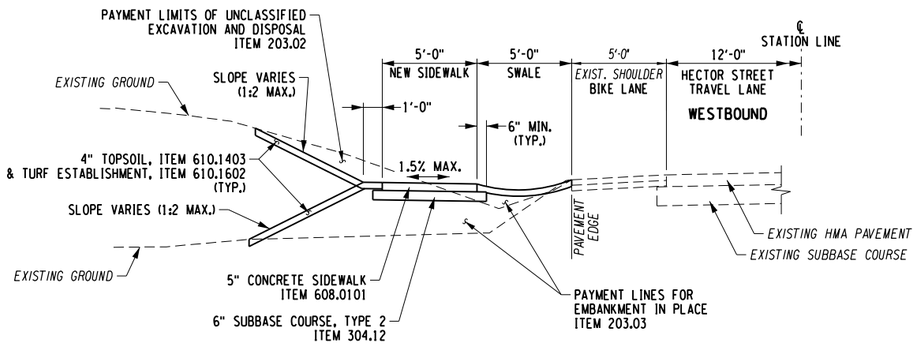
If additional suspect ACMs that were not accessible or visible during the site inspection are discovered during the construction phase (Examples are: items below grade, expansion joints, caulks, bituminous materials etc.) these materials shall be treated as ACM until laboratory results prove otherwise. If it is later determined that project components will include elements beyond the present scope of work for which this review was conducted, it is recommended that an additional Asbestos Assessment be completed by NYSDOL Certified inspectors.

APPENDICES

APPENDIX A

TYPICAL SECTIONS & PLANS

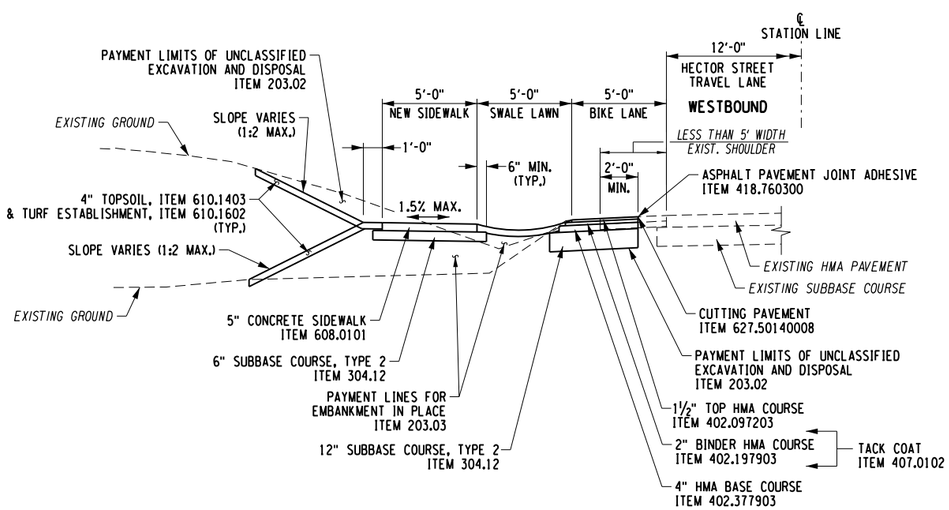
TYPICAL SECTIONS & PLANS



CONCRETE SIDEWALK WITH TREE LAWN (UNCURBED)
TYPICAL SECTION

SCALE: 1/4" = 1'-0"

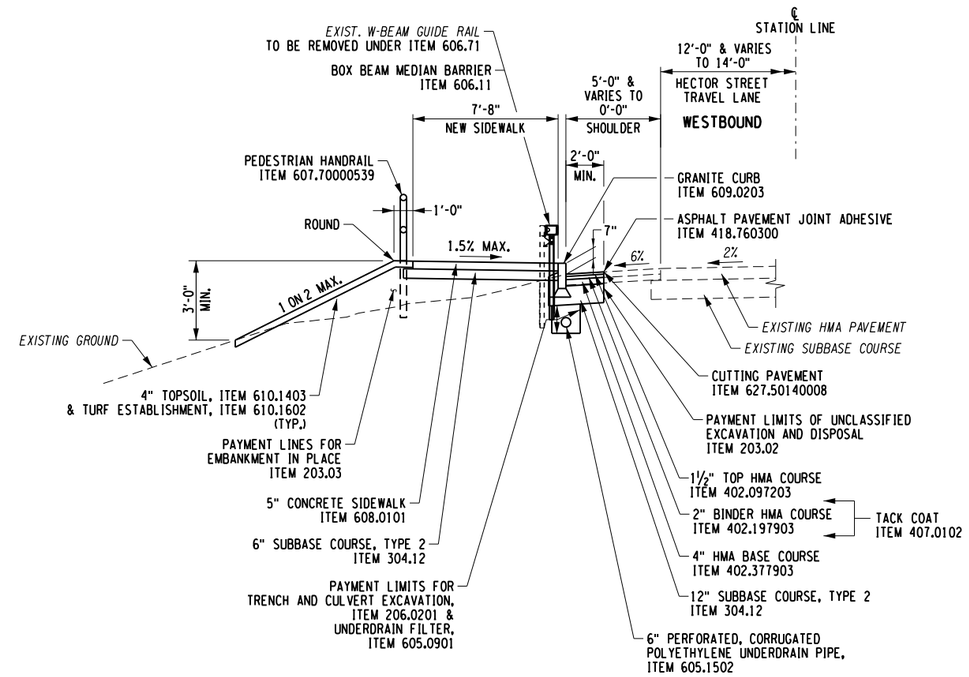
STA. 12+89 TO STA. 15+26
STA. 18+20 TO STA. 20+75
STA. 21+92 TO STA. 29+77



CONCRETE SIDEWALK WITH TREE LAWN AND SHOULDER REHABILITATION (UNCURBED)
TYPICAL SECTION

SCALE: 1/4" = 1'-0"

STA. 15+26 TO STA. 18+20
STA. 20+75 TO STA. 21+92



ADJACENT CONCRETE SIDEWALK (CURBED)
TYPICAL SECTION

SCALE: 1/4" = 1'-0"

STA. 32+50 TO STA. 37+35
STA. 40+25 TO STA. 44+05
STA. 44+95 TO STA. 52+35
STA. 53+65 TO STA. 56+35

0 4 8 12 FT

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DATE DATE

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REVISIONS

NO.	DESCRIPTION	BY	DATE

CLIENT

CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

SIDEWALK TYPICAL SECTIONS

SCALE	DATE
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P.I.N. 3950.63	EAA PROJECT NO. 19553.00
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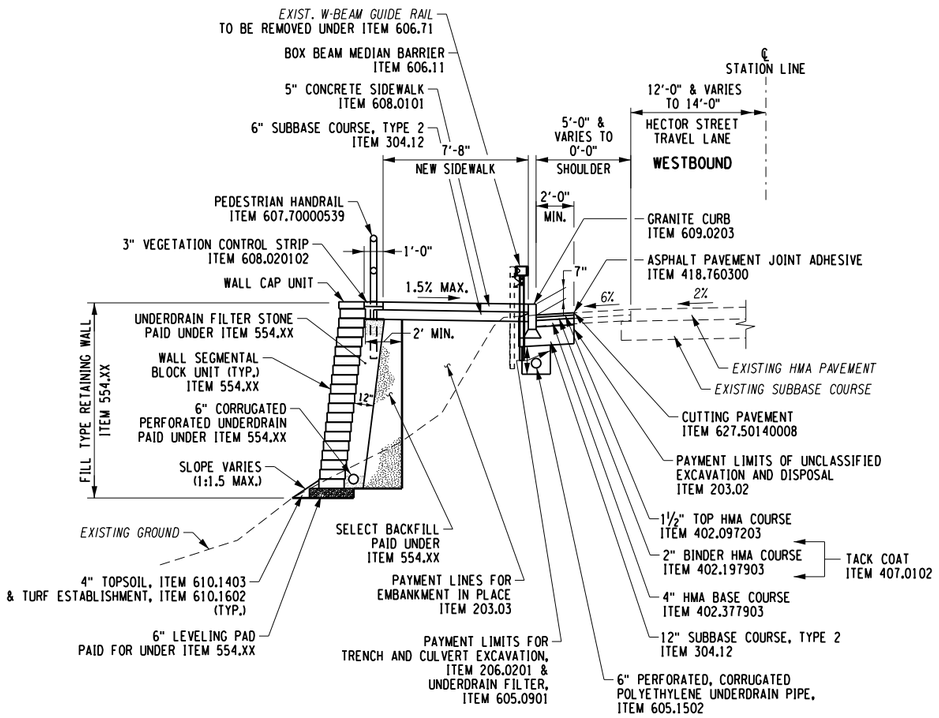
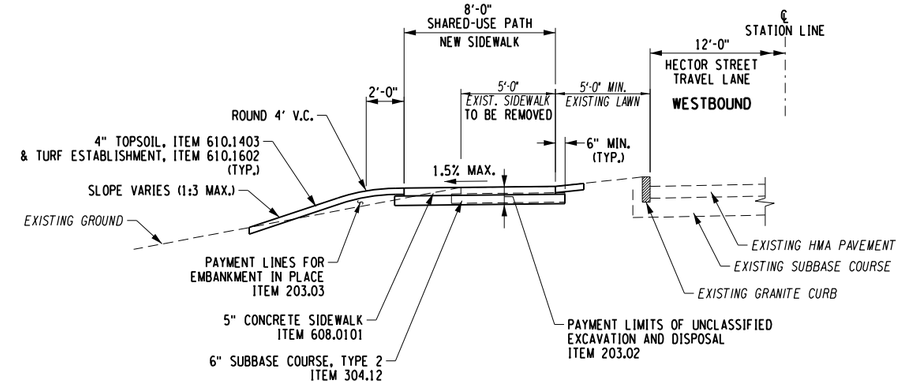


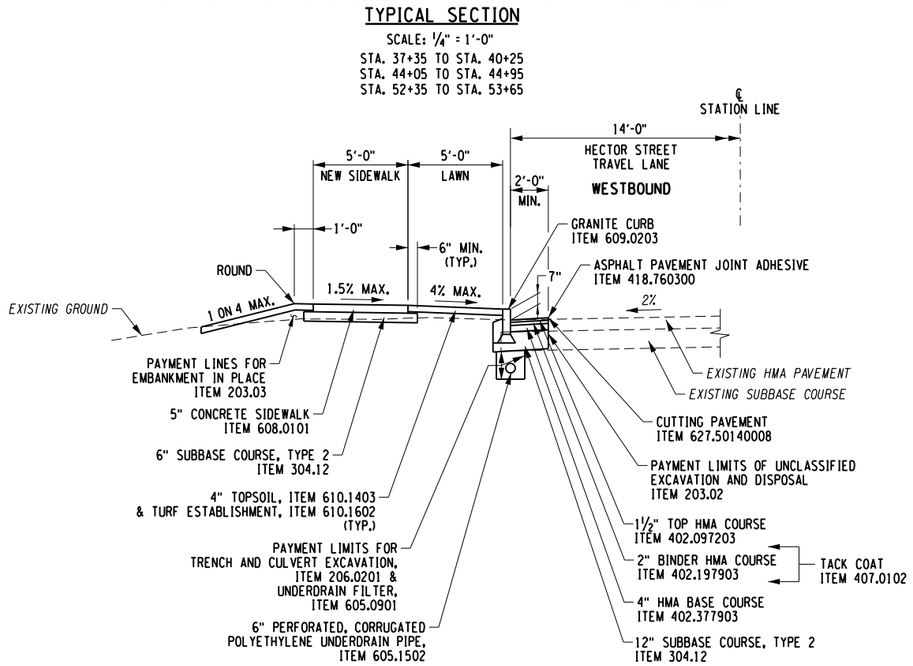
ADJACENT CONCRETE SIDEWALK WITH RETAINING WALL (CURBED)
TYPICAL SECTION

SCALE: 1/4" = 1'-0"
STA. 37+35 TO STA. 40+25
STA. 44+05 TO STA. 44+95
STA. 52+35 TO STA. 53+65



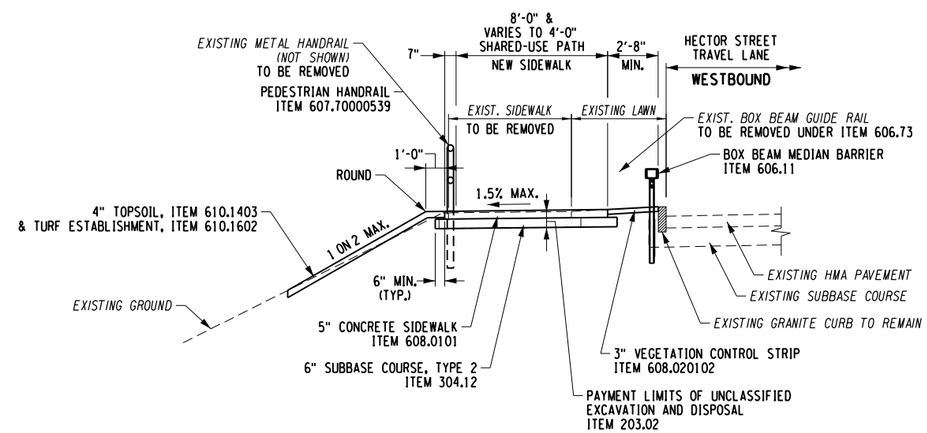
SHARED-USE PATH SIDEWALK WITH TREE LAWN
TYPICAL SECTION

SCALE: 1/4" = 1'-0"
STA. 81+10 TO STA. 82+75



CONCRETE SIDEWALK WITH TREE LAWN (CURBED)
TYPICAL SECTION

SCALE: 1/4" = 1'-0"
STA. 29+77 TO STA. 32+50
STA. 56+35 TO STA. 58+20



SHARED-USE PATH SIDEWALK
TYPICAL SECTION

SCALE: 1/4" = 1'-0"
STA. 78+05 TO STA. 81+10

0 4 8 12 FT

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REVISIONS

NO.	DESCRIPTION	BY	DATE

CLIENT

CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

SIDEWALK TYPICAL SECTIONS

SCALE	DATE
1/4" = 1'	MARCH 2018
P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. TS-2

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DRAFTED BY D. WELLS CHECKED BY
ESTIMATED BY R. SCHILLER CHECKED BY B. HYDE
CHECKED BY P. PRESUTTI

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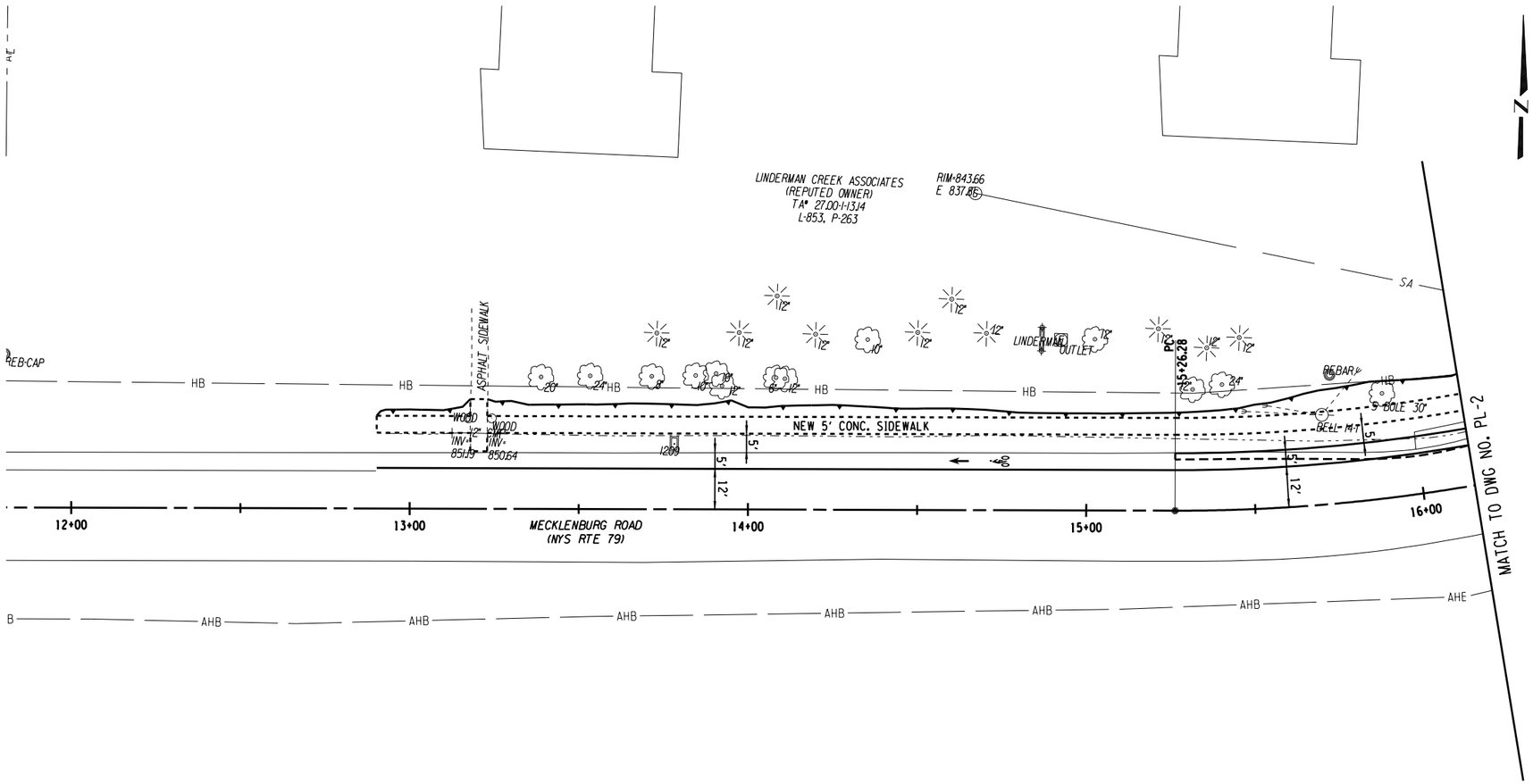

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1" = 20' (22x34)
1" = 40' (11x17)

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DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY R. SCHILLER CHECKED BY P. PRESUTTI ESTIMATED BY R. SCHILLER DRAFTED BY D. WELLS CHECKED BY B. HYDE

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145 CULVER ROAD, SUITE 200
Rochester, NY 14620
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REVISIONS

NO.	DESCRIPTION	BY	DATE

CLIENT

CITY OF ITHACA

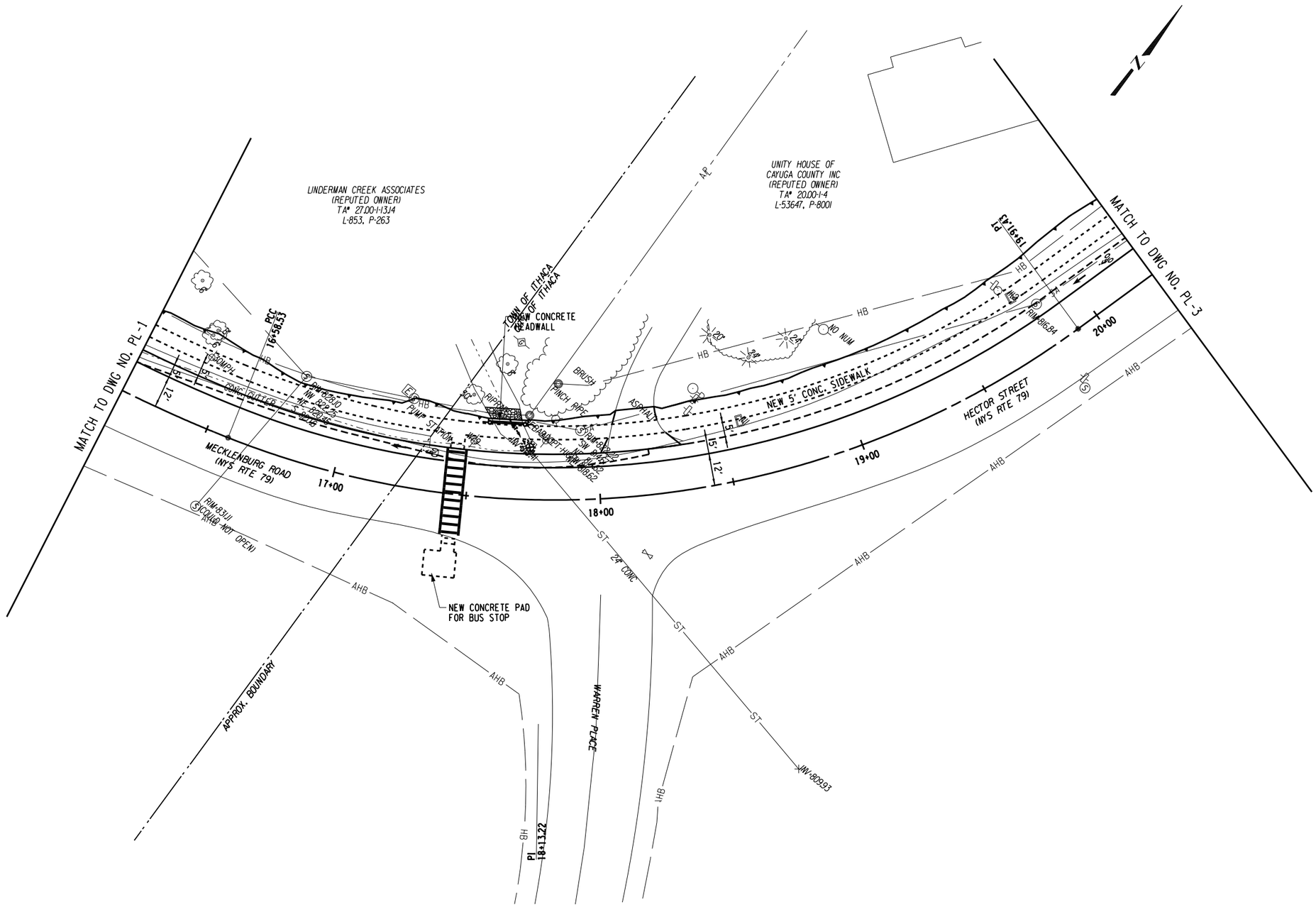
PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
1" = 20'	MARCH 2018
P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-1



0 20 40 60 FT

1" = 20' (22x34)
1" = 40' (11x17)

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CLIENT

CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
1" = 20'	MARCH 2018
P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-2

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY R. SCHILLER CHECKED BY P. PRESUTTI DRAFTED BY D. WELLS CHECKED BY B. HYDE ESTIMATED BY R. SCHILLER

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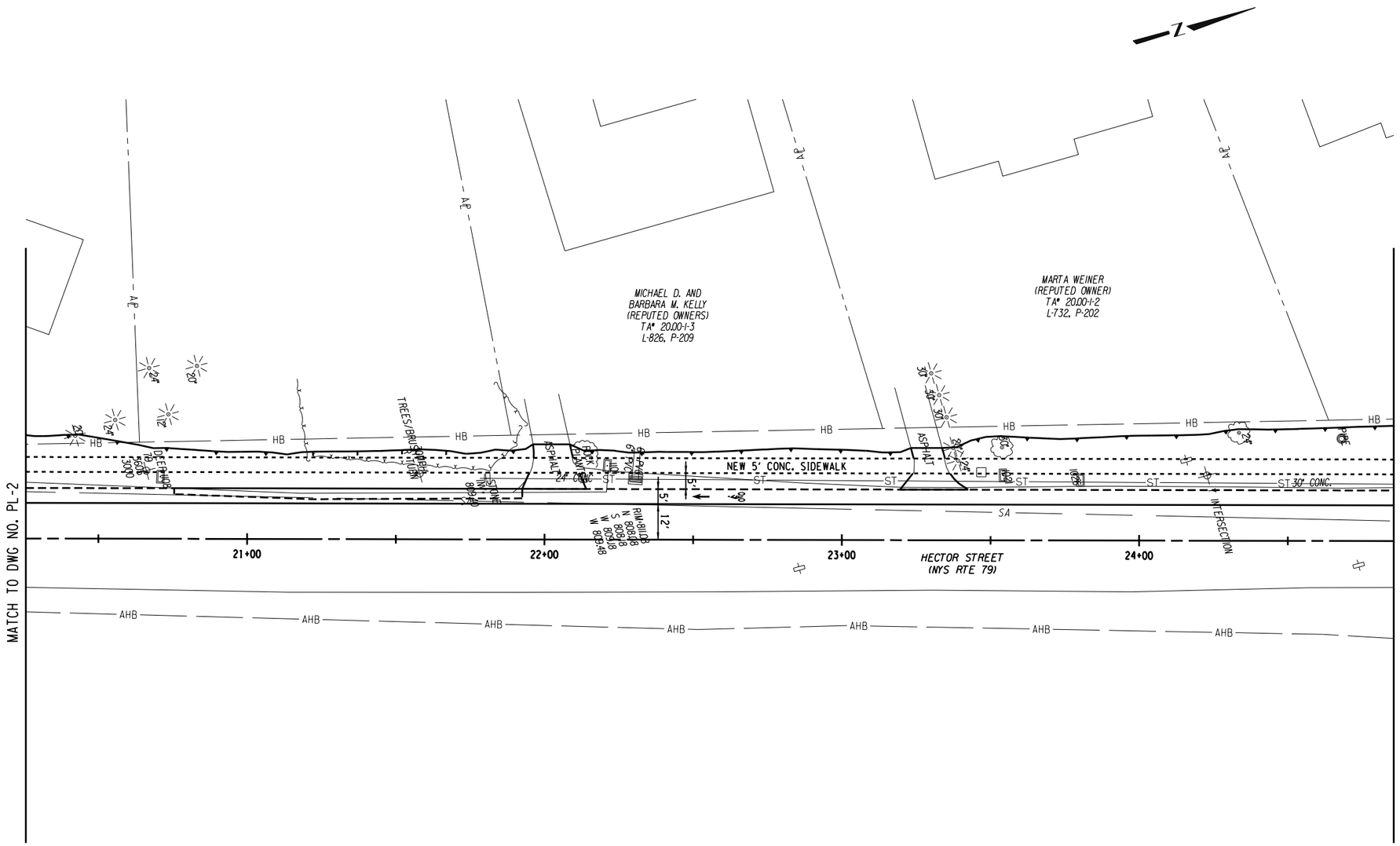

0 20 40 60 FT

1" = 20' (22x34)
1" = 40' (11x17)

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CLIENT

CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
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P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-3

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY R. SCHILLER DRAFTED BY D. WELLS ESTIMATED BY R. SCHILLER CHECKED BY P. PRESUTTI CHECKED BY B. HYDE

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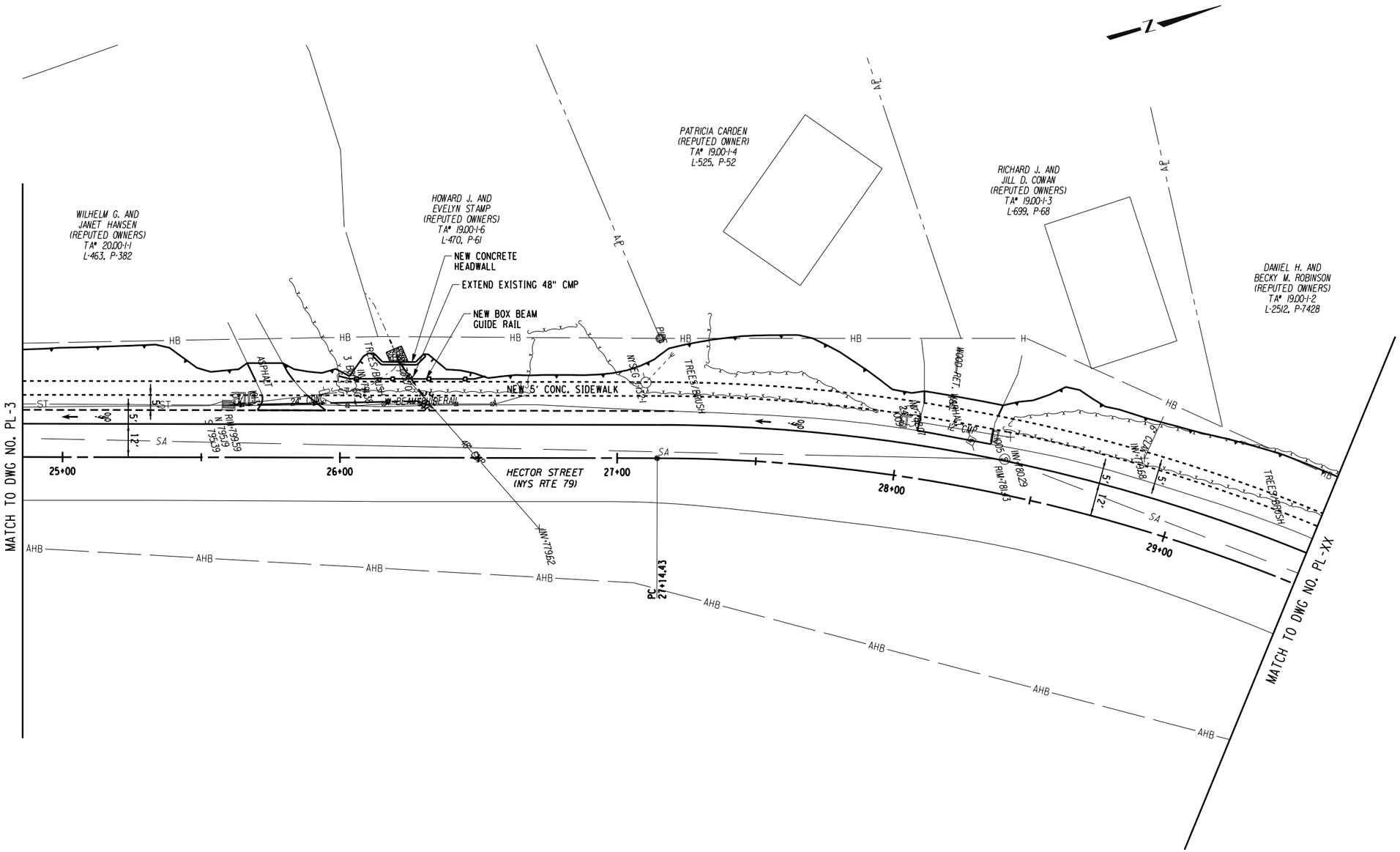

0 20 40 60 FT

1" = 20' (22x34)
1" = 40' (11x17)

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CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
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P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-4

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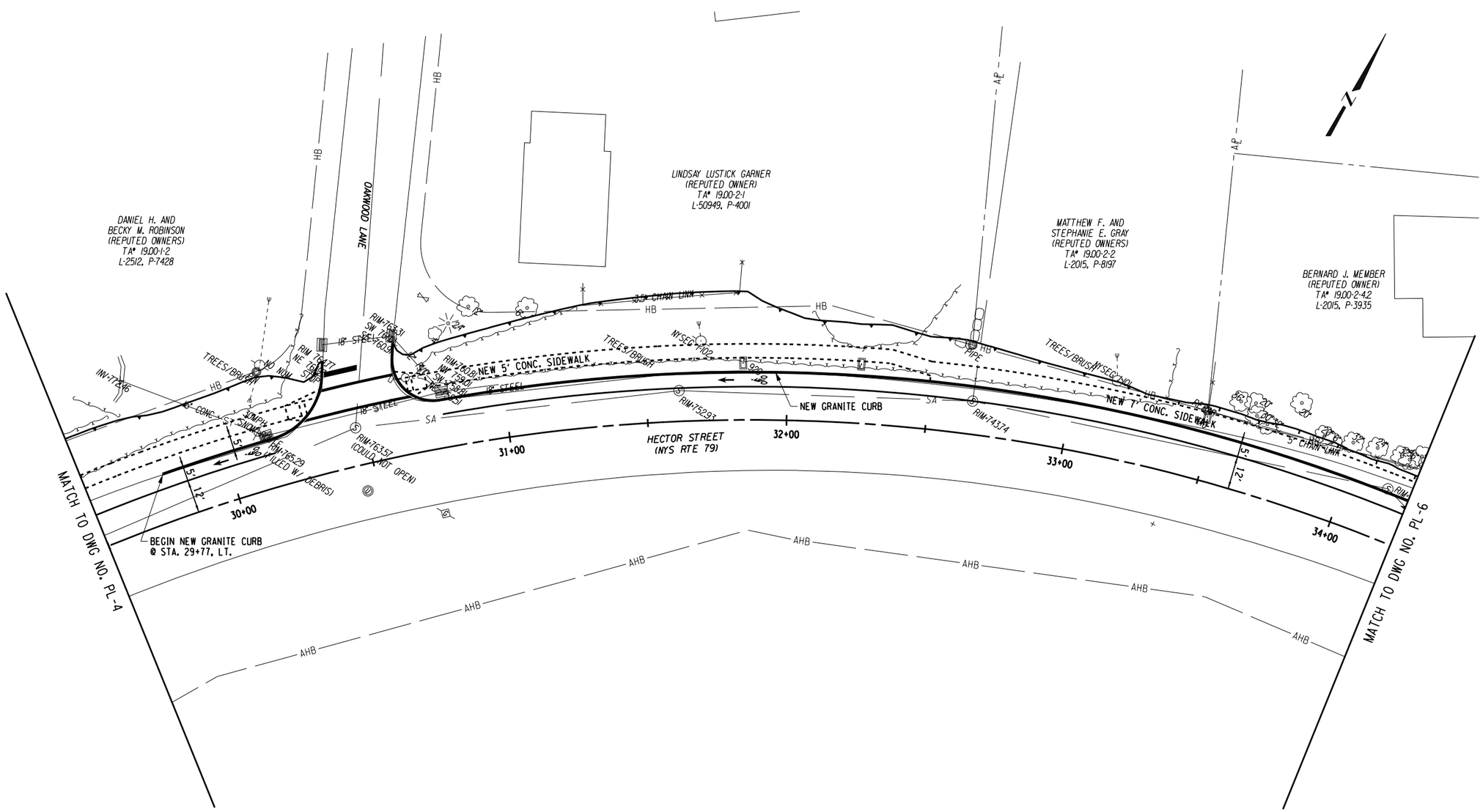
ESTIMATED BY R. SCHILLER CHECKED BY P. PRESUTTI



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1" = 40' (11x17)

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CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
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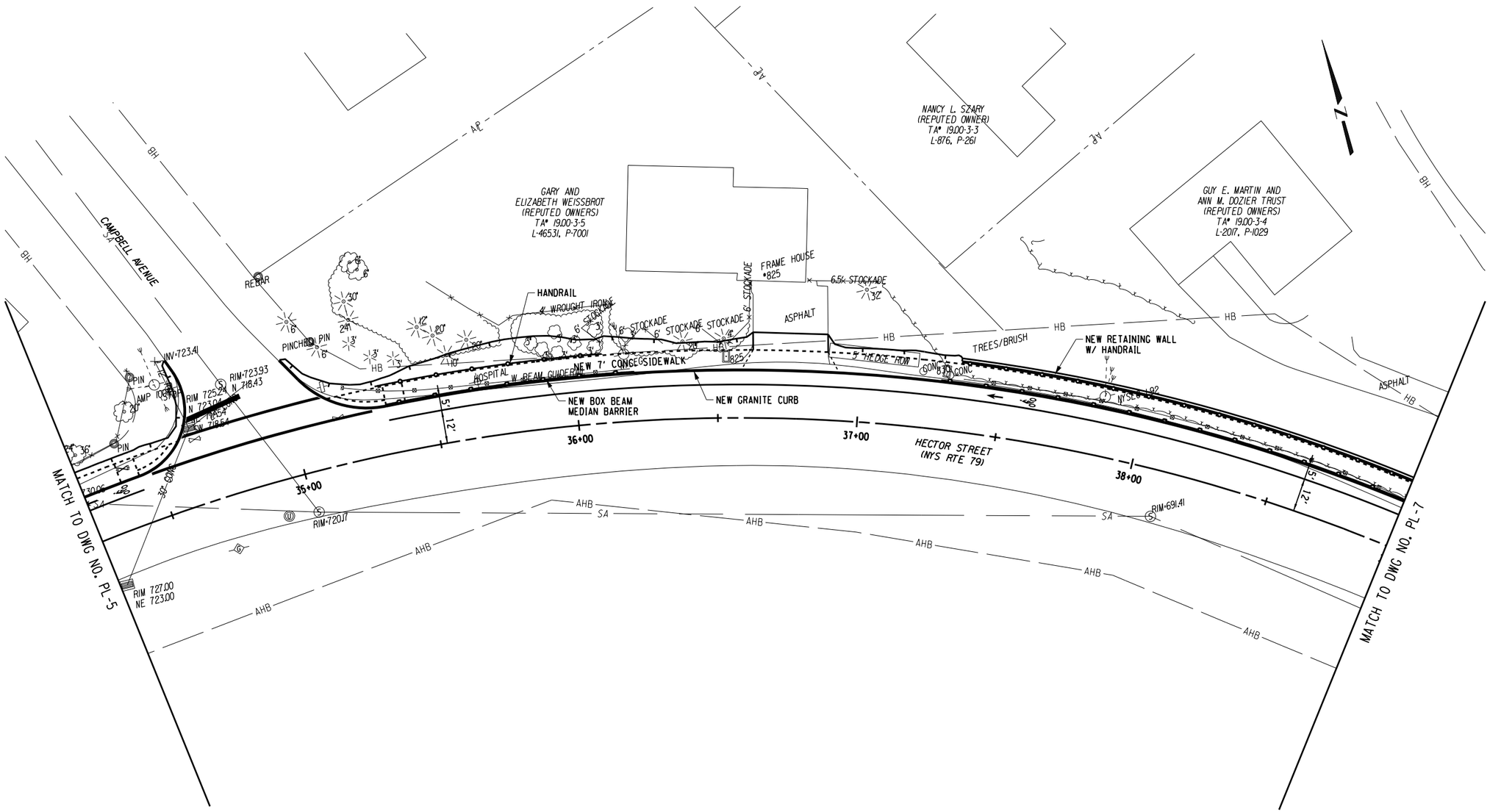
P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-5



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1" = 20' (22x34)
1" = 40' (11x17)

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CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
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SHEET NO. X OF XX	DRAWING NO. PL-6

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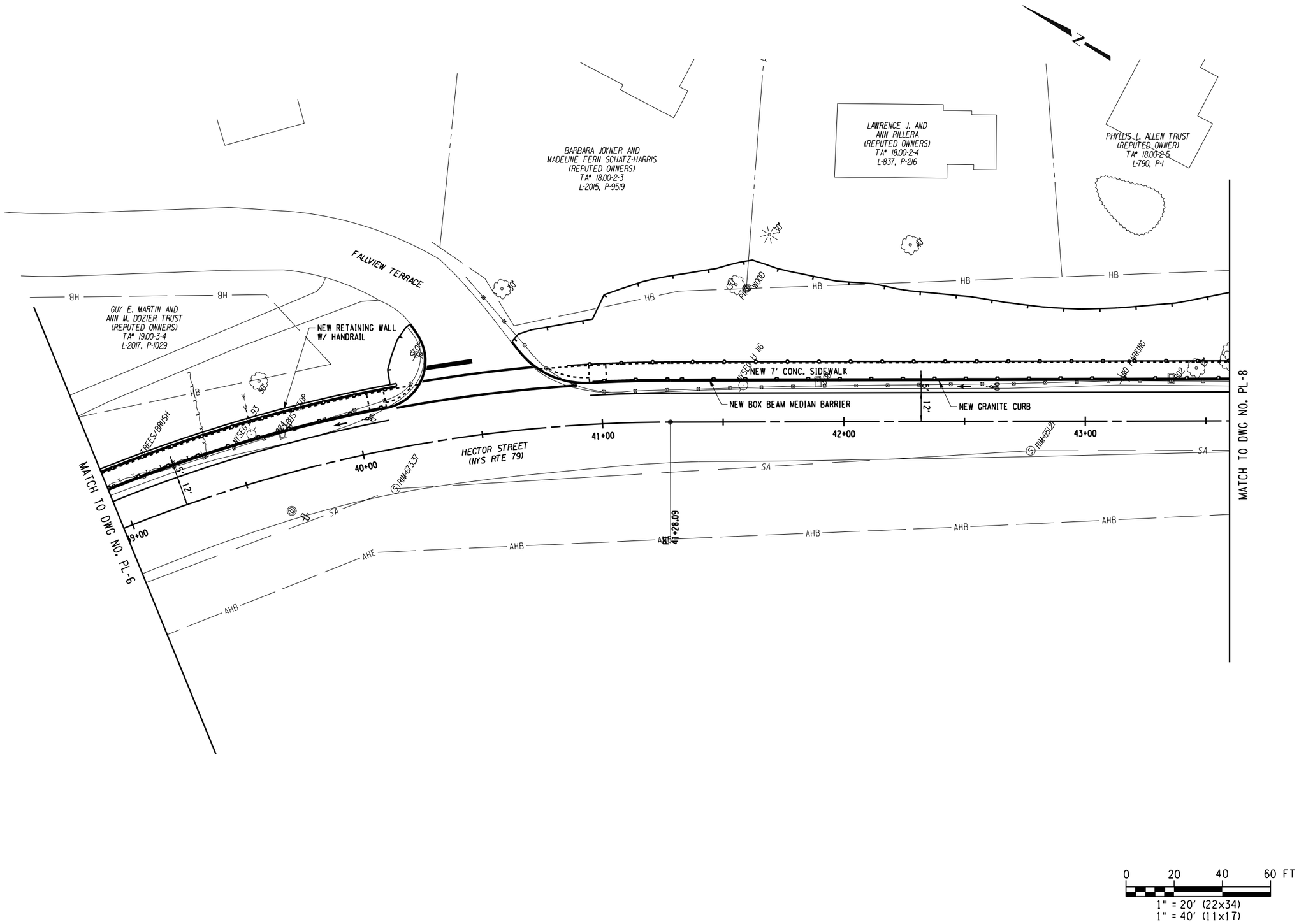

0 20 40 60 FT

1" = 20' (22x34)
1" = 40' (11x17)

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CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
1" = 20'	MARCH 2018
P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-7

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY R. SCHILLER DRAFTED BY D. WELLS CHECKED BY B. HYDE

ESTIMATED BY R. SCHILLER CHECKED BY P. PRESUTTI

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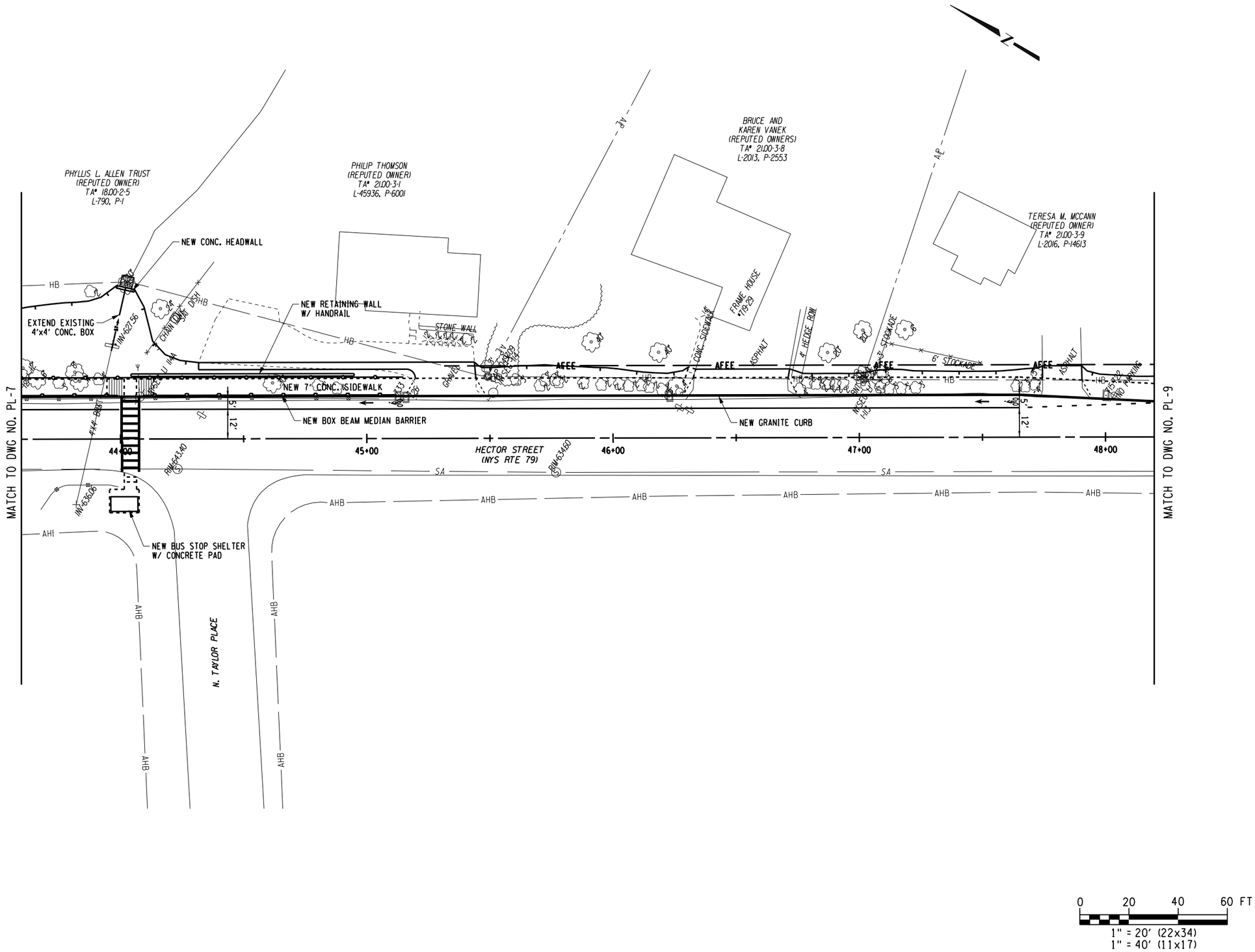

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CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
1" = 20'	MARCH 2018
P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-8

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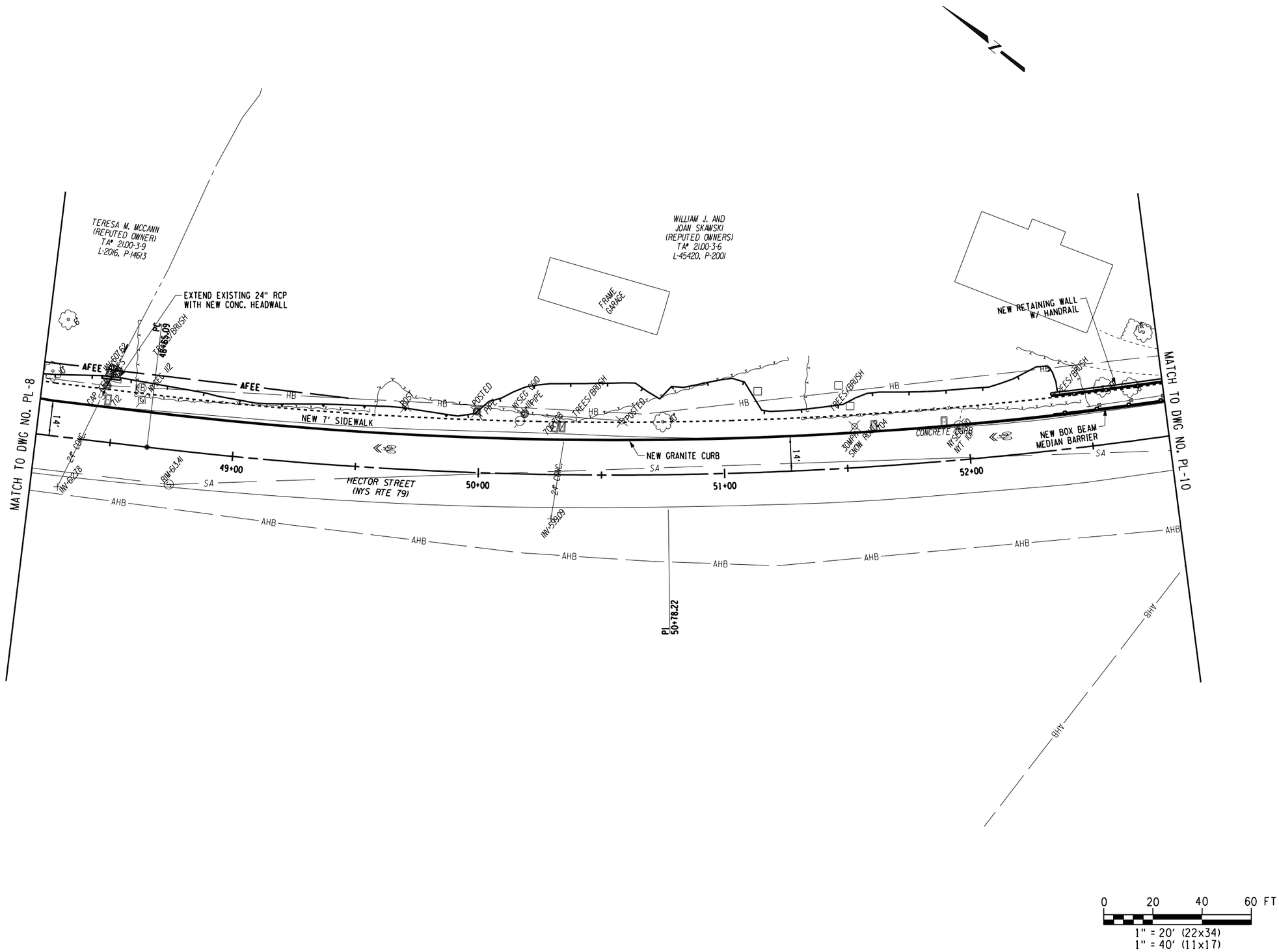

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CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
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SHEET NO. X OF XX	DRAWING NO. PL-9

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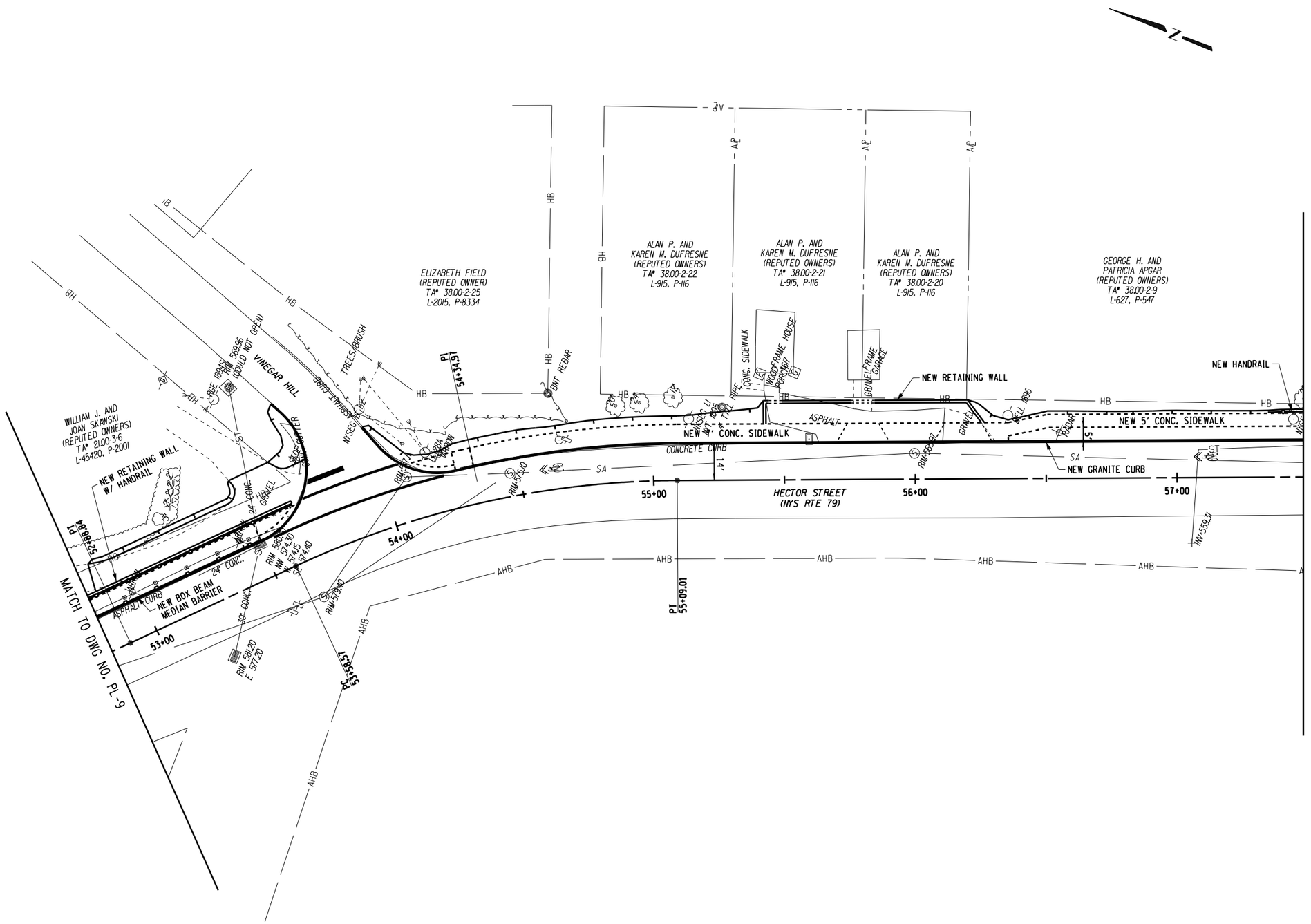

0 20 40 60 FT

1" = 20' (22x34)
1" = 40' (11x17)

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CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
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SHEET NO. X OF XX	DRAWING NO. PL-10

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY R. SCHILLER DRAFTED BY D. WELLS ESTIMATED BY R. SCHILLER CHECKED BY P. PRESUTTI CHECKED BY B. HYDE

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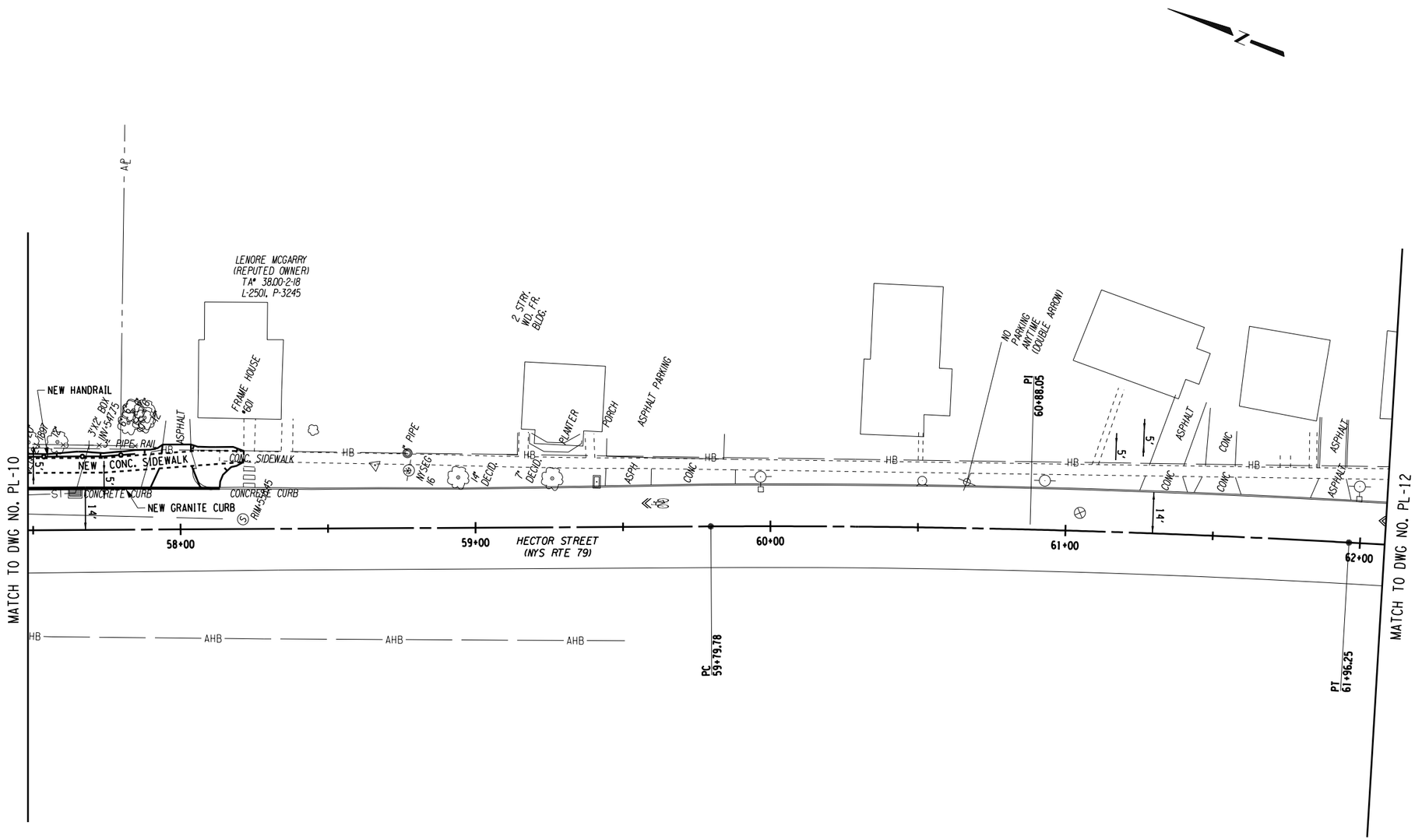

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1" = 40' (11x17)

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PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

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SHEET NO. X OF XX	DRAWING NO. PL-11

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DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY R. SCHILLER CHECKED BY
DRAFTED BY D. WELLS CHECKED BY B. HYDE
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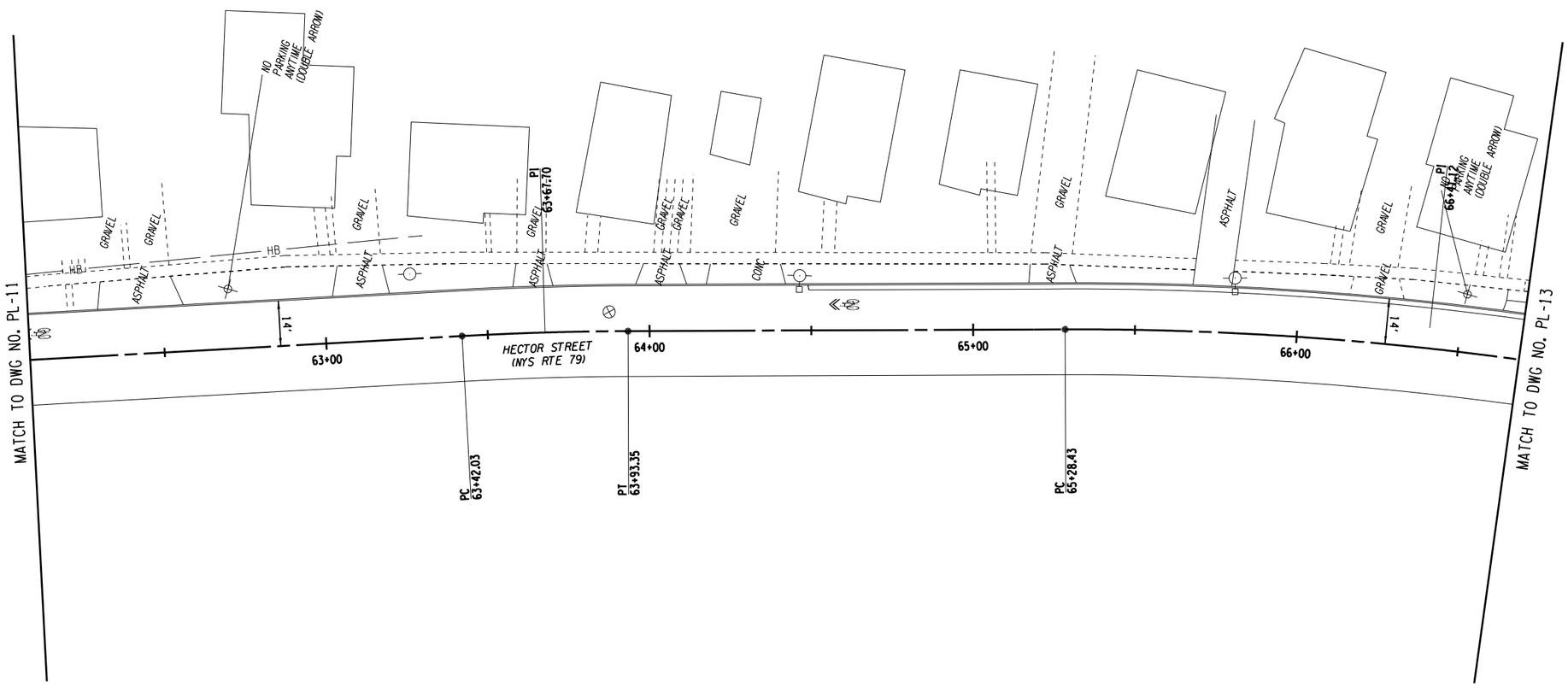

0 20 40 60 FT

1" = 20' (22x34)
1" = 40' (11x17)

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PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
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SHEET NO. X OF XX	DRAWING NO. PL-12

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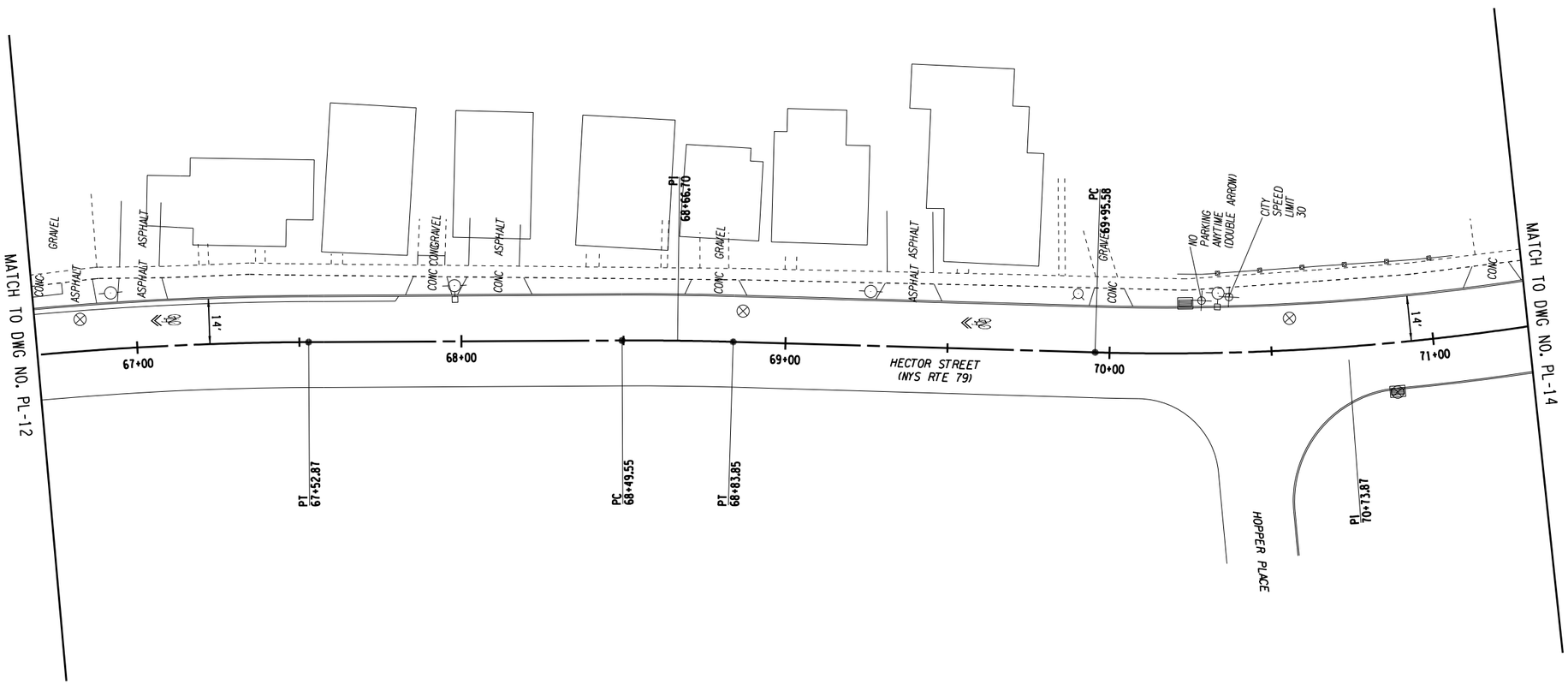

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1" = 20' (22x34)
1" = 40' (11x17)

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145 CULVER ROAD, SUITE 200
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CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
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P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-13

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DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY R. SCHILLER CHECKED BY
DRAFTED BY D. WELLS CHECKED BY B. HYDE
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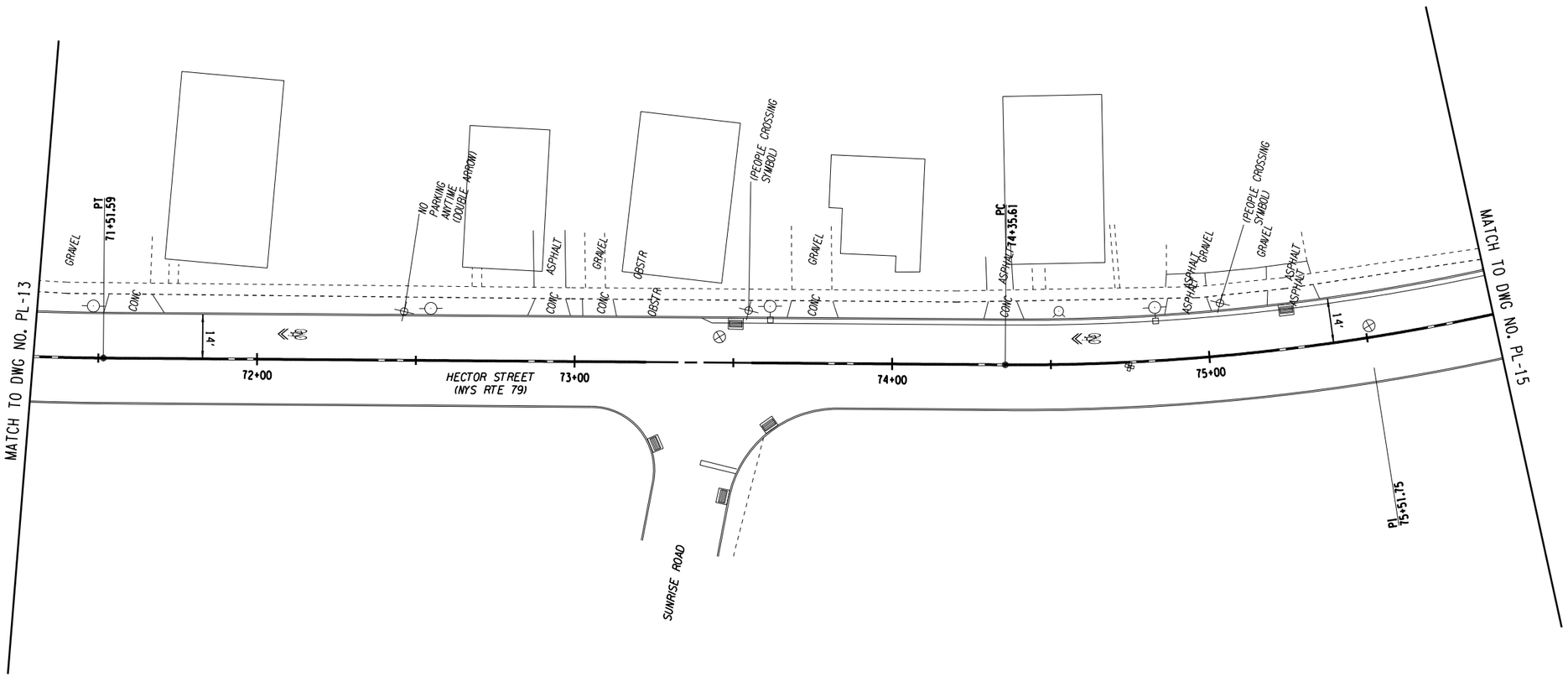

0 20 40 60 FT

1" = 20' (22x34)
1" = 40' (11x17)

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CITY OF ITHACA

PROJECT NAME

HECTOR STREET PROJECT

DRAWING TITLE

ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
1" = 20'	MARCH 2018
P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-14

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY R. SCHILLER DRAFTED BY D. WELLS CHECKED BY R. SCHILLER ESTIMATED BY P. PRESUTTI CHECKED BY B. HYDE

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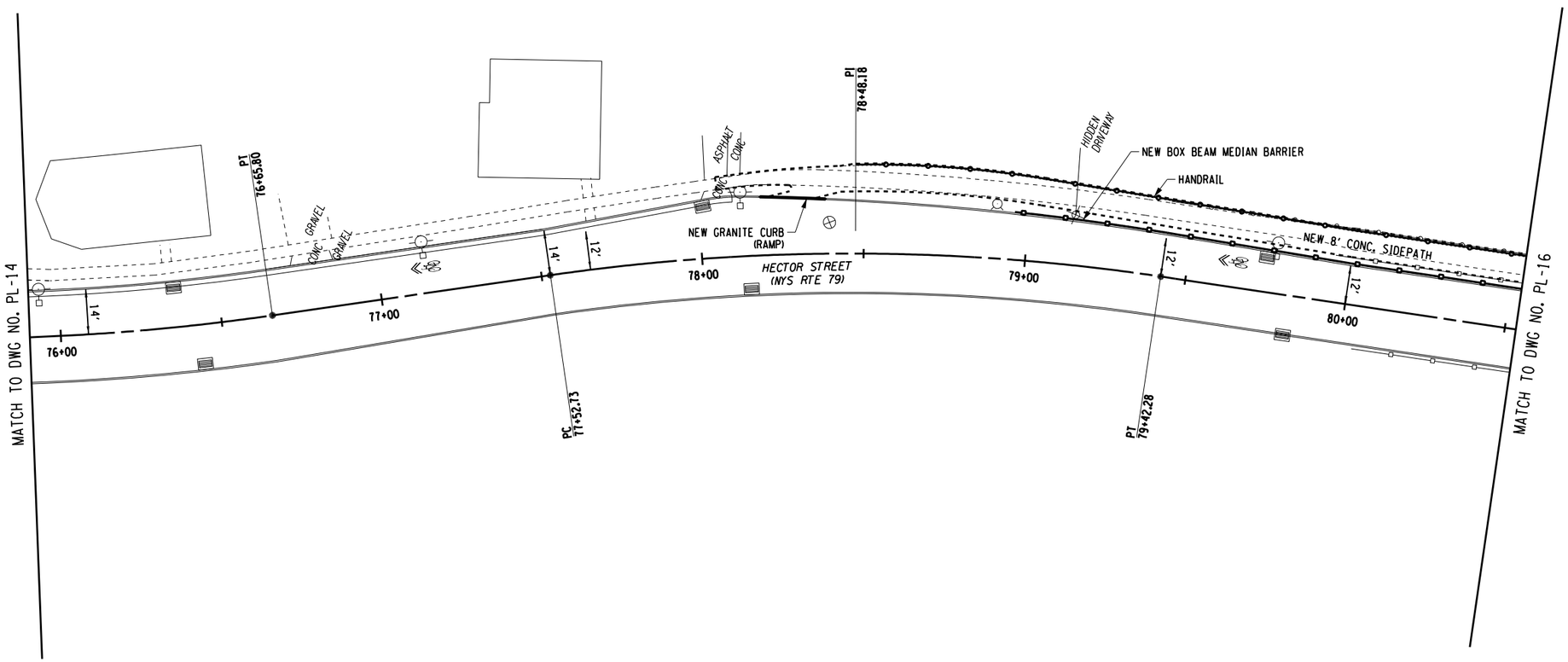

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1" = 40' (11x17)

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PROJECT NAME

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ROADWAY PLAN RECONSTRUCTION

SCALE	DATE
1" = 20'	MARCH 2018
P.I.N. 3950.63	EAA PROJECT NO. 19553.00
SHEET NO. X OF XX	DRAWING NO. PL-15

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY R. SCHILLER CHECKED BY P. PRESUTTI ESTIMATED BY R. SCHILLER DRAFTED BY D. WELLS CHECKED BY B. HYDE

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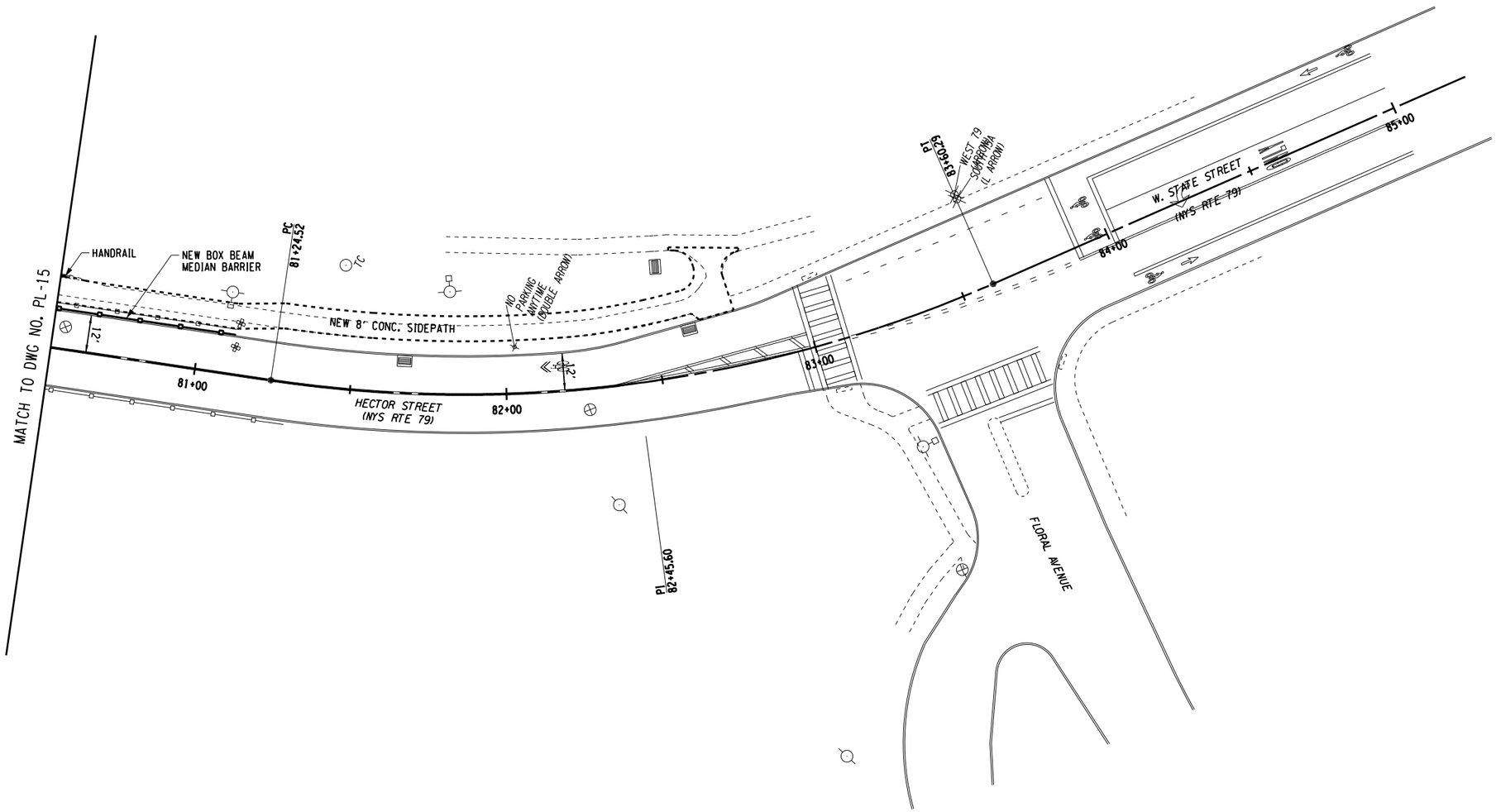

0 20 40 60 FT

1" = 20' (22x34)
1" = 40' (11x17)

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ROADWAY PLAN RECONSTRUCTION

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DATE/TIME = 3/16/2018 11:24:45 AM
USER = wellsda

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APPENDIX B
ENVIRONMENTAL INFORMATION

ENVIRONMENTAL MAPS
DRAFT FEAW
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SECTION 106 PSP

Hector Street Complete Street Project

City of Ithaca, Tompkins County, New York

Porject Location

Study Area

Notes: 1. Basemap: NYSDOP 2015 orthoimagery map service. 2. This map was generated in ArcMap on March 12, 2018. 3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

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Hector Street Complete Street Project

City of Ithaca, Tompkins County, New York

Environmental Justice Areas

Environmental Justice Area

Study Area

Notes: 1. Basemap: NYSDOP 2015 orthoimagery map service. 2. This map was generated in ArcMap on March 12, 2018. 3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

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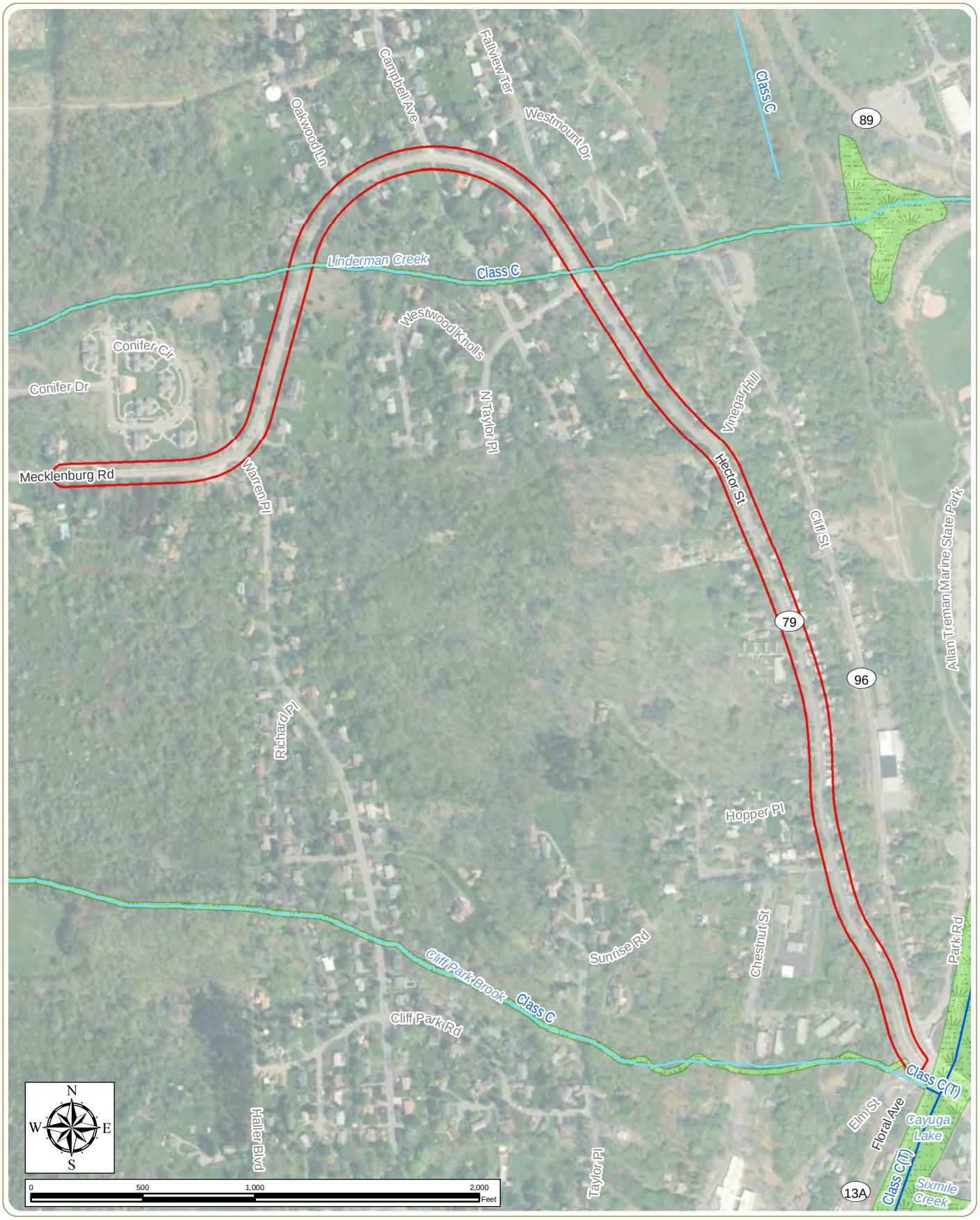

Hector Street Complete Street Project

City of Ithaca, Tompkins County, New York

Mapped Wetlands and Streams

Notes: 1. Basemap: NYSDOP 2015 orthoimagery map service. 2. This map was generated in ArcMap on March 12, 2018. 3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

- NYS Protected Stream
- Unprotected Stream
- NWI Mapped Wetland
- Study Area

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Hector Street Complete Street Project

City of Ithaca, Tompkins County, New York

FEMA Flood Hazards

Notes: 1. Basemap: NYSDOP 2015 orthoimagery map service. 2. This map was generated in ArcMap on March 12, 2018. 3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

FEMA Flood Hazards:

- 1% Annual Chance of Flooding
- 0.2% Annual Chance of Flooding
- Study Area

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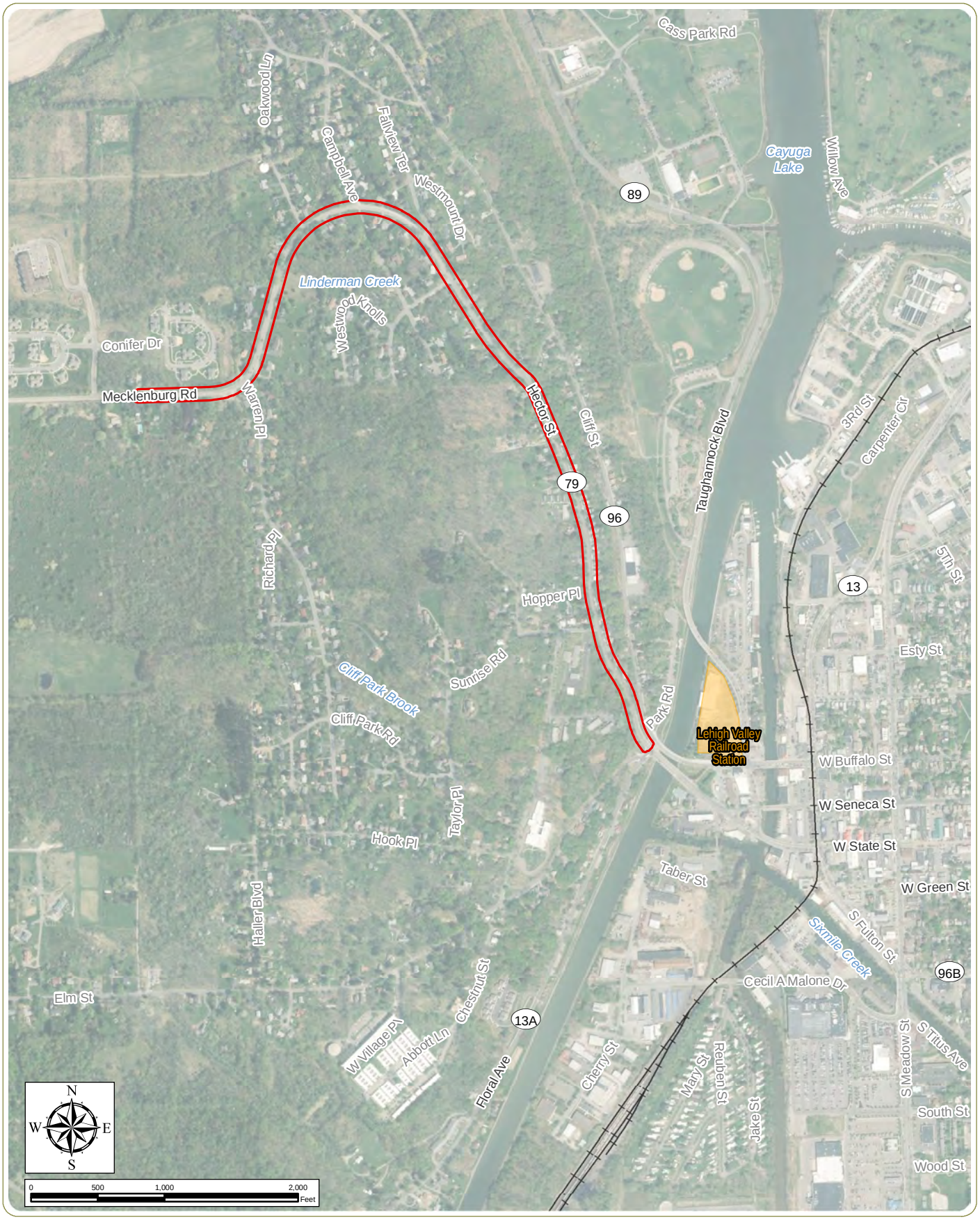

Hector Street Complete Street Project

City of Ithaca, Tompkins County, New York

NRHP-Listed Sites

Study Area

NRHP-Listed Site

Notes: 1. Basemap: NYSDOP 2015 orthoimagery map service. 2. This map was generated in ArcMap on March 12, 2018. 3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

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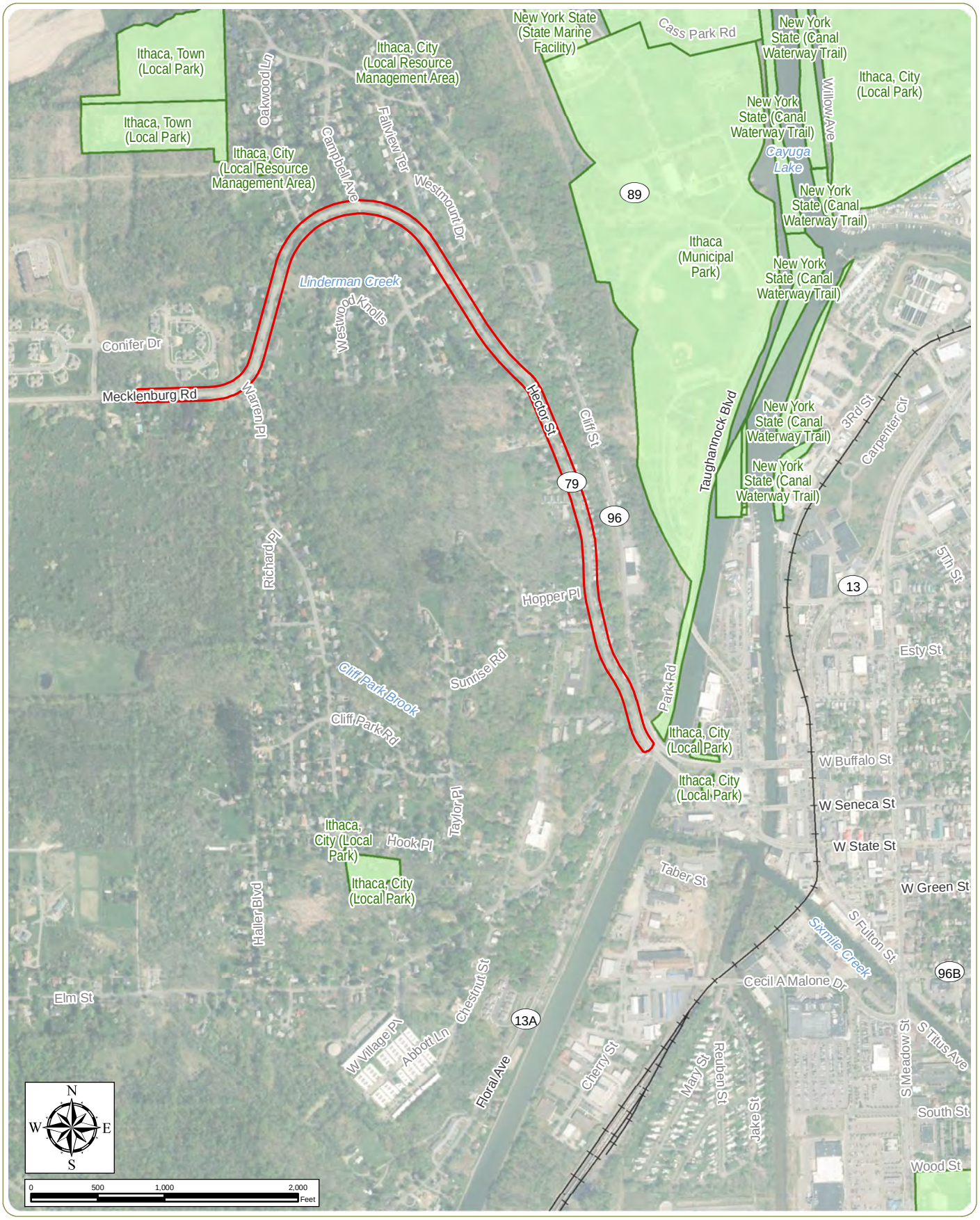

Hector Street Complete Street Project

City of Ithaca, Tompkins County, New York

Parks and Protected Areas

Study Area

New York Protected Area

Notes: 1. Basemap: NYSDOP 2015 orthoimagery map service. 2. This map was generated in ArcMap on March 12, 2018. 3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

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Federal Environmental Approval Worksheet

PIN: 3950.63	Comp. by: EDR	Date Comp.: 3/12/18	*FUNDING TYPE: Federal/Local*
DESCRIPTION: This project will improve pedestrian and bicycle accommodations along Hector Street from the Floral Avenue intersection continuing north, northwest approximately 1.3 miles along Hector Street to 500 feet west of the City Line on Mecklenburg Road. The project will extend existing sidewalks, improve existing sidewalk conditions, and create a bike lane. The project aims to improve connectively from residential areas to the downtown for economic and recreational activities.			*NEPA CLASS: Cat Ex* *SEQR TYPE: Unclassified*
LOCALITY (Village, Town, City): City of Ithaca			COUNTY: Tompkins

Purpose of this Worksheet:

- Communicate project National Environmental Policy Act (NEPA) classification to Federal Highway Administration (FHWA).
- Identify additional required FHWA environmental determinations, approvals and/or concurrences required before the Categorical Exclusion (CE) determination can be made.
- Reflect the documentation in the Design Approval Document (DAD) and enable the approving authority (per PDM Exhibit 4-2) to make the CE determination.

Categorical Exclusion (CE) - a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency (40 CFR 1508.4). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (23 CFR 771.115(b)).

Instructions (*see also "FEAW_Instructions.doc"*):

Complete the worksheet prior to the end of Design Phase I. If project parameters or site condition changes result in potential resource impacts, re-do worksheet prior to Design Approval to confirm NEPA determination and recertify (on page 4).

Step 1: Unusual Circumstances Threshold Determination – 23 CFR 771.117(b)

Any action which normally would be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with FHWA to determine if the CE classification is proper or whether an EA or EIS is required.

Do any, or the potential for any, unusual circumstances exist?

1. Significant environmental impacts; **YES**☐ **NO**☒
2. Substantial controversy on environmental grounds; **YES**☐ **NO**☒
3. Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act; or **YES**☐ **NO**☒
4. Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action. **YES**☐ **NO**☒

- **If yes to any** of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). If after consultation with FHWA it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing.

- **If no to all**, then this project qualifies as a Categorical Exclusion (CE); **proceed to step 2**.

Federal Environmental Approval Worksheet

Project ID Number: 3950.63

Step 2: Other FHWA environmental actions required prior to CE Determination

Classification as a CE does not exempt the project from further environmental review. Compliance with Federal Statutes, Regulations and Executive Orders (EO's) must be documented. Refer to the Department's Project Development Manual (PDM) and Environmental Manual (TEM) to determine the requirements.

2.1	Other required FHWA environmental independent determinations	FHWA Independent Determination and/or Concurrence Required & Received	Date determination/ concurrence issued	FHWA Independent Determination and/or Concurrence not required or resource not present
		A	B	C
EO 11990 Protection of Wetlands Individual Finding		☐	Date Issued	☒
ESA Section 7 Threatened and Endangered Species		☒	Date Issued	☒
Section 106 (National Historic Preservation Act)		☒	Date Issued	☐
Section 4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers)		☐	Date Issued	☒
2.2	**Other FHWA environmental compliance and/or approvals/concurrence required**	**Resource present and threshold exceeded**		**Resource not present, or present but threshold not exceeded**
EO 11988 Floodplains		☐		☒
EO 13112 Invasive Species		☐		☒
EO 12898 Environmental Justice		☐		☒
Safe Drinking Water Act Section 1424(e)		☐		☒
US Army Corps of Engineers, Section 404/10 NWP #23		☐		☒
Section 6(f) (Land and Water Conservation Funds)		☐		☒
Migratory Bird Treaty Act		☐		☒
23CFR772 Type I Noise abatement		☐		☒
2.3	**Other Environmental Issues requiring FHWA notification**	**Resource present and threshold exceeded**		**Resource not present, or present but threshold not exceeded**
U.S. Army Corps of Engineers, Section 404/10 Individual Permit		☐		☒
National Wild and Scenic Rivers		☐		☒
U.S. Coast Guard Bridge Permit		☐		☒
Known hazardous waste site (only EPA National Priority list)		☐		☒
Project on or affecting Native American Lands		☐		☒

For all categories above, refer to the **Table Thresholds** document.

Federal Environmental Approval Worksheet

After completion of Tables 2.1, 2.2, and 2.3, proceed to step 3.

Project ID Number: 3950.63

Step 3: Who makes the NEPA CE Determination?

FHWA Regulations describe two types of CEs; CEs listed in 23 CFR 771.117(c) [aka the C list], and CEs such as those listed in 23 CFR 771.117 (d) [aka the D list]. NYSDOT can make the CE determination for C list projects once all required approvals and concurrences have been secured. FHWA retains the NEPA determination for D list projects. FHWA makes the CE determination programmatically through NYSDOT for D list projects that meet the July 15, 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo criteria. To determine by whom, FHWA or NYSDOT, and how the CE determination is made, follow the instructions beginning in section 3.1 of the following table.

	CONDITION	ACTION
3	**Determine whether FHWA or NYSDOT makes the CE determination.**	
3.1	If the project is an action that would normally be a CE in 23 CFR 771.117(c) (see the drop down list), check the "Yes" box. If not, check the "No" box.	If yes, NYSDOT can make the CE determination once all the approvals and coordinations required are complete. 1. Is the project an action that would normally be a CE in 23 CFR 771.117(c)? **YES**☒ **NO**☐ "Construction of bicycle and pedestrian lanes, paths and facilities." **If no, proceed to step 3.2.** **If yes,** and the action falls under (c)(26), (c)(27), or (c)(28), **proceed to step 3.1.1.** Otherwise, **proceed to step 3.1.2.**
3.1.1	Determine if any additional constraints apply to the CE.	Do ANY of the conditions described in the **Table Thresholds** 3.1.1 (land acquisition, major traffic disruptions, changes in access control, floodplain encroachment, National Wild & Scenic Rivers) apply to the action? **YES**☐ **NO**☒ **If yes,** the (c)(26), (c)(27) and (c)(28) constraints have not been met – **proceed to step 3.2.** **If no**, do ANY of the following apply: · A check in Column A in Table 2.1 for Section 106, **and** a finding of Adverse Effect? · A check in Column A in Table 2.1 for 4(f), **and** impacts are not de minimis? · A check in Column A in Table 2.3 for Section 404/10? · A check in Column A in Table 2.3 for USCG Bridge Permit? Do ANY of the above apply to the action? **YES**☐ **NO**☒ **If yes,** the (c)(26), (c)(27) and (c)(28) constraints have not been met – **proceed to step 3.2.** **If no,** the (c)(26), (c)(27) and (c)(28) constraints have been met – **proceed to step 3.1.2.**

Federal Environmental Approval Worksheet

Project ID Number: 3950.63

3.1.2	Determine if **any** of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding.	If there are: · outstanding environmental determinations (Table 2.1:checks in column A without dates in column B) · **and/or** circumstances requiring demonstration of applicable EO compliance or issues requiring FHWA environmental review (checks in column A in Table 2.2) **The project will use Memo Shell 2** (FHWA needs to review this project). **Proceed to step 4.** *If the project does not meet the conditions above proceed to step 3.1.3.*
3.1.3	Determine if **any** issues are present that require FHWA notification.	If there are: · any issues requiring FHWA environmental notification (checks in column A in Table 2.3); then **The project will use Memo Shell 3 (**FHWA must be notified of this project). **Proceed to step 4.** *If the project does not meet the conditions above proceed to step 3.1.4.*
3.1.4	No Determinations, Approvals, Concurrences or Notifications required.	**The project will use Memo Shell 1** (memo to file). **Proceed to step 4.**
3.2	The project is a D list CE as per 23 CFR 771.117(d). Choose appropriate entry from drop down list. If "other" or (d)(13) provide an explanation.	Certain actions eligible for categorical exclusion require NYSDOT to transmit documentation and a determination that a CE applies. Examples of activities that may proceed as a CE are listed in 23 CFR 771.117(d) (D list). Activities not directly listed on the D List also have the potential to proceed as a CE with submitted documentation (Other). Activities that may normally be classified as a C-list CE under 23 CFR 771.117(c)(26), (c)(27), or (c)(28) must meet the constraints at 23 CFR 771.117(e), or they revert to the D-list as (d)(13). The project is an action that would normally be a CE in 23 CFR 771.117(d). Choose an item.**.** Other or (d)(13): provide explanation here **Proceed to step 3.2.1.**
3.2.1	Determine if **any** of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding **and/or** notification is required.	If there are: · **any** outstanding environmental determinations (any checks in column A without dates in column B in Table 2.1); · **and/or** any circumstances requiring demonstration of applicable EO compliance (any checks in column A in Table 2.2); · **and/or** issues requiring FHWA environmental notification (any checks in column A in Table 2.3); then **The project will use Memo Shell 4** (MOPL and FHWA need to review this project). **Proceed to Step 4.**
3.2.2	Design Approval Document sent to FHWA	If the project: · does not meet the conditions above (3.2.1), then the project has met the criteria established as per the programmatic agreement dated July 15, 1996. **The project will use Memo Shell 5** (memo to file). **Proceed to Step 4.**

Federal Environmental Approval Worksheet

Project ID Number: 3950.63

Step 4: Summary and Recommendation

- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination is being made by NYSDOT
- All outstanding FHWA environmental approvals will be obtained and are listed here:

FHWA concurrence with Section 7 ESA finding
NYSDOT RCRC concurrence with Section 106 PSP

All other environmental, social and economic factors that affect the project's NEPA classification, of Title 23 CFR 771.117 Environmental Impact and Related Procedures and the July 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo must still be addressed, for example, the project:

- does not change the functional class;
- does not add mainline capacity;
- is not on new location;
- will not change travel patterns;
- acquires only minor amounts of ROW (temporary or permanent);
- does not cause displacements; does not change access control;
- is air quality exempt;
- is consistent with the NYS Coastal Management Program; **and**
- the analysis satisfies the requirements of the Farmland Protection Policy Act.

I certify that the information provided above is true and accurate and recommend the project be processed as described above.

Project Manager/Designer _____ Date _____
(or Responsible Local Official)

Print Name and Title: _____

Regional Environmental Unit Supervisor _____ Date _____

Print Name and Title: _____

Regional Local Project Liaison _____ Date _____
(Locally Administered Projects Only)

Print Name and Title: _____

Changes that may have occurred since the preparation of the worksheet which would **create the need to go through the Worksheet again** include but are not limited to: a change in the scope of the proposed project; a change in the social, economic or environmental circumstances or the setting of the project study area (i.e. the affected environment); a change in the federal statutory environmental standards: discovering new information not considered in the original process; and a significant amount of time has passed (equal or greater than three years).

Social, Economic and Environmental Resources Checklist (SEERC)

Introduction

For projects that use the IPP/FDR, PSR/FDR, and Bridge Rehabilitation Report design approval document formats, the SEERC is used to determine the topics and resources that will need to be analyzed to determine extent of adverse and beneficial impacts. The SEERC should not be used as the location to document the results of impact analysis. The results of these analyses should only be documented in the body of the design approval document. The SEERC must be attached or appended to the DAD as appropriate.

Instructions:

1. Answer the questions posed under the Social, Economic and Environmental headings to determine whether there is a potential for a project to affect the topics/resources.

2. Beginning with the first question under the Social heading, if the answer to a question is No, check off No in the first checkbox column and proceed to the next question.

3. If the answer to a question is Yes:
    a. Create a heading or section in the appropriate location in the IPP/FDR or PSR/FDR to document the particular resource or topic in question.

    b. Proceed to the Impact or Issue column. Once enough information is available, check off Yes or No in the Impact or Issue column, as applicable

4. Document all Yes *and* No answers in the Impact or Issue columns in the DAD under the section or heading created for the topic. This documentation must indicate the location, extent and/or a full description of the topic/resource. The documentation must appropriately illustrate the impact determination and measures to mitigate impacts. For No answers, ensure the documentation is complete as to the explanation of why the resource/topic will not be impacted.

5. For Yes answers, be sure to document adverse as well as beneficial impacts in the resource/topic sections of the DAD. For example, a project that is adding a project that impacts wetland for a SPDES practice will benefit the remaining wetland by treating stormwater. This documentation must include the nature and size or extent of an impact; measures taken to avoid or minimize impacts; and any mitigation being provided. Documentation for each issue should clearly note any necessary approvals and/or expected permits.

6. Prior to completing the Certification at the end of the checklist, review the checklist and appropriate sections of the DAD to ensure checkmarks and statements are valid (particularly review against changes in project scope) and for consistency between the checklist and DAD sections.

7. Complete the Certification.

8. Attach or append the checklist to the Design Approval document.

Social, Economic and Environmental Resources Checklist	
PIN: 3950.63	FUNDING TYPE: Federal/Local
DESCRIPTION: This project will improve pedestrian and bicycle accommodations along Hector Street from the Floral Avenue intersection continuing north, northwest approximately 1.3 miles along Hector Street to 500 feet west of the City Line on Mecklenburg Road. The project will extend existing sidewalks, improve existing sidewalk conditions, and create a bike lane. The project aims to improve connectively from residential areas to the downtown for economic and recreational activities.	DATE: 3/12/2018 REVISION DATE:
MUNICIPALITY: City of Ithaca	NEPA CLASS: Cat Ex
COUNTY: Tompkins County	SEQRA TYPE: Unclassified
SCOPE: Pedestrian and bicycle improvements along Hector Street.	

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT[1] OR ISSUE?	
	NO	YES	NO
Social			
A. Land Use			
1. Is there potential to affect current land use/zoning?	☒	☐	☐
2. Is there a lack of consistency with community's comprehensive plan and/or other local or regional planning goals?	☒	☐	☐
3. Will the project affect any planned or future development?	☒	☐	☐
B. Neighborhoods and Community Cohesion			
1. Are relocations of homes or businesses proposed or acquisition of community resources anticipated?	☒	☐	☐
2. Is there potential for changes to neighborhood character?	☒	☐	☐
3. Is there a potential to impact transportation options (e.g., transit, walking, bicycling)?	☐	☐	☒
4. Are there potential changes to travel patterns that could affect neighborhood quality of life?	☒	☐	☐
5. Will the project divide or isolate portions of the community or generate new development that could affect the current community structure?	☒	☐	☐
C. General Social Groups			
1. Are there potential effects to the ability of transit dependent, elderly, or disabled populations to access destinations (particularly local businesses and health care facilities)?	☒	☐	☐
2. Does the project have the potential to disproportionately impact low income or minority populations (Environmental Justice)?	☐	☐	☒
3. Are there alterations to pedestrian facilities that would affect the elderly or disabled such as lengthening pedestrian crossings or	☒	☐	☐

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT[1] OR ISSUE?	
	NO	YES	NO
providing median refuge?			
D. Community Services			
1. Is there potential to affect access to or use of Schools, Recreation Areas or Places of Worship (e.g., detours, sidewalk removal, addition of curb ramps, crosswalks, pedestrian signals, etc.)?	☒	☐	☐
2. Is there potential to affect emergency service response?	☒	☐	☐
Economic			
A. Regional and Local Economies			
1. Is there potential to affect local economic viability (e.g., development potential, tax revenues, employment opportunities, retail sales or public expenditures)?	☒	☐	☐
2. Is there a potential to divert traffic away from businesses?	☒	☐	☐
B. Business Districts			
1. Are there potential effects on the viability or character of Business Districts?	☒	☐	☐
2. Will the project affect transportation options available for patrons getting into or out of the District?	☒	☐	☐
3. Will sidewalks, bicycling opportunities or transit opportunities to or within the district be affected?	☐	☐	☒
4. Will parking within the district be affected?	☒	☐	☐
C. Specific Business Impacts			
1. Are effects to specific businesses anticipated? (e.g., sidewalks, bicycling opportunities, or handicapped access to and from businesses)?	☒	☐	☐
2. Will the project affect available transportation options for patrons to businesses?	☒	☐	☐
3. Will the project affect the ability of businesses to receive deliveries?	☒	☐	☐
4. Will parking for businesses be affected?	☒	☐	☐
Environmental			
1. Are there wetlands within or immediately adjacent to the project limits? *See Environmental Procedures Manual (EPM) 4.A.R, Executive Order (EO) 11990 may apply.*	☒	☐	☐
2. Are there Surface Waters (other than wetlands) within or immediately adjacent to the project limits? *lakes, ponds streams or wetlands of any jurisdiction*	☐	☐	☒
3. Is there a designated Wild or Scenic River within or immediately adjacent to the project limits? *(See The Environmental Manual (TEM) 4.4.3)*	☒	☐	☐
4. Will the project require a U.S. Coast Guard Bridge Permit? *Project area includes a bridge over navigable waters of U.S.*	☒	☐	☐
5. Does the project area contain waters regulated as Navigable by U. S. Army Corps of Engineers? *Section 404/10 Individual Permit or*	☒	☐	☐

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT[1] OR ISSUE?	
	NO	YES	NO
NWP 23 may be required			
6. Is the project in a mapped Flood Zone? *TEM section 4.?, EO 11988*	☒	☐	☐
7. Is the project in or could it affect a designated coastal area? *FAN and/or Consistency determination may be required. See TEM 4.6*	☒	☐	☐
8. Is the project area above a Sole Source Aquifer? *See TEM 4.4 Coordination with FHWA and/or EPA may be required.*	☒	☐	☐
9. Will the project involve one (1) acre of ground disturbance (or 5,000 sf in the East of Hudson watershed)?	☐	☐	☒
10. Are federally/state listed endangered species or designated critical habitat indicated for the project county? *Coordination with DEC and/or a FHWA determination may be required. See TEM 4.4.9.3*	☐	☐	☒
11. Is the project in a designated Critical Environmental Area? *TEM 4.4.11(SEQR issue)*	☒	☐	☐
12. Are there any resources protected by Section 106 (or Section 1409) within the project limits or immediate area? *See TEM 4.4.12 Appendix G*	☐	☐	☒
13. Is Native American coordination required outside of Section 106 consultation? *The project on or affecting Native American Lands or other areas of interest*	☒	☐	☐
14. Is there a use, constructive use or temporary occupancy of a 4(f) resource? *See SECTION 4(f) POLICY PAPER and contact Area Engineer.*	☒	☐	☐
15. Will the project involve conversion of a 6(f) resource? *listed as having Land and Water Conservation funds spent on the resource*	☒	☐	☐
16. Is there any potential to affect the character of important and possibly significant the visual resources of the project area and its environs? (*See PDM Chapter 3.2.2.2)*	☒	☐	☐
17. Will the project convert land protected by the Federal Farmland Protection Act? *See TEM 4.4.15*	☒	☐	☐
18. Will the project acquire active farmland from an Agricultural District? *(SEQR issue)*	☒	☐	☐
19. Is the project in a non-attainment area and exceed the CO screening criteria? *see EPM Chapter 1 1.1-19 an Air Quality Analysis required*	☒	☐	☐
20. Is the project in a non-attainment area and exceed the PM screening criteria? *see EPM Chapter 1 1.1-19? A hot spot analysis is required*	☒	☐	☐
21. Is the project a Type I Noise project as per 23 CFR 772? *See TEM 4.4.18*	☒	☐	☐
22. Will the project require the removal of Asbestos Containing Materials? *See TEM 4.4.19*	☐	☐	☐
23. Does the project area contain Contaminated and Hazardous Materials? *EPA National Priority List*	☒	☐	☐
24. Will the project increase the height of towers, construct new towers or other obstructions in a known migratory bird flyway?	☒	☐	☐

NOTES:

[1] The term "impacts" means both positive and negative effects. Both types of effects should be discussed in the body of the report as appropriate.

PREPARED BY: _____

CERTIFICATION:

I certify that the information provided above is true and accurate.

Regional/Main Office Environmental Unit Supervisor _____ Date _____

Print Name and Title: _____

Section 106 Project Submittal Package

PIN 3950.63 - Hector Street Complete Street Project

City and Town of Ithaca, Tompkins County, New York

Prepared for:

Erdman Anthony
145 Culver Road, Suite 200
Rochester, NY 14620
www.erdmananthony.com

Prepared by:

Environmental Design & Research,
Landscape Architecture, Engineering, & Environmental Services, D.P.C.
217 Montgomery Street, Suite 1000
Syracuse, New York 13202
www.edrdpc.com

March 2018

NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE

Section 106 of the National Historic Preservation Act

For Locally-Administered Federal-Aid Projects

A Project Submittal Package is prepared by the Local Project Sponsor (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSDOT assessment of Section 106 obligations.
The Sponsor sends the package to the Regional Local Project Liaison (RLPL) for Regional Cultural Resource Coordinator (RCRC) review. The RCRC will make recommendations to identify what is needed for Section 106 compliance for the project.

DATE: March 12, 2018 PIN: 3950.63 BIN(s): 4210380

IDENTIFICATION

Project Name (if any): Hector Street Complete Street Project

Project Area Boundaries: The Project involves the improvement of Hector Street from Floral Avenue to 500 feet west of the boundary of the City of Ithaca. The limits of work will include 50 feet from the centerline of Hector Street to accommodate sidewalk and bike lane construction, and the relocation of some utility poles and fire hydrants.
(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County: Tompkins Town/City: Ithaca Village/Hamlet: N/A

Have you consulted the NYSHPO web site at *http://nysparks.state.ny.us to determine the preliminary presence or absence of previously identified cultural resources within or adjacent to the project area? If yes: ☒ **Yes** ☐ **No**

- Was the project site wholly or partially included within an identified archaeologically sensitive area? ☒ **Yes** ☐ **No**
- Does the project site involve or is it substantially contiguous to a National Register of Historic Places listed property? ☐ **Yes** ☒ **No**

*http://nysparks.state.ny.us then select **HISTORIC PRESERVATION** then **Historic Preservation Field Services Bureau** then **On Line Tools – CRIS**

ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION

☒ **Project Description –** Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.

☒ **Location Maps -** Provide USGS Quad or DOT Planimetric map showing project area location. The map must clearly show street and road names surrounding the project area as well as all portions of the project.

☒ **Photos -** Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:

- Buildings/structures more than 50 years old that are located along the property or on adjoining property
- Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance)

LOCAL SPONSOR CONTACT

Name: Johnathan Licitra Title: Sidewalk Program Manager
Firm/Agency: City of Ithaca Engineering Department
Address: 108 East Green Street City: Ithaca State: NY Zip: 14850
Phone: (607) 274-6534 E-Mail: jlicitra@cityofithaca.org

Consultant Name: Environmental Design & Research, Landscape Architecture, Engineering & Environmental Services, D.P.C.
Contact Information: 217 Montgomery Street, Suite 1000, Syracuse, NY 13202
Phone: (315) 471-0688

1.0 Project Information

This Section 106 Project Submittal Package for the proposed Hector Street Complete Street Project, located in the City and Town of Ithaca, in Tompkins County, New York, was prepared by Environmental Design & Research, Landscape Architecture, Engineering, & Environmental Services, D.P.C. (EDR) on behalf of Erdman Anthony and the City of Ithaca. This submittal was prepared by EDR cultural resources staff who meet the qualifications specified by the Secretary of the Interior's Standards for Historic Preservation and Archaeology per 36 CFR Part 61.

1.1 Project Description

The proposed Hector Street Complete Street Project (hereafter "the Project") primarily proposes the improvement of pedestrian and bicycle access along Hector Street, from Floral Avenue (Route 13A) in the City of Ithaca to 500 feet west of the city line in the Town of Ithaca (see Attachment A). Proposed work as part of the Project is described below:

- **PIN 3950.63 – Hector Street Complete Street Project** – The proposed Project consists of the comprehensive improvement of Hector Street from its intersection with Floral Avenue in the City of Ithaca to 500 feet west of the boundary of the City of Ithaca within the Town of Ithaca. The proposed work includes:

    - the construction of a new ADA-compliant sidewalk from the current sidewalk terminus 400 feet east of Vinegar Hill Road to 500 feet west of the City of Ithaca boundary on Mecklenburg Road
    - the upgrading of existing sidewalks to ADA-compliance, reconstruction of deteriorated sections, and the elimination of potential pedestrian hazards
    - the installation of curbing which would necessitate minor widening of the street
    - the relocation of utility poles to accommodate new sidewalks
    - minor adjustments to subsurface utilities and fire hydrant relocations
    - the replacement of several guide railings and the installation of new safety fencing
    - the construction of bus shelters at North Taylor Place and Warren Place
    - the replacement of the current open-ditch drainage system with an enclosed storm drainage system which will necessitate the reconstruction of three feet of the eastbound lane
    - construction or rehabilitation of retaining walls as needed to accommodate sidewalks
    - roadside slope grading work as needed.

  The specific locations of proposed work are included on Attachment B.

- **Area of Potential Effect (APE):** The APE for this Project consists of the proposed limits of work, which include the area 50 feet from each side of the roadway centerline, beginning at the intersection of Hector Street and Floral Avenue in the City of Ithaca, and terminating 500 feet west of the City boundary line on Mecklenburg Road in the Town of Ithaca.

1.2 Impact on Historic 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 in the National Register of Historic Places (NRHP) located at or adjacent to the proposed Project. According to the CRIS website, there is one NRHP-listed property within 500 feet of the APE:

- The Lehigh Valley Railroad Complex (90NR02252) consisted of two resources when first listed in the NRHP in 1974: a freight complex which was demolished, and a depot which remains extant. The depot is a one-story brick and stone passenger terminal built with elements of Romanesque and Colonial Revival styles. The property also features a permanently parked railroad engine and passenger car which was at one time used as a restaurant dining area, and a large, four-sided clock mounted on a small, copper, Corinthian pedestal. The depot is significant for its architecture and for its associations with the historic railroad system in Central New York (Mulholland, 1974).[1]

The location of this resource is indicated on the map included as Attachment C. Photographs of the NRHP-listed resource discussed above are included as Attachment D.

1.3 Archaeological Sensitivity

A review of the NYSOPRHP CRIS website determined that the proposed Project occurs partially within an archaeologically sensitive area. A review of CRIS also indicated that there are no previously identified archaeological sites located within 1,000 feet of the APE.

A review of the CRIS website also determined that eight previous cultural resources surveys have been conducted within a half-mile of the proposed Project APE:

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[1] The location and polygon boundary of this resource was found to be incorrect on the CRIS website; NYSOPRHP has been notified of the issue, and this report has been written to reflect the actual location of the resource, which is indicated on Attachment C.

- A *Phase IA/IB Cultural Resources Survey, Marshall Pit Gravel Project, Ithaca Township, Tompkins County, New York* was prepared in 2003 to determine the archaeological sensitivity of a proposed gravel mine encompassing 4.8 acres to be located on the north side of State Route 79 in the Town of Ithaca, approximately 2,500 feet north west from the APE. The proposed project involved the stripping and mining of topsoil. A total of 68 shovel test pits were excavated and no significant materials were recovered. The report made no recommendations for further study (BAS, 2003).
- *Phase I Archaeological Investigations of the Proposed Construction of the Third and Dey Street Crossings over New York State Route 13 (PIN 3950.35) within the City of Ithaca, Tompkins County, New York* was prepared in 2009 to determine the archaeological sensitivity of a proposed trail and crossings located approximately 4,100 feet east from the APE and encompassing approximately 2,400 feet. A total of eleven shovel test pits were excavated and no significant materials were discovered. No further investigations were recommended by the report (HAZE, 2009a).
- *Phase I Archaeological Investigations of the Proposed Construction of Phase 3 of the Cayuga Waterfront Trail within the City of Ithaca, Tompkins County, New York* was prepared in 2009 to determine the sensitivity of the proposed construction of a third phase of a waterfront trail located approximately 2,560 feet east from the APE along Cascadilla and Fall Creeks and the south bank of Cayuga Lake. The project involved the construction of a 2.5-mile multi-use trail and associated landscaping upgrades. A total of 164 shovel test pits were excavated. Remnants of a building foundation near Stewart Park were discovered. The study recommended that a Phase II investigation be undertaken for the potential archaeological site located near Stewart Park, or the site should be avoided. No other further investigations were recommended (HAZE, 2009b).
- A *Phase I Archaeological Investigation, Magnolia House, 308-320 North Meadow Street, City of Ithaca, Tompkins County, New York* was prepared in 2010 to determine the archaeological sensitivity of the proposed development of a housing facility for the disabled on a 0.125-acre lot located approximately 1,700 feet from the APE at 308-320 North Meadow Street in the City of Ithaca. A total of eight shovel test pits and two backhoe trenches were excavated and no significant materials were recovered. No further archaeological studies were recommended by the report (HAA, 2010).
- A *Phase 1 Cultural Resource Survey, Chestnut Street Housing Project, City of Ithaca, Tompkins County, New York, MCD 10940* was prepared in 2010 to determine the archaeological sensitivity of the proposed construction of two separate but immediately adjacent houses on a site of less than an acre located approximately 970 feet south west from the APE. A total of eighteen shovel test pits were excavated during the study and significant material was recovered. No further investigations were recommended by the study (PAF, 2010).

- A *Phase 1A/1B Archaeological Survey, Ithaca College Rowing Center, City of Ithaca, Tompkins County, New York* was prepared in 2011 to determine the archaeological sensitivity of a proposed water sports training facility on a 0.5-acre site located approximately 1,350 feet east from the APE at the terminus of Third Street. A total of six shovel test pits were excavated as part of this investigation and no significant materials were discovered. No further investigations were recommended by the report (PAF, 2011).
- A *Phase 1 Architectural Survey PIN 3756.11/BIN 2210400 Brindley Street Bridge over Cayuga Inlet Project, City of Ithaca, Tompkins County, New York* was prepared in 2016 to identify properties eligible for listing in the NRHP with a 7.9-acre project area located approximately 500 feet south east from the APE associated with the proposed replacement of the Brindley Street over Cayuga Inlet Bridge (BIN 2210400). The study identified fifteen properties and two bridges in the study area, none of which were recommended to be NRHP eligible (PAF, 2016a).
- A *Phase 1 Archaeological Survey PIN 3756.11/ BIN 2210400 Brindley Street Bridge over Cayuga Inlet Project, City of Ithaca, Tompkins County, New York (MCD 10940)* was prepared in 2016 to determine the archaeological sensitivity of the proposed replacement of the Brindley Street over Cayuga Inlet Bridge which was also studied as part of the *Phase 1 Architectural Survey PIN 3756.11/BIN 2210400 Brindley Street Bridge over Cayuga Inlet Project, City of Ithaca, Tompkins County, New York* previously described. A total of twelve shovel test pits were excavated and no significant materials were recovered. No further investigations were recommended by the study (PAF, 2016b).

The locations of previous cultural resources surveys are indicated on the map included as Attachment C.

The proposed Project occurs primarily within previously disturbed areas comprised of a paved roadway and immediately adjacent areas that have been disturbed by the installation and maintenance of existing utilities and infrastructure. 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 artifacts would be impacted by construction of the Project.

1.4 Photographs

A site visit was conducted by EDR staff on March 8, 2018 to document existing conditions within the APE for the Hector Street Complete Street Project and to assess the potential for impacts to cultural resources. Photographs documenting existing conditions within the Project area, including existing land use, visual character and previous ground disturbance of the Project APE are included as Attachment D. Photograph locations are noted on maps included as Attachment E.

LIST OF ATTACHMENTS

Attachment A. Project Location

Attachment B. Hector Street Complete Street Project and Existing Sidewalk Network - Detail Map

Attachment C. Previously Identified Cultural Resources

Attachment D. Photographs

Attachment E. Photograph Locations

Appendix A. REFERENCES

Birchwood Archaeological Services (BAS). 2003. *Phase IA/IB Cultural Resources Survey, Marshall Pit Gravel Project, Ithaca township, Tompkins County, New York.* On file, New York State Office of Parks, Recreation, and Historic Preservation, Waterford, NY. Prepared for Alfred and Nelson Eddy. May 2003. Available at https://cris.parks.ny.gov/.

Hartgen Archaeological Associates, Inc. (HAA). 2010. *Phase I Archaeological Investigation, Magnolia House, 308-320 North Meadow Street, City of Ithaca, Tompkins County, New York.* On file, New York State Office of Parks, Recreation, and Historic Preservation, Waterford, NY. Prepared for Tompkins Community Action. June 2010. Available at https://cris.parks.ny.gov/.

Historical Archaeological Zoological Explorations (HAZE). 2009a. *Phase I Archaeological Investigations of the Proposed Construction of the Third and Dey Street Crossings over New York State Route 13 (PIN 3950.35) within the City of Ithaca, Tompkins County, New York.* On file, New York State Office of Parks, Recreation, and Historic Preservation, Waterford, NY. Prepared for Fisher Associates. March 2009. Available at https://cris.parks.ny.gov/.

HAZE. 2009b. *Phase I Archaeological Investigations of the Proposed Construction of Phase 3 of the Cayuga Waterfront Trail within the City of Ithaca, Tompkins County, New York.* On file, New York State Office of Parks, Recreation, and Historic Preservation, Waterford, NY. Prepared for Fisher Associates. April 2009. Available at https://cris.parks.ny.gov/.

Mulholland, Elizabeth and Stephen Jacobs. 1973. *Lehigh Valley Railroad Complex*. National Register of Historic Places Registration Form. On file, New York State Office of Parks, Recreation, and Historic Preservation, Waterford, NY. Available at https://cris.parks.ny.gov/.

Public Archaeology Facility (PAF). 2010. *Phase 1 Cultural Resource Survey, Chestnut Street Housing Project, City of Ithaca, Tompkins County, New York, MCD 10940.* On file, New York State Office of Parks, Recreation, and Historic Preservation, Waterford, NY. Prepared for Ithaca Neighborhood Housing Services. April 2010. Available at https://cris.parks.ny.gov/.

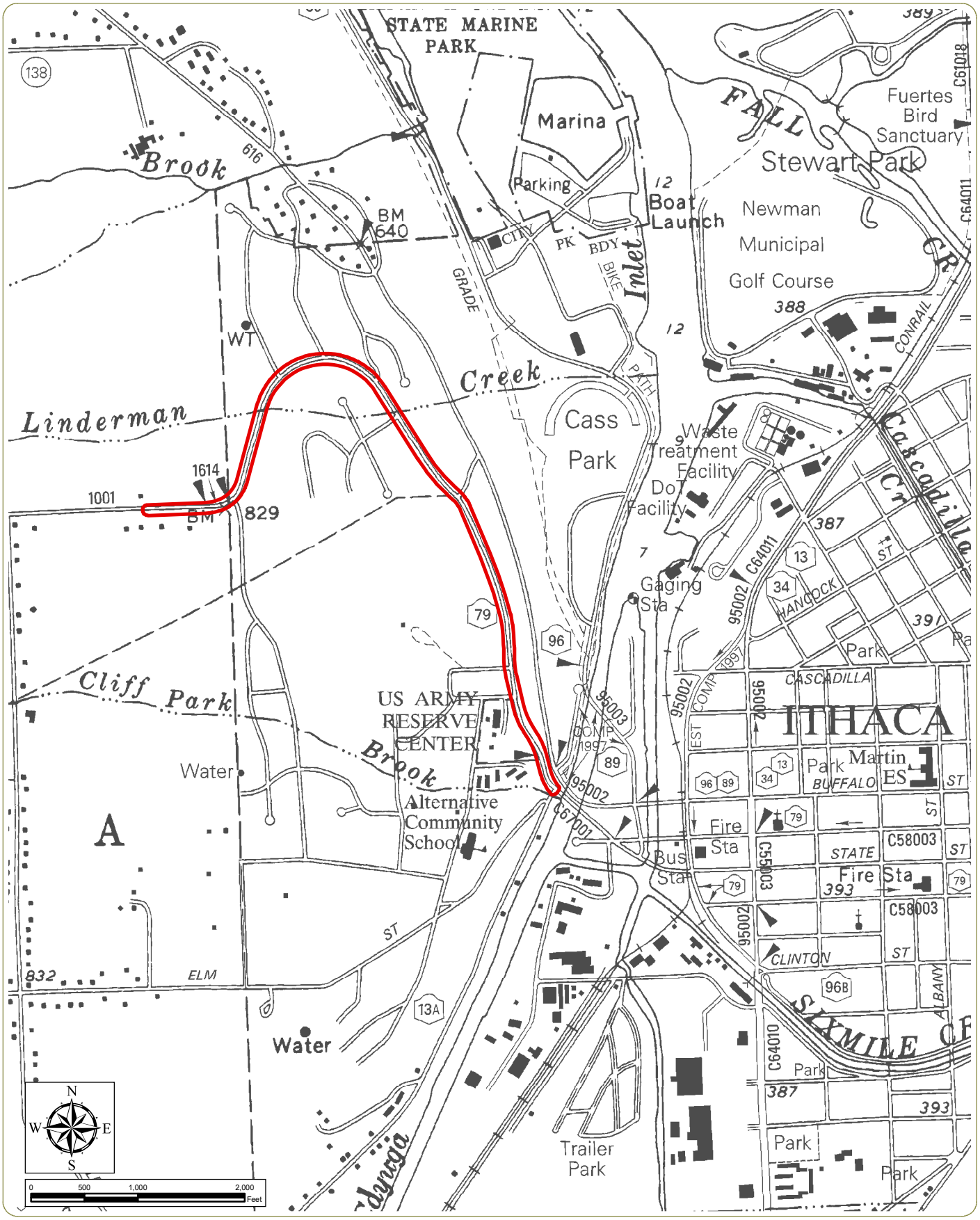
PAF. *Phase 1A/1B Archaeological Survey, Ithaca College Rowing Center, City of Ithaca, Tompkins County, New York.* On file, New York State Office of Parks, Recreation, and Historic Preservation, Waterford, NY. Prepared for Trowbridge and Wolf, LLC. March 2011. Available at https://cris.parks.ny.gov/.

PAF. 2016a. *Phase 1 Architectural Survey PIN 3756.11/BIN 2210400 Brindley Street Bridge over Cayuga Inlet Project, City of Ithaca, Tompkins County, New York.* On file, New York State Office of Parks, Recreation, and Historic Preservation, Waterford, NY. Prepared for Delta Engineers. April 2016. Available at https://cris.parks.ny.gov/.

PAF. 2016b. *Phase 1 Archaeological Survey PIN 3756.11/BIN 2210400 Brindley Street Bridge over Cayuga Inlet Project, City of Ithaca, Tompkins County, New York (MCD 10940).* On file, New York State Office of Parks, Recreation, and Historic Preservation, Waterford, NY. Prepared for Delta Engineers. April 2016. Available at https://cris.parks.ny.gov/.

Attachment A:

Project Location



PIN 3950.63 - Hector Street Complete Street Project

City and Town of Ithaca, Tompkins County, New York

Attachment A: Project Location

Project Area Boundary (APE)

Notes: 1. Basemap: NYSDOT *Ithaca West, NY* Planimetric Quadrangle.
2. This map was generated in ArcMap on March 9, 2018.
3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

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Attachment B:

Hector Street Complete Street Project

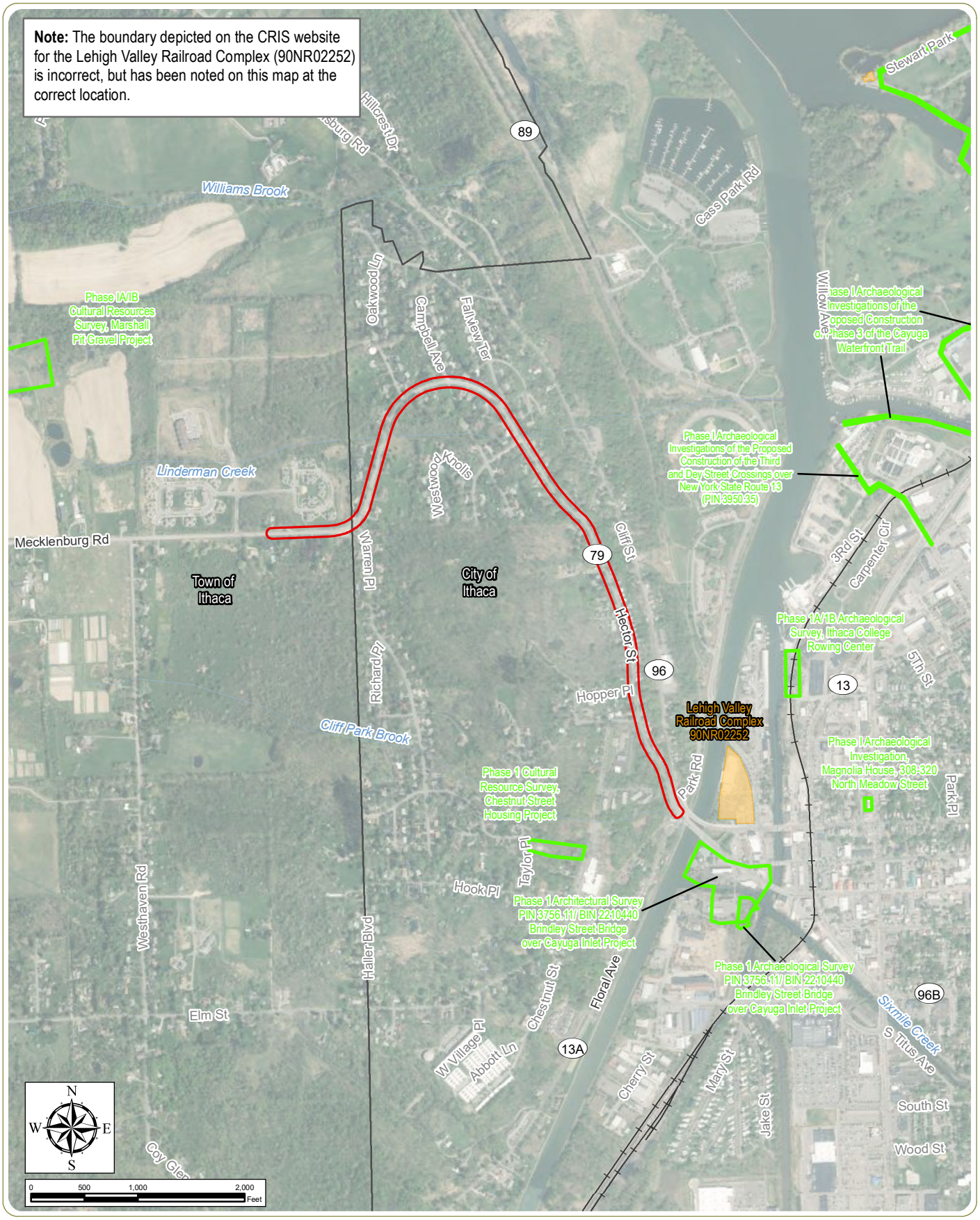
and Existing Sidewalk Network - Detail Map

Hector St Complete Street Project and Existing Sidewalk Network - Detail Map

NY State Plane, Central GRS 80 Datum
Map Source: Tompkins County Digital Planimetric Map 1991-2016
Data Source: City of Ithaca Department of Public Works, 2016
Map Prepared by: GIS Program, City of Ithaca, NY, October 2016

Attachment C:

Previously Identified Cultural Resources



PIN 3950.63 - Hector Street Complete Street Project

City and Town of Ithaca, Tompkins County, New York

Attachment C: Previously Identified Cultural Resources

Notes: 1. Basemap: NYSDOP 2015 orthoimagery map service.
2. This map was generated in ArcMap on March 12, 2018.
3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

- NRHP-Listed Site
- Previous Cultural Resources Survey
- Project Area Boundary (APE)

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Attachment D:

Photographs

Photo 1

View to the west along Mecklenburg Road from the western APE boundary.

Photo 2

View to the east along Mecklenburg Road from the western APE boundary.

Photo 3

View to the west along Mecklenburg Road from the intersection of Mecklenberg Road, Warren Place, and Hector Street.

Photo 4

View to the east along Mecklenburg Road toward the intersection of Mecklenberg Road, Warren Place, and Hector Street.

Photo 5

Subsurface utilities in the parking area near the intersection of Mecklenburg Road, Warren Place, and Hector Street, indicating previous ground disturbance.

Photo 6

View to the south along Hector Street.

Photo 7

View to the north along Hector Street.

Photo 8

View to the south west along Hector Street, near Oakwood Lane.

Photo 9

View to the north east along Hector Street toward the intersection with Oakwood Lane.

Photo 10

View to the north west along Hector Street toward Campbell Avenue.

Photo 11

View to the south east along Hector Street toward the intersection with Fallview Terrace.

Photo 12

View to the south east of subsurface utilities along Hector Street, near the intersection with Fallview Terrace.

Photo 13

View to the north along Hector Street from the intersection with North Taylor Place.

Photo 14

View to the south along Hector Street from the intersection with North Taylor Place.

Photo 15

View to the north along the west side of Hector Street near the intersection with Vinegar Hill Road.

Photo 16

View to the south along the east side of Hector Street near the intersection with Vinegar Hill Road.

Photo 17

View to the north along Hector Street from the intersection with Hopper Place.

Photo 18

View to the north east of a concrete culvert passing beneath Hector Street immediately north of the intersection with Hopper Place.

Photo 19

View to the south east from the intersection of Hector Street and Hopper place, showing multiple subsurface utilities.

Photo 20

View to the north along Hector Street from the intersection with Sunrise Road.

Photo 21

View to the south along Hector Street from the intersection with Sunrise Road.

Photo 22

View to the north along Hector Street.

Photo 23

View to the south along Hector Street toward the eastern APE boundary.

Photo 24

View to the north west along Hector Street from the eastern APE boundary near the intersection with Floral Avenue.

Photo 25

View to the east along Hector Street toward the eastern APE boundary near the intersection with Floral Avenue.

Photo 26

View to the north west toward the Lehigh Valley Railroad Complex (90NR02252).

Attachment E:

Photograph Locations

PIN 3950.63 - Hector Street Complete Street Project

City and Town of Ithaca, Tompkins County, New York

Attachment E: Photograph Locations

Notes: 1. Basemap: NYSDOP 2015 orthoimagery map service.
2. This map was generated in ArcMap on March 12, 2018.
3. This is a color graphic. Reproduction in grayscale may misrepresent the data.

Photograph Location
NRHP-Listed Site
Project Area Boundary (APE)

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APPENDIX C

ACCIDENTS, COMPLETE STREETS CHECKLIST, SMART GROWTH SCREENING TOOL

ACCIDENT DETAILS, HISTORY, LOCATION
ACCIDENT ANALYSIS RATE COMPUTATION
COMPLETE STREETS CHECKLIST
SMART GROWTH SCREENING TOOL

ACCIDENT RATE CALCULATIONS

PROJECT:	*Hector Street*	**LOCATION:**	*Ithaca, NY*
MUNICIPALITY:	*City of Ithaca*		**COUNTY:** *Chemung County*
TIME PERIOD COVERED:	*7/1/2014 - 6/30/2017*	**REFERENCE MARKERS / NODES:**	
REMARKS:			**DATE:** *12/15/2016*

Summary of Accident Rates

Location	No. Accidents	ARact Acc/MEV	ARavg Acc/MEV	ARact Acc/MVM	ARavg Acc/MVM	ARavg exceeded?
Hector Street (Midblock)	18			1.38	2.23	no
Conifer Drive and Mecklenburg Road	4	0.41	0.18			yes
Floral Avenue	8	0.49	0.18			yes
Sunrise Road	1	0.10	0.18			no
Taylor Place	2	0.20	0.18			yes
Warren Place	1	0.10	0.18			no
Total Accidents	34					

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:																	
FROM:	*7/1/2014*									ROUTE NO. / STREET NAME:					*Hector Street (City Limits to Floral Avenue)*		
TO:	*6/30/2017*									LOCATION:					*Itahaca, NY*	BY:	SAB
36	MONTHS									MUNICIPALITY:					*City of Ithaca*	DATE:	1/23/2018
										COUNTY:					*Tompkins County*		
NO.	**DATE**	**TIME**	**# VEHCILES**	**DIR. OF TRAVEL**	**SEVERITY**	**LIGHT CONDITION**	**ROAD CHAR.**	**SURFACE CONDITION**	**WEATHER**	**CONTRIBUTING FACTORS**					**ACC. TYPE**	**ACCIDENT DESCRIPTION**	**KEY #**
Hector Street Non-Intersection Accidents																	
43	9/25/2014	09:40	1	UNK	PDO	1	5	1	1	61					Animal	(No Report)	
44	10/8/2014	15:50	1	S	PDO	1	5	1	2	19					Fixed Object	V1 lost brakes, struck a sign, pole and tree	
47	1/3/2015	13:07	2	UNK	INJ	1	2	4	5	27	66				Head on	(No Report)	
48	1/27/2015	07:52	2	E	PDO	1	2	2	2	9					Rear End	V2 stopped for traffic and was struck by V1	
49	1/26/2015	11:49	1	UNK	PDO	1	5	4	4	66					Fixed Object	V1 lost control due to slippery road conditions and struck bridge abut.	
50	3/1/2015	08:26	1	UNK	PDO	1	5	4	4	66					Fixed Object	(No Report)	
51	3/25/2015	07:12	1	UNK	PDO	1	3	1	1	61					Animal	(No Report)	
53	4/27/2015	07:16	1	E	PDO	1	2	1	2	61					Animal	V1 was traveling East on Hector Street and struck a deer	
54	2/27/2015	06:31	1	UNK	PDO	4	2	4	4	-					Snow Embankment	(No Report)	
60	10/4/2015	09:30	1	W	PDO	1	4	2	1	27					Sideswipe	V1 traveling West on Hector Street crosses into EB lane striking V2	
66	11/30/2015	00:00	2	UNK	PDO	2	6	1	1	-					Fixed Object	(No Report) (Coords are at Vinegar Hill, Intersect??)	
67	12/23/2015	07:58	3	UNK	PDO	1	2	2	2	66					Other	(No Report)	
68	1/11/2016	08:27	3	UNK	PDO	1	3	4	4	66					Other	(No Report)	
77	9/29/2016	11:35	2	UNK	INJ	1	5	2	3	66					Other	(No Report)	
78	12/3/2016	01:47	1	W	PDO	5	4	2	1	19					Fixed Object	V1 lost control and struck a tree	
81	4/20/2017	06:49	1	E	PDO	1	1	2	6	61					Animal	V1 was traveling East on Hector Street and struck a deer	
82	4/30/2017	19:14	2	UNK	PDO	3	2	1	1	2	25				Rear End	V1 abruptly stopped in road was struck by V2, V1 was intoxicated	
84	6/12/2017	18:14	1	UNK	INJ	1	5	1	1	21	27				Fixed Object	V1 driver fell asleep and went off road striking a tree	
Intersection Accidents (Conifer Circle @ Mecklenburg Road)																	
39	8/6/2014	09:52	1	S	PDO	1	2	1	2	7					Other	V1 left turn on NY79. V1 avoided collision driving into ditch.	
56	6/15/2015	16:07	1	W	PDO	1	2	1	1	9					Rear End	V2 stopped on Mecklenburg Road for traffic, V1 struck V2	
57	8/13/2015	07:56	2	E	PDO	1	2	1	1	61					Animal	V1 was traveling East on Mecklenburg Road and struck a deer	
63	11/2/2015	09:15	2	UNK	PDO	1	2	1	1	18					Right Turn	(No Report)	
Intersection Accidents (Warren Place)																	
70	1/26/2016	05:19	1	E	PDO	5	5	1	1	19					Fixed Object	V1 lost control of car and slid into guide rail and shed	
Intersection Accidents (Campbell Avenue)																	
Intersection Accidents (Taylor Place)																	
41	8/29/2014	18:13	3	W	INJ	1	2	1	1	4	9				Other	V3 stopped to turn left on to Taylor Place, V2 stopped, V1 hit V2 into V3	
61	10/7/2015	12:52	3	W	PDO	1	2	1	1	9					Other	V1 turning left on to Taylor Place, V3 struck V2 and pushed V2 into V1	
Intersection Accidents (Sunrise Road)																	
69	1/11/2016	08:21	1	E	PDO	1	3	4	4	66					Fixed Object	V1 slid through Hector Road intersection striking utility pole	
Intersection Accidents (Floral Avenue)																	
42	8/29/2014	19:21	1	N	INJ	1	5	1	1	4	7				Right Angle	V1 turned right in front of V2 (Bicycle)	
45	10/27/2014	11:45	2	N	INJ	1	1	1	1	7					Right Angle	V1 turned left from Floral Ave failing to yield to V2	
58	9/4/2015	19:52	1	E	INJ	4	5	1	2	19	42				Fixed Object	V1 (Bike) lost brakes on Elm St, hit guiderail, & bdg.(airlifted to hospital)	
65	11/16/2015	18:46	2	W	PDO	4	1	1	2	7	18				Right Angle	V1 turning lt. on to Floral Avenue, V2 turning rt. on to Floral Ave. & hit V1	
76	9/22/2016	13:23	2	W	PDO	1	1	1	1	4	7				Right Angle	V1 was turning left on to Floral Ave, Turned in front of V2	
79	3/3/2017	15:40	2	UNK	PDO	1	1	2	2	7	18				Left Turn	(No Report)	
83	5/17/2017	15:14	2	W	PDO	1	1	1	2	7					Right Angle	V1 turned lt. from State St. to Floral Avenue, V2 traveling East struck V1	
85	6/16/2017	10:04	2	W	PDO	1	3	1	1	7					Overtaking	V1 went straight in a turn only lane, striking V2	

ACCIDENT RATE CALCULATIONS

PROJECT:	*Hector Street*		**LOCATION:**	*Ithaca, NY*	
MUNICIPALITY:	*City of Ithaca*				**COUNTY:** *Tompkins County*
TIME PERIOD COVERED:	*7/1/2014* -	*6/30/2017*	**REFERENCE MARKERS / NODES:**		
REMARKS:					**DATE:** *1/23/2018*

Reportable Midblock Accidents (per Million Vehicle Miles)

Segment: City of Ithaca - Floral Avenue

Accident Period: 7/1/2014 to 6/30/2017

Traffic Count: 8,481

Length of Section: 1.4 mi

ACCIDENT RATE = $\frac{0 \text{ Acc/Yr} \times 1{,}000{,}000}{365 \text{ days/year} \times 0 \text{ Veh/day} \times 0.00 \text{ miles}}$

Entering Vehicles: 8,481 AADT Hector Street

Total Number of Accidents: 18 Acc. in 3 Yrs = 6.00 Acc/Yr

ACCIDENT RATE = $\frac{6.00 \text{ Acc/Yr} \times 1{,}000{,}000}{365 \text{ days/year} \times 8{,}481 \text{ Veh/day} \times 1.40 \text{ miles}}$

Rate per MVM = 1.38 Acc / Mvm

ARavg = 2.23 (based on 1/1/2015 to 12/31/2016 NYSDOT Average Rate for Urban function class for free access controlled)

ACCIDENT RATE CALCULATIONS

PROJECT:	*Hector Street*		**LOCATION:**	*Ithaca, NY*	
MUNICIPALITY:	*City of Ithaca*				**COUNTY:** *Horseheads County*
TIME PERIOD COVERED:	*7/1/2014* -	*6/30/2017*	**REFERENCE MARKERS / NODES:**		
REMARKS:					**DATE:** *1/23/2018*

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: Mecklenburg Road / Conifer Drive

Accident Period: 7/1/2014 to 6/30/2017

Intersection Type: Tee (3-Way)

Intersection Control: Stop Sign for Conifer Drive

ACCIDENT RATE = $\frac{\text{Acc/yr} \times 1{,}000{,}000}{0 \text{ veh/day} \times 365 \text{ days/year}}$

Entering Vehicles:

3,951	AADT	Mecklenburg Road (EB)
4,530	AADT	Mecklenburg Road (WB)
500	AADT	Conifer Drive (SB) *(Assume 500, no data available)*
8,981		

Total Number of Accidents: 4 Acc. In 3 Yrs = 1.33 Acc/Yr

ACCIDENT RATE = $\frac{1.33 \text{ Acc/yr} \times 1{,}000{,}000}{8{,}981 \text{ veh/day} \times 365 \text{ days/year}}$

Rate per MEV = 0.41 Acc/MEV

ARavg = 0.18 (based on 1/1/2015 to 12/31/2016 NYSDOT Average Rate for intersection Urban function class 3 legged intersections for sign 1-3 lanes

ACCIDENT RATE CALCULATIONS

PROJECT:	*Hector Street*		**LOCATION:**	*Ithaca, NY*	
MUNICIPALITY:	*City of Ithaca*				**COUNTY:** *Horseheads County*
TIME PERIOD COVERED:	*7/1/2014* -	*6/30/2017*	**REFERENCE MARKERS / NODES:**		
REMARKS:					**DATE:** *1/23/2018*

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: Hector Street / Warren Place

Accident Period: 7/1/2014 to 6/30/2017

Intersection Type: Tee (3-Way)

Intersection Control: Stop Sign for Warren Place

ACCIDENT RATE = $\frac{\text{Acc/yr} \times 1{,}000{,}000}{0 \text{ veh/day} \times 365 \text{ days/year}}$

Entering Vehicles:

3,951	AADT	Hector Street (EB)
4,530	AADT	Hector Street (WB)
500	AADT	Warren Place (EB) *(Assume 500, no data available)*
8,981		

Total Number of Accidents: 1 Acc. In 3 Yrs = 0.33 Acc/Yr

ACCIDENT RATE = $\frac{0.33 \text{ Acc/yr} \times 1{,}000{,}000}{8{,}981 \text{ veh/day} \times 365 \text{ days/year}}$

Rate per MEV = 0.10 Acc/MEV

ARavg = 0.18 (based on 1/1/2015 to 12/31/2016 NYSDOT Average Rate for intersection Urban function class 3 legged intersections for sign 1-3 lanes

ACCIDENT RATE CALCULATIONS

PROJECT:	*Hector Street*		**LOCATION:**	*Ithaca, NY*	
MUNICIPALITY:	*City of Ithaca*				**COUNTY:** *Horseheads County*
TIME PERIOD COVERED:	*7/1/2014* -	*6/30/2017*	**REFERENCE MARKERS / NODES:**		
REMARKS:					**DATE:** *1/23/2018*

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: Hector Street / Taylor Place

Accident Period: 7/1/2014 to 6/30/2017

Intersection Type: Tee (3-Way)

Intersection Control: Stop Sign for Taylor Place

ACCIDENT RATE = $\frac{\text{Acc/yr} \times 1{,}000{,}000}{0 \text{ veh/day} \times 365 \text{ days/year}}$

Entering Vehicles:

3,951	AADT	Hector Street (NB)
4,530	AADT	Hector Street (SB)
500	AADT	Taylor Place (EB) *(Assume 500, no data available)*
8,981		

Total Number of Accidents: 2 Acc. In 3 Yrs = 0.67 Acc/Yr

ACCIDENT RATE = $\frac{0.67 \text{ Acc/yr} \times 1{,}000{,}000}{8{,}981 \text{ veh/day} \times 365 \text{ days/year}}$

Rate per MEV = 0.20 Acc/MEV

ARavg = 0.18 (based on 1/1/2015 to 12/31/2016 NYSDOT Average Rate for intersection Urban function class 3 legged intersections for sign 1-3 lanes

ACCIDENT RATE CALCULATIONS

PROJECT:	*Hector Street*		**LOCATION:**	*Ithaca, NY*	
MUNICIPALITY:	*City of Ithaca*				**COUNTY:** *Horseheads County*
TIME PERIOD COVERED:	*7/1/2014* -	*6/30/2017*	**REFERENCE MARKERS / NODES:**		
REMARKS:					**DATE:** *1/23/2018*

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: Hector Street / Sunrise Road

Accident Period: 7/1/2014 to 6/30/2017

Intersection Type: Tee (3-Way)

Intersection Control: Stop Sign for Sunrise Road

ACCIDENT RATE = $\frac{\text{Acc/yr} \times 1{,}000{,}000}{0 \text{ veh/day} \times 365 \text{ days/year}}$

Entering Vehicles:

3,951	AADT	Hector Street (NB)
4,530	AADT	Hector Street (SB)
500	AADT	Sunrise Road (EB) *(Assume 500, no data available)*
8,981		

Total Number of Accidents: 1 Acc. In 3 Yrs = 0.33 Acc/Yr

ACCIDENT RATE = $\frac{0.33 \text{ Acc/yr} \times 1{,}000{,}000}{8{,}981 \text{ veh/day} \times 365 \text{ days/year}}$

Rate per MEV = 0.10 Acc/MEV

ARavg = 0.18 (based on 1/1/2015 to 12/31/2016 NYSDOT Average Rate for intersection Urban function class 3 legged intersections for sign 1-3 lanes

ACCIDENT RATE CALCULATIONS

PROJECT:	*Hector Street*		**LOCATION:**	*Ithaca, NY*	
MUNICIPALITY:	*City of Ithaca*				**COUNTY:** *Horseheads County*
TIME PERIOD COVERED:	*7/1/2014* -	*6/30/2017*	**REFERENCE MARKERS / NODES:**		
REMARKS:					**DATE:** *1/23/2018*

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: Hector Street / Floral Avenue

Accident Period: 7/1/2014 to 6/30/2017

Intersection Type: Tee (3-Way)

Intersection Control: Stop Sign for Floral Avenue

ACCIDENT RATE = $\frac{\text{Acc/yr} \times 1{,}000{,}000}{0 \text{ veh/day} \times 365 \text{ days/year}}$

Entering Vehicles:

8,050	AADT	Hector Street (NB)
4,530	AADT	Hector Street (SB)
2,289	AADT	Floral Avenue (NB)
14,869		

Total Number of Accidents: 8 Acc. In 3 Yrs = 2.67 Acc/Yr

ACCIDENT RATE = $\frac{2.67 \text{ Acc/yr} \times 1{,}000{,}000}{14{,}869 \text{ veh/day} \times 365 \text{ days/year}}$

Rate per MEV = 0.49 Acc/MEV

ARavg = 0.18 (based on 1/1/2015 to 12/31/2016 NYSDOT Average Rate for intersection Urban function class 3 legged intersections for sign 1-3 lanes

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** **(**18A-2)

Introduction

The intent of this checklist is to assist in the identification of needs for Complete Streets design features on Capital projects, including locally-administered projects.

This checklist is one tool that NYSDOT employs in its integrated approach to Complete Streets considerations. It provides a focused project-level evaluation which aids in identifying access and mobility issues and opportunities within a defined project area. For broader geographic considerations (e.g., bicycle route planning, corridor continuity), NYSDOT and other state and local agencies use a system-wide approach to identifying complete streets opportunities.

Use of this checklist is initiated during the earliest phase of a project, when information about existing conditions and needs may be limited; it is therefore likely that the Preparer will only be able to complete Steps 1 and 2 at this time. As the project progresses, and more detailed information becomes available, the Preparer will be able to complete Step 3 and continue to refine earlier answers, to give an increasingly accurate indication of needs and opportunities for Complete Streets features.

Guidance for Steps 1, 2 and 3

Based on the guidance below, the Regions will assign the appropriate staff to complete each step in the Checklist. The Preparer should have expertise in the subject matter and be able to effectively work with and coordinate comments/responses with involved Regional Groups.

- Steps 1 & 2: Preparer is from Planning; review occurs as part of the normal IPP process.
- Step 3: Preparer is Project Designer; review occurs as part of Design Approval Document review/approval process.
- For Local Projects - Local Project Sponsors will be responsible for completing all steps.

a. A check of “yes” indicates a need to further evaluate the project for Complete Streets features.

b. Use the “Comment/Action” text box for brief remarks that clarify answers and indicate direction for the project. Use the section titled “Additional comments, supporting documentation and clarifications” at the end of Step 3 of the checklist for any supporting information or remarks that do not fit in the Comment/Action text box provided. Append additional pages if necessary. For additional text entered at the end, reference the step and checklist number.

c. Answers to the questions should be checked with the local municipality, transit provider, MPO, etc., as appropriate, to ensure accuracy and evaluate needed items versus desirable items (i.e., prioritize needs).

d. Answers to the questions should be coordinated with NYSDOT Regional program areas as appropriate (e.g., Traffic and Safety, Landscape Architecture, Maintenance, etc.)

e. This checklist should be reviewed during the development of the IPP, Scoping Document, and Design Approval Document; and revisited due to a project delay or if site conditions or local planning changes during the project development process. Continued coordination with the Regional Bicycle and Pedestrian Coordinator is necessary throughout project scoping and design.

f. It will be assumed that the Project Description and Limits will be as described in the IPP for Step I, the Scoping Document for Step 2 and the Design Approval Document for Step 3. Preparers should describe any deviations from this assumption under “Preparer’s Supporting Documentation”.

g. For the purposes of this checklist, the “project area” is within 0.5 mi (800 m) for pedestrian facilities and 1.0 mi

(1600 m) for bicycle facilities. In some circumstances, bicyclists may travel up to 7 miles for a unique generator, attraction or event. These special circumstances may be considered and described as appropriate.

h. For background on Complete Streets features and terminology, please visit the following websites:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/highway/index.cfm
http://www.fhwa.dot.gov/publications/publicroads/10julaug/03.cfm
http://www.smartgrowthamerica.org/complete-streets/

i. Refer to *Highway Design Manual* Chapter 18, Section 18.5.1 for further information and guidance on the use of this checklist.

j. For projects with multiple sites, Preparers may choose to prepare multiple checklists for each site.

Definitions

- CAMCI (Comprehensive Asset Management/Capital Investment) Viewer - A web-based GIS application used for planning purposes and located at http://gisweb/camci/.
- Generator - A generator, in this document, refers to both origins and destinations for bicycle and/or pedestrian trips (e.g., schools, libraries, shopping areas, bus stops, transit stations, depots/terminals).
- HDM - New York State Department of Transportation's *Highway Design Manual*.
- Maintenance project - For the purposes of this checklist, maintenance projects are listed as the following project types: Rigid pavement repairs, pavement grooving, drainage system restoration, recharge basin reconditioning, SPDES facilities maintenance, underdrain installation, guide rail and/or median barrier upgrading, impact attenuator repair, and/or replacement, reference marker replacement, traffic management systems maintenance, repair and replace loop detectors, highway lighting upgrades, noise wall rehab/replacement, retaining wall rehab/replacement, graffiti removal/prevention, vegetation management, permanent traffic count detectors, weigh-in-motion detectors, slope stabilization, ditch cleaning, bridge washing/cleaning, bridge joint repair, bridge painting and crack sealing.
- MPO (Metropolitan Planning Organization) - A federally mandated and federally funded transportation policy-making organization made up of representatives from local government and governmental transportation authorities.
- Raised Pedestrian Refuge Medians and Corner Islands - Raised elements within the street at an intersection or midblock crossing that provide a clear or safety zone to separate pedestrians, bicyclists, and other non-motorized modes, from motor vehicles . See FHWA's *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations* at http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf.
- Road diet - A transportation planning technique used to achieve systemic improvements to safety or provide space for alternate modes of travel. For example, a two-way, four lane road might be reduced to one travel lane in each direction, with more space allocated to pedestrian and cyclist facilities. Also known as a lane reduction or road re-channelization.
- Transit facilities - Includes facilities such as transit shelters, bus turnouts and standing pads.
- 1R project - A road resurfacing project that includes the placement or replacement of the top and/or binder pavement course(s) to extend or renew the existing pavement design life and to improve serviceability while not degrading safety.
- 2R project - A multicourse structural pavement and resurfacing project that may include: milling, super elevation, traffic signals, turn lanes, driveway modifications, roadside work, minor safety work, lane and shoulder widening, shoulder reconstruction, drainage work, sidewalk curb ramps, etc.

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** **(**18A-4)

PIN:	3950.63	**Project Location:**	Town and City of Ithaca, NY
Context:	◉ **Urban / Village** ○ **Suburban** ○ **Rural**		
Project Title:	Hecker Street Complete Streets Project		

STEP 1- APPLICABILITY OF CHECKLIST		
1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If **no**, continue to question 1.2. If **yes**, stop here.*	○ **Yes** ◉ **No**
1.2	a. Is this project a 1R* Maintenance project? *If **no**, continue to question 1.3. If **yes**, go to part b of this question.*	○ **Yes** ◉ **No**
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? · Sidewalk curb ramps and crosswalks · Shoulder condition and width · Pavement markings · Signing *Document opportunities or deficiencies in the IPP and **stop here.*** ** Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*	◉ **Yes** ○ **No**
1.3	Is this project a Cyclical Pavement Marking project? *If **no**, continue to question 1.4. If **yes**, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:* · Travel lane width · Shoulder width · Markings for pedestrians and bicyclists *Document opportunities or deficiencies in the IPP and **stop here.*** ** EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".*	○ **Yes** ◉ **No**
1.4	Is this a Maintenance project *(as described in the "Definitions" section of this checklist)* and different from 1.2 and 1.3 projects? *If **no**, continue to Step 2. If **yes,** the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and **stop here.*** [ ]	○ **Yes** ◉ **No**

STEP 1 prepared by: Robert Schiller, PE Date: 2/21/2018

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)	**Comment / Action**

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? *Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.*	◉ **Yes** ○ **No**	City of Ithaca's Comprehensive Plan notes that sidewalk accommodations are lacking in the area.
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	◉ **Yes** ○ **No**	Existing Sidewalk on east side of Hector for a portion of project. Planned sidewalk for remainder of project. 2 Bus stops.
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? *If **no**, proceed to question 2.4. If **yes**, go to part b of this question.* b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * *Contact Regional Bicycle/Pedestrian Coordinator* ** Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.*	◉ **Yes** ○ **No** ○ **Yes** ◉ **No**	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	◉ **Yes** ○ **No**	
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? *Contact Regional Traffic and Safety*	○ **Yes** ◉ **No**	
2.6	Are there existing or proposed generators within the project area (*refer to the "Guidance" section*) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? *Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.*	◉ **Yes** ○ **No**	There are 2 bus stops within the project limits.
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? *If **yes**, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.*	○ **Yes** ◉ **No**	

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	○ **Yes** ◉ **No**	

STEP 2 prepared by: Robert Schiller, PE Date: 2/21/2018

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ○ **Yes** ○ **No**

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			**Comment / Action**
3.1	Is there an identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	◉ **Yes** ○ **No**	The City of Ithaca has identified the need for sidewalk on Hector Street and possibility of uphill bike lane/shared use path
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	○ **Yes** ◉ **No**	There were 2 bicycle related accidents. One was due to driver innattention and the other was due to defective brakes.
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?	◉ **Yes** ○ **No**	Existing sidewalks are less than 4' in areas and do not meet PROWAG grade requirements at driveways.
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? *Refer to EI 13-021.*	○ **Yes** ◉ **No**	
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	○ **Yes** ◉ **No**	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	◉ **Yes** ○ **No**	Currently there are no sidewalk provisions on either side of Hector Street forcing pedestrians to use the roadway shoulder
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	○ **Yes** ◉ **No**	City has not expressed desire to pedestrian lighting. Lighting may be installed on utility poles at side street intersections
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	◉ **Yes** ○ **No**	

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? *Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)*	◉ **Yes** ○ **No**	No pedestrian connection between residential homes and several bus stops on the corridor due to lack of sidewalk.
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) *Consult with Traffic and Safety and transit operator, as appropriate*	◉ **Yes** ○ **No**	Crosswalks are not provided at side street bus stop locations along Hector Street since there is no sidewalk.
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	○ **Yes** ◉ **No**	
3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	○ **Yes** ◉ **No**	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	◉ **Yes** ○ **No**	Green infrastructure could be provided in the 4-5' tree lawn between the road and proposed sidewalk.
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	◉ **Yes** ○ **No**	Potential improvements could include wide lane widths, shared use path, bike lane, and enhanced signing.

STEP 3 prepared by: Robert Schiller, PE Date: 2/21/2018

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

Prepared By: Robert Schiller, PE

Smart Growth Screening Tool (STEP 1)

NYSDOT & Local Sponsors – Fill out the Smart Growth Screening Tool until the directions indicate to STOP for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to Smart Growth Guidance document.

Title of Proposed Project: Hector Street Complete Street Project

Location of Project: Town and City of Ithaca, Tompkins County, New York

Brief Description: Replacement of existing sidewalk, construct new sidewalk and uphill bicycle accommodations, and new bus stop enhancements

A. Infrastructure:

Addresses SG Law criterion a. –
(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

Improves the existing infrastructure by installing new pedestrian, bicycle, and public transportation rider accommodations throughout the corridor.

Maintenance Projects Only

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in NYSDOT PDM Exhibit 7-1 and described in 7-4:
https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm

- Ü Shoulder rehabilitation and/or repair;
- Ü Upgrade sign(s) and/or traffic signals;

- Ü Park & ride lot rehabilitation;
- Ü 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

b. For all other maintenance projects, STOP here. Attach this document to the programmatic Smart Growth Impact Statement and signed Attestation for Maintenance projects.

For all other projects (other than maintenance), continue with screening tool.

B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Ü Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Ü Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Ü Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j : to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

   Yes ☒ No ☐ N/A ☐

2. Will the project reduce greenhouse gas emissions?

   Yes ☐ No ☒ N/A ☐

   Explain: (use this space to expand on your answers above)

   This project will strengthen existing communities and promote sustainability by creating a complete street roadway. The project will enhance pedestrian, bicyclist, and public transporation rider accommodations throughout the corridor.

C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c: to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

   Yes ☒ No ☐ N/A ☐

2. Is the project located in a municipal center?

   Yes ☐ No ☒ N/A ☐

3. Will this project foster downtown revitalization?

   Yes ☐ No ☒ N/A ☐

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

   Yes ☐ No ☒ N/A ☐

   Explain: (use this space to expand on your answers above)

   This project is located in the City of Ithaca with a small portion in the Town of Ithaca. The primary land use surrounding the roadway is residential.

D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial

development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

   Yes ☐ No ☐ N/A ☒

2. Will the project foster brownfield redevelopment?

   Yes ☐ No ☐ N/A ☒

3. Will this project foster enhancement of beauty in public spaces?

   Yes ☐ No ☐ N/A ☒

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?

   Yes ☐ No ☐ N/A ☒

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?

   Yes ☐ No ☐ N/A ☒

6. Will this project foster integration of all income groups and/or age groups?

   Yes ☐ No ☐ N/A ☒

7. Will the project ensure predictability in land use codes?

   Yes ☐ No ☐ N/A ☒

8. Will the project ensure predictability in building codes?

   Yes ☐ No ☐ N/A ☒

   Explain: (use this space to expand on your answers above)

E. Transportation and Access:

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

1. Will this project provide public transit?

   Yes ☐ No ☒ N/A ☐

2. Will this project enable reduced automobile dependency?

   Yes ☒ No ☐ N/A ☐

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

   Yes ☒ No ☐ N/A ☐

   (Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

   Explain: (use this space to expand on your answers above)

   This project will improve bicycle and pedestrian facilities by providing an on-road uphill bike lane or shared use path, replacement of existing sidewalk, and new construction of sidewalk along Hector Street.

F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?

   Yes ☒ No ☐ N/A ☐

2. Is the project consistent with local plans?

   Yes ☒ No ☐ N/A ☐

3. Is the project consistent with county, regional, and state plans?

   Yes ☒ No ☐ N/A ☐

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

A public information meeting was held in Spring 2018 and obtained feedback from the community about the proposed work. The project is consistent with the City of Ithaca's comprehensive plan and funding has been programmed through New York State's Statewide Transportation Improvement Plan (STIP).

G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State's resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

Yes ☐ No ☐ N/A ☒

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

Yes ☒ No ☐ N/A ☐

3. Will the project protect, preserve, and/or enhance air quality?

Yes ☐ No ☐ N/A ☒

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

Yes ☐ No ☐ N/A ☒

5. Will the project protect, preserve, and/or enhance scenic areas?

Yes ☐ No ☐ N/A ☒

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

Yes ☐ No ☐ N/A ☒

Explain: (use this space to expand on your answers above)

No adverse impacts to surface waters is expected as a result of this project.

Smart Growth Impact Statement (STEP 2)

NYSDOT: Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

Local Sponsors: The local sponsors are not responsible for completing a Smart Growth Impact Statement. Proceed to Step 3.

Smart Growth Impact Statement

PIN: 3950.63

Project Name: Hector Street Complete Street Project

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

- Ü improves existing infrastructure; and
- Ü provides mobility through transportation choices including improved public transportation and reduced automobile dependency; and
- Ü coordinates between state and local government and intermunicipal and regional planning

Ü

Ü

Ü

This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

Review & Attestation Instructions (STEP 3)

Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (Section A) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (Section B.2). For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box (Section B.1) is checked, and the attestation is signed (Section B.2).

A. CERTIFICATION (LOCAL PROJECT)

I HEREBY CERTIFY, to *the best of my knowledge, all of the above to be true and correct.*

Preparer of this document:

Signature	2/22/2018 Date
Project Engineer Title	Robert Schiller Printed Name

Responsible Local Official (for local projects):

Signature	Date
Title	Printed Name

B. ATTESTATION (NYSDOT)

1. *I HEREBY:*

   ☐ *Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act*

   ☐ *Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):*

   (Attach additional sheets as needed)

   ☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. *NOW THEREFORE,* pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):

Signature	Date
Title	Printed Name

APPENDIX F
NONSTANDARD FEATURE JUSTIFICATION FORMS

NONSTANDARD FEATURE JUSTIFICATION FORMS

Justification Number

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

Exhibit 2-15
Nonstandard Feature Justification

Rev. 04/24/17

PIN:	3950.63	Route No. and Name:	NYS Route 79 (Hector Street)
Project Type:	Complete Streets	☐ National Network/Qualifying Highway	☑ Access Highway
Functional Class:	Urban Arterial	Design Classification (AASHTO Class):	Urban Minor Arterial
ADT: 8695	% Trucks: 4.7	○ NHS ◉ Non-NHS	Terrain: level

1. Description of Nonstandard Feature

Type of Feature: Maximium Grade

Location: Between Stations 22+81 to 43+48

Latitude and Longitude (Linear Feature) FROM Lat: 42.451714 Long: -76.525018 TO Lat: 42.451345 Long: -76.521115

Latitude and Longitude (Point Feature) Lat: Long:

Standard Value:	7%	Design Speed:	35 mph
Existing Value:	9.1%	Recommended Speed - Existing:	35 mph
Proposed Value:	9.1%	Recommended Speed - Proposed:	35 mph

2. Accident Analysis

Current Accident Rate[1]: 1.38 ◉ acc/mvm ○ acc/mev

From Cypress St to Floral Ave

Statewide Accident Rate: 2.23 ◉ acc/mvm ○ acc/mev

Is the Nonstandard Feature a contributing factor? ○ Yes ◉ No

Anticipated accident rates, severity, and costs:

Anticipated accident rates, severity and costs would be the same as currently exists.

3. Cost Estimates

Cost to fully meet standards:	Not Applicable	Cost(s) for incremental improvements:	Not Applicable

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

None.

5. Compatibility with Adjacent Segments and Future Plans

There are no other sections of Hector Street that exceed the maximum grade in the vicinity of the project and no plans for reconstructing the roadway.

6. Other Factors

e.g., social, economic, and environmental

None.

7. Proposed Treatment (i.e., recommendation)

The proposed treatment is to retain the existing grade. Providing a grade that meets standard for this type of roadway would require significant impacts including roadway reconstruction and disturbance of existing development adjacent to the roadside. Furthermore, reconstruction of the roadway does not meet the objectives of this project.

[1] *Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.*

Justification Number

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

Exhibit 2-15
Nonstandard Feature Justification

Rev. 04/24/17

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Project Type:	Complete Streets	☐ National Network/Qualifying Highway	☑ Access Highway
Functional Class:	Urban Arterial	Design Classification (AASHTO Class):	Urban Minor Arterial
ADT: 8695	% Trucks: 4.7	○ NHS ◉ Non-NHS	Terrain: level

1. Description of Nonstandard Feature

Type of Feature: Superelevation

Location: Between Stations 15+26 to 19+91

Latitude and Longitude (Linear Feature) FROM Lat: 42.448535 Long: -76.527423 TO Lat: 42.449184 Long: -76.526159

Latitude and Longitude (Point Feature) Lat: Long:

Standard Value:	4% Max	Design Speed:	35 mph
Existing Value:	8%	Recommended Speed - Existing:	35 mph
Proposed Value:	8%	Recommended Speed - Proposed:	35 mph

2. Accident Analysis

Current Accident Rate[1]: 1.38 ◉ acc/mvm ○ acc/mev

From Cypress St to Floral Ave

Statewide Accident Rate: 2.23 ◉ acc/mvm ○ acc/mev

Is the Nonstandard Feature a contributing factor? ○ Yes ◉ No

Anticipated accident rates, severity, and costs:

Anticipated accident rates, severity and costs would be

3. Cost Estimates

Cost to fully meet standards:	Not Applicable	Cost(s) for incremental improvements:	Not Applicable

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

None.

5. Compatibility with Adjacent Segments and Future Plans

There are no other sections of Hector Street that exceed the maximum superelevation in the vicinity of the project and no plans for reconstructing the roadway.

6. Other Factors

e.g., social, economic, and environmental

None.

7. Proposed Treatment (i.e., recommendation)

The proposed treatment is to retain the existing superelevation. Providing a superelevation that meets standard for this type of roadway would require roadway reconstruction and disturbance of existing development adjacent to the roadside. Furthermore, roadway reconstruction is not in the scope of work and does not meet the objectives of this project.

[1] *Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.*