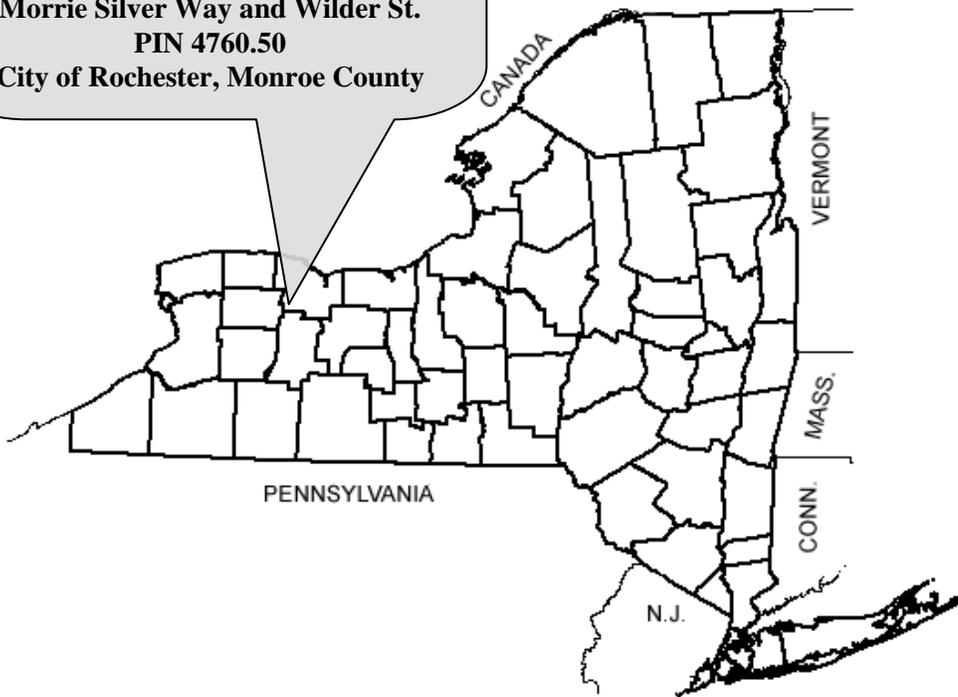


# TRANSPORTATION

## INITIAL PROJECT PROPOSAL/ FINAL DESIGN REPORT

August 12, 2014

Highway Project  
2016 Highway Preventive  
Maintenance Group #3  
N. Goodman St., E. Main St.,  
University Ave., Allen St., Brown St.,  
Morrie Silver Way and Wilder St.  
PIN 4760.50  
City of Rochester, Monroe County



City of Rochester

U.S. Department of Transportation Federal Highway Administration

New York State Department of Transportation

PROPOSED PROJECT



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# PROJECT APPROVAL SHEET

(Pursuant to SAFETEA-LU Matrix)

**A. IPP Approval:**

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

Robert Traver, P.E.

11/18/13

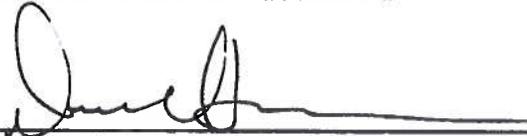
Regional Director, NYSDOT Region 4

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

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

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

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



8/12/14

Dan Hallowell

NYSDOT R4, Regional Planning & Program Manager

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

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



8/12/14

William P. McCormick, PE, Erdman Anthony

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

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

**Nonstandard Feature Approval:**

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

**Scoping & Design Approval:**

OR, A public hearing was not required. A public information meeting was held on \_\_\_\_\_ (See Planned Public Involvement section on page 11 of this report)

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

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

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

James R. McIntosh, PE

City Engineer, City of Rochester DES

## LIST OF PREPARERS

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

William McCormick, PE, Principal Associate, Erdman Anthony

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



*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.*

PIN: 4760.50

**PROJECT NAME:** 2016 Highway Preventative Maintenance Group #3

**MUNICIPALITY:** City of Rochester

**COUNTY:** Monroe

**ROUTE / SH#:** NA – City Streets

**LIMITS:** See Project Location Maps included in Appendix A for segment locations

SEGMENT	STREET NAME	LIMITS
1	N. Goodman Street	CSX Mainline to Garson Avenue
2	E. Main Street	N. Clinton Avenue to N. Goodman Street
3	University Avenue	E. Main Street to N. Union Street
4	Allen Street	Brown Street to Morrie Silver Way
5	Brown Street	W. Main Street to State Street
6	Morrie Silver Way	Oak Street to State Street
7	Wilder Street	Grape Street to Brown Street

**PROJECT LENGTH:** Varies

(Source: NYSDOT Local Roads Listing)

SEGMENT	STREET NAME	CENTERLINE MILES (mi)	LANE MILES (mi)
1	N. Goodman Street	0.19	0.89
2	E. Main Street	1.21	7.85
3	University Avenue	0.05	0.30
4	Allen Street	0.20	0.98
5	Brown Street	1.14	3.69
6	Morrie Silver Way	0.27	0.78
7	Wilder Street	0.05	0.15
<b>TOTAL</b>		<b>3.11</b>	<b>14.64</b>

**FEDERAL AID SYSTEM:** All segments are Non-NHS (National Highway System), except a portion of E. Main Street between N. Clinton Avenue and Franklin Street which is on the NHS.

**FUNCTIONAL CLASS:** Varies

(Source: NYSDOT Functional Class Viewer)

SEGMENT	STREET NAME	LIMITS	FUNCTIONAL CLASS
1	N. Goodman Street	CSX Mainline to E. Main Street	Urban Local (19)
		E. Main Street to Garson Avenue	Urban Minor Arterial (16)
2	E. Main Street	N. Clinton Avenue to N. Goodman Street	Urban Minor Arterial (16)
3	University Avenue	E Main Street to N. Union Street	Urban Minor Arterial (16)
4	Allen Street	Brown Street to Morrie Silver Way	Urban Major Collector (17)
5	Brown Street	W. Main Street to State Street	Urban Major Collector (17)
6	Morrie Silver Way	Oak Street to State Street	Urban Major Collector (17)
7	Wilder Street	Grape Street to Brown Street	Urban Local (19)

**EXISTING ADT / TRUCKS (%):** Varies

(Source: NYSDOT Traffic Data Viewer, Monroe County City ADT)

SEGMENT	STREET NAME	LIMITS	AADT (vpd)	TRUCKS (%)	YEAR
1	N. Goodman Street	CSX Mainline to Garson Avenue	13,645	21	2011
2	E. Main Street	N. Clinton Avenue to University Avenue	10,832	NA	2011
		University Avenue to Birch Crescent	24,705	NA	2010
		Birch Crescent to N. Goodman Street	24,000	NA	2010
3	University Avenue	E. Main Street to N. Union Street	11,283	NA	2009
4	Allen Street	Brown Street to Morrie Silver Way	3,625	NA	2011
5	Brown Street	W. Main Street to Jefferson Avenue	7,602	11	2010
		Jefferson Avenue to State Street	4,195	21	2011
6	Morrie Silver Way	Oak Street to State Street	4,994	NA	2006
7	Wilder Street	Grape Street to Brown Street	6,682	NA	1985

**EXISTING CHARACTERISTICS OF CONCERN**

Pavement conditions have deteriorated as a result of snow-and ice, utility cuts and traffic loading. These conditions are allowing water to infiltrate into the sub-base thereby compromising the structural integrity and making it susceptible to accelerated damage. A field review consisting of visual observation of the subject pavement sections was conducted. In addition, data from the project's pavement core program was used to develop the following:

**Segment 1: N. Goodman Street (CSX Mainline to Garson Avenue)**

Based on the core results, this street was constructed with 12 ¾ inches to 13 inches of HMA over crushed stone subbase. Refer to borings B-11 and B-12. The portion from CSX Mainline to East Main Street and East Main Street to Garson Avenue was last milled and resurfaced in 1967 and 1995, respectively. Both of segments were then crack filled in 1999 and 2003, respectively.

The overall pavement surface rating along N. Goodman Street from CSX Mainline to Garson Avenue) is in fair condition. N. Goodman exhibits moderate levels of longitudinal, transverse and curblin cracking along with isolated areas of alligator cracking and settling. Numerous pavement repairs due to utility work were noted with most of these pavement repairs located along the segment that was south of Main Street. The pavement cross slope appears to be adequate (+/- 2%). Some minor to moderate rutting was noted along the approaches to the intersections. It is anticipated that milling to remove the existing wearing surface with an asphalt overlay will correct most of these deficiencies. Some isolated areas where repairs are present may need to be milled deeper and repaired with HMA prior to resurfacing.

**Segment 2: E. Main Street (N. Clinton Avenue to N. Goodman Street)**

Based on the core results, the majority of this street was constructed with 9 ¾ inches to 12 ¾ inches of HMA over crushed stone subbase. Refer to borings B-1 through B-3 and B-6 through B-9. The section of E. Main Street in the vicinity of University Avenue was constructed of 3 ½ inches to 5 inches of HMA over PCC. Refer to borings B-4 and B-5. The portion from Franklin Street to Chestnut Street was last milled and resurfaced in 2002 and crack filled in 2007. The segment from Gibbs Street to University Avenue and the segment from University Avenue to Birch Crescent were last milled and resurfaced in 1999 and 2002 respectively; both of those segments were last crack filled in 2007. The portion of East Main Street from Birch Crescent to Goodman Street (including the bridge) was last milled and resurfaced in 1973 and crack filled in 2003. There is no pavement history available for East Main Street segments from North Clinton Avenue to Franklin Street and Chestnut Street to Gibbs Street.

The overall pavement surface rating along E. Main Street from N. Clinton Avenue to N. Goodman Street is in fair condition. E. Main Street exhibits moderate levels of longitudinal, transverse and edge line cracking. Some settlement and heaving with alligator cracking was present predominately along the curb lanes at the bus stop locations. Some random areas of deterioration (i.e. pot holes and pavement repairs) were also noted. Moderate levels of wheel path rutting were also present. Pavement cross slope appeared to be adequate. Some of the concrete bus stop pads between Clinton and Chestnut Street have settled and should be replaced if the bus stops are to remain after the RTS Transit Center is operational. It is anticipated that milling to remove the existing wearing surface with an asphalt overlay will correct most of these deficiencies. Some isolated areas where the pavement has settled or has deterioration should be milled deeper and repaired with HMA prior to resurfacing.

Segment 3: University Avenue (E. Main Street to N. Union Street)

Based on the core results, this street was constructed with 2 inches of HMA over 10" PCC. Refer to boring B-10. This portion of University Avenue /last received an overlay in 1992 and was crack filled in 2002.

The overall pavement surface rating along University Avenue from E. Main Street to N. Union Street is in fair condition. University Ave exhibits moderate levels of longitudinal, transverse and edge line cracking along with isolated areas of alligator cracking with some repairs. Excessive pavement deterioration was also noted around some of the drainage inlets. The pavement cross slope appears to be adequate. Excessive wheelpath rutting along the approaches to the intersection was present. It is anticipated that milling to remove the existing wearing surface with an asphalt overlay will correct most of these deficiencies. Some isolated areas where wheelpath rutting was present should be milled deeper to remove the rutting and repaired with HMA prior to resurfacing.

Segment 4: Allen Street (Brown Street to Morrie Silver Way)

Based on the core results, this street was constructed with 7 inches to 10-1/2 inches of HMA over crushed stone subbase. Refer to boring B-21 and B-22. The portion from Brown Street to Broad Street last received an overlay treatment in 1986 and was cracked filled in 2008. The portion from Broad Street to Morrie Silver Way was last milled and resurfaced in 1989 and crack filled in 2008.

The overall pavement surface rating along Allen Street from Brown Street to Morrie Silver Way is in good condition. Mostly single longitudinal, transverse and edge line cracking was present. Rutting was also very minimal. Numerous utility repairs between Brown and Litchfield were present and some of these repairs have settled. The pavement cross slope appears to be adequate. It is anticipated that milling to remove the existing wearing surface with an asphalt overlay will correct most of these deficiencies. Some isolated areas where the pavement has settled should be milled deeper and repaired with HMA prior to resurfacing.

Segment 5: Brown Street (W. Main Street to State Street)

Based on the core results, the section of this street between Main Street to Silver Street was constructed of 3 inches to 4 ¾ inches of HMA over PCC. Refer to borings B-13 through B-16. The section of this street between Silver Street and State Street was constructed with 8 ¾ inches to 13 inches of HMA. Refer to borings B-17 through B-19. A series of milling and resurfacing has been done over the years to maintain this section of road. The portion from Jefferson Avenue to Wilder Street was last milled and resurfaced in 1985, while the portion from Broad Street to Warehouse Street was completed in 1977. The portion from Warehouse Street to North Plymouth Avenue was last milled and resurfaced in 2002. The portion from Verona to State Street was rehabilitated in 1991. The segment from West Main Street to Jefferson Avenue, Wilder Street to Broad Street, and North Plymouth Avenue to State Street were last treated with an overlay treatment in 1987, 1986 and 1963 respectively. The majority of Brown Street with exception of Jefferson Avenue to Wilder Street was last crack filled in 2008.

The overall pavement surface rating along Brown Street from W. Main Street to State Street is in fair condition with the exception of one segment between Verona Street and Plymouth Avenue which appears to be in poor condition. Record plans show that this segment was rehabilitated in 1991 when Brown Street was last reconstructed. Brown Street exhibits moderate levels of longitudinal, transverse and edge line cracking along with some isolated areas of alligator cracking and settlement. Some pavement raveling and pot holes were also observed. Pavement rutting is also present and varies from 3/8" to upwards of 3/4" at some locations. The area between Verona Street and Plymouth Avenue is the worst. Significant settling, raveling and rutting was most prevalent in this area. The pavement cross slope appears to be adequate. It is

anticipated that milling to remove the existing wearing surface with an asphalt overlay will correct most of these deficiencies. Some isolated areas where potholes, settling, ravelling or deep rutting is present should be milled deeper and repaired with HMA prior to resurfacing. The entire area between Verona Street and Plymouth Avenue should be milled to subbase and repaved with HMA base, binder and top. The portion of Brown Street (i.e. a segment of ~90 ft) that intersects with N. Plymouth Ave that was resurfaced as part of the 2013 milling and resurfacing paving project and could be skipped.

Segment 6: Morrie Silver Way (Oak Street to State Street)

Based on the core results, this street was constructed with 6 inches to 6-1/2 inches of HMA over crushed stone or sand / gravel subbase. Refer to borings B-23 and B-24. The portion from North Plymouth Avenue to State Street was last milled and resurfaced in 1990 and last crack filled in 2008. The portion of Morrie Silver Way from Oak Street to North Plymouth Avenue last received an overlay treatment in 1975 and was last crack filled in 2008.

The overall pavement rating along Morrie Silver Way from Oak Street to State Street is in fair condition. This segment exhibits moderate levels of longitudinal, transverse and some curb line cracking along with isolated areas of settlement and ravelling. Some minor to moderate wheel path rutting was noted along the approaches to the intersections. The pavement cross slope appears to be adequate. It is anticipated that milling to remove the existing wearing surface with an asphalt overlay will correct most of these deficiencies. Some isolated areas where raveling or settlement has occurred should be milled deeper and repaired with HMA prior to resurfacing. The portion of Morrie silver Way (i.e. a segment of ~210 ft) that intersects with N. Plymouth Ave that was resurfaced as part of the 2013 milling and resurfacing paving project and could be skipped.

Segment 7: Wilder Street (Grape Street to Brown Street)

Based on the core results, this street was constructed with 12 ½ inches of HMA over crushed stone or sand / gravel subbase. Refer to boring B-20. This portion of Wilder Street last received an overlay in 1986 and was last crack filled in 2001.

The overall pavement rating along Wilder Street from Grape Street to Brown Street is in fair condition. This segment exhibits moderate levels of longitudinal and transverse cracking along with isolated areas of pavement rutting. There were no edge line cracks and the pavement cross slope appears to be adequate. It is anticipated that milling to remove the existing wearing surface with an asphalt overlay will correct these deficiencies.

**ELEMENT**

**MEASURE/INDICATOR**

Surface Rating

N. Goodman Street, E. Main Street, University Avenue:  
'6 or less', with cracking and isolated areas of distress as per approved IPP

Allen Street, Brown Street, Morrie Silver Way, Wilder Street:  
5 as per approved IPP

See Pavement Evaluation and Treatment Selection Report (PETSr) found in Appendix F.

Highway Deficiencies

See Safety Assessment Checklist found in Appendix C

Signal Deficiencies

Replace loops at signalized intersections in kind

Accidents

The Critical Accident Rate method identifies locations that have higher than normal proportions of accidents compared to facilities of similar type. The Critical Accident Rate (ARcr) is a function of the Average Accident Rate (ARavg) for a given functional class of a road and a traffic factor (M) using the formula  $ARcr = ARavg + 1.645(\sqrt{[ARavg/M]}) + 1 / (2M)$ . The average accident rates have been provided by Monroe County Department of Transportation based upon two years of data (2009-2011) for Urban areas (City of Rochester).

The accident analysis was developed based on three years of accident reports provided by the City of Rochester between the following dates:

- N. Goodman Street: March 2011 to May 2014
- E. Main Street: February 2011 to July 2014
- Allen Street: July 2012 to April 2014
- Brown Street: April 2011 to June 2014
- Morrie Silver Way: December 2011 to June 2014

A summary of the accident data can be found in the tables that follow. The midblock segments rates did not exceed the critical accident rate for the subject segments. Most intersections along all segments had accident rates below the critical accident rate. The vast majority of the subject accidents were caused by driver error, heavy traffic conditions, and some instances of slippery pavement conditions on some roadway segments

The accident analysis did not reveal any safety issues that this project could remediate or would make worse.

Details of the accidents can be found in the accident analysis included in Appendix C.

**N. Goodman Street: CSX Mainline to Garson Avenue**

Location	No. Accidents	ARact Acc/MEV	ARcr Acc/MEV	ARcr exceeded?	Ratio
CSX Mainline to Garson Ave	3	0.97	6.36	no	NA
N Goodman St / Garson Ave	10	0.48	1.19	no	NA
N Goodman / Hayward Ave	4	0.23	0.47	no	NA
N Goodman / E Main St	5	0.13	1.26	no	NA
Total Accidents	22				

**E. Main Street: N. Clinton Street to Goodman Street**

Location	No. Accidents	ARact Acc/MEV	ARcr Acc/MEV	ARcr exceeded?	Ratio
N Clinton to N Goodman	110	3.02	3.88	no	NA
E. Main St / N Goodman St	26	0.80	1.32	no	NA
E. Main St / Railroad	2	0.07	0.38	no	NA
E. Main St / Circle St	19	0.56	1.31	no	NA
E. Main St / Birch Cres	3	0.10	0.72	no	NA
E. Main St / Prince St	8	0.25	0.70	no	NA
E. Main St / Alexander St	11	0.30	1.29	no	NA
E. Main St / Union St	20	0.57	1.30	no	NA
E. Main St / Inner Loop / University Ave	4	0.11	0.68	no	NA
E. Main St / University Ave	20	0.59	1.31	no	NA
E. Main St / Richmond St	4	0.14	0.39	no	NA
E. Main St / Scio St	12	0.36	1.06	no	NA
E. Main St / Windsor St	1	0.04	0.39	no	NA
E. Main St / Swan St	1	0.04	0.39	no	NA
E. Main St / Gibbs St	10	0.33	0.71	no	NA
E. Main St / Chestnut St	27	0.72	1.28	no	NA
E. Main St / Stillson St	3	0.19	0.89	no	NA
E. Main St / East Ave and Franklin St	15	0.75	1.48	no	NA
E. Main St / N Clinton Ave	11	0.27	1.26	no	NA
Total Accidents	307				

**Allen Street: Brown Street to Morrie Sliver Way**

Location	No. Accidents	ARact Acc/MEV	ARcr Acc/MEV	ARcr exceeded?	Ratio
Brown St to Morrie Silver Way	2	4.32	8.85	no	NA
Allen St / Broad St	6	0.57	1.22	no	NA
Allen St / Litchfield Pl	1	0.48	1.13	no	NA
Allen St / King St	1	0.48	1.13	no	NA
Total Accidents	10				

**Brown Street: W. Main Street to State Street**

Location	No. Accidents	ARact Acc/MEV	ARcr Acc/MEV	ARcr exceeded?	Ratio
W Main St to State St	31	3.10	3.74	no	NA
Brown St / State St	11	0.29	0.74	no	NA
Brown St / Plymouth Ave	15	1.91	1.53	yes	1.3
Brown St / Verona St	13	2.21	1.47	yes	1.5
Brown St / Oak St	16	2.95	0.90	yes	3.3
Brown St / Warehouse St	2	0.39	0.93	no	NA
Brown St / Broad St	20	1.10	1.23	no	NA
Brown St / King St	2	0.35	0.88	no	NA
Brown St / Allen St	2	0.24	1.49	no	NA
Brown St / Wilder St	8	0.92	1.24	no	NA
Brown St / Jefferson Ave	2	0.23	0.98	no	NA
Brown St / Silver St	4	0.44	0.68	no	NA
Brown St / Terry St	2	0.22	0.68	no	NA
Brown St / Saxton St	7	0.77	0.68	yes	1.1
Brown St / Wentworth St	3	0.33	0.68	no	NA
Brown St / Essex St	3	0.33	0.68	no	NA
Brown St / Kensington St	6	0.66	0.68	no	NA
Brown St / W Main St	4	0.15	1.11	no	NA

Total Accidents 151

**Morrie Silver Way: Oak Street to State Street**

Location	No. Accidents	ARact Acc/MEV	ARcr Acc/MEV	ARcr exceeded?	Ratio
Oak St to State St	3	3.36	7.70	no	NA
Morrie Silver Way / State St	5	0.17	0.74	no	NA
Morrie Silver Way / Plymouth Ave	8	1.15	1.46	no	NA
Morrie Silver Way/ Oak St	3	0.63	0.85	no	NA

Total Accidents 19

**PROJECT OBJECTIVE(S):** The focus of this project is to perform pavement resurfacing (1R), spot pavement/joint repairs, drainage structure adjustment/cleaning. Pavement sufficiency will be increased to greater than '6' to extend the service life of the roadway by 15 years. In addition, curb cuts and detectable warning devices will be installed to meet ADA requirements. The use of alternative striping to accommodate bicycle traffic, in accordance with the City of Rochester's Complete Streets Policy, will be investigated.

**PROJECT ELEMENT(S) TO BE ADRESSED:**

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

**DESCRIPTION OF PROPOSED WORK:** Even though project segments are rated a '6 or less' in surface rating, most of this is due to poor rideability, not structural failure of the pavement structure. We believe our proposed pavement repairs and the follow-up mill and fill in these poor areas will provide a functional pavement for 15 to 17 years. The recommended pavement treatment for all segments of this project is to restore the pavement section is as follows:

- 1) milling existing pavement;
- 2) spot pavement repairs at deteriorated pavement sections;
- 3) spot clean / adjust drainage basins, including replacement of frames and grates as needed;
- 4) replace signal loops impacted by the project;
- 5) install a new HMA wearing surface; and
- 6) install pavement markings to match the current configuration. Existing travel lane and turn lane widths and configurations would be retained, accept in areas where parking may be removed to provide space for bicycle lanes.

Recommended milling / resurfacing depths are as follows:

- Segment 1: N. Goodman Street (CSX Mainline to Garson Avenue) – 1 ½"
- Segment 2: E. Main Street (N. Clinton Avenue to N. Goodman Street) – 2"
- Segment 3: University Avenue (E. Main Street to N. Union Street) – 2"
- Segment 4: Allen Street (Brown Street to Morrie Silver Way) – 2"
- Segment 5: Brown Street (W. Main Street to State Street) – 1 ½"
- Segment 6: Morrie Silver Way (Oak Street to State Street) – 1 ½"
- Segment 7: Wilder Street (Grape Street to Brown Street) – 1 ½"

After milling, the pavement will be evaluated to identify areas of pavement repair. Since the pavement distress appears to be surface related, only minor spot repairs are anticipated. A truing and leveling course will be applied, as necessary to attain desired pavement cross slope.

As discussed in the existing conditions section of this report, additional recommendations are made for portions of E Main Street and Brown Street.

- **E Main Street:** Some of the concrete bus stop pads between Clinton and Chestnut Street have settled and should be replaced if the bus stops are to remain after the RTS Transit Center is operational. Some isolated areas where the pavement has settled or has deterioration should be milled deeper and repaired with HMA prior to resurfacing.
- **Brown Street:** The entire area between Verona Street and Plymouth Avenue should be milled to subbase and repaved with HMA base, binder and top.

Drainage basins would be cleaned and frames / grates replaced as needed. All road metal would be adjusted to grade to match the proposed new pavement surface.

Traffic signal loops, if impacted by milling, would be replaced in the milled surface.

A new HMA top course, placed at the same depth as the milling, will be placed over the entire pavement surface.

New reflective pavement markings would be installed to match existing conditions, or to accommodate dedicated bicycle lanes. Opportunities for these dedicated bicycle lanes exist on Brown Street. These areas will be studied further in final design.

Handicap accessible ramps will be added where ramps do not exist. Existing handicap ramps will receive detectable truncated dome warning devices.

All construction would be performed within the City Right of Way. Easements, grading releases and acquisitions will not be required for this project.

A safety audit conducted for this project did not identify specific accident clusters within the project corridor other than rear end accidents at the signalized intersections. There are no other known problems that this project could remediate or that this project would make worse.

**PRIORITY RESULTS:**     Mobility & Reliability                       Safety     Security  
     Economic Competitiveness     Environmental Stewardship

**FUNDING SOURCE:**     100% State     Federal

**SEQRA AND NEPA CLASSIFICATION [OR] SEQRA CLASSIFICATION:**

SEQRA Type:             Exempt     Type II

NEPA Class:             Class II Categorical Exclusion "c list"  
     N/A – Project is 100% State funded

The following Checklist(s) is/are attached:  
 Federal Environmental Approval Worksheet  
 Environmental Checklist

**ENVIRONMENTAL DOCUMENTATION:**

The United States Department of the Interior Fish and Wildlife Service indicates that the Bog turtle and northern long-eared Bat are listed within the project area; the preferred habitats are not present within the project area. No further review is necessary.

Section 106 Package will be forwarded to NYSDOT Region 4 for review and comment with the draft design report. This section of the DAD will be updated when a response is received. The archeologically sensitive map for Segment 6 indicates the project area is within an archeologically sensitive area.

**DESIGN STANDARDS:**

Project Type	NYSDOT Design Guidance
1R Projects	NYSDOT Highway Design Manual Chapter 7

**Non-Standard/Non-Conforming Features -**

There are no nonstandard or nonconforming features within the project limits.

**PLANS:**

**MPO INVOLVEMENT:**  No  Yes Tip Name: City of Rochester Highway Preventive Maintenance Group #3

TIP No.: H14-11-MN1

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

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

**NOTES ON SPECIAL CIRCUMSTANCES:** NYSDOT Highway Work Permit will be required for this project for work near the intersections of W. Broad St. (NYS Route 31) with Brown Street and Allen Street. This permit will be completed during final design. No other environmental permits or Agency coordination is required.

**SPECIAL TECHNICAL ACTIVITIES REQUIRED:** A safety screening has been conducted for this project and is included as an attachment.

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

**WORKZONE SAFETY & MOBILITY:**

The City of Rochester has determined that several segments of the subject project are significant per 23 CFR 630.1010 due to the presence of heavy commuter traffic volumes. A significant project justification checklist has been included as an appendix.

The project will be short duration (1 month or less per segment) and traffic will be maintained on site via stage construction and daily lane closures – no off site detours are proposed. Use of night paving operations along several segments will be investigated during final design.

A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012 to manage the work zone impacts of the project. The TMP will consist of a Temporary Traffic Control (TTC) plan to provide lane shifts or closures, and work hour restrictions for peak travel. The traffic control devices being specified in the TTC may include Variable Message Signs, arrow panels, channelizing devices, temporary pavement markings, flaggers or uniformed traffic control officers.

Public Information will be provided for this project by means of press releases, media alerts via traffic radio broadcasts, variable message signs and temporary motorist information signs.

Implementing the above strategies will result in a safely and efficiently constructed project with minor temporary impacts to the public.

**PROBABLE SCHEDULE AND COST:**

**PS&E: October 2015**  
**Bid Opening: February 2016**  
**Begin Construction: April 2016**

Project Phase	Activity Duration	Estimated Cost	Fund Source	Obligation Date
Final Design	5 months	\$ 239,000	Federal Aid	10/14 (antic.)
Construction	7 months	\$ 3,174,000	Federal Aid	10/16
Construction Inspection	7 months	\$ 539,000	Federal Aid	10/16
<b>TOTAL</b>		<b>\$3,952,000</b>		

**BASIS OF ESTIMATE:** Estimates are those from the approved IPP document. The estimates have been compared to previous City of Rochester preventive maintenance project data and appear to be adequate.

**PROGRAM DISPOSITION:** Scheduled for letting in SFY 2016

**PROJECT CATEGORY:**  Maintenance

**STATEWIDE SIGNIFICANCE:**  No  
 Remarks:

**ASSET MANAGEMENT (OPTIONAL):**  Applies  Not Applicable

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

**ROW:** No additional ROW is anticipated. The ROW Clearance Certificate will be attached to the PS&E transmittal memo.

**Miscellaneous:**

**NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)**

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act (SGPIPA).

To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107 The Smart Growth Screening Tool was used to assess the project’s consistency and alignment with relevant Smart Growth criteria; the tool was completed by the Region’s Planning and Program Management group on and reflects the current project scope.

See Appendix D for the completed Smart Growth Checklist for each segment.

**APPENDICIES:**

Appendix A - Project Location Map  
Appendix B – Federal Environmental Approval Worksheet  
Appendix C - Safety Assessment  
Appendix D - Smart Growth Checklist  
Appendix E - Environmental Scoping Checklist  
Appendix F - Pavement Evaluation & Treatment Selection (PETSr)  
Appendix G - Project Significance Checklist  
Appendix H – Approved IPP's

**PUBLIC FRIENDLY DESCRIPTION OF PROJECT:**

The work includes milling, hot asphalt resurfacing and isolated repairs of the existing pavement to extend its life by 15-17 years. The project will adjust the existing drainage structures and manholes to the proposed elevations which restore the function of the pavement drainage. Curb replacement in select areas, updating of sidewalk access ramps to current ADA regulation, sidewalk repairs and striping of the new pavement upon completion to improve access and safety. The safety screening will be reviewed for economically justifiable warrants which could be made as part of the project. The project will maintain traffic on site via staged construction and daily lane closures. Night construction will be assessed and off-site detours will be posted, if necessary, to minimize construction impacts to the highway users.

**PROJECT MANAGER/JOB MANAGER: Tim Hubbard**  
**FUNCTIONAL AREA(S): City of Rochester DES / Street Design**  
**PHONE(S): 585.428.7154**

**IPP/FDR PREPARED BY: William P. McCormick, PE**

**DATE: 08/12/2014**

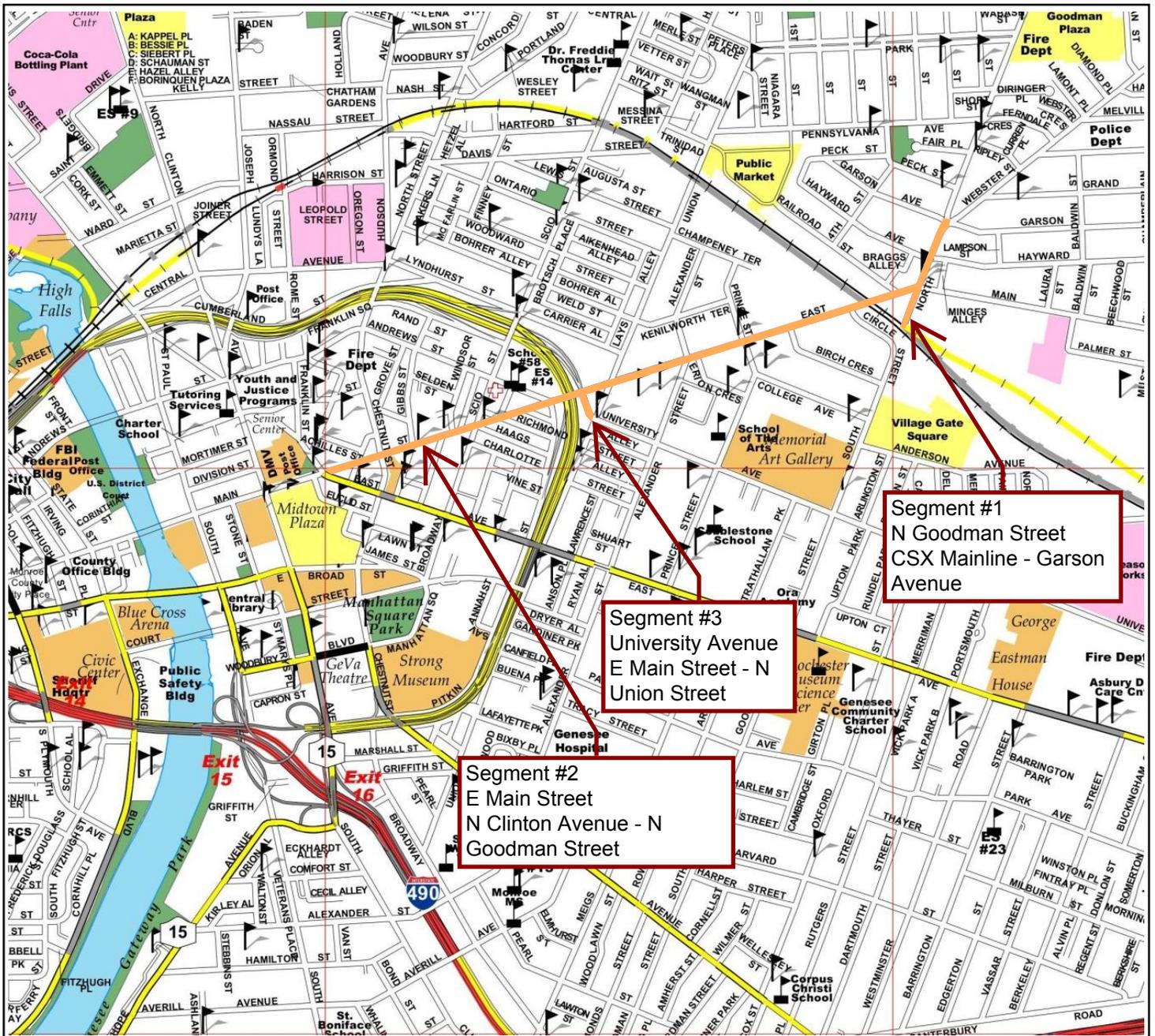
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**Appendix A – Project Location Map**

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# 2016 PREVENTIVE MAINTENANCE GROUP #3

## - PROJECT LOCATION MAP -



**Segment #1**  
N Goodman Street  
CSX Mainline - Garson Avenue

**Segment #3**  
University Avenue  
E Main Street - N Union Street

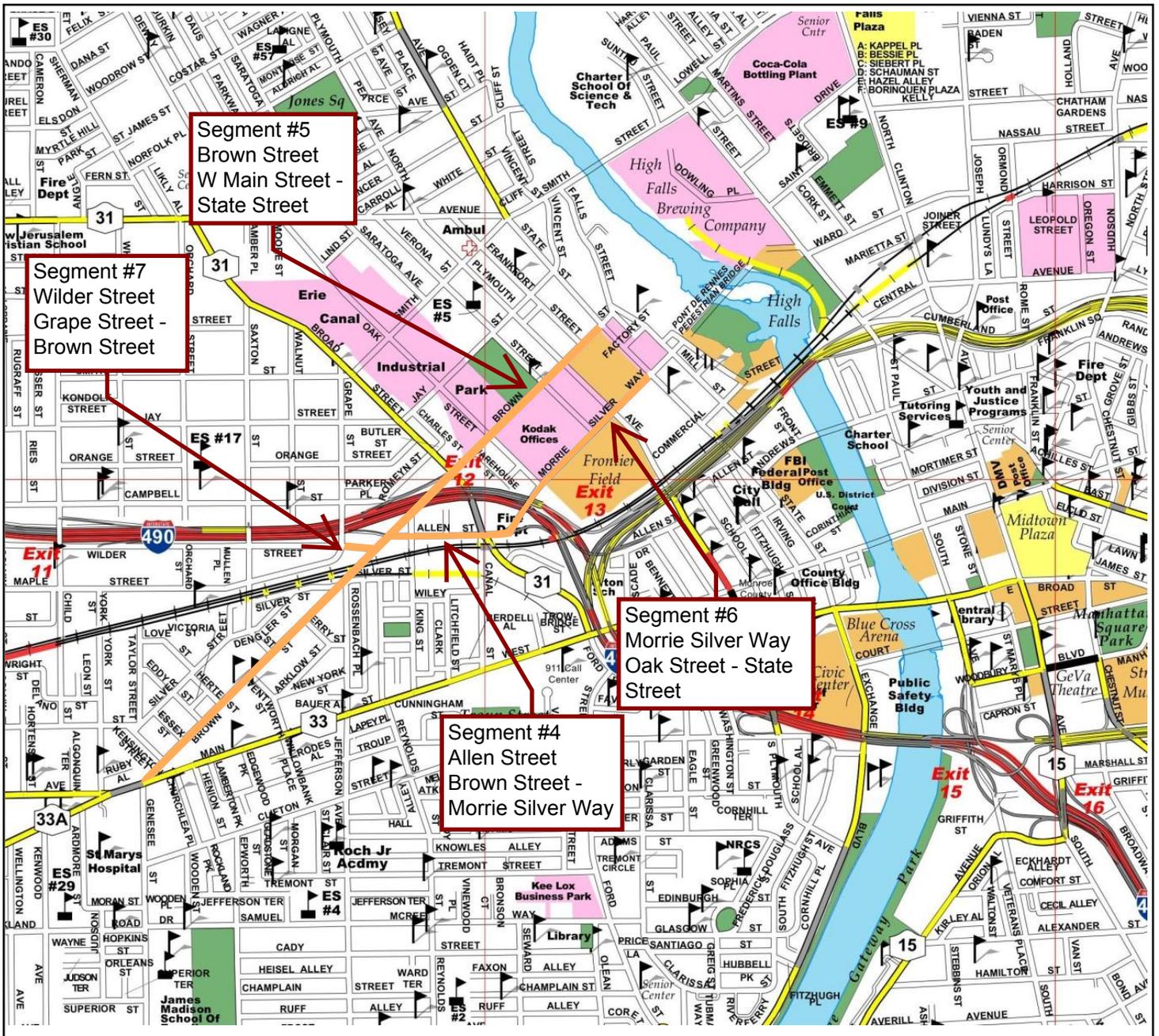
**Segment #2**  
E Main Street  
N Clinton Avenue - N Goodman Street

**N GOODMAN STREET  
E MAIN STREET  
UNIVERSITY AVENUE  
CITY OF ROCHESTER  
PIN 4760.50**



# 2016 PREVENTIVE MAINTENANCE GROUP #3

## - PROJECT LOCATION MAP -



**ALLEN STREET  
BROWN STREET  
MORRIE SILVER WAY  
WILDER STREET  
CITY OF ROCHESTER  
PIN 4760.50**



**Appendix B – Federal Environmental Approval Worksheet**

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MEMORANDUM  
Department of Transportation

TO: File

FROM: Frank Billittier, Regional Design Engineer, Region 4

SUBJECT: **Environmental Determination  
PIN 4760.50  
2016 Highway Preventative Maintenance Group #3  
City of Rochester, Monroe County**

DATE: August 11, 2014

After completion of the Federal Environmental Approval Worksheet (FEAW) it has been determined that the project is a Class II Categorical Exclusion. This project meets the description of 23 CFR 771.117(c); "Federally-funded projects that receive less than \$5M of Federal funds; or with a total estimated cost of not more than \$30M and Federal funds comprising less than 15% of the total estimated project cost." Additionally, it will not cause any significant environmental impacts. There are no outstanding environmental issues, and no FHWA concurrence or approvals are required prior to Design Approval. As a Categorical Exclusion, the project is exempt from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) under NEPA.

The completed, signed FEAW is attached to this memo, and both documents will be retained in the project file. For questions or additional information please contact name at phone number or by e-mail Frank.Billittier@dot.ny.gov.

JAA:FEB:RAD

Attachments

1. Federal Environmental Approval Worksheet

cc: MOPL [*see PDM Ex. 4-1; most often the MOPL is the DQAB Project Development Section, MO, POD 23*] w/attachment

# Federal Environmental Approval Worksheet

PIN: 4760.50	Comp. by: W. McCormick Erdman Anthony	Date Comp.: 8/11/14	FUNDING TYPE: Federal
DESCRIPTION: 2016 Highway Preventive Maintenance Group #3			NEPA CLASS: II
			SEQR TYPE: II
LOCALITY (Village, Town, City): City of Rochester			COUNTY: Monroe

## 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 71.115(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 <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |
| 2. | Substantial controversy on environmental grounds;   | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |
| 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 <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |
| 4. | Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action. | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |

- **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**.

## 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.

# Federal Environmental Approval Worksheet

**Project ID Number:** 4760.50

2.1	Other required FHWA environmental independent determinations	FHWA Independent Determination and/or Concurrence Required & Received <sup>1</sup>	Date FHWA determination issued	FHWA Independent Determination and/or Concurrence not required or resource not present <sup>1</sup>
		A	B	C
	EO 11990 Protection of Wetlands Individual Finding	<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
	ESA Section 7 Threatened and Endangered Species	<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
	Section 106 (National Historic Preservation Act)	<input type="checkbox"/>	8/5/2014	<input checked="" type="checkbox"/>
	4(f) (Park, Wildlife Refuge Historic Sites and National Wild and Scenic Rivers)	<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
2.2	Other FHWA environmental compliance and/or approvals/concurrence required	Resource present and threshold <sup>1</sup> exceeded		Resource not present, or present but threshold <sup>1</sup> not exceeded
	EO 11988 Floodplains	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 13112 Invasive Species	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 12898 Environmental Justice	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Safe Drinking Water Act Section 1424(e)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	U.S. Army Corps of Engineers, Section 404/10 NW 23	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Section 6(f) (Land and Water Conservation Funds)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Migratory Bird Treaty Act	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	23CFR772 Type I Noise abatement	<input type="checkbox"/>		<input checked="" type="checkbox"/>
2.3	Other Environmental Issues requiring FHWA notification	Resource present and threshold <sup>1</sup> exceeded		
	U.S. Army Corps of Engineers, Section 404/10 Individual Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	National Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	U.S. Coast Guard Bridge Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Known hazardous waste site (only EPA National Priority list)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Project on or affecting Native American Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Proceed to step 3.**

### 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. NEPA determination for d list projects has been retained by FHWA. NYSDOT can also make the CE determination where a project meets 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.

<sup>1</sup> See thresholds.doc

# Federal Environmental Approval Worksheet

**Project ID Number:** 4760.50

	CONDITION	ACTION
3	<b>Determine whether FHWA or NYSDOT makes the CE determination.</b>	
3.1	If the project is an action that would normally be a CE in 23 CFR 771.117 (c) (drop down list), check the "Yes" box. If not, check the "No" box.	<p>If yes, NYSDOT can make the CE determination once all the approvals and coordinations required are complete.</p> <p>Is the project an action that would normally be a CE in <a href="#">23 CFR771.117(c)</a>?  <b>YES</b> <input checked="" type="checkbox"/> <b>NO</b> <input type="checkbox"/> "Federally-funded projects that receive less than \$5M of Federal funds; or with a total estimated cost of not more than \$30M and Federal funds comprising less than 15% of the total estimated project cost."</p> <p><b>If yes, choose an item and proceed to step 3.1.1.</b>  <b>If no, proceed to step 3.2.</b></p>
3.1.1	Determine if <b>any</b> of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding.	<p>If there are:</p> <ul style="list-style-type: none"> <li>outstanding environmental determinations (Table 2.1:checks in column A without dates in column B)</li> <li><b>and/or</b> circumstances requiring demonstration of applicable EO compliance or issues requiring FHWA environmental review (checks in column A in Table 2.2)</li> </ul> <p><b>The project will use Memo Shell 2 (FHWA needs to review this project).</b>  <b>Proceed to step 4.</b></p> <p><i>If the project does not meet the conditions above proceed to step 3.1.2.</i></p>
3.1.2	Determine if <b>any</b> issues are present that require FHWA notification.	<p>If there are:</p> <ul style="list-style-type: none"> <li>any issues requiring FHWA environmental notification (checks in column A in Table 2.3); then</li> </ul> <p><b>The project will use Memo Shell 3 (FHWA must be notified of this project).</b>  <b>Proceed to step 4.</b></p> <p><i>If the project does not meet the conditions above proceed to step 3.1.3.</i></p>
3.1.3	No Determinations, Approvals, Concurrences or Notifications required.	<p><b>The project will use Memo Shell 1 (memo to file).</b>  <b>Proceed to step 4.</b></p>
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" provide an explanation.	<p>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 <a href="#">23 CFR 771.117(d)</a> (D list). Activities not directly listed on the D List also have the potential to proceed as a CE with submitted documentation (other).</p> <p><b>All other environmental, social and economic factors that affect the project's NEPA classification, as per 23 CFR 771.117 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 NYS Coastal Zone Management Plan; and the analysis and requirements of the Farmland Protection Policy Act have been satisfied.</b></p> <p>The project is an action that would normally be a CE in 23 CFR 771.117(d).  <b>Choose an item..</b>            Other: provide explanation here  <b>Proceed to step 3.2.1.</b></p>

# Federal Environmental Approval Worksheet

**Project ID Number:** 4760.50

3.2.1	Determine if <b>any</b> of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding <b>and/or</b> notification is required.	<p>If there are:</p> <ul style="list-style-type: none"> <li>• <b>any</b> outstanding environmental determinations (any checks in column A without dates in column B in Table 2.1);</li> <li>• <b>and/or</b> any circumstances requiring demonstration of applicable EO compliance (any checks in column A in Table 2.2);</li> <li>• <b>and/or</b> issues requiring FHWA environmental notification (any checks in column A in Table 2.3); then</li> </ul> <p><b>The project will use Memo Shell 4</b> (MOPL and FHWA need to review this project). <b>Proceed to Step 4.</b></p>
3.2.2	Design Approval Document sent to FHWA	<p>If the project:</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>The project will use Memo Shell 5</b> (memo to file). <b>Proceed to Step 4.</b></p>

## Step 4: Summary and Recommendation

- This project **Select** 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:  
List outstanding FHWA environmental approvals here:

**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: James R. McIntosh, City Engineer, City of Rochester DES

Regional Environmental Unit Supervisor \_\_\_\_\_ Date \_\_\_\_\_

Print Name and Title: \_\_\_\_\_

Regional Local Project Liaison \_\_\_\_\_ Date \_\_\_\_\_  
(Locally Administered Projects Only)

Print Name and Title: Craig Ekstrom, Local Project Liaison, Region 4

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.
- A significant amount of time has passed (equal or greater than three years).

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## **Appendix C – Safety Assessment Checklist**

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## RESURFACING, RESTORATION, &amp; REHABILITATION

## Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 1 of 2)

PIN =		4760.50	Date =	06/20/2014	PIL, PII or HAL?	
Safety Assessment Team		Design = Traffic = Maintenance =	N Goodman Street CSX Mainline to Garson Avenue			
ADT =		13,645	Posted Speed =	City Speed Limit: 30 mph		
<input checked="" type="checkbox"/>	Element	Guidance			Comments	
<b>The Following Elements Apply to all Single <u>and</u> Multicourse Resurfacing Projects (1R, 2R, and 3R):</b>						
<input checked="" type="checkbox"/>	Signing	<ul style="list-style-type: none"> <li>Regulatory and warning signs should be installed as needed in accordance with the National MUTCD and NYS Supplement. Review signs for condition (obvious fading or graffiti), location, post type (breakaway or rigid), appropriateness (need).</li> <li>Immediately notify the Resident Engineer of any missing regulatory or warning signs.</li> <li>Identify regulatory and warning signs obscured by vegetation for clearing and grubbing.</li> </ul>			Existing signs are in compliance with the National MUTCD	
<input checked="" type="checkbox"/>	Pavement Markings	Pavement markings should be installed in accordance with the MUTCD. The adequacy of existing passing zones should be evaluated. Current EI's and specifications must be followed. See EI 13-021 to restripe 9' & 10' lane widths on high-speed highways to 11' where a 4' minimum shoulder can be retained. See EI 13-021 to restripe 12' and greater lane widths on low-speed highways with shoulders less than 4' to widen the shoulder.			Markings will be replaced after paving. New markings will promote the City of Rochester's Complete Streets Policy adopted 11/15/2011.	
	Delineation	Install per the National MUTCD and NYS Supplement.			NA	
<input checked="" type="checkbox"/>	ADA	Sidewalk curb ramps and crosswalks must be in reasonably close conformance to the requirements in HDM Chapter 18. Exceptions must be justified per HDM Ch 2, Section 2.8. Sidewalks and pedestrian signal upgrades are not required.			ADA ramps and detectable warning surfaces will be provided.	
	Rumble Strips	Include CARDS as required by EI 13-021. On rural, high-speed highways with 6' or wider shoulders, consider shoulder rumble strips, particularly where there is a history of run-off-road crashes.			NA	
<input checked="" type="checkbox"/>	Sight Distance	<p>Consult HDM Chapters 2 and 5 to identify the standard sight distances for the posted speed. Clear and grub vegetation to improve the following sight distances that are observed to be substantially less than the standard (precise measurements and calculations are not required):</p> <ul style="list-style-type: none"> <li>Intersection sight distance for right on red at signalized intersections and for left, through and right turns at unsignalized intersections and major driveways.</li> <li>Sag vertical curve SSD obscured by overhead trees.</li> <li>Horizontal SSD.</li> </ul> <p>Consider intersection warning signs for segments with sight distances that are observed to be substantially less than the standard and will not be improved.</p>			Sight distances are acceptable	
<input checked="" type="checkbox"/>	Fixed Objects	<p>For 1R projects: Address obvious objects that are within the prevailing clear area and within the ROW based on engineering judgment from a field visit (e.g., tree removal on the outside of a curve or installation of traversable driveway culvert end sections within the prevailing clear zone).</p> <p><del>For 2R/3R projects: Reestablish the clear zone and remove, relocate, modify to make crash worthy, shield by guide rail/crash cushion, or delineate any fixed objects.</del></p> <p>For guidance on identifying fixed objects, refer to HDM §10.3.1.2 B.</p>			No fixed objects need to be removed	
	Guide Rail	<p>Review the guide rail for:</p> <ul style="list-style-type: none"> <li>Nonfunctioning or severely deteriorated rail (HDM §10.3.1.2 B)</li> <li>Guide rail height (HDM Table 10-7 and current EI's) considering the proposed overlay thickness.</li> <li>Deflection distance (HDM §10.2.2.3 and Table 10-3).</li> <li>Point of need if the end section will be replaced (HDM §10.2.2.1).</li> <li>Barrier Terminals/End Sections (HDM §10.2.5).</li> <li>Install median barrier per HDM §10.2.4.</li> </ul>			NA	
	Bridge Rail Transitions	The Regional Structures Group, Regional Design Group, Main Office Structures, and Design Quality Assurance Bureau should be contacted, as needed, to help identify substandard connections to bridge rail and for the recommended treatment.			NA	

**Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 2 of 2)**

✓	Element	Guidance	Comments
	Rail Road Crossing	Contact Regional Rail Coordinator. Contact Office of Design if replacing crossing surface as required per HDM Ch 23.	NA
	Shoulder Resurfacing	Unpaved, stabilized shoulders should be paved a minimum of 2' beyond the travelled way in uncurbed sections to reinforce the traveled way, for occasional bicyclists, and to improve safety. Design criteria for 2R/3R may require a wider width. A 1:10 pavement slope may be used to transition between the travel way paving and a paved shoulder that will not be resurfaced. Requires milling a longitudinal rebate and cannot exceed max rollover rate of 10% for ≤ 4' shoulders and 8% for wider shoulders.	NA
	Edge Drop-Offs	Edge drop-offs are not permitted between the traveled way and shoulder. Shoulder edge drop offs >2" are to be addressed via the safety edge (EI 10-012) in the §402 items or shoulder backup material. See above for overlays that do not pave the shoulder.	NA
	Super-elevation	Identify where the advisory speed, ball bank indicator, accelerometer, or record plans reveal superelevation that is less than recommended for the posted speed (using AASHTO Method 2 noted in HDM §5.7.3). Improve superelevation (up to the maximum rate as necessary using AASHTO Superelevation Distribution Method 2) to have the recommended speed equal to the posted speed. Where the maximum rate is insufficient, install advisory speed signs as needed and consider additional treatments (e.g., chevrons, roadside clearing), as needed.	NA

**The Following Additional Elements Are For 2R and 3R Projects:**

<del>Super-elevation</del>	<del>For Freeway projects, the superelevation is to be improved to meet the values in HDM Ch 2, Exhibits 2-13 or 2-14 (which utilizes AASHTO Superelevation Distribution Method 5).</del>	<del></del>
<del>Speed Change Lanes</del>	<del>Speed change lanes should meet AASHTO "Green Book" Ch 10 standards. Shoulders for speed change lanes should meet HDM §2.7.5.3</del>	<del></del>
<del>Clear Zone(s)</del>	<del>Establish based on HDM §10.3.2.2 A for non-freeway and HDM §10.2.1 for freeways. Check all points of need (HDM §10.2.2.1).</del>	<del></del>
<del>Traffic Signals</del>	<del>Signal heads should be upgraded to meet current requirements. Detection systems should be evaluated for actuated signals and considered for fixed time signals. New traffic signals that meet the signal warrants may be included.</del>	<del></del>
<del>Shoulder Widening</del>	<del>Shoulders should be widened to 2' min on local rural roads and low speed collectors. 4' min is used for other nonfreeway rural facilities for crash avoidance, bicyclists, and pedestrians.</del>	<del></del>
<del>Lane Widening</del>	<del>Non-freeway lanes may be widened per HDM Exhibits 7-5 and 7-9. New through travel lanes are not permitted.</del>	<del></del>
<del>Design Vehicle</del>	<del>Intersections should accommodate the design vehicle without encroachment into other travel lanes or turning lanes.</del>	<del></del>
<del>Driveways</del>	<del>Driveways shall meet the spirit and intent of the most recent "Policy and Standards for the Design of Entrances to State Highways" in Chapter 5, Appendix 5A of this manual.</del>	<del></del>
<del>Turn Lanes</del>	<del>Turn lanes should meet the requirements of HDM §5.9.8.2</del>	<del></del>
<del>Curbing</del>	<del>Curbing must meet the requirements of HDM §10.2.2.4. For freeways, curbing that cannot be eliminated should be replaced with the 1:3 slope, 4" high traversable curb.</del>	<del></del>
<del>Drainage</del>	<del>Closed drainage work may include new closed drainage structures, culverts, and the cleaning and repair of existing systems. Subsurface utility exploration should be considered for closed drainage system modifications.</del>	<del></del>
<del>Pedestrian &amp; Bicycle</del>	<del>Sidewalk curb ramps and existing sidewalks must meet HDM Chapter 18 requirements. Consider cross walks and pedestrian push buttons at signals. Install pedestrian countdown timers as needed. Minimum shoulder width of 4' if no curbing.</del>	<del></del>

## RESURFACING, RESTORATION, &amp; REHABILITATION

## Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 1 of 2)

PIN =		4760.50	Date =	06/20/2014	PIL, PII or HAL?	
Safety Assessment Team		Design = Traffic = Maintenance =	E Main Street N Clinton Avenue to N Goodman Street			
ADT =		10,832 - 24,705	Posted Speed =	City Speed Limit: 30 mph		
<input checked="" type="checkbox"/>	Element	Guidance			Comments	
<b>The Following Elements Apply to all Single <u>and</u> Multicourse Resurfacing Projects (1R, 2R, and 3R):</b>						
<input checked="" type="checkbox"/>	Signing	<ul style="list-style-type: none"> <li>Regulatory and warning signs should be installed as needed in accordance with the National MUTCD and NYS Supplement. Review signs for condition (obvious fading or graffiti), location, post type (breakaway or rigid), appropriateness (need).</li> <li>Immediately notify the Resident Engineer of any missing regulatory or warning signs.</li> <li>Identify regulatory and warning signs obscured by vegetation for clearing and grubbing.</li> </ul>			Existing signs are in compliance with the National MUTCD	
<input checked="" type="checkbox"/>	Pavement Markings	Pavement markings should be installed in accordance with the MUTCD. The adequacy of existing passing zones should be evaluated. Current EI's and specifications must be followed. See EI 13-021 to restripe 9' & 10' lane widths on high-speed highways to 11' where a 4' minimum shoulder can be retained. See EI 13-021 to restripe 12' and greater lane widths on low-speed highways with shoulders less than 4' to widen the shoulder.			Markings will be replaced after paving. New markings will promote the City of Rochester's Complete Streets Policy adopted 11/15/2011.	
	Delineation	Install per the National MUTCD and NYS Supplement.			NA	
<input checked="" type="checkbox"/>	ADA	Sidewalk curb ramps and crosswalks must be in reasonably close conformance to the requirements in HDM Chapter 18. Exceptions must be justified per HDM Ch 2, Section 2.8. Sidewalks and pedestrian signal upgrades are not required.			ADA ramps and detectable warning surfaces will be provided.	
	Rumble Strips	Include CARDS as required by EI 13-021. On rural, high-speed highways with 6' or wider shoulders, consider shoulder rumble strips, particularly where there is a history of run-off-road crashes.			NA	
<input checked="" type="checkbox"/>	Sight Distance	<p>Consult HDM Chapters 2 and 5 to identify the standard sight distances for the posted speed. Clear and grub vegetation to improve the following sight distances that are observed to be substantially less than the standard (precise measurements and calculations are not required):</p> <ul style="list-style-type: none"> <li>Intersection sight distance for right on red at signalized intersections and for left, through and right turns at unsignalized intersections and major driveways.</li> <li>Sag vertical curve SSD obscured by overhead trees.</li> <li>Horizontal SSD.</li> </ul> <p>Consider intersection warning signs for segments with sight distances that are observed to be substantially less than the standard and will not be improved.</p>			Sight distances are acceptable	
<input checked="" type="checkbox"/>	Fixed Objects	<p>For 1R projects: Address obvious objects that are within the prevailing clear area and within the ROW based on engineering judgment from a field visit (e.g., tree removal on the outside of a curve or installation of traversable driveway culvert end sections within the prevailing clear zone).</p> <p><del>For 2R/3R projects: Reestablish the clear zone and remove, relocate, modify to make crash worthy, shield by guide rail/crash cushion, or delineate any fixed objects.</del></p> <p>For guidance on identifying fixed objects, refer to HDM §10.3.1.2 B.</p>			No fixed objects need to be removed	
	Guide Rail	<p>Review the guide rail for:</p> <ul style="list-style-type: none"> <li>Nonfunctioning or severely deteriorated rail (HDM §10.3.1.2 B)</li> <li>Guide rail height (HDM Table 10-7 and current EI's) considering the proposed overlay thickness.</li> <li>Deflection distance (HDM §10.2.2.3 and Table 10-3).</li> <li>Point of need if the end section will be replaced (HDM §10.2.2.1).</li> <li>Barrier Terminals/End Sections (HDM §10.2.5).</li> <li>Install median barrier per HDM §10.2.4.</li> </ul>			NA Guide Rail improvement not in scope of work	
	Bridge Rail Transitions	The Regional Structures Group, Regional Design Group, Main Office Structures, and Design Quality Assurance Bureau should be contacted, as needed, to help identify substandard connections to bridge rail and for the recommended treatment.			NA Bridge Rail improvement not in scope of work	

**Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 2 of 2)**

✓	Element	Guidance	Comments
	Rail Road Crossing	Contact Regional Rail Coordinator. Contact Office of Design if replacing crossing surface as required per HDM Ch 23.	NA
	Shoulder Resurfacing	Unpaved, stabilized shoulders should be paved a minimum of 2' beyond the travelled way in uncurbed sections to reinforce the traveled way, for occasional bicyclists, and to improve safety. Design criteria for 2R/3R may require a wider width. A 1:10 pavement slope may be used to transition between the travel way paving and a paved shoulder that will not be resurfaced. Requires milling a longitudinal rebate and cannot exceed max rollover rate of 10% for ≤ 4' shoulders and 8% for wider shoulders.	NA
	Edge Drop-Offs	Edge drop-offs are not permitted between the traveled way and shoulder. Shoulder edge drop offs >2" are to be addressed via the safety edge (EI 10-012) in the §402 items or shoulder backup material. See above for overlays that do not pave the shoulder.	NA
	Super-elevation	Identify where the advisory speed, ball bank indicator, accelerometer, or record plans reveal superelevation that is less than recommended for the posted speed (using AASHTO Method 2 noted in HDM §5.7.3). Improve superelevation (up to the maximum rate as necessary using AASHTO Superelevation Distribution Method 2) to have the recommended speed equal to the posted speed. Where the maximum rate is insufficient, install advisory speed signs as needed and consider additional treatments (e.g., chevrons, roadside clearing), as needed.	NA

**The Following Additional Elements Are For 2R and 3R Projects:**

<del>Super-elevation</del>	<del>For Freeway projects, the superelevation is to be improved to meet the values in HDM Ch 2, Exhibits 2-13 or 2-14 (which utilizes AASHTO Superelevation Distribution Method 5).</del>	<del></del>
<del>Speed Change Lanes</del>	<del>Speed change lanes should meet AASHTO "Green Book" Ch 10 standards. Shoulders for speed change lanes should meet HDM §2.7.5.3</del>	<del></del>
<del>Clear Zone(s)</del>	<del>Establish based on HDM §10.3.2.2 A for non-freeway and HDM §10.2.1 for freeways. Check all points of need (HDM §10.2.2.1).</del>	<del></del>
<del>Traffic Signals</del>	<del>Signal heads should be upgraded to meet current requirements. Detection systems should be evaluated for actuated signals and considered for fixed time signals. New traffic signals that meet the signal warrants may be included.</del>	<del></del>
<del>Shoulder Widening</del>	<del>Shoulders should be widened to 2' min on local rural roads and low speed collectors. 4' min is used for other nonfreeway rural facilities for crash avoidance, bicyclists, and pedestrians.</del>	<del></del>
<del>Lane Widening</del>	<del>Non-freeway lanes may be widened per HDM Exhibits 7-5 and 7-9. New through travel lanes are not permitted.</del>	<del></del>
<del>Design Vehicle</del>	<del>Intersections should accommodate the design vehicle without encroachment into other travel lanes or turning lanes.</del>	<del></del>
<del>Driveways</del>	<del>Driveways shall meet the spirit and intent of the most recent "Policy and Standards for the Design of Entrances to State Highways" in Chapter 5, Appendix 5A of this manual.</del>	<del></del>
<del>Turn Lanes</del>	<del>Turn lanes should meet the requirements of HDM §5.9.8.2</del>	<del></del>
<del>Curbing</del>	<del>Curbing must meet the requirements of HDM §10.2.2.4. For freeways, curbing that cannot be eliminated should be replaced with the 1:3 slope, 4" high traversable curb.</del>	<del></del>
<del>Drainage</del>	<del>Closed drainage work may include new closed drainage structures, culverts, and the cleaning and repair of existing systems. Subsurface utility exploration should be considered for closed drainage system modifications.</del>	<del></del>
<del>Pedestrian &amp; Bicycle</del>	<del>Sidewalk curb ramps and existing sidewalks must meet HDM Chapter 18 requirements. Consider cross walks and pedestrian push buttons at signals. Install pedestrian countdown timers as needed. Minimum shoulder width of 4' if no curbing.</del>	<del></del>

## RESURFACING, RESTORATION, &amp; REHABILITATION

## Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 1 of 2)

PIN =	4760.50	Date =	06/20/2014	PIL, PII or HAL?	
Safety Assessment Team	Design = Traffic = Maintenance =	University Avenue E Main Street to N Union Street			
ADT =	11,283	Posted Speed =	City Speed Limit: 30 mph		
<input checked="" type="checkbox"/>	<b>Element</b>	<b>Guidance</b>			<b>Comments</b>
<b>The Following Elements Apply to all Single <u>and</u> Multicourse Resurfacing Projects (1R, 2R, and 3R):</b>					
<input checked="" type="checkbox"/>	Signing	<ul style="list-style-type: none"> <li>Regulatory and warning signs should be installed as needed in accordance with the National MUTCD and NYS Supplement. Review signs for condition (obvious fading or graffiti), location, post type (breakaway or rigid), appropriateness (need).</li> <li>Immediately notify the Resident Engineer of any missing regulatory or warning signs.</li> <li>Identify regulatory and warning signs obscured by vegetation for clearing and grubbing.</li> </ul>			Existing signs are in compliance with the National MUTCD
<input checked="" type="checkbox"/>	Pavement Markings	Pavement markings should be installed in accordance with the MUTCD. The adequacy of existing passing zones should be evaluated. Current EI's and specifications must be followed. See EI 13-021 to restripe 9' & 10' lane widths on high-speed highways to 11' where a 4' minimum shoulder can be retained. See EI 13-021 to restripe 12' and greater lane widths on low-speed highways with shoulders less than 4' to widen the shoulder.			Markings will be replaced after paving. New markings will promote the City of Rochester's Complete Streets Policy adopted 11/15/2011.
	Delineation	Install per the National MUTCD and NYS Supplement.			NA
<input checked="" type="checkbox"/>	ADA	Sidewalk curb ramps and crosswalks must be in reasonably close conformance to the requirements in HDM Chapter 18. Exceptions must be justified per HDM Ch 2, Section 2.8. Sidewalks and pedestrian signal upgrades are not required.			ADA ramps and detectable warning surfaces will be provided.
	Rumble Strips	Include CARDS as required by EI 13-021. On rural, high-speed highways with 6' or wider shoulders, consider shoulder rumble strips, particularly where there is a history of run-off-road crashes.			NA
<input checked="" type="checkbox"/>	Sight Distance	<p>Consult HDM Chapters 2 and 5 to identify the standard sight distances for the posted speed. Clear and grub vegetation to improve the following sight distances that are observed to be substantially less than the standard (precise measurements and calculations are not required):</p> <ul style="list-style-type: none"> <li>Intersection sight distance for right on red at signalized intersections and for left, through and right turns at unsignalized intersections and major driveways.</li> <li>Sag vertical curve SSD obscured by overhead trees.</li> <li>Horizontal SSD.</li> </ul> <p>Consider intersection warning signs for segments with sight distances that are observed to be substantially less than the standard and will not be improved.</p>			Sight distances are acceptable
<input checked="" type="checkbox"/>	Fixed Objects	<p>For 1R projects: Address obvious objects that are within the prevailing clear area and within the ROW based on engineering judgment from a field visit (e.g., tree removal on the outside of a curve or installation of traversable driveway culvert end sections within the prevailing clear zone).</p> <p><del>For 2R/3R projects: Reestablish the clear zone and remove, relocate, modify to make crash worthy, shield by guide rail/crash cushion, or delineate any fixed objects.</del></p> <p>For guidance on identifying fixed objects, refer to HDM §10.3.1.2 B.</p>			No fixed objects need to be removed
	Guide Rail	<p>Review the guide rail for:</p> <ul style="list-style-type: none"> <li>Nonfunctioning or severely deteriorated rail (HDM §10.3.1.2 B)</li> <li>Guide rail height (HDM Table 10-7 and current EI's) considering the proposed overlay thickness.</li> <li>Deflection distance (HDM §10.2.2.3 and Table 10-3).</li> <li>Point of need if the end section will be replaced (HDM §10.2.2.1).</li> <li>Barrier Terminals/End Sections (HDM §10.2.5).</li> <li>Install median barrier per HDM §10.2.4.</li> </ul>			NA
	Bridge Rail Transitions	The Regional Structures Group, Regional Design Group, Main Office Structures, and Design Quality Assurance Bureau should be contacted, as needed, to help identify substandard connections to bridge rail and for the recommended treatment.			NA

Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 2 of 2)

✓	Element	Guidance	Comments
	Rail Road Crossing	Contact Regional Rail Coordinator. Contact Office of Design if replacing crossing surface as required per HDM Ch 23.	NA
	Shoulder Resurfacing	Unpaved, stabilized shoulders should be paved a minimum of 2' beyond the travelled way in uncurbed sections to reinforce the traveled way, for occasional bicyclists, and to improve safety. Design criteria for 2R/3R may require a wider width. A 1:10 pavement slope may be used to transition between the travel way paving and a paved shoulder that will not be resurfaced. Requires milling a longitudinal rebate and cannot exceed max rollover rate of 10% for ≤ 4' shoulders and 8% for wider shoulders.	NA
	Edge Drop-Offs	Edge drop-offs are not permitted between the traveled way and shoulder. Shoulder edge drop offs >2" are to be addressed via the safety edge (EI 10-012) in the §402 items or shoulder backup material. See above for overlays that do not pave the shoulder.	NA
	Super-elevation	Identify where the advisory speed, ball bank indicator, accelerometer, or record plans reveal superelevation that is less than recommended for the posted speed (using AASHTO Method 2 noted in HDM §5.7.3). Improve superelevation (up to the maximum rate as necessary using AASHTO Superelevation Distribution Method 2) to have the recommended speed equal to the posted speed. Where the maximum rate is insufficient, install advisory speed signs as needed and consider additional treatments (e.g., chevrons, roadside clearing), as needed.	NA

The Following Additional Elements Are For 2R and 3R Projects:

<del>Super-elevation</del>	<del>For Freeway projects, the superelevation is to be improved to meet the values in HDM Ch 2, Exhibits 2-13 or 2-14 (which utilizes AASHTO Superelevation Distribution Method 5).</del>	<del></del>
<del>Speed Change Lanes</del>	<del>Speed change lanes should meet AASHTO "Green Book" Ch 10 standards. Shoulders for speed change lanes should meet HDM §2.7.5.3</del>	<del></del>
<del>Clear Zone(s)</del>	<del>Establish based on HDM §10.3.2.2 A for non-freeway and HDM §10.2.1 for freeways. Check all points of need (HDM §10.2.2.1).</del>	<del></del>
<del>Traffic Signals</del>	<del>Signal heads should be upgraded to meet current requirements. Detection systems should be evaluated for actuated signals and considered for fixed time signals. New traffic signals that meet the signal warrants may be included.</del>	<del></del>
<del>Shoulder Widening</del>	<del>Shoulders should be widened to 2' min on local rural roads and low speed collectors. 4' min is used for other nonfreeway rural facilities for crash avoidance, bicyclists, and pedestrians.</del>	<del></del>
<del>Lane Widening</del>	<del>Non-freeway lanes may be widened per HDM Exhibits 7-5 and 7-9. New through travel lanes are not permitted.</del>	<del></del>
<del>Design Vehicle</del>	<del>Intersections should accommodate the design vehicle without encroachment into other travel lanes or turning lanes.</del>	<del></del>
<del>Driveways</del>	<del>Driveways shall meet the spirit and intent of the most recent "Policy and Standards for the Design of Entrances to State Highways" in Chapter 5, Appendix 5A of this manual.</del>	<del></del>
<del>Turn Lanes</del>	<del>Turn lanes should meet the requirements of HDM §5.9.8.2</del>	<del></del>
<del>Curbing</del>	<del>Curbing must meet the requirements of HDM §10.2.2.4. For freeways, curbing that cannot be eliminated should be replaced with the 1:3 slope, 4" high traversable curb.</del>	<del></del>
<del>Drainage</del>	<del>Closed drainage work may include new closed drainage structures, culverts, and the cleaning and repair of existing systems. Subsurface utility exploration should be considered for closed drainage system modifications.</del>	<del></del>
<del>Pedestrian &amp; Bicycle</del>	<del>Sidewalk curb ramps and existing sidewalks must meet HDM Chapter 18 requirements. Consider cross walks and pedestrian push buttons at signals. Install pedestrian countdown timers as needed. Minimum shoulder width of 4' if no curbing.</del>	<del></del>

## RESURFACING, RESTORATION, &amp; REHABILITATION

## Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 1 of 2)

PIN =	4760.50	Date =	06/20/2014	PIL, PII or HAL?	
Safety Assessment Team	Design = Traffic = Maintenance =	Allen Street Brown Street to Morrie Silver Way			
ADT =	3,625	Posted Speed =	City Speed Limit: 30 mph		
<input checked="" type="checkbox"/>	Element	Guidance			Comments
<b>The Following Elements Apply to all Single <u>and</u> Multicourse Resurfacing Projects (1R, 2R, and 3R):</b>					
<input checked="" type="checkbox"/>	Signing	<ul style="list-style-type: none"> <li>Regulatory and warning signs should be installed as needed in accordance with the National MUTCD and NYS Supplement. Review signs for condition (obvious fading or graffiti), location, post type (breakaway or rigid), appropriateness (need).</li> <li>Immediately notify the Resident Engineer of any missing regulatory or warning signs.</li> <li>Identify regulatory and warning signs obscured by vegetation for clearing and grubbing.</li> </ul>			Existing signs are in compliance with the National MUTCD
<input checked="" type="checkbox"/>	Pavement Markings	Pavement markings should be installed in accordance with the MUTCD. The adequacy of existing passing zones should be evaluated. Current EI's and specifications must be followed. See EI 13-021 to restripe 9' & 10' lane widths on high-speed highways to 11' where a 4' minimum shoulder can be retained. See EI 13-021 to restripe 12' and greater lane widths on low-speed highways with shoulders less than 4' to widen the shoulder.			Markings will be replaced after paving. New markings will promote the City of Rochester's Complete Streets Policy adopted 11/15/2011.
	Delineation	Install per the National MUTCD and NYS Supplement.			NA
<input checked="" type="checkbox"/>	ADA	Sidewalk curb ramps and crosswalks must be in reasonably close conformance to the requirements in HDM Chapter 18. Exceptions must be justified per HDM Ch 2, Section 2.8. Sidewalks and pedestrian signal upgrades are not required.			ADA ramps and detectable warning surfaces will be provided.
	Rumble Strips	Include CARDS as required by EI 13-021. On rural, high-speed highways with 6' or wider shoulders, consider shoulder rumble strips, particularly where there is a history of run-off-road crashes.			NA
<input checked="" type="checkbox"/>	Sight Distance	<p>Consult HDM Chapters 2 and 5 to identify the standard sight distances for the posted speed. Clear and grub vegetation to improve the following sight distances that are observed to be substantially less than the standard (precise measurements and calculations are not required):</p> <ul style="list-style-type: none"> <li>Intersection sight distance for right on red at signalized intersections and for left, through and right turns at unsignalized intersections and major driveways.</li> <li>Sag vertical curve SSD obscured by overhead trees.</li> <li>Horizontal SSD.</li> </ul> <p>Consider intersection warning signs for segments with sight distances that are observed to be substantially less than the standard and will not be improved.</p>			Sight distances are acceptable
<input checked="" type="checkbox"/>	Fixed Objects	<p>For 1R projects: Address obvious objects that are within the prevailing clear area and within the ROW based on engineering judgment from a field visit (e.g., tree removal on the outside of a curve or installation of traversable driveway culvert end sections within the prevailing clear zone).</p> <p><del>For 2R/3R projects: Reestablish the clear zone and remove, relocate, modify to make crash worthy, shield by guide rail/crash cushion, or delineate any fixed objects.</del></p> <p>For guidance on identifying fixed objects, refer to HDM §10.3.1.2 B.</p>			No fixed objects need to be removed
	Guide Rail	<p>Review the guide rail for:</p> <ul style="list-style-type: none"> <li>Nonfunctioning or severely deteriorated rail (HDM §10.3.1.2 B)</li> <li>Guide rail height (HDM Table 10-7 and current EI's) considering the proposed overlay thickness.</li> <li>Deflection distance (HDM §10.2.2.3 and Table 10-3).</li> <li>Point of need if the end section will be replaced (HDM §10.2.2.1).</li> <li>Barrier Terminals/End Sections (HDM §10.2.5).</li> <li>Install median barrier per HDM §10.2.4.</li> </ul>			NA
	Bridge Rail Transitions	The Regional Structures Group, Regional Design Group, Main Office Structures, and Design Quality Assurance Bureau should be contacted, as needed, to help identify substandard connections to bridge rail and for the recommended treatment.			NA

Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 2 of 2)

✓	Element	Guidance	Comments
	Rail Road Crossing	Contact Regional Rail Coordinator. Contact Office of Design if replacing crossing surface as required per HDM Ch 23.	NA
	Shoulder Resurfacing	Unpaved, stabilized shoulders should be paved a minimum of 2' beyond the travelled way in uncurbed sections to reinforce the traveled way, for occasional bicyclists, and to improve safety. Design criteria for 2R/3R may require a wider width. A 1:10 pavement slope may be used to transition between the travel way paving and a paved shoulder that will not be resurfaced. Requires milling a longitudinal rebate and cannot exceed max rollover rate of 10% for ≤ 4' shoulders and 8% for wider shoulders.	NA
	Edge Drop-Offs	Edge drop-offs are not permitted between the traveled way and shoulder. Shoulder edge drop offs >2" are to be addressed via the safety edge (EI 10-012) in the §402 items or shoulder backup material. See above for overlays that do not pave the shoulder.	NA
	Super-elevation	Identify where the advisory speed, ball bank indicator, accelerometer, or record plans reveal superelevation that is less than recommended for the posted speed (using AASHTO Method 2 noted in HDM §5.7.3). Improve superelevation (up to the maximum rate as necessary using AASHTO Superelevation Distribution Method 2) to have the recommended speed equal to the posted speed. Where the maximum rate is insufficient, install advisory speed signs as needed and consider additional treatments (e.g., chevrons, roadside clearing), as needed.	NA

The Following Additional Elements Are For 2R and 3R Projects:

<del>Super-elevation</del>	<del>For Freeway projects, the superelevation is to be improved to meet the values in HDM Ch 2, Exhibits 2-13 or 2-14 (which utilizes AASHTO Superelevation Distribution Method 5).</del>	<del></del>
<del>Speed Change Lanes</del>	<del>Speed change lanes should meet AASHTO "Green Book" Ch 10 standards. Shoulders for speed change lanes should meet HDM §2.7.5.3</del>	<del></del>
<del>Clear Zone(s)</del>	<del>Establish based on HDM §10.3.2.2 A for non-freeway and HDM §10.2.1 for freeways. Check all points of need (HDM §10.2.2.1).</del>	<del></del>
<del>Traffic Signals</del>	<del>Signal heads should be upgraded to meet current requirements. Detection systems should be evaluated for actuated signals and considered for fixed time signals. New traffic signals that meet the signal warrants may be included.</del>	<del></del>
<del>Shoulder Widening</del>	<del>Shoulders should be widened to 2' min on local rural roads and low speed collectors. 4' min is used for other nonfreeway rural facilities for crash avoidance, bicyclists, and pedestrians.</del>	<del></del>
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<del>Drainage</del>	<del>Closed drainage work may include new closed drainage structures, culverts, and the cleaning and repair of existing systems. Subsurface utility exploration should be considered for closed drainage system modifications.</del>	<del></del>
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## RESURFACING, RESTORATION, &amp; REHABILITATION

## Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 1 of 2)

PIN =		4760.50	Date =	06/20/2014	PIL, PII or HAL?	
Safety Assessment Team		Design = Traffic = Maintenance =	Brown Street W Main Street to State Street			
ADT =		4,195 - 7,602	Posted Speed =	City Speed Limit: 30 mph		
<input checked="" type="checkbox"/>	Element	Guidance			Comments	
<b>The Following Elements Apply to all Single <u>and</u> Multicourse Resurfacing Projects (1R, 2R, and 3R):</b>						
<input checked="" type="checkbox"/>	Signing	<ul style="list-style-type: none"> <li>Regulatory and warning signs should be installed as needed in accordance with the National MUTCD and NYS Supplement. Review signs for condition (obvious fading or graffiti), location, post type (breakaway or rigid), appropriateness (need).</li> <li>Immediately notify the Resident Engineer of any missing regulatory or warning signs.</li> <li>Identify regulatory and warning signs obscured by vegetation for clearing and grubbing.</li> </ul>			Existing signs are in compliance with the National MUTCD	
<input checked="" type="checkbox"/>	Pavement Markings	Pavement markings should be installed in accordance with the MUTCD. The adequacy of existing passing zones should be evaluated. Current EI's and specifications must be followed. See EI 13-021 to restripe 9' & 10' lane widths on high-speed highways to 11' where a 4' minimum shoulder can be retained. See EI 13-021 to restripe 12' and greater lane widths on low-speed highways with shoulders less than 4' to widen the shoulder.			Markings will be replaced after paving. New markings will promote the City of Rochester's Complete Streets Policy adopted 11/15/2011.	
	Delineation	Install per the National MUTCD and NYS Supplement.			NA	
<input checked="" type="checkbox"/>	ADA	Sidewalk curb ramps and crosswalks must be in reasonably close conformance to the requirements in HDM Chapter 18. Exceptions must be justified per HDM Ch 2, Section 2.8. Sidewalks and pedestrian signal upgrades are not required.			ADA ramps and detectable warning surfaces will be provided.	
	Rumble Strips	Include CARDS as required by EI 13-021. On rural, high-speed highways with 6' or wider shoulders, consider shoulder rumble strips, particularly where there is a history of run-off-road crashes.			NA	
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<input checked="" type="checkbox"/>	Fixed Objects	<p>For 1R projects: Address obvious objects that are within the prevailing clear area and within the ROW based on engineering judgment from a field visit (e.g., tree removal on the outside of a curve or installation of traversable driveway culvert end sections within the prevailing clear zone).</p> <p><del>For 2R/3R projects: Reestablish the clear zone and remove, relocate, modify to make crash worthy, shield by guide rail/crash cushion, or delineate any fixed objects.</del></p> <p>For guidance on identifying fixed objects, refer to HDM §10.3.1.2 B.</p>			No fixed objects need to be removed	
	Guide Rail	<p>Review the guide rail for:</p> <ul style="list-style-type: none"> <li>Nonfunctioning or severely deteriorated rail (HDM §10.3.1.2 B)</li> <li>Guide rail height (HDM Table 10-7 and current EI's) considering the proposed overlay thickness.</li> <li>Deflection distance (HDM §10.2.2.3 and Table 10-3).</li> <li>Point of need if the end section will be replaced (HDM §10.2.2.1).</li> <li>Barrier Terminals/End Sections (HDM §10.2.5).</li> <li>Install median barrier per HDM §10.2.4.</li> </ul>			NA	
	Bridge Rail Transitions	The Regional Structures Group, Regional Design Group, Main Office Structures, and Design Quality Assurance Bureau should be contacted, as needed, to help identify substandard connections to bridge rail and for the recommended treatment.			NA	

**Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 2 of 2)**

✓	Element	Guidance	Comments
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	Shoulder Resurfacing	Unpaved, stabilized shoulders should be paved a minimum of 2' beyond the travelled way in uncurbed sections to reinforce the traveled way, for occasional bicyclists, and to improve safety. Design criteria for 2R/3R may require a wider width. A 1:10 pavement slope may be used to transition between the travel way paving and a paved shoulder that will not be resurfaced. Requires milling a longitudinal rebate and cannot exceed max rollover rate of 10% for ≤ 4' shoulders and 8% for wider shoulders.	NA
	Edge Drop-Offs	Edge drop-offs are not permitted between the traveled way and shoulder. Shoulder edge drop offs >2" are to be addressed via the safety edge (EI 10-012) in the §402 items or shoulder backup material. See above for overlays that do not pave the shoulder.	NA
	Super-elevation	Identify where the advisory speed, ball bank indicator, accelerometer, or record plans reveal superelevation that is less than recommended for the posted speed (using AASHTO Method 2 noted in HDM §5.7.3). Improve superelevation (up to the maximum rate as necessary using AASHTO Superelevation Distribution Method 2) to have the recommended speed equal to the posted speed. Where the maximum rate is insufficient, install advisory speed signs as needed and consider additional treatments (e.g., chevrons, roadside clearing), as needed.	NA

**The Following Additional Elements Are For 2R and 3R Projects:**

<del>Super-elevation</del>	<del>For Freeway projects, the superelevation is to be improved to meet the values in HDM Ch 2, Exhibits 2-13 or 2-14 (which utilizes AASHTO Superelevation Distribution Method 5).</del>	<del></del>
<del>Speed Change Lanes</del>	<del>Speed change lanes should meet AASHTO "Green Book" Ch 10 standards. Shoulders for speed change lanes should meet HDM §2.7.5.3</del>	<del></del>
<del>Clear Zone(s)</del>	<del>Establish based on HDM §10.3.2.2 A for non-freeway and HDM §10.2.1 for freeways. Check all points of need (HDM §10.2.2.1).</del>	<del></del>
<del>Traffic Signals</del>	<del>Signal heads should be upgraded to meet current requirements. Detection systems should be evaluated for actuated signals and considered for fixed time signals. New traffic signals that meet the signal warrants may be included.</del>	<del></del>
<del>Shoulder Widening</del>	<del>Shoulders should be widened to 2' min on local rural roads and low speed collectors. 4' min is used for other nonfreeway rural facilities for crash avoidance, bicyclists, and pedestrians.</del>	<del></del>
<del>Lane Widening</del>	<del>Non-freeway lanes may be widened per HDM Exhibits 7-5 and 7-9. New through travel lanes are not permitted.</del>	<del></del>
<del>Design Vehicle</del>	<del>Intersections should accommodate the design vehicle without encroachment into other travel lanes or turning lanes.</del>	<del></del>
<del>Driveways</del>	<del>Driveways shall meet the spirit and intent of the most recent "Policy and Standards for the Design of Entrances to State Highways" in Chapter 5, Appendix 5A of this manual.</del>	<del></del>
<del>Turn Lanes</del>	<del>Turn lanes should meet the requirements of HDM §5.9.8.2</del>	<del></del>
<del>Curbing</del>	<del>Curbing must meet the requirements of HDM §10.2.2.4. For freeways, curbing that cannot be eliminated should be replaced with the 1:3 slope, 4" high traversable curb.</del>	<del></del>
<del>Drainage</del>	<del>Closed drainage work may include new closed drainage structures, culverts, and the cleaning and repair of existing systems. Subsurface utility exploration should be considered for closed drainage system modifications.</del>	<del></del>
<del>Pedestrian &amp; Bicycle</del>	<del>Sidewalk curb ramps and existing sidewalks must meet HDM Chapter 18 requirements. Consider cross walks and pedestrian push buttons at signals. Install pedestrian countdown timers as needed. Minimum shoulder width of 4' if no curbing.</del>	<del></del>

## RESURFACING, RESTORATION, &amp; REHABILITATION

## Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 1 of 2)

PIN =		4760.50	Date =	06/20/2014	PIL, PII or HAL?	
Safety Assessment Team		Design = Traffic = Maintenance =	Morrie Silver Way Oak Street to State Street			
ADT =		4,994	Posted Speed =	City Speed Limit: 30 mph		
<input checked="" type="checkbox"/>	Element	Guidance			Comments	
<b>The Following Elements Apply to all Single <u>and</u> Multicourse Resurfacing Projects (1R, 2R, and 3R):</b>						
<input checked="" type="checkbox"/>	Signing	<ul style="list-style-type: none"> <li>Regulatory and warning signs should be installed as needed in accordance with the National MUTCD and NYS Supplement. Review signs for condition (obvious fading or graffiti), location, post type (breakaway or rigid), appropriateness (need).</li> <li>Immediately notify the Resident Engineer of any missing regulatory or warning signs.</li> <li>Identify regulatory and warning signs obscured by vegetation for clearing and grubbing.</li> </ul>			Existing signs are in compliance with the National MUTCD	
<input checked="" type="checkbox"/>	Pavement Markings	Pavement markings should be installed in accordance with the MUTCD. The adequacy of existing passing zones should be evaluated. Current EI's and specifications must be followed. See EI 13-021 to restripe 9' & 10' lane widths on high-speed highways to 11' where a 4' minimum shoulder can be retained. See EI 13-021 to restripe 12' and greater lane widths on low-speed highways with shoulders less than 4' to widen the shoulder.			Markings will be replaced after paving. New markings will promote the City of Rochester's Complete Streets Policy adopted 11/15/2011.	
	Delineation	Install per the National MUTCD and NYS Supplement.			NA	
<input checked="" type="checkbox"/>	ADA	Sidewalk curb ramps and crosswalks must be in reasonably close conformance to the requirements in HDM Chapter 18. Exceptions must be justified per HDM Ch 2, Section 2.8. Sidewalks and pedestrian signal upgrades are not required.			ADA ramps and detectable warning surfaces will be provided.	
	Rumble Strips	Include CARDS as required by EI 13-021. On rural, high-speed highways with 6' or wider shoulders, consider shoulder rumble strips, particularly where there is a history of run-off-road crashes.			NA	
<input checked="" type="checkbox"/>	Sight Distance	<p>Consult HDM Chapters 2 and 5 to identify the standard sight distances for the posted speed. Clear and grub vegetation to improve the following sight distances that are observed to be substantially less than the standard (precise measurements and calculations are not required):</p> <ul style="list-style-type: none"> <li>Intersection sight distance for right on red at signalized intersections and for left, through and right turns at unsignalized intersections and major driveways.</li> <li>Sag vertical curve SSD obscured by overhead trees.</li> <li>Horizontal SSD.</li> </ul> <p>Consider intersection warning signs for segments with sight distances that are observed to be substantially less than the standard and will not be improved.</p>			Sight distances are acceptable	
<input checked="" type="checkbox"/>	Fixed Objects	<p>For 1R projects: Address obvious objects that are within the prevailing clear area and within the ROW based on engineering judgment from a field visit (e.g., tree removal on the outside of a curve or installation of traversable driveway culvert end sections within the prevailing clear zone).</p> <p><del>For 2R/3R projects: Reestablish the clear zone and remove, relocate, modify to make crash worthy, shield by guide rail/crash cushion, or delineate any fixed objects.</del></p> <p>For guidance on identifying fixed objects, refer to HDM §10.3.1.2 B.</p>			No fixed objects need to be removed	
	Guide Rail	<p>Review the guide rail for:</p> <ul style="list-style-type: none"> <li>Nonfunctioning or severely deteriorated rail (HDM §10.3.1.2 B)</li> <li>Guide rail height (HDM Table 10-7 and current EI's) considering the proposed overlay thickness.</li> <li>Deflection distance (HDM §10.2.2.3 and Table 10-3).</li> <li>Point of need if the end section will be replaced (HDM §10.2.2.1).</li> <li>Barrier Terminals/End Sections (HDM §10.2.5).</li> <li>Install median barrier per HDM §10.2.4.</li> </ul>			NA	
	Bridge Rail Transitions	The Regional Structures Group, Regional Design Group, Main Office Structures, and Design Quality Assurance Bureau should be contacted, as needed, to help identify substandard connections to bridge rail and for the recommended treatment.			NA	

**Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 2 of 2)**

✓	Element	Guidance	Comments
	Rail Road Crossing	Contact Regional Rail Coordinator. Contact Office of Design if replacing crossing surface as required per HDM Ch 23.	NA
	Shoulder Resurfacing	Unpaved, stabilized shoulders should be paved a minimum of 2' beyond the travelled way in uncurbed sections to reinforce the traveled way, for occasional bicyclists, and to improve safety. Design criteria for 2R/3R may require a wider width. A 1:10 pavement slope may be used to transition between the travel way paving and a paved shoulder that will not be resurfaced. Requires milling a longitudinal rebate and cannot exceed max rollover rate of 10% for ≤ 4' shoulders and 8% for wider shoulders.	NA
	Edge Drop-Offs	Edge drop-offs are not permitted between the traveled way and shoulder. Shoulder edge drop offs >2" are to be addressed via the safety edge (EI 10-012) in the §402 items or shoulder backup material. See above for overlays that do not pave the shoulder.	NA
	Super-elevation	Identify where the advisory speed, ball bank indicator, accelerometer, or record plans reveal superelevation that is less than recommended for the posted speed (using AASHTO Method 2 noted in HDM §5.7.3). Improve superelevation (up to the maximum rate as necessary using AASHTO Superelevation Distribution Method 2) to have the recommended speed equal to the posted speed. Where the maximum rate is insufficient, install advisory speed signs as needed and consider additional treatments (e.g., chevrons, roadside clearing), as needed.	NA

**The Following Additional Elements Are For 2R and 3R Projects:**

<del>Super-elevation</del>	<del>For Freeway projects, the superelevation is to be improved to meet the values in HDM Ch 2, Exhibits 2-13 or 2-14 (which utilizes AASHTO Superelevation Distribution Method 5).</del>	<del></del>
<del>Speed Change Lanes</del>	<del>Speed change lanes should meet AASHTO "Green Book" Ch 10 standards. Shoulders for speed change lanes should meet HDM §2.7.5.3</del>	<del></del>
<del>Clear Zone(s)</del>	<del>Establish based on HDM §10.3.2.2 A for non-freeway and HDM §10.2.1 for freeways. Check all points of need (HDM §10.2.2.1).</del>	<del></del>
<del>Traffic Signals</del>	<del>Signal heads should be upgraded to meet current requirements. Detection systems should be evaluated for actuated signals and considered for fixed time signals. New traffic signals that meet the signal warrants may be included.</del>	<del></del>
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<del>Drainage</del>	<del>Closed drainage work may include new closed drainage structures, culverts, and the cleaning and repair of existing systems. Subsurface utility exploration should be considered for closed drainage system modifications.</del>	<del></del>
<del>Pedestrian &amp; Bicycle</del>	<del>Sidewalk curb ramps and existing sidewalks must meet HDM Chapter 18 requirements. Consider cross walks and pedestrian push buttons at signals. Install pedestrian countdown timers as needed. Minimum shoulder width of 4' if no curbing.</del>	<del></del>

## RESURFACING, RESTORATION, &amp; REHABILITATION

## Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 1 of 2)

PIN =		4760.50	Date =	06/20/2014	PIL, PII or HAL?	
Safety Assessment Team		Design = Traffic = Maintenance =	Wilder Street Grape Street to Brown Street			
ADT =		6,682	Posted Speed =	City Speed Limit: 30 mph		
<input checked="" type="checkbox"/>	Element	Guidance			Comments	
<b>The Following Elements Apply to all Single <u>and</u> Multicourse Resurfacing Projects (1R, 2R, and 3R):</b>						
<input checked="" type="checkbox"/>	Signing	<ul style="list-style-type: none"> <li>Regulatory and warning signs should be installed as needed in accordance with the National MUTCD and NYS Supplement. Review signs for condition (obvious fading or graffiti), location, post type (breakaway or rigid), appropriateness (need).</li> <li>Immediately notify the Resident Engineer of any missing regulatory or warning signs.</li> <li>Identify regulatory and warning signs obscured by vegetation for clearing and grubbing.</li> </ul>			Existing signs are in compliance with the National MUTCD	
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	Delineation	Install per the National MUTCD and NYS Supplement.			NA	
<input checked="" type="checkbox"/>	ADA	Sidewalk curb ramps and crosswalks must be in reasonably close conformance to the requirements in HDM Chapter 18. Exceptions must be justified per HDM Ch 2, Section 2.8. Sidewalks and pedestrian signal upgrades are not required.			ADA ramps and detectable warning surfaces will be provided.	
	Rumble Strips	Include CARDS as required by EI 13-021. On rural, high-speed highways with 6' or wider shoulders, consider shoulder rumble strips, particularly where there is a history of run-off-road crashes.			NA	
<input checked="" type="checkbox"/>	Sight Distance	<p>Consult HDM Chapters 2 and 5 to identify the standard sight distances for the posted speed. Clear and grub vegetation to improve the following sight distances that are observed to be substantially less than the standard (precise measurements and calculations are not required):</p> <ul style="list-style-type: none"> <li>Intersection sight distance for right on red at signalized intersections and for left, through and right turns at unsignalized intersections and major driveways.</li> <li>Sag vertical curve SSD obscured by overhead trees.</li> <li>Horizontal SSD.</li> </ul> <p>Consider intersection warning signs for segments with sight distances that are observed to be substantially less than the standard and will not be improved.</p>			Sight distances are acceptable	
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**Exhibit 7-1 Resurfacing ADA and Safety Assessment Form (Page 2 of 2)**

✓	Element	Guidance	Comments
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**The Following Additional Elements Are For 2R and 3R Projects:**

<del>Super-elevation</del>	<del>For Freeway projects, the superelevation is to be improved to meet the values in HDM Ch 2, Exhibits 2-13 or 2-14 (which utilizes AASHTO Superelevation Distribution Method 5).</del>	<del></del>
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**Appendix D – Smart Growth Checklist**

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# Smart Growth Screening Tool

PIN 4760.50

Prepared By: Erdman Anthony

## Smart Growth Screening Tool (STEP 1)

NYS DOT & 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: 2016 City of Rochester Highway Preventive Maintenance Group #3

Location of Project: City of Rochester, Monroe County, New York

Brief Description: 1R Project - Milling and Resurfacing

### 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)

The project is a 1R project that will restore the pavement condition by milling and resurfacing asphalt, with isolated areas of full depth repair where needed along the following streets in the City of Rochester:

N. Goodman Street (CSX Mainline to Garson Avenue)

E. Main Street (N. Clinton Avenue to N. Goodman Street)

University Ave (E. Main Street to N. Union Street)

Allen Street (Brown Street to Morrie Silver Way)

Brown Street (W. Main Street to State Street)

Morrie Silver Way (Oak Street to State Street)

Wilder Street (Grape Street to Brown Street)

### Maintenance Projects Only

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in NYS DOT PDM Exhibit 7-1 and described in 7-4:

<https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm>

➔ Shoulder rehabilitation and/or repair;

# Smart Growth Screening Tool

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- ➔ Upgrade sign(s) and/or traffic signals;
- ➔ Park & ride lot rehabilitation;
- ➔ 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:

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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:

- ➔ 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.
- ➔ Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- ➔ 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](http://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)

# Smart Growth Screening Tool

Improving pedestrian and bicycle access where feasible by installing curb ramps with detectable warning surfaces and by striping for bicycle lanes.

## 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)

The proposed project will restore the pavement conditions existing roads and improve pedestrian and bicycle access, thus improving alternate sources of transportation.

## D. Mixed Use Compact Development:

# Smart Growth Screening Tool

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)

This project will improve the existing roadway as well as pedestrian and bicycle access. The project site is not located in a brownfield redevelopment area. The surrounding land use will not be impacted or changed.

# Smart Growth Screening Tool

## E. Transportation and Access:

NYS DOT 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)

There is an existing bus route located within the project limits. The pedestrian and bicycle access exists and the project will improve areas where feasible.

## 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?

# Smart Growth Screening Tool

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)

There will be a Public Involvement Plan developed during preliminary engineering and will be implemented throughout final design and construction.

## 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?

# Smart Growth Screening Tool

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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)

The project is a 1R project that will restore the pavement condition by milling and resurfacing asphalt, with isolated areas of full depth repair where needed. The surrounding areas will not be impacted. All segments of the project are located in an archeological sensitive area, but the nature of the project will not have a significant impact to the adjacent properties.

# Smart Growth Screening Tool

---

## Smart Growth Impact Statement (STEP 2)

---

NYS DOT: 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:

Project Name:

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:

- 
- 
- 
- 
- 
- 

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.



# Smart Growth Screening Tool

---

## 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 E – Environmental Scoping Checklist**

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## Environmental Scoping Checklist

8/14

PIN: 4760.50	TYPE FUNDING: STP-Urban
DESCRIPTION: 2016 Highway Preventive Maintenance Group #3 N. Goodman St., E. Main St., University Ave., Allen St., Brown St., Morrie Silver Way and Wilder St.	TOWN: City of Rochester COUNTY: Monroe

<b>SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS</b>	RESOURCE PRESENT			RESOURCE IMPACTED			
	N/A	YES	NO	TBD	YES	NO	TBD
<b>Social</b>							
Land Use	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighborhoods and Community Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
General Social Groups Benefited or Harmed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
School Districts, Rec. Areas and Places of Worship	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Economic</b>							
Regional and Local Economies	<input type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Business Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Specific Business Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Environment</b>							
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Surface Waterbodies and Watercourses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wild, Scenic, and Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Navigable Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Coastal Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Aquifers, Wells, and Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stormwater Management	<input type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
General Ecology and Wildlife Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Critical Environmental Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreational Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Visual Resources	<input type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality	<input type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Energy	<input type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Asbestos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Contaminated and Hazardous Materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Construction Effects</b>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Indirect (Secondary) Effects</b>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Environmental Cumulative Effects</b>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Scoping Checklist

8/14

PERMITS	APP.	N/A	TBD
<b>NYSDEC:</b>			
State Pollutant Discharge Elimination System (SPDES) General Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
New York State Department of Environmental Conservation, Article 24-Freshwater Wetlands Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mined Land Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Floodplain Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wild, Scenic, Recreational Rivers Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality Certification (Blanket Sec 401)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality Certification (Individual Sec 401)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>USCG:</b>			
U.S. Coast Guard Section 9 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>USACOE:</b>			
U.S. Army Corps of Engineers, Section 404 & 10 Nationwide Permit – PCN <input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
U.S. Army Corps of Engineers, Section 404 Individual Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
U.S. Army Corps of Engineers, Section 10 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>NYSDOS:</b>			
Coastal Zone Consistency Certification Statement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>EPA:</b>			
NPDES General Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXECUTIVE ORDERS (Federal Aid)	APP.	N/A	TBD
EO 11990 Protection of Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EO 11988 Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EO 12372 Groundwater Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EO 13112 Invasive Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EO 12898 Environmental Justice	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

OTHER APPROVALS / AUTHORIZATIONS	APP.	N/A	TBD
Section 106 (National Historic Preservation Act) – SHPO, FHWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 4(f) (Park, Wildlife Refuge and Historic Sites) - Resource Agency, FHWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 6(f) (Land and Water Conservation Funds)- Resource Agency, FHWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local Waterfront Revitalization Prog. Consistency Rev. – Municipality, NYSDOS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Endangered Species Act – NYSDEC, USFWS, USACE, FHWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Migratory Bird Act - USFWS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>Responsible Local Official Signature</b> _____	<b>Date</b> _____
---	-------------------



MEMORANDUM  
DEPARTMENT OF TRANSPORTATION

**TO:** Craig Ekstrom, Regional Local Project Liaison  
**FROM:** Chris Caraccilo, Regional Cultural Resource Coordinator  
**SUBJECT:** PROJECT SUBMITTAL PACKAGE – SECTION 106 RECOMMENDATIONS  
**PIN 4760.50, 2016 PREVENTATIVE MAINTENANCE - GROUP #3  
CITY OF ROCHESTER, MONROE COUNTY**

August 5, 2014

As the Regional Cultural Resource Coordinator (RCRC) I have reviewed the Project Submittal Package (PSP) prepared for the above referenced Locally Administered Federal Aid project for assessment of obligations under Section 106 of the National Historic Preservation Act (36 CFR Part 800).

Based on review of this PSP, I conclude:

- The project activities have no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1) therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. This determination should be recorded in the project environmental documentation.

The project activities may cause effects on historic properties:

- However, this is no potential for historic properties present. Therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. This determination should be recorded in the project environmental documentation.
- A Phase I Cultural Resource Survey is needed to identify historic and cultural resources. Based on project description and activities, the following preliminary Area of Potential Effect is recommended.
- Based on project description and activities in the PSP a preliminary Area of Potential Effect is provided.
- A bridge inventory and evaluation of National Register eligibility is needed for BIN \_\_\_\_\_, a pre-1961 bridge that has not been previously evaluated.
- A Finding Documentation package is needed to assess the project effect on one or more previously identified National Register (NR) listed and/ or NR eligible historic buildings, structures, bridges, districts, objects, or sites.
- The following additional information is needed to complete our assessment:
  - Detailed project description & activities
  - Project location map showing project limits (USGS Quad)
  - BIN and date of construction for pre-1961 bridge(s)
  - Approximate limits of ground disturbance associated with proposed project activities (vertical & horizontal)
  - Photos of buildings
  - Other

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE  
**Section 106 of the National Historic Preservation Act**  
**For Locally-Administered Federal-Aid Projects**

**DATE:** July 31, 2014      **PIN:** 4760.50      **BIN:** N/A

**IDENTIFICATION**

**Project Name (if any):** 2016 Preventive Maintenance - Group #3

**Project Area Boundaries:** See attached mapping for project limits.  
(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

**County:** Monroe      **Town/City** City of Rochester      **Village/Hamlet:** \_\_\_\_\_

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?       **Yes**       **No**  
If yes:

- 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 previously evaluated 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**

**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)

<b>LOCAL SPONSOR CONTACT</b>	
<b>Name:</b> <u>James McIntosh, PE</u>	<b>Title:</b> <u>City Engineer</u>
<b>Firm/Agency:</b> <u>City of Rochester</u>	
<b>Address</b> <u>30 Church Street</u>	
<b>City:</b> <u>Rochester</u>	<b>State:</b> <u>New York</u> <b>Zip:</b> <u>14614</u>
<b>Phone</b> <u>(585) 428-6828</u>	<b>E-Mail</b> <u>Jim.McIntosh@cityofrochester.gov</u>
<b>Consultant Name &amp; Phone:</b> <u>Erdman Anthony, (585) 427-8888</u>	

**Project Needs/Description:**

Pavement conditions have deteriorated as a result of snow-and ice, utility cuts and traffic loading. These conditions are allowing water to infiltrate into the sub-base thereby compromising the structural integrity and making it susceptible to accelerated damage.

The proposed project is a 1R pavement rehabilitation project that involves milling and resurfacing activities along the following City streets:

- Segment 1: N. Goodman Street (CSX Mainline to Garson Avenue)
- Segment 2: E. Main Street (N. Clinton Avenue to N. Goodman Street)
- Segment 3: University Avenue (E. Main Street to N. Union Street)
- Segment 4: Allen Street (Brown Street to Morrie Silver Way)
- Segment 5: Brown Street (W. Main Street to State Street)
- Segment 6: Morrie Silver Way (Oak Street to State Street)
- Segment 7: Wilder Street (Grape Street to Brown Street)

**The project will be developed with the following objectives:**

The focus of this project is to perform pavement resurfacing (1R), spot pavement/joint repairs, drainage structure adjustment/cleaning. Pavement sufficiency will be increased to greater than '6' to extend the service life of the roadway by 15 years.

**Preferred Project Alternative:**

The recommended pavement treatment for all segments of this project is to restore the pavement section is as follows:

- 1) milling existing pavement;
- 2) spot pavement repairs at deteriorated pavement sections;
- 3) spot clean / adjust drainage basins, including replacement of frames and grates as needed;
- 4) replace signal loops impacted by the project;
- 5) install a new HMA wearing surface; and
- 6) install pavement markings to match the current configuration. Existing travel lane and turn lane widths and configurations would be retained, accept in areas where parking may be removed to provide space for bicycle lanes.

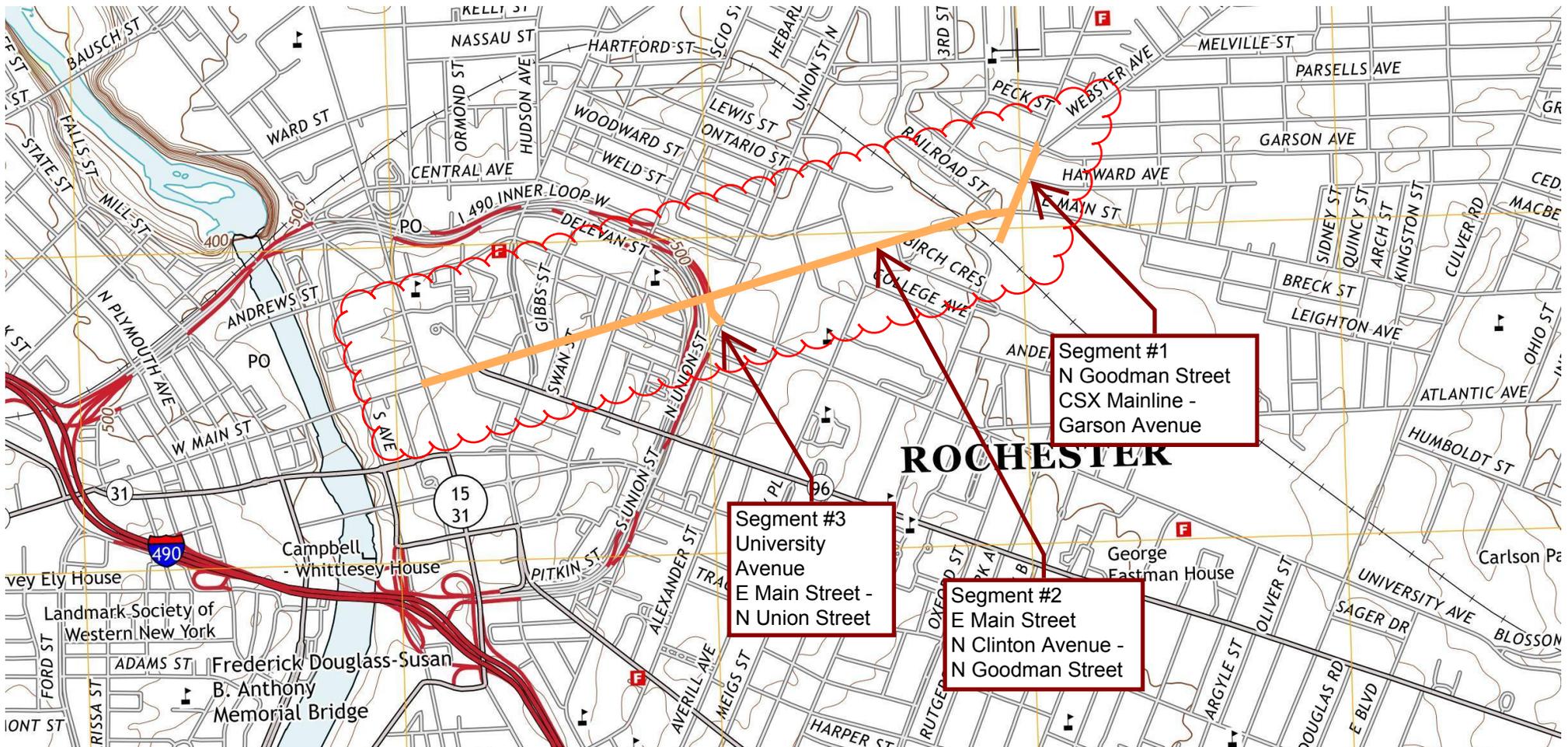
**Attachments:**

- Attachment 1: Project Location Map (Figure 1 & 2)
- Attachment 2: Historical Topographical Map (Figure 3 & 4)
- Attachment 3: Aerial Map (Figure 5 & 6)
- Attachment 4: Ground Photographs of the Project Corridor
- Attachment 5: Map with Photo Locations (Figure 7 & 8)
- Attachment 6: Archeologically Sensitive Area Map (Figure 9 & 10)

**Attachment 1  
Figure 1 & 2  
Project Location Map**

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**FIGURE 1  
- PROJECT LOCATION MAP -**

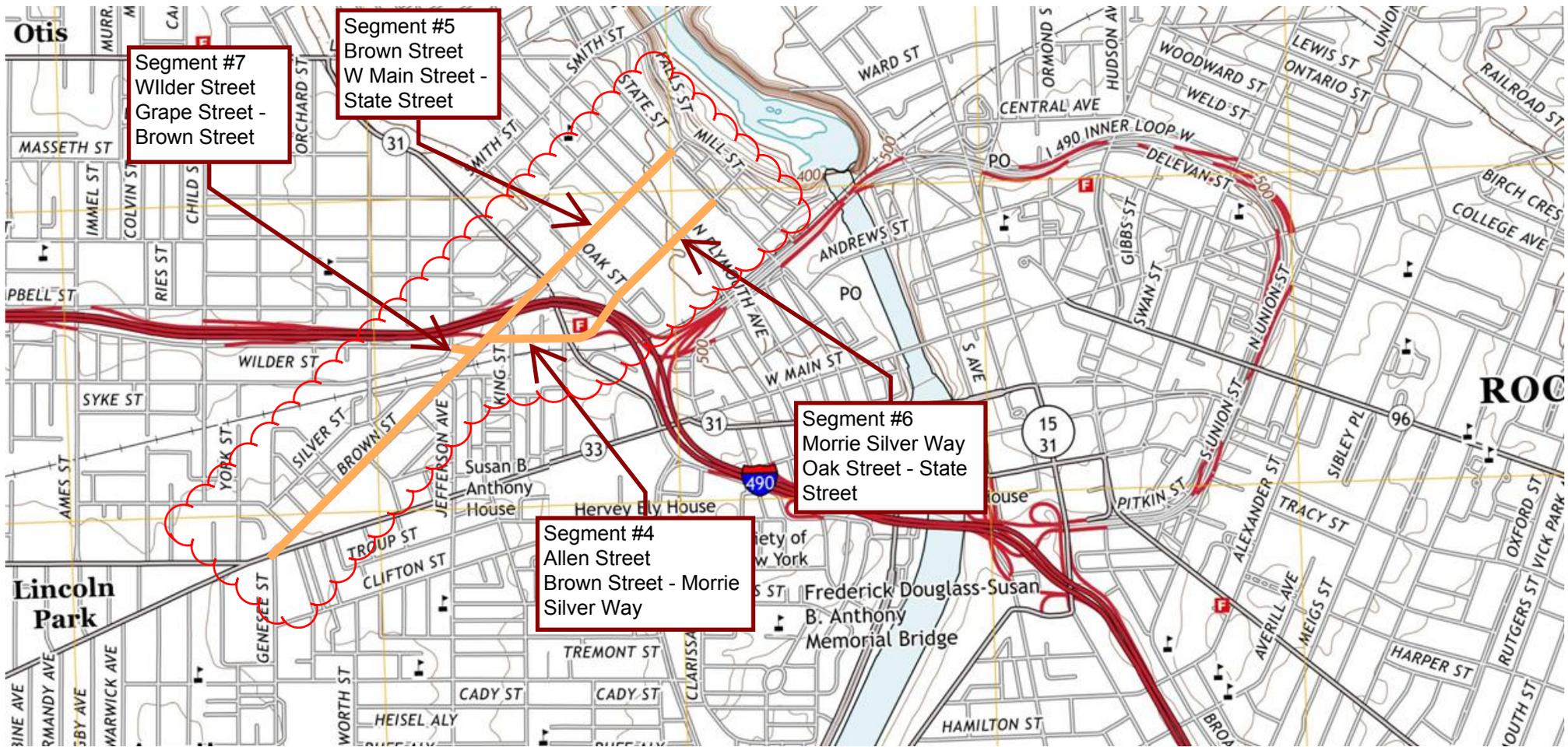


**N GOODMAN STREET - CSX Mainline to Garson Avenue  
E MAIN STREET - N Clinton Avenue to N Goodman Street  
UNIVERSITY AVENUE - E Main Street to N Union Street**

**CITY OF ROCHESTER  
PIN 4760.50**



**FIGURE 2  
- PROJECT LOCATION MAP -**



**ALLEN STREET - Brown Street to Morrie Silver Way**  
**BROWN STREET - W Main Street to State Street**  
**MORRIE SILVER WAY - Oak Street to State Street**  
**WILDER STREET- Grape Street to Brown Street**  
**CITY OF ROCHESTER**  
**PIN 4760.50**



**Attachment 2  
Figure 3 & 4  
Historical Topographical Map**

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**FIGURE 3**  
**- HISTORICAL TOPOGRAPHIC MAP -**



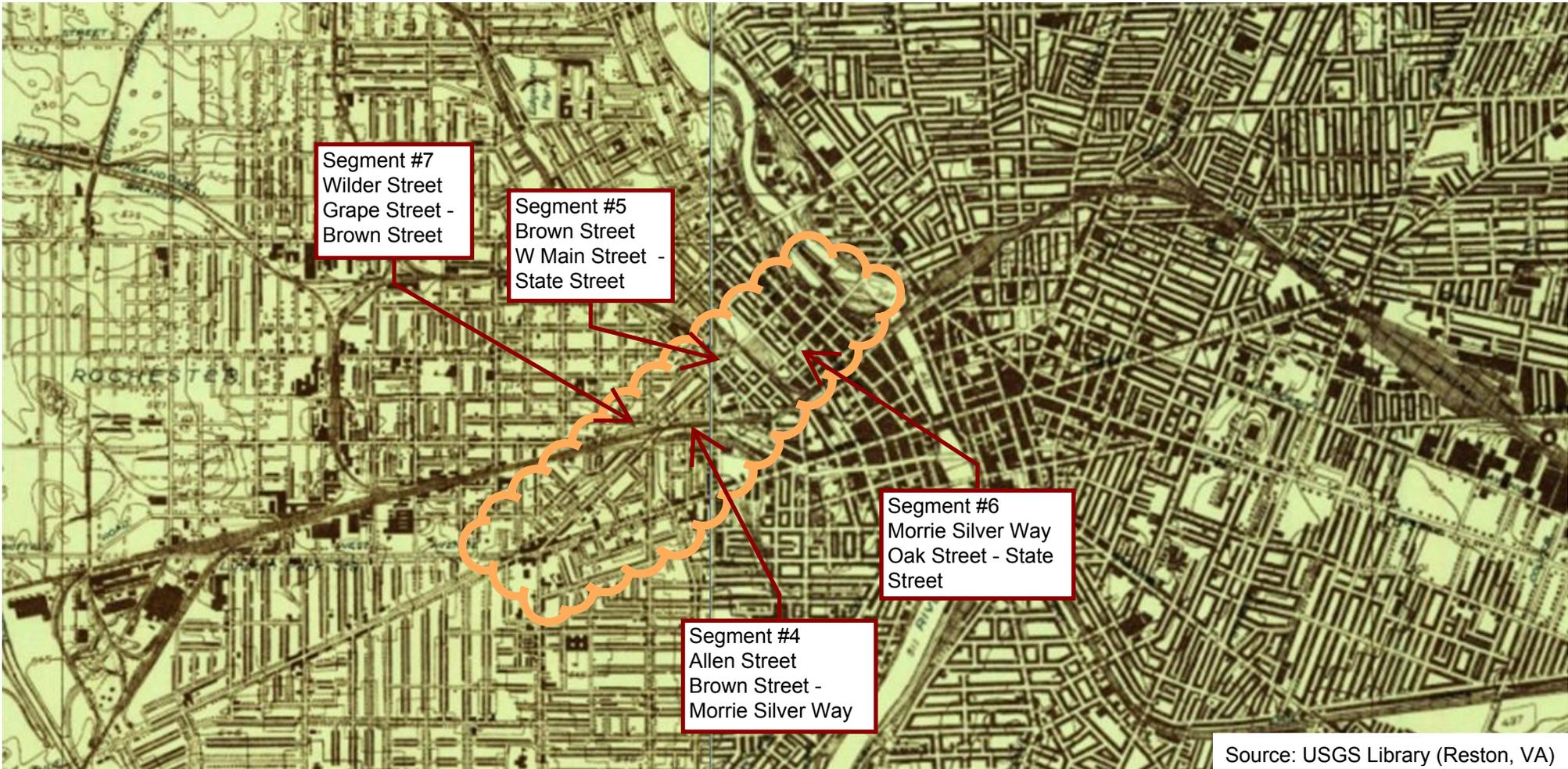
**N GOODMAN STREET - CSX Mainline to Garson Avenue**  
**E MAIN STREET - N Clinton Avenue to N Goodman Street**  
**UNIVERSITY AVENUE - E Main Street to N Union Street**



**CITY OF ROCHESTER**  
**PIN 4760.50**



**FIGURE 4**  
**- HISTORICAL TOPOGRAPHIC MAP -**



**ALLEN STREET - Brown Street to Morrie Silver Way**  
**BROWN STREET - W Main Street to State Street**  
**MORRIE SILVER WAY - Oak Street to State Street**  
**WILDER STREET- Grape Street to Brown Street**  
**CITY OF ROCHESTER**  
**PIN 4760.50**



**Attachment 3  
Figure 5 & 6  
Aerial Map**

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**FIGURE 5**  
**- AERIAL PHOTOGRAPH -**



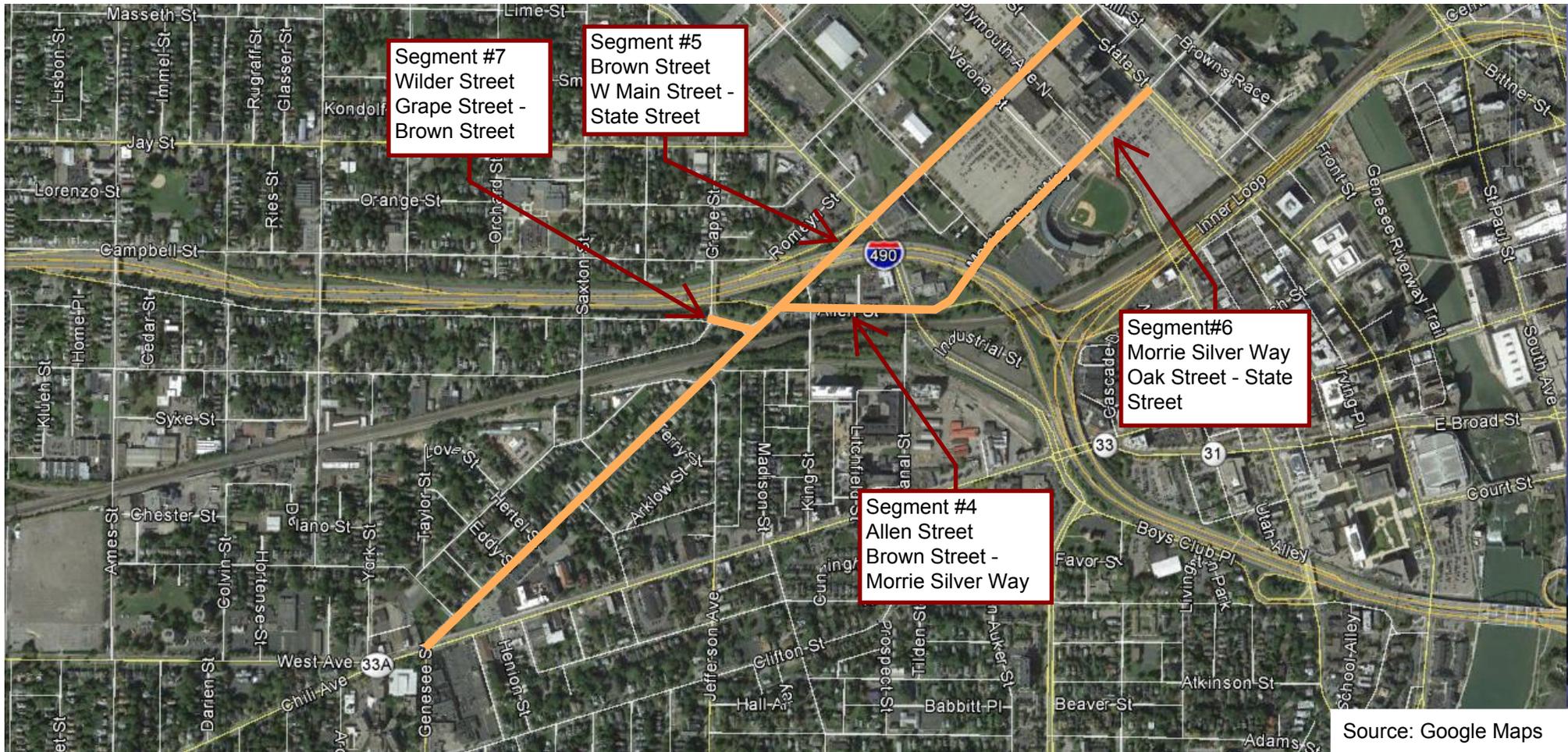
**N GOODMAN STREET - CSX Mainline to Garson Avenue**  
**E MAIN STREET - N Clinton Avenue to N Goodman Street**  
**UNIVERSITY AVENUE - E Main Street to N Union Street**



**CITY OF ROCHESTER**  
**PIN 4760.50**



**FIGURE 6**  
**- AERIAL PHOTOGRAPH -**



**ALLEN STREET - Brown Street to Morrie Silver Way**  
**BROWN STREET - W Main Street to State Street**  
**MORRIE SILVER WAY - Oak Street to State Street**  
**WILDER STREET - Grape Street to Brown Street**  
**CITY OF ROCHESTER**  
**PIN 4760.50**

**Attachment 4**  
**Ground Photographs of the Project Corridor**

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**PHOTO 1**

**NOTES:**

View looking  
East on E Main  
St towards  
Franklin St  
(Segment 2)

**Date: 5-21-14**



**PHOTO 2**

**NOTES:**

View looking  
East on E Main  
St the  
intersection at  
Chestnut St  
(Segment 2)

**Date: 5-21-14**



**PHOTO 3**

**NOTES:**

View looking East on E Main St at the intersection at Windsor St (Segment 2)

**Date: 5-21-14**



**PHOTO 4**

**NOTES:**

View looking East on E Main St at the intersection at Parker Alley (Segment 2)

**Date: 5-21-14**



**PHOTO 5**

**NOTES:**

View looking East on E Main St looking towards Prince St (Segment 2)

**Date: 5-21-14**



**PHOTO 6**

**NOTES:**

View looking East on E Main St approaching the intersection with Circle St (Segment 2)

**Date: 5-21-14**



**PHOTO 7**

**NOTES:**

View looking South on N Goodman St from the intersection with E. Main St (Segment 1)

**Date: 5-21-14**



**PHOTO 8**

**NOTES:**

View looking North on N Goodman St from the intersection with E. Main St. (Segment 1)

**Date: 5-21-14**



**PHOTO 9**

**NOTES:**

View looking North on N Union St approaching the intersection with E Main St (Segment 3)

**Date: 5-21-14**



**PHOTO 10**

**NOTES:**

View looking North on Brown from the intersection at Kensington St. (Segment 5)

**Date: 5-21-14**



**PHOTO 11**

**NOTES:**  
View looking  
North on  
Brown St from  
the  
intersection  
with Eddy St.  
(Segment 5)

**Date: 5-21-14**



**PHOTO 12**

**NOTES:**  
View looking  
North on  
Brown St from  
the  
intersection at  
Saxton St.  
(Segment 5)

**Date: 5-21-14**



**PHOTO 13**

**NOTES:**  
View looking  
North on  
Brown St from  
the  
intersection  
with Jefferson  
Ave.  
(Segment 5)

**Date: 5-21-14**



**PHOTO 14**

**NOTES:**  
View looking  
East on Wilder  
St. from the  
intersection  
with Grape St.  
(Segment 7)

**Date: 5-21-14**



**PHOTO 15**

**NOTES:**

View looking West on Allen St. towards the intersection with Litchfield St. (Segment 4)

**Date: 5-21-14**



**PHOTO 16**

**NOTES:**

View looking East on Allen St. towards the intersection at Broad St. (Segment 4)

**Date: 5-21-14**



**PHOTO 17**

**NOTES:**

View looking North on Morrie Silver Way from the intersection with Oak St. (Segment 6)

**Date: 5-21-14**



**PHOTO 18**

**NOTES:**

View looking North on Morrie Silver Way from the intersection with Verona St. (Segment 6)

**Date: 6-24-14**



**PHOTO 19**

**NOTES:**

View looking South on Brown Street from the intersection with Frankfort St. (Segment 5)

**Date: 6-24-14**



**PHOTO 20**

**NOTES:**

View looking South on Brown Street towards the intersection with Verona St. (Segment 5)

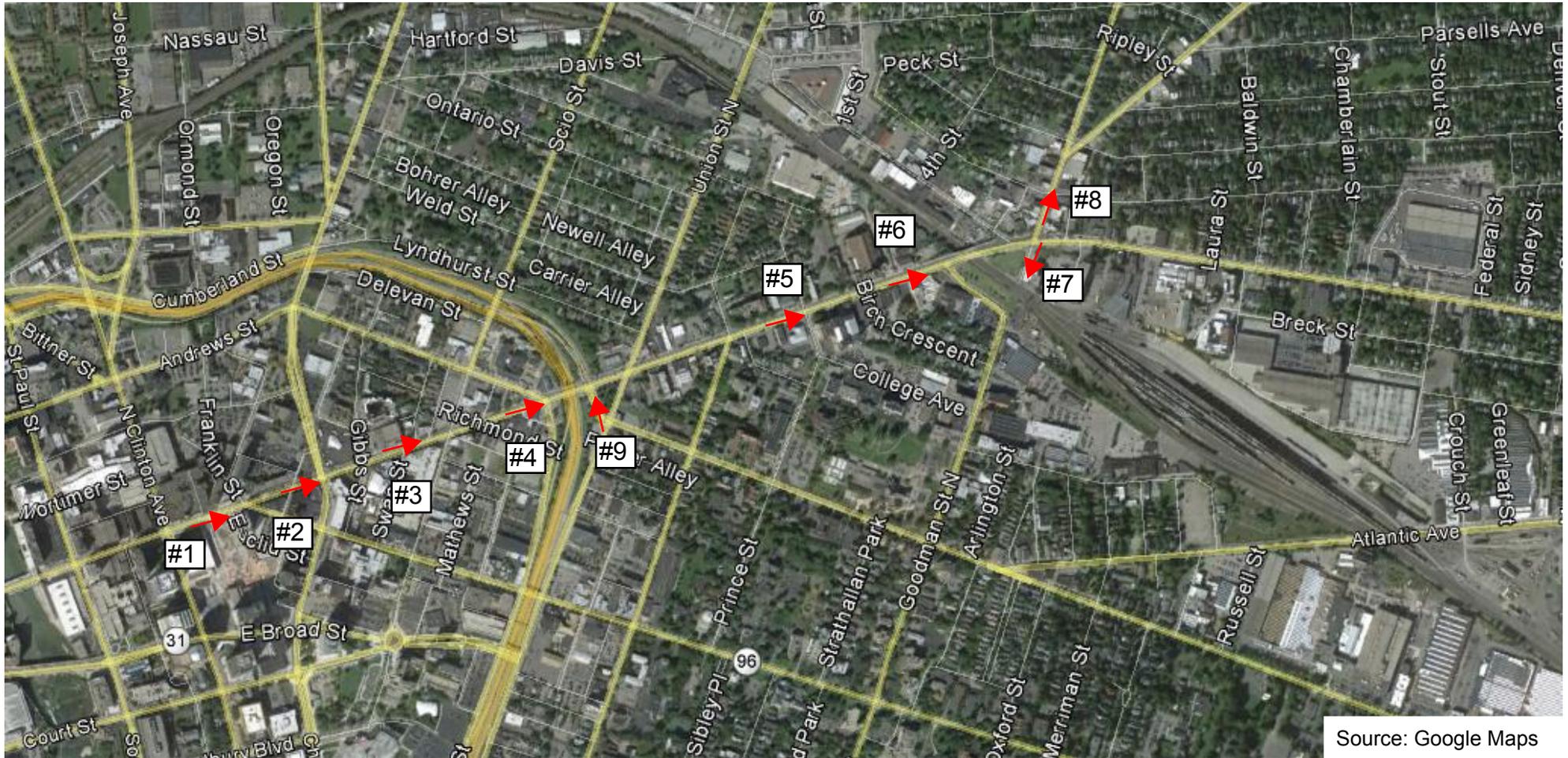
**Date: 6-24-14**



**Attachment 5**  
**Figure 7 & 8**  
**Map with Photo Locations**

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**FIGURE 7**  
**- MAP WITH PHOTO LOCATIONS -**



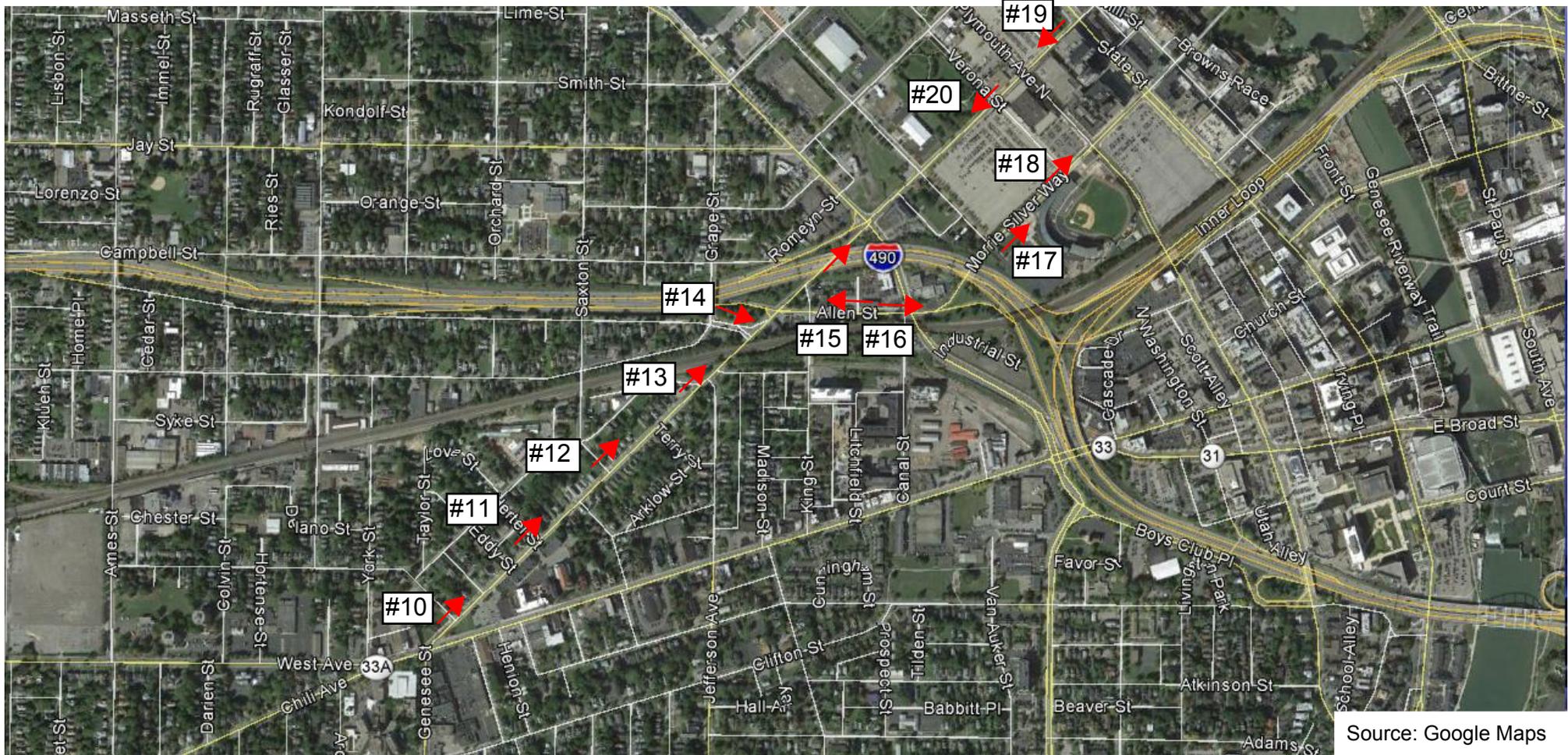
**N GOODMAN STREET - CSX Mainline to Garson Avenue**  
**E MAIN STREET - N Clinton Avenue to N Goodman Street**  
**UNIVERSITY AVENUE - E Main Street to N Union Street**



**CITY OF ROCHESTER**  
**PIN 4760.50**



**FIGURE 8**  
**- MAP WITH PHOTO LOCATIONS -**



Source: Google Maps

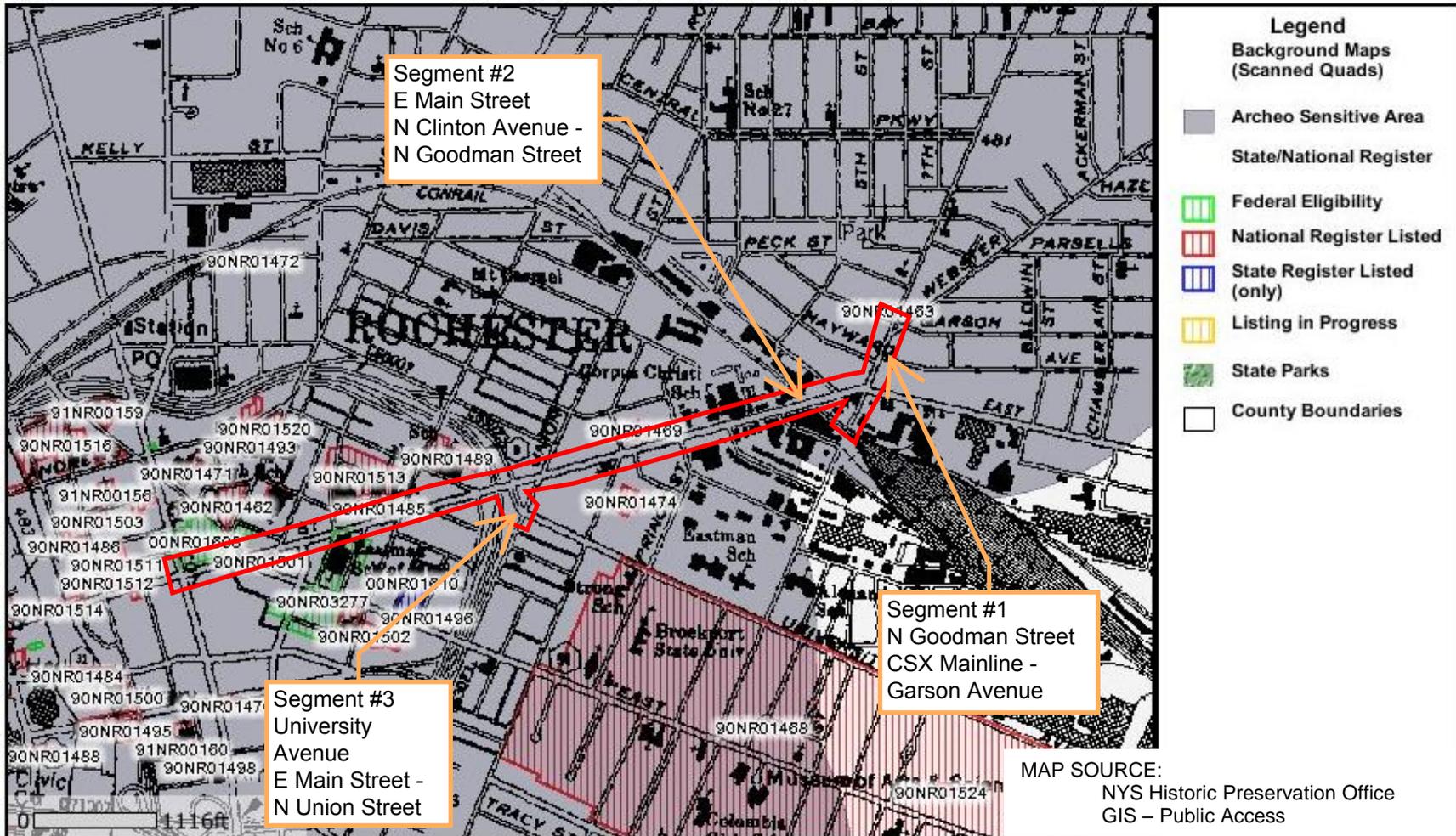
**ALLEN STREET - Brown Street to Morrie Silver Way**  
**BROWN STREET - W Main Street to State Street**  
**MORRIE SILVER WAY - Oak Street to State Street**  
**WILDER STREET- Grape Street to Brown Street**  
**CITY OF ROCHESTER**  
**PIN 4760.50**



**Attachment 6  
Figure 9 & 10  
Archeologically Sensitive Area Map**

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**FIGURE 9**  
**- ARCHEOLOGICALLY SENSITIVE AREA MAP -**



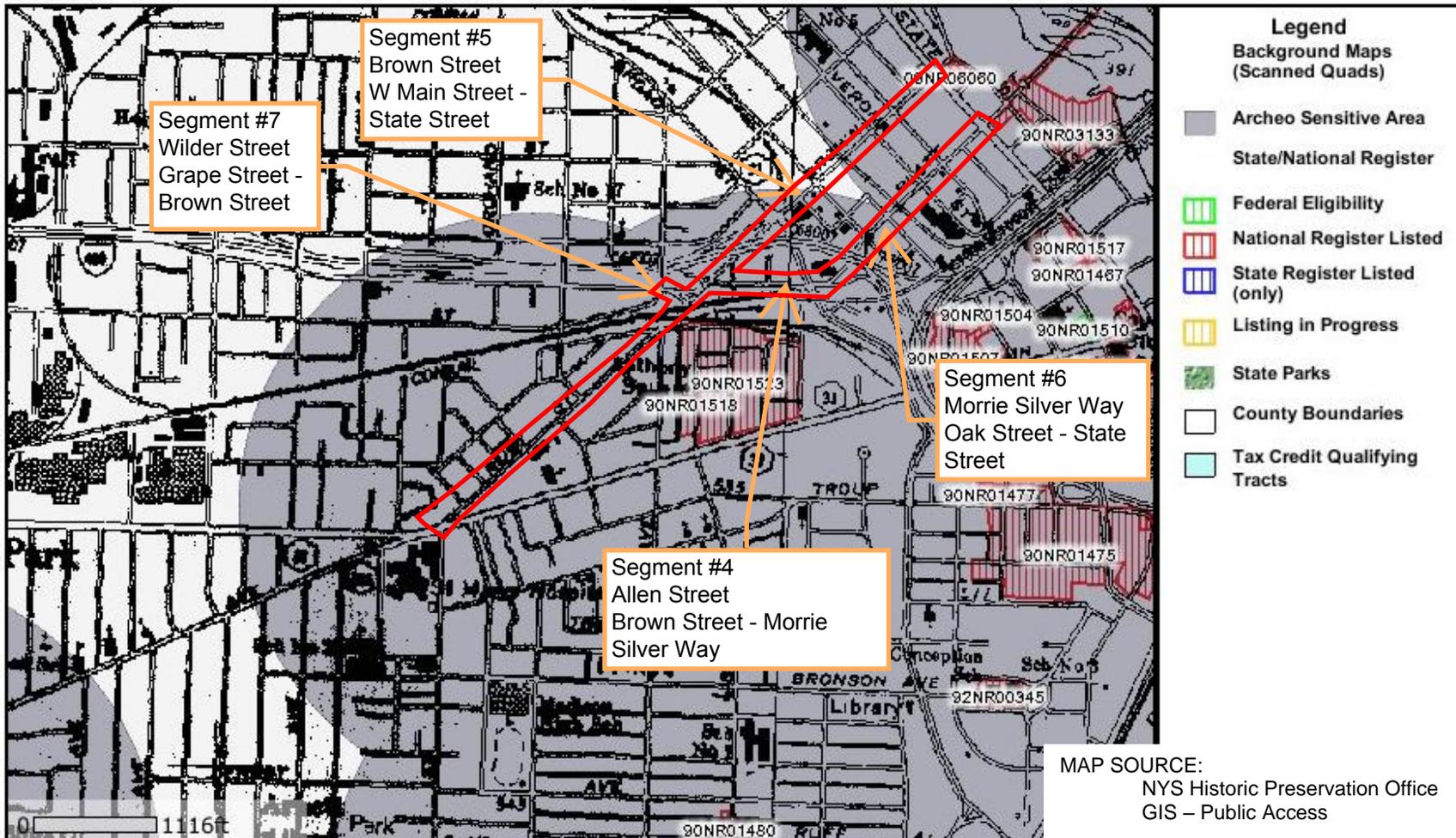
**N GOODMAN STREET - CSX Mainline to Garson Avenue**  
**E MAIN STREET - N Clinton Avenue to N Goodman Street**  
**UNIVERSITY AVENUE - E Main Street to N Union Street**



**CITY OF ROCHESTER**  
 PIN 4760.50



**FIGURE 10**  
**- ARCHEOLOGICALLY SENSITIVE AREA MAP -**



**ALLEN STREET - Brown Street to Morrie Silver Way**  
**BROWN STREET - W Main Street to State Street**  
**MORRIE SILVER WAY - Oak Street to State Street**  
**WILDER STREET- Grape Street to Brown Street**  
**CITY OF ROCHESTER**  
**PIN 4760.50**



## **Appendix F – Pavement Evaluation & Treatment Selection (PETSr)**

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# PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)

7/2014

N GOODMAN STREET

## General

Region: 04 County: Monroe Route No.: N Goodman St PIN: 4760.50

Project Description: City of Rochester, 2016 Highway Preventive Maintenance Group #3

Begin RM: CSX Mainline End RM: Garson Ave Total Length: 0.19 miles

Latest Pavement Rehabilitation/Treatment Date(s): Mill & Resurface, Rehabilitation / 1995

Original Contract Date(s): UNKNOWN

## Related Pavement Data:

Traffic AADT (Range): 13,645 Date: 2011 % Trucks: 21

Sufficiency Rating Surface Score: 5 Date: 2013

## Roadway Features

Roadway: Divided  Non-Divided

Median: NA Flush  Raised  Concrete Median Barrier

Curbs: Mountable  Non-Mountable  HMA  PCC  Stone

Gutter: None  Present  Location:

MIARDS/CARDS: None  Present  Location:

### Travel Lanes:

Number: 4 Width(s): 4 @ 12' (50' c-c)

Type: Reinforced PCC  Non-Reinforced PCC  HMA  HMA over PCC

Thickness (normal): Total: (HMA: 12 3/4"-13" PCC: - )

**See pavement core data B-11 and B-12**

Reinforced and Non-Reinforced PCC Pavements only:

Slab Length:

Load Transfer Type: Dowels  2 Component

Transverse Joints: Contraction  Expansion

Subbase: Type: Thickness (nominal):

Shoulders: None

Type: HMA  PCC  Gravel  Thickness:

Surface Treatment/Stabilized Gravel  Thickness:

Width: Left: Right:

Drainage Type: Open System  Closed System

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

N GOODMAN STREET

**PAVEMENT DISTRESS**

**SEVERITY – Typical for Length of Project COMMENTS**

Wheelpath Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Transverse Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Longitudinal Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Edge Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Raveling	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Rutting	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Corrugations	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Settlements/Heaves	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Other	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SEE PAVEMENT EVALUATION  
SUMMARY SHEET  
TABLE 1**

**SHOULDER DISTRESS**

**SEVERITY – Typical for Length of Project COMMENTS**

Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Separation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Drop Off	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Deformation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SHOULDER INCLUDED IN  
MAIN PAVEMENT AREA**

**EXISTING PAVEMENT CONDITION REMARKS:**

See pavement evaluation table 1 and comments in the design report

**EXISTING SHOULDER REMARKS:**

Shoulder evaluation included above

**REMARKS AND PAVEMENT RECOMMENDATIONS:**

Mill existing pavement surface; place T & L course as needed to achieve cross slope, if necessary; tack coat milled surface; and place new hot mix asphalt.

**GEOTECHNICAL REMARKS AND RECOMMENDATIONS:**

See Core Observations and Photographs in Asphalt Coring Report



PAVEMENT FIELD EVALUATION REPORT  
 2016 Highway Preventive Maintenance Group #3  
 PIN 4760.50

N Goodman, E Main, University Ave, Allen St, Brown St, Morrie Silver Way and Wilder St

**TABLE 1**

Segment 1      N Goodman      CSX Mainline to Garson Avenue

DISTRESS	SEVERITY		SECTION										REMARKS			
			Beginning	1	2	3	4	5	6	7	8	9		10		
			Ending	CSX Main	Main Garson											
WHEELPATH CRACKING	None	None	X	X												
	Low	Single Crack														
	Medium	Multiple Cracks														
	High	Mult. Cracks w/Potholes														
TRANSVERSE CRACKING	None	None														
	Low	Single Crack														
	Medium	Multiple Cracks	X	X												
	High	Mult. Cracks w/Potholes														
LONGITUDINAL CRACKING	None	None														
	Low	Single Crack														
	Medium	Multiple Cracks	X	X												
	High	Mult. Cracks w/Potholes														
EDGE CRACKING	None	None		X												
	Low	Single Crack														
	Medium	Multiple Cracks	X													
	High	Mult. Cracks w/Potholes														
RAVELLING	None	None														
	Present	Present	X	X												Some noted at repair
WHEELPATH RUTTING	None	None	X													
	Low	<3/8"		X												Hayward to Garrison was < 3/8"
	Medium	3/8" - 3/4"		X												Hayward to Main was 3/8" to 1"
	High	>3/4"														
CORRUGATIONS	None	None														
	Low	Present	X	X												One location
SETTLEMENTS / HEAVES	Medium	None		X												Numerous utility repairs, some settlement was
	High	Present	X													noted at one location

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

N GOODMAN STREET

**Treatment Options:**

- 1.
- 2.
- 3.

**Results of Life Cycle Cost Analysis:**

**Recommendations:**

(585) 427-8888

If you have any questions regarding this report, please contact William McCormick

---

**Prepared by:** William McCormick, PE  
**Date:** 07/30/2014

**Approved by:**  
**Date:**

**Professional Engineering Seal for Recommendations to Use Beyond  
Preservation Treatments:**

# PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)

7/2014

E MAIN STREET

## General

Region: 04 County: Monroe Route No.: E Main Street PIN: 4760.50

Project Description: City of Rochester, 2016 Highway Preventive Maintenance Group #3

Begin RM: N Clinton Ave End RM: N Goodman St Total Length: 1.21 miles

Latest Pavement Rehabilitation/Treatment Date(s): Varies: Rehabilitation, Mill & Resurface / 2002

Original Contract Date(s): UNKNOWN

## Related Pavement Data:

Traffic AADT (Range): 10,832 - 24,705 Date: 2010-2011 % Trucks: NA

Sufficiency Rating Surface Score: 5 Date: 2013

## Roadway Features

Roadway: Divided  Non-Divided

Median: NA Flush  Raised  Concrete Median Barrier

Curbs: Mountable  Non-Mountable  HMA  PCC  Stone

Gutter: None  Present  Location:

MIARDS/CARDS: None  Present  Location:

### Travel Lanes:

Number: 4-6 Width(s): Varies: 57'-76'

Type: Reinforced PCC  Non-Reinforced PCC  HMA  HMA over PCC

Thickness (normal): Total: (HMA: 9 3/4" PCC: \* )

Reinforced and Non-Reinforced PCC Pavements only:

Slab Length:

Load Transfer Type: Dowels  2 Component

Transverse Joints: Contraction  Expansion

Subbase: Type: Thickness (nominal):

### Shoulders: None

Type: HMA  PCC  Gravel  Thickness:

Surface Treatment/Stabilized Gravel  Thickness:

Width: Left: Right:

Drainage Type: Open System  Closed System

\* Vicinity of University Ave  
6"-6 1/2" asphalt  
over 8" +/- concrete

**See pavement core  
data B-1 to B-9**

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

E MAIN STREET

**PAVEMENT DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Wheelpath Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Transverse Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Longitudinal Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Edge Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Raveling	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Rutting	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Corrugations	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Settlements/Heaves	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Other	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SEE PAVEMENT EVALUATION  
SUMMARY SHEET  
TABLE 2**

**SHOULDER DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Separation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Drop Off	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Deformation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SHOULDER INCLUDED IN  
MAIN PAVEMENT AREA**

**EXISTING PAVEMENT CONDITION REMARKS:**

See pavement evaluation table 2 and comments in the design report

**EXISTING SHOULDER REMARKS:**

Shoulder evaluation included above

**REMARKS AND PAVEMENT RECOMMENDATIONS:**

Mill existing pavement surface; place T & L course as needed to achieve cross slope, if necessary; tack coat milled surface; and place new hot mix asphalt.

**GEOTECHNICAL REMARKS AND RECOMMENDATIONS:**

See Core Observations and Photographs in Asphalt Coring Report



PAVEMENT FIELD EVALUATION REPORT  
2016 Highway Preventive Maintenance Group #3  
PIN 4760.50

N Goodman, E Main, University Ave, Allen St, Brown St, Morrie Silver Way and Wilder St

**TABLE 2**

Segment 2                      E Main Street                      N Clinton Avenue to N Goodman Street

DISTRESS	SEVERITY		SECTION										REMARKS
			1	2	3	4	5	6	7	8	9	10	
			Beginning Ending	Clinton East	East Chestnut	Chestnut Scio	Scio University	University Union	Union Prince	Prince Birch	Birch CSX Bridge	CSX Bridge Goodman	
WHEELPATH CRACKING	None	None	X	X	X	X	X	X					
	Low	Single Crack									X	X	
	Medium	Multiple Cracks								X			Worst between Prince and Birch
	High	Mult. Cracks w/Potholes											
TRANSVERSE CRACKING	None	None											
	Low	Single Crack	X	X								X	
	Medium	Multiple Cracks	X		X	X	X	X	X	X			
	High	Mult. Cracks w/Potholes											
LONGITUDINAL CRACKING	None	None											
	Low	Single Crack							X			X	Single crack at centerline joint, multiple cracks
	Medium	Multiple Cracks	X	X	X	X	X		X	X	X		noted between lanes.
	High	Mult. Cracks w/Potholes											
EDGE CRACKING	None	None											
	Low	Single Crack											
	Medium	Multiple Cracks	X	X	X	X	X	X	X	X	X		
	High	Mult. Cracks w/Potholes											
RAVELLING	None	None	X	X	X	X	X	X		X	X	X	
	Present	Present								X			
WHEELPATH RUTTING	None	None							X				
	Low	<3/8"	X	X				X		X	X		
	Medium	3/8" - 3/4"			X	X	X					X	Rutting at RTS bus stops is bad
	High	>3/4"				X							
CORRUGATIONS	None	None	X	X			X				X	X	
	Low	Present			X	X		X	X				Intersection at Birch Street in poor shape
SETTLEMENTS / HEAVES	Medium	None			X	X	X	X	X	X	X		
	High	Present	X	X									A number of concrete bus stop flags have settled

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

E MAIN STREET

**Treatment Options:**

- 1.
- 2.
- 3.

**Results of Life Cycle Cost Analysis:**

**Recommendations:**

(585) 427-8888

If you have any questions regarding this report, please contact William McCormick

---

**Prepared by:** William McCormick, PE  
**Date:** 07/30/2014

**Approved by:**  
**Date:**

**Professional Engineering Seal for Recommendations to Use Beyond  
Preservation Treatments:**

# PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)

7/2014

UNIVERSITY AVENUE

## General

Region: 04 County: Monroe Route No.: University Avenue PIN: 4760.50

Project Description: City of Rochester, 2016 Highway Preventive Maintenance Group #3

Begin RM: E Main St End RM: N Union St Total Length: 0.05 miles

Latest Pavement Rehabilitation/Treatment Date(s): Overlay / 1992

Original Contract Date(s): UNKNOWN

## Related Pavement Data:

Traffic AADT (Range): 11,283 Date: 2009 % Trucks: NA

Sufficiency Rating Surface Score: 5 Date: 2013

## Roadway Features

Roadway: Divided  Non-Divided

Median: Flush  Raised  Concrete Median Barrier

Curbs: Mountable  Non-Mountable  HMA  PCC  Stone

Gutter: None  Present  Location:

MIARDS/CARDS: None  Present  Location:

### Travel Lanes:

Number: 5 Width(s): 60'

Type: Reinforced PCC  Non-Reinforced PCC  HMA  HMA over PCC

Thickness (normal): Total: (HMA: 2" PCC: 10" )

**See pavement core data B-10**

Reinforced and Non-Reinforced PCC Pavements only:

Slab Length:

Load Transfer Type: Dowels  2 Component

Transverse Joints: Contraction  Expansion

Subbase: Type: Thickness (nominal):

Shoulders: None

Type: HMA  PCC  Gravel  Thickness:

Surface Treatment/Stabilized Gravel  Thickness:

Width: Left: Right:

Drainage Type: Open System  Closed System

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

UNIVERSITY AVENUE

**PAVEMENT DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Wheelpath Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Transverse Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Longitudinal Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Edge Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Raveling	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Rutting	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Corrugations	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Settlements/Heaves	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Other	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SEE PAVEMENT EVALUATION  
SUMMARY SHEET  
TABLE 3**

**SHOULDER DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Separation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Drop Off	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Deformation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SHOULDER INCLUDED IN  
MAIN PAVEMENT AREA**

**EXISTING PAVEMENT CONDITION REMARKS:**

See pavement evaluation table 3 and comments in the design report

**EXISTING SHOULDER REMARKS:**

Shoulder evaluation included above

**REMARKS AND PAVEMENT RECOMMENDATIONS:**

Mill existing pavement surface; place T & L course as needed to achieve cross slope, if necessary; tack coat milled surface; and place new hot mix asphalt.

**GEOTECHNICAL REMARKS AND RECOMMENDATIONS:**

See Core Observations and Photographs in Asphalt Coring Report



**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

UNIVERSITY AVENUE

**Treatment Options:**

- 1.
- 2.
- 3.

**Results of Life Cycle Cost Analysis:**

**Recommendations:**

(585) 427-8888

If you have any questions regarding this report, please contact William McCormick

---

**Prepared by:** William McCormick, PE  
**Date:** 07/30/2014

**Approved by:**  
**Date:**

**Professional Engineering Seal for Recommendations to Use Beyond  
Preservation Treatments:**



**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

ALLEN STREET

**PAVEMENT DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Wheelpath Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Transverse Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Longitudinal Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Edge Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Raveling	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Rutting	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Corrugations	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Settlements/Heaves	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Other	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SEE PAVEMENT EVALUATION  
SUMMARY SHEET  
TABLE 4**

**SHOULDER DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Separation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Drop Off	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Deformation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SHOULDER INCLUDED IN  
MAIN PAVEMENT AREA**

**EXISTING PAVEMENT CONDITION REMARKS:**

See pavement evaluation table 4 and comments in the design report

**EXISTING SHOULDER REMARKS:**

Shoulder evaluation included above

**REMARKS AND PAVEMENT RECOMMENDATIONS:**

Mill existing pavement surface; place T & L course as needed to achieve cross slope, if necessary; tack coat milled surface; and place new hot mix asphalt.

**GEOTECHNICAL REMARKS AND RECOMMENDATIONS:**

See Core Observations and Photographs in Asphalt Coring Report



PAVEMENT FIELD EVALUATION REPORT  
 2016 Highway Preventive Maintenance Group #3  
 PIN 4760.50

N Goodman, E Main, University Ave, Allen St, Brown St, Morrie Silver Way and Wilder St

**TABLE 4**

Segment 4                      Allen Street                      Brown Street to Oak Street

DISTRESS	SEVERITY		SECTION										REMARKS			
			Beginning	1	2	3	4	5	6	7	8	9		10		
			Ending	Brown Litchfield	Litchfield Broad	Broad Oak										
WHEELPATH CRACKING	None	None	X	X												
	Low	Single Crack			X											
	Medium	Multiple Cracks														
	High	Mult. Cracks w/Potholes														
TRANSVERSE CRACKING	None	None														
	Low	Single Crack	X	X	X											
	Medium	Multiple Cracks														
	High	Mult. Cracks w/Potholes														
LONGITUDINAL CRACKING	None	None														
	Low	Single Crack	X	X	X											
	Medium	Multiple Cracks														
	High	Mult. Cracks w/Potholes														
EDGE CRACKING	None	None	X													
	Low	Single Crack		X	X											
	Medium	Multiple Cracks														
	High	Mult. Cracks w/Potholes														
RAVELLING	None	None	X	X	X											
	Present	Present														
WHEELPATH RUTTING	None	None	X													
	Low	<3/8"		X												
	Medium	3/8" - 3/4"														
	High	>3/4"														
CORRUGATIONS	None	None	X	X												
	Low	Present														
SETTLEMENTS / HEAVES	Medium	None		X												
	High	Present	X													Numerour Utility Repairs noted (water main replacement)

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

ALLEN STREET

**Treatment Options:**

- 1.
- 2.
- 3.

**Results of Life Cycle Cost Analysis:**

**Recommendations:**

(585) 427-8888

If you have any questions regarding this report, please contact William McCormick

---

**Prepared by:** William McCormick, PE  
**Date:** 07/30/2014

**Approved by:**  
**Date:**

**Professional Engineering Seal for Recommendations to Use Beyond  
Preservation Treatments:**

# PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)

7/2014

BROWN STREET

## General

Region: 04 County: Monroe Route No.: Brown Street PIN: 4760.50

Project Description: City of Rochester, 2016 Highway Preventive Maintenance Group #3

Begin RM: W Main St End RM: State St Total Length: 1.14 miles

Latest Pavement Rehabilitation/Treatment Date(s): Varies: Overlay, Mill & Resurface, Rehabilitation/2002

Original Contract Date(s): Parking widening in 1958

## Related Pavement Data:

Traffic AADT (Range): 4,195 - 7,602 Date: 2010 - 2011 % Trucks: 11 - 21

Sufficiency Rating Surface Score: 5 Date: 2013

## Roadway Features

Roadway: Divided  Non-Divided

Median: NA Flush  Raised  Concrete Median Barrier

Curbs: Mountable  Non-Mountable  HMA  PCC  Stone

Gutter: None  Present  Location:

MIARDS/CARDS: None  Present  Location:

### Travel Lanes:

Number: 2-4 Width(s): Varies

Silver to State

Main to Silver  
3"-4 3/4" asphalt  
over 9" +/- concrete

Type: Reinforced PCC  Non-Reinforced PCC  HMA  HMA over PCC

Thickness (normal): Total: (HMA: 8 3/4"-13" PCC: )

**See pavement core data B-13 to B-19**

Reinforced and Non-Reinforced PCC Pavements only:

Slab Length:

Load Transfer Type: Dowels  2 Component

Transverse Joints: Contraction  Expansion

Subbase: Type: Thickness (nominal):

Shoulders: Parking / None

Type: HMA  PCC  Gravel  Thickness:

Surface Treatment/Stabilized Gravel  Thickness:

Width: Left: Right:

Drainage Type: Open System  Closed System

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

BROWN STREET

**PAVEMENT DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Wheelpath Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Transverse Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Longitudinal Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Edge Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Raveling	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Rutting	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Corrugations	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Settlements/Heaves	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Other	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SEE PAVEMENT EVALUATION  
SUMMARY SHEET  
TABLE 5**

**SHOULDER DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Separation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Drop Off	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Deformation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SHOULDER INCLUDED IN  
MAIN PAVEMENT AREA**

**EXISTING PAVEMENT CONDITION REMARKS:**

See pavement evaluation table 5 and comments in the design report

**EXISTING SHOULDER REMARKS:**

Shoulder evaluation included above

**REMARKS AND PAVEMENT RECOMMENDATIONS:**

Mill existing pavement surface; place T & L course as needed to achieve cross slope, if necessary; tack coat milled surface; and place new hot mix asphalt.

**GEOTECHNICAL REMARKS AND RECOMMENDATIONS:**

See Core Observations and Photographs in Asphalt Coring Report



PAVEMENT FIELD EVALUATION REPORT  
2016 Highway Preventive Maintenance Group #3  
PIN 4760.50

N Goodman, E Main, University Ave, Allen St, Brown St, Morrie Silver Way and Wilder St

**TABLE 5**

Segment 5                      Brown Street                      W Main Street to State Street

DISTRESS	SEVERITY		SECTION										REMARKS		
			1	2	3	4	5	6	7	8	9	10			
			Beginning Ending	Main Hertel	Hertel Terry	Terry Wilder	Wilder Oak	Oak Verona	Verona Plymouth	Plymouth State					
WHEELPATH CRACKING	None	None		X							X				
	Low	Single Crack	X					X							
	Medium	Multiple Cracks			X	X			X						
	High	Mult. Cracks w/Potholes													
TRANSVERSE CRACKING	None	None									X				
	Low	Single Crack						X	X						
	Medium	Multiple Cracks	X	X	X	X									
	High	Mult. Cracks w/Potholes													
LONGITUDINAL CRACKING	None	None													
	Low	Single Crack	X			X									
	Medium	Multiple Cracks	X	X	X	X	X	X	X	X					
	High	Mult. Cracks w/Potholes													
EDGE CRACKING	None	None	X	X	X										
	Low	Single Crack													
	Medium	Multiple Cracks				X	X	X	X						
	High	Mult. Cracks w/Potholes													
RAVELLING	None	None	X	X	X				X						
	Present	Present				X	X		X						
WHEELPATH RUTTING	None	None			X										
	Low	<3/8"	X	X	X										
	Medium	3/8" - 3/4"				X	X	X	X						
	High	>3/4"													
CORRUGATIONS	None	None	X	X	X						X				
	Low	Present				X	X	X							
SETTLEMENTS / HEAVES	Medium	None													
	High	Present	X	X	X	X	X	X	X	X					Mostly present at utility and pothole repairs

Note: A lot of corrugations and settlement noted between Verona & Plymouth. Road needs to be reconstructed. Begin treatment about 60 feet west of Verona Street.

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

BROWN STREET

**Treatment Options:**

1. Mill existing pavement surface; place T & L course as needed to achieve cross slope, if necessary; tack coat milled surface; and place new hot mix asphalt.
- 2.
- 3.

**Results of Life Cycle Cost Analysis:**

**Recommendations:**

(585) 427-8888

If you have any questions regarding this report, please contact William McCormick

---

**Prepared by:** William McCormick, PE  
**Date:** 07/30/2014

**Approved by:**  
**Date:**

**Professional Engineering Seal for Recommendations to Use Beyond  
Preservation Treatments:**

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

MORRIE SILVER WAY

**General**

Region: 04 County: Monroe Route No.: Morrie Silver Way PIN: 4760.50

Project Description: City of Rochester, 2016 Highway Preventive Maintenance Group #3

Begin RM: Oak St End RM: State St Total Length: 0.27 miles

Latest Pavement Rehabilitation/Treatment Date(s): Mill & Resurface, Rehabilitation / 1990

Original Contract Date(s): UNKNOWN

**Related Pavement Data:**

Traffic AADT (Range): 4,994 Date: 2006 % Trucks: NA

Sufficiency Rating Surface Score: 5 Date: 2013

**Roadway Features**

Roadway: Divided  Non-Divided

Median: NA Flush  Raised  Concrete Median Barrier

Curbs: Mountable  Non-Mountable  HMA  PCC  Stone

Gutter: None  Present  Location:

MIARDS/CARDS: None  Present  Location:

Travel Lanes:

Number: 3 Width(s): 33'

Type: Reinforced PCC  Non-Reinforced PCC  HMA  HMA over PCC

Thickness (normal): Total: (HMA: 6"-6 1/2" PCC: )

**See pavement core data B-23 and B-24**

Reinforced and Non-Reinforced PCC Pavements only:

Slab Length:

Load Transfer Type: Dowels  2 Component

Transverse Joints: Contraction  Expansion

Subbase: Type: Thickness (nominal):

Shoulders: None

Type: HMA  PCC  Gravel  Thickness:

Surface Treatment/Stabilized Gravel  Thickness:

Width: Left: Right:

Drainage Type: Open System  Closed System

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

MORRIE SILVER WAY

**PAVEMENT DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Wheelpath Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Transverse Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Longitudinal Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Edge Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Raveling	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Rutting	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Corrugations	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Settlements/Heaves	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Other	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SEE PAVEMENT EVALUATION  
SUMMARY SHEET  
TABLE 6**

**SHOULDER DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Separation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Drop Off	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Deformation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SHOULDER INCLUDED IN  
MAIN PAVEMENT AREA**

**EXISTING PAVEMENT CONDITION REMARKS:**

See pavement evaluation table 6 and comments in the design report

**EXISTING SHOULDER REMARKS:**

Shoulder evaluation included above

**REMARKS AND PAVEMENT RECOMMENDATIONS:**

Mill existing pavement surface; place T & L course as needed to achieve cross slope, if necessary; tack coat milled surface; and place new hot mix asphalt.

**GEOTECHNICAL REMARKS AND RECOMMENDATIONS:**

See Core Observations and Photographs in Asphalt Coring Report



PAVEMENT FIELD EVALUATION REPORT  
 2016 Highway Preventive Maintenance Group #3  
 PIN 4760.50

N Goodman, E Main, University Ave, Allen St, Brown St, Morrie Silver Way and Wilder St

**TABLE 6**

Segment 6      Morrie Silver Way      Oak Street to State Street

DISTRESS	SEVERITY		SECTION										REMARKS			
			Beginning	1	2	3	4	5	6	7	8	9		10		
			Ending	Oak Plymouth	Plymouth State											
WHEELPATH CRACKING	None	None														
	Low	Single Crack														
	Medium	Multiple Cracks	X	X												
	High	Mult. Cracks w/Potholes														
TRANSVERSE CRACKING	None	None														
	Low	Single Crack														
	Medium	Multiple Cracks	X	X												
	High	Mult. Cracks w/Potholes														
LONGITUDINAL CRACKING	None	None														
	Low	Single Crack														
	Medium	Multiple Cracks	X	X												
	High	Mult. Cracks w/Potholes														
EDGE CRACKING	None	None	X													
	Low	Single Crack														
	Medium	Multiple Cracks		X												
	High	Mult. Cracks w/Potholes														
RAVELLING	None	None	X													
	Present	Present		X												
WHEELPATH RUTTING	None	None														
	Low	<3/8"	X	X												
	Medium	3/8" - 3/4"		X												
	High	>3/4"														
CORRUGATIONS	None	None	X	X												
	Low	Present														
SETTLEMENTS / HEAVES	Medium	None														
	High	Present	X	X												Some noted especially along curbline

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

MORRIE SILVER WAY

**Treatment Options:**

- 1.
- 2.
- 3.

**Results of Life Cycle Cost Analysis:**

**Recommendations:**

(585) 427-8888

If you have any questions regarding this report, please contact William McCormick

---

**Prepared by:** William McCormick, PE  
**Date:** 07/30/2014

**Approved by:**  
**Date:**

**Professional Engineering Seal for Recommendations to Use Beyond  
Preservation Treatments:**

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014  
WILDER STREET

**General**

Region: 04                      County: Monroe                      Route No.: Wilder Street                      PIN: 4760.50  
Project Description: City of Rochester, 2016 Highway Preventive Maintenance Group #3  
Begin RM: Grape St                      End RM: Brown St                      Total Length: 0.05 miles  
Latest Pavement Rehabilitation/Treatment Date(s): Overlay / 1986  
Original Contract Date(s): UNKNOWN

**Related Pavement Data:**

Traffic AADT (Range): 6,682                      Date: 1985                      % Trucks: NA  
Sufficiency Rating Surface Score: 5                      Date: 2013

**Roadway Features**

Roadway:                      Divided                       Non-Divided   
Median:                      Flush                       Raised                       Concrete Median Barrier   
Curbs:                      Mountable                       Non-Mountable                       HMA                       PCC                       Stone   
Gutter:                      None                       Present                       Location:  
MIARDS/CARDS:                      None                       Present                       Location:

Travel Lanes:

Number: 3                      Width(s): 45'  
Type:                      Reinforced PCC                       Non-Reinforced PCC                       HMA                       HMA over PCC

Thickness (normal): Total:                      (HMA: 12 1/2" PCC:                      )

**See pavement core data B-20**

Reinforced and Non-Reinforced PCC Pavements only:

Slab Length:

Load Transfer Type:                      Dowels                       2 Component

Transverse Joints:                      Contraction                       Expansion

Subbase: Type:                      Thickness (nominal):

Shoulders: None

Type: HMA                       PCC                       Gravel                       Thickness:

Surface Treatment/Stabilized Gravel                       Thickness:

Width:                      Left:                      Right:

Drainage Type: Open System                       Closed System

**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

WILDER STREET

**PAVEMENT DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Wheelpath Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Transverse Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Longitudinal Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Edge Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Raveling	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Rutting	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Corrugations	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Settlements/Heaves	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Other	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SEE PAVEMENT EVALUATION  
SUMMARY SHEET  
TABLE 7**

**SHOULDER DISTRESS      SEVERITY – Typical for Length of Project    COMMENTS**

Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Separation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Drop Off	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Deformation	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

**SHOULDER INCLUDED IN  
MAIN PAVEMENT AREA**

**EXISTING PAVEMENT CONDITION REMARKS:**

See pavement evaluation table 7 and comments in the design report

**EXISTING SHOULDER REMARKS:**

Shoulder evaluation included above

**REMARKS AND PAVEMENT RECOMMENDATIONS:**

Mill existing pavement surface; place T & L course as needed to achieve cross slope, if necessary; tack coat milled surface; and place new hot mix asphalt.

**GEOTECHNICAL REMARKS AND RECOMMENDATIONS:**

See Core Observations and Photographs in Asphalt Coring Report



**PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)**

7/2014

WILDER STREET

**Treatment Options:**

- 1.
- 2.
- 3.

**Results of Life Cycle Cost Analysis:**

**Recommendations:**

(585) 427-8888

If you have any questions regarding this report, please contact William McCormick

---

**Prepared by:** William McCormick, PE  
**Date:** 07/30/2014

**Approved by:**  
**Date:**

**Professional Engineering Seal for Recommendations to Use Beyond  
Preservation Treatments:**



# ***ATLANTIC TESTING LABORATORIES***

**Rochester**  
3495 Winton Place  
Building B – Suite 4A  
Rochester, NY 14623  
585-427-9020 (T)  
585-427-9021 (F)

July 28, 2014

City of Rochester  
Department of Environmental Services  
City Hall Room 300B, 30 Church Street  
Rochester, New York 14614

Attn: Mr. Timothy Hubbard

Re: Asphalt Coring Services  
2016 Preventive Maintenance Contract  
Rochester, New York  
ATL Report No. RT1156BC-01-07-14

Ladies/Gentlemen:

At the request of Mr. Timothy Hubbard, representing the City of Rochester, Atlantic Testing Laboratories, Limited (ATL) provided asphalt coring services in accordance with City of Rochester Agreement No. 125051, as authorized by City of Rochester Purchase Order No. 15000637-00.

ATL extracted a total of 24 pavement cores on Brown Street, Allen Street, Wilder Street, Morrie Silver Way, University Avenue, East Main Street, and North Goodman Street in Rochester, Monroe County, New York using a portable coring machine with a four inch diameter coring bit, at locations provided by the City of Rochester. Comet Flasher, Inc. provided maintenance and protection of traffic during coring operations.

Core location maps are attached in Appendix A. The core holes were patched with non-shrink grout subsequent to core retrieval, and the cores were returned to our Rochester, New York facility for visual analysis and photo documentation. ATL does not guarantee the durability of patching materials. A summary of our observations is attached in Appendix B, and the pavement core photographs are presented in Appendix C.

We appreciate the opportunity to provide services for this project. Please contact our office should you have any questions, or require any additional information. The recovered samples will be discarded after a period of ninety (90) days unless requested otherwise.

Sincerely,  
*ATLANTIC TESTING LABORATORIES, Limited*

Royce A. Knowlton Jr.  
Operations Manager

RAK/jmb

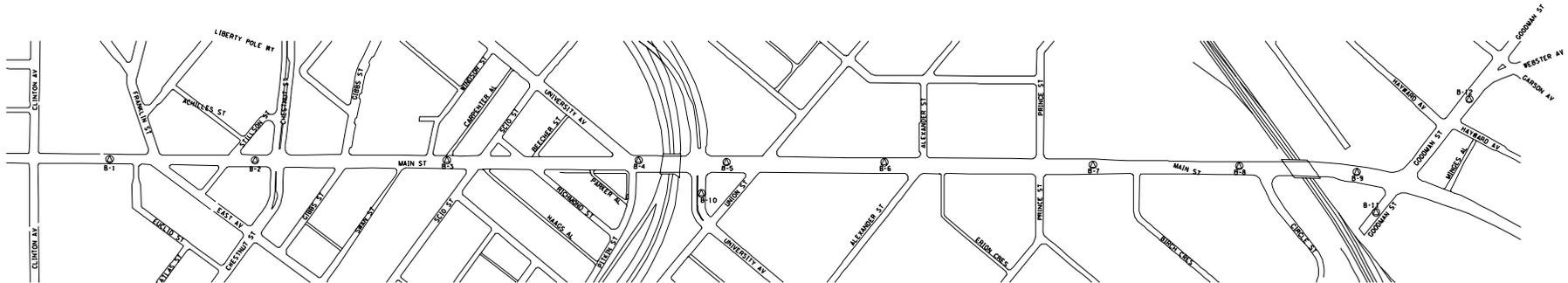
Attachments

# **Appendix A**

## **Core Location Maps**

**N. Goodman, Main St E, University Ave, Allen St, Brown St,  
Wilder St and Morrie Silver Way Core Boring Locations**

Number	Street	Approximate Property Address	Pavement Locations	Description
B-1	E Main Street	278 E. Main Street	EB - Center of right lane	Approximately 150' West of Franklin Street Intersection
B-2	E Main Street	384 E. Main Street	WB - Center of Right lane	Midblock between Chestnut Street and Stillson Street.
B-3	E Main Street	490 E. Main Street	EB - Center of right lane	At the Intersection of Carpenter Street
B-4	E Main Street	603 E. Main Street	WB - Center of Right lane	Approximately 50' East of University Intersection
B-5	E Main Street	655 E. Main Street	EB - Center of right lane	Midblock between Union Street and University Ave
B-6	E Main Street	768 E. Main Street	WB - Center of Right lane	Approximately 150' West of Alexander Intersection
B-7	E Main Street	889 E. Main Street	EB - Center of right lane	Approximately 200' East of Prince Street intersection
B-8	E Main Street	965 E. Main Street	WB - Center of Right lane	Approximately 150' West of Circle Street Intersection
B-9	E Main Street	1028 E. Main Street	EB - Center of right lane	Approximately 150' West of North Goodman Street intersection
B-10	University Avenue	264 University Avenue	NB - Center of right lane	Approximately 125' to 150' South of East Main Street Intersection
B-11	N Goodman Street	408 N Goodman Street	NB - Center of right lane	Approximately 125' South of E Main Street Intersection Middle of the Section
B-12	N Goodman Street	509 N Goodman Street	NB - Center of right lane	Approximately 250' South of Garson Avenue Intersection
B-13	Brown Street	798 Brown Street	NB -Center of Lane	Approximately 150' North of West Main Street Intersection
B-14	Brown Street	695 Brown Street	SB - Center of Lane	Midblock between Eddy Street and Hertel Street Approximately 150' North of Eddy Street Intersection
B-15	Brown Street	567 Brown Street	NB - Center of Lane	Approximately 125' South of Terry Street Intersection
B-16	Brown Street	--	SB - Center of Lane	Midblock between Silver Street and Wilder Street, Under Railroad Bridge Approximately 150' South of Wilder Street Intersection
B-17	Brown Street	325 Brown Street	SB - Center of Right lane	Approximately 300' South of Broad Street Intersection Under center of 490 Bridge
B-18	Brown Street	200 Brown Street	SB - Center of Left lane	Midblock between Oak Street and Verona Street Approximately 125' North of Oak Street Intersection
B-19	Brown Street	51 Brown Street	SB - Center of Right lane	Midblock between Plymouth Avenue and Doxtater Alley Approximately 150' North of Plymouth Avenue intersection
B-20	Wilder Street	44 Wilder Street	WB - Center of Lane	Midblock between Grape Steet and Brown Street Approximately 125' West of Brown Street Intersection
B-21	Allen Street	287 Allen Street	EB - Center of Left Lane	Approximately 200' East of King Steet Intersection
B-22	Morrie Silver Way	385 Morrie Silver Way	NB - Center of Left Lane	Approximately 300' North of Broad Street Intersection Just before 490 Bridge
B-23	Morrie Silver Way	356 Morrie Silver Way	NB - Center of right lane	Midblock between Oak Street and Verona Street Approximately 150' North of Oak Street intersection
B-24	Morrie Silver Way	173 Morrie Silver Way	NB - Center of Left Lane	Midblock between Plymouth Avenue and State Street Approximately 250' North of Plymouth Avenue intersection



Department of Environment Services  
 Architecture and Engineering Services  
 City of Rochester, New York

MANAGING ENGINEER: ALBERT JACILODIPPE  
 CITY ENGINEER: JAMES RANDOLPH P.E.

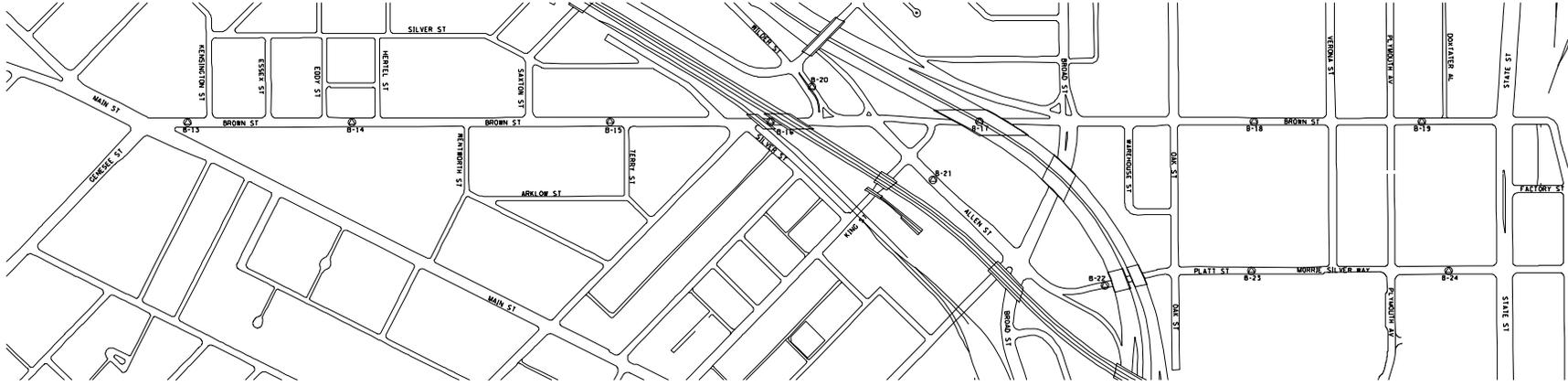
PROJECT MANAGER: P. PRESUTTI  
 DRAWN BY: S. BEAMAN / D. WELLS

PROJECT TITLE  
**2016  
 PREVENTATIVE  
 MAINTENANCE**

ISSUED - JUNE 2, 2014	NO.	REVISION	BY	DATE
CHECKED PJP				
DRAWN SAB / SRV				
DESIGN BRH				
SCALE AS NOTED				
E.A. PROJECT 19444-01				
NUMBER				

DRAWING TITLE  
**BORING  
 OVERVIEW**

DRAWING NO.  
 01



Department of Environment Services  
 Architecture and Engineering Services  
 City of Rochester, New York

PROJECT MANAGER: P. PRESUTTI  
 DRAWN BY: S. BEAMAN / D. WELLS

MANAGING ENGINEER: ALBERT JUCIUCIUCI  
 CITY ENGINEER: JAMES RANDOLPH

PROJECT TITLE	
2016 PREVENTATIVE MAINTENANCE	
ISSUED	JUNE 2014
DRAWN	SAB / SRV
DESIGN	BRH
SCALE	AS NOTED
EA PROJECT NUMBER	19444-01
NO.	REVISION
BY	DATE

DRAWING TITLE

**BORING  
OVERVIEW**

DRAWING NO.

# **Appendix B**

## **Core Observations**

**VISUAL CORE DESCRIPTION**

<b>Core Number</b>	<b>Core Location/ Description</b>	<b>Total Asphalt Core Length (Inches)</b>
B-1	E. Main Street	11 ¼
	0 – 1 ¾" - Top 1 ¾ - 4 ¼" – Binder 4 ¼ - 6" – Top 6 – 11 ¼" – Binder Crushed Stone Subbase	
B-2	E. Main Street	12
	0 – 2" – Top 2 – 12" – Binder/Base Crushed Stone Subbase	
B-3	E. Main Street	12 ¾
	0 – 3 ¾" – Top 3 ¾ - 7 ¾" – Binder 7 ¾ - 12 ¾" – Base Crushed Stone Subbase	
B-4	E. Main Street	5
	0 – 1 ½" – Top 1 ½ - 5" – Binder 5" - 12" - Concrete Terminated in Concrete	
B-5	E. Main Street	3 ½
	0 – 2 ½" – Top 2 ½ - 3 ½" – Binder 3 ½" - 12" - Concrete Terminated in Concrete	
B-6	E. Main Street	11 ½
	0 – 2" – Top 2 – 11 ½" – Binder/Base Crushed Stone Subbase	
B-7	E. Main Street	12 ½
	0 – 2" – Top 2 – 12 ½" – Binder/Base Crushed Stone Subbase	
B-8	E. Main Street	10 ¼
	0 – ½" – Chip seal ½ - 10 ¼" – Binder/Base Crushed Stone Subbase	
B-9	E. Main Street	9 ¾
	0 – 1 ½" – Top 1 ½ - 9 ¾" – Binder (multi layers) Crushed Stone Subbase	
B-10	University Avenue	2
	0 – 2" – Top 2" – 12" - Concrete Terminated in Concrete	

**VISUAL CORE DESCRIPTION (Continued)**

<b>Core Number</b>	<b>Core Location/ Description</b>	<b>Total Asphalt Core Length (Inches)</b>
B-11	N. Goodman Street	13
	0 – 2 ¼" – Top 2 ¼ - 7" – Binder 7 – 13" – Base Crushed Stone Subbase	
B-12	N. Goodman Street	12 ¾
	0 – 3 ½" – Top 3 ½ - 6" – Binder 6 – 12 ¾" – Base Crushed Stone Subbase	
B-13	Brown Street	4 ½
	0 – 3 ½" – Top 3 ½ - 4 ½" – Binder 4 ½" – 12" - Concrete Terminated in Concrete	
B-14	Brown Street	4 ¾
	0 – 2 ¼" – Top 2 ¼ - 4 ¾" - Binder 4 ¾" – 12" - Concrete Terminated in Concrete	
B-15	Brown Street	3
	0 – 2" – Top 2 – 3" – Binder 3" – 12" - Concrete Terminated in Concrete	
B-16	Brown Street	3 ¼
	0 – 3 ¼" – Top Weathered/Broken Concrete Sand and Gravel Subbase	
B-17	Brown Street	12
	0 – 3" – Top 3 – 4 ¼" – Binder 4 ¼ - 12" – Base (perm base) Terminated in Asphalt	
B-18	Brown Street	8 ¼
	0 – 2 ½" – Top 2 ½ - 8 ¼" – Binder Sand and Gravel Subbase	
B-19	Brown Street	13
	0 – 2 ¼" – Top 2 ¼ - 5" – Binder 5 – 13" – Base Crushed Stone Subbase	
B-20	Wilder Street	12 ½
	0 – 3" – Top 3 – 4 ½" – Binder 4 ½ - 11" – Base (perm base) 11 – 12 ½" – Binder Sand and Gravel Subbase	

**VISUAL CORE DESCRIPTION (Continued)**

<b>Core Number</b>	<b>Core Location/ Description</b>	<b>Total Asphalt Core Length (Inches)</b>
B-21	Allen Street	7
	0 – 2" – Top 2 – 7" – Binder Crushed Stone Subbase	
B-22	Morrie Silver Way	10 <sup>3</sup> / <sub>4</sub>
	0 – 5" – Top 5 – 10 <sup>3</sup> / <sub>4</sub> " – Base (perm base) Sand and Gravel Subbase	
B-23	Morrie Silver Way	6
	0 – 1 <sup>1</sup> / <sub>4</sub> " – Top 1 <sup>1</sup> / <sub>4</sub> - 6" – Binder Crushed Stone Subbase	
B-24	Morrie Silver Way	6 <sup>3</sup> / <sub>4</sub>
	0 – 2" – Top 2 – 4 <sup>3</sup> / <sub>4</sub> " – Binder 4 <sup>3</sup> / <sub>4</sub> - 6 <sup>3</sup> / <sub>4</sub> " – Base Crushed Stone Subbase	

# **Appendix C**

## **Core Photographs**



**Core No. B-01**



**Core No. B-02**



**Core No. B-03**



**Core No. B-04**



**Core No. B-05**



**Core No. B-06**



**Core No. B-07**



**Core No. B-08**



**Core No. B-09**



**Core No. B-10**



**Core No. B-11**



**Core No. B-12**



**Core No. B-13**



**Core No. B-14**



**Core No. B-15**



**Core No. B-16**



**Core No. B-17**



**Core No. B-18**



**Core No. B-19**



**Core No. B-20**



**Core No. B-21**



**Core No. B-22**



**Core No. B-23**



**Core No. B-24**

## **Appendix G – Project Significance Checklist**

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Project Significance Checklist				
PIN: 4760.50		Roadway Classification: Urban Local (19) Urban Minor Arterial (16)		
Project Description: 2016 Preventive Maintenance		AADT: 13,645 vpd		
N Goodman Street				
CSX Mainline to Garson Avenue		Date: 7/14		
County: Monroe		Revision Date:		
Project Characteristic				COMMENTS
		YES	NO	
1.	Will the project impact an expressway interchange or adjacent high volume intersection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	E Main St intersection
2.	Does project impact a railroad crossing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.	Is project AADT greater than 15,000 vpd?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.	Does the project impact access to commercial or industrial facilities? (i.e. shopping center, manufacturing plant with shift changes, etc)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.	Does the project impact access to public properties? (i.e. school, fire station, police station, hospital, park and ride facility)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6.	Will work zone lane reductions during peak hours create sustained capacity issues within and adjacent to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7.	Will additional measures to mitigate capacity impacts be required? (i.e. night work, hour or lane restrictions)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Night paving to be considered due to heavy commercial business activity during daytime hours
8.	Is construction duration expected to exceed 4 weeks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9.	Will the project impact the occurrence of special events (concerts, parades, etc)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10.	Does project generate a high level of public interest?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Based on the above responses, this project has been determined to be:		<input type="checkbox"/>	<b>SIGNIFICANT</b>	
		<input checked="" type="checkbox"/>	<b>NOT SIGNIFICANT</b>	

Project Significance Checklist				
PIN: 4760.50		Roadway Classification: Urban Minor Arterial (16)		
Project Description: 2016 Preventive Maintenance		AADT: varies 10,832 – 24,705 vpd		
E Main Street				
N Clinton Avenue to N Goodman Street		Date: 7/14		
County: Monroe		Revision Date:		
Project Characteristic		YES	NO	COMMENTS
1.	Will the project impact an expressway interchange or adjacent high volume intersection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2.	Does project impact a railroad crossing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.	Is project AADT greater than 15,000 vpd?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Segment of from University to Goodman St is above 15,000 AADT
4.	Does the project impact access to commercial or industrial facilities? (i.e. shopping center, manufacturing plant with shift changes, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5.	Does the project impact access to public properties? (i.e. school, fire station, police station, hospital, park and ride facility)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Eastman School of Music
6.	Will work zone lane reductions during peak hours create sustained capacity issues within and adjacent to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7.	Will additional measures to mitigate capacity impacts be required? (i.e. night work, hour or lane restrictions)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Night paving to be considered due to heavy commercial business activity during daytime hours
8.	Is construction duration expected to exceed 4 weeks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9.	Will the project impact the occurrence of special events (concerts, parades, etc)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	St. Patrick's Day parade (East to Clinton) in March would not be impacted.
10.	Does project generate a high level of public interest?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Based on the above responses, this project has been determined to be:		<input checked="" type="checkbox"/>	<b>SIGNIFICANT</b>	
		<input type="checkbox"/>	<b>NOT SIGNIFICANT</b>	

Project Significance Checklist				
PIN: 4760.50		Roadway Classification: Urban Minor Arterial (16)		
Project Description: 2016 Preventive Maintenance		AADT: 11,283 vpd		
University Avenue				
E Main Street to N Union Street		Date: 7/14		
County: Monroe		Revision Date:		
Project Characteristic		YES	NO	COMMENTS
1.	Will the project impact an expressway interchange or adjacent high volume intersection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.	Does project impact a railroad crossing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.	Is project AADT greater than 15,000 vpd?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.	Does the project impact access to commercial or industrial facilities? (i.e. shopping center, manufacturing plant with shift changes, etc)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.	Does the project impact access to public properties? (i.e. school, fire station, police station, hospital, park and ride facility)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6.	Will work zone lane reductions during peak hours create sustained capacity issues within and adjacent to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7.	Will additional measures to mitigate capacity impacts be required? (i.e. night work, hour or lane restrictions)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Night paving to be considered due to heavy commercial business activity during daytime hours
8.	Is construction duration expected to exceed 4 weeks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9.	Will the project impact the occurrence of special events (concerts, parades, etc)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10.	Does project generate a high level of public interest?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Based on the above responses, this project has been determined to be:		<input type="checkbox"/>	<b>SIGNIFICANT</b>	
		<input checked="" type="checkbox"/>	<b>NOT SIGNIFICANT</b>	

<b>Project Significance Checklist</b>				
<b>PIN:</b> 4760.50		<b>Roadway Classification:</b> Urban Major Collector (17)		
<b>Project Description:</b> 2016 Preventive Maintenance		<b>AADT:</b> 3,625 vpd		
Allen Street				
Brown Street to Morrie Silver Way		<b>Date:</b> 7/14		
<b>County:</b> Monroe		<b>Revision Date:</b>		
<b>Project Characteristic</b>				<b>COMMENTS</b>
		<b>YES</b>	<b>NO</b>	
1.	Will the project impact an expressway interchange or adjacent high volume intersection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Intersects with W Broad Street and adjacent to 490 East On-Ramp
2.	Does project impact a railroad crossing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.	Is project AADT greater than 15,000 vpd?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.	Does the project impact access to commercial or industrial facilities? (i.e. shopping center, manufacturing plant with shift changes, etc)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.	Does the project impact access to public properties? (i.e. school, fire station, police station, hospital, park and ride facility)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Allen Street Fire House
6.	Will work zone lane reductions during peak hours create sustained capacity issues within and adjacent to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7.	Will additional measures to mitigate capacity impacts be required? (i.e. night work, hour or lane restrictions)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Night paving to be considered due to heavy commercial business activity during daytime hours
8.	Is construction duration expected to exceed 4 weeks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9.	Will the project impact the occurrence of special events (concerts, parades, etc)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10.	Does project generate a high level of public interest?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Based on the above responses, this project has been determined to be:</b>		<input checked="" type="checkbox"/>	<b>SIGNIFICANT</b>	
		<input type="checkbox"/>	<b>NOT SIGNIFICANT</b>	

Project Significance Checklist				
PIN: 4760.50		Roadway Classification: Urban Major Collector (17)		
Project Description: 2016 Preventive Maintenance		AADT: 4,195 – 7,602 vpd		
Brown Street				
W Main Street to State Street		Date: 7/14		
County: Monroe		Revision Date:		
Project Characteristic		YES	NO	COMMENTS
1.	Will the project impact an expressway interchange or adjacent high volume intersection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Intersection with 490 West On-Ramp
2.	Does project impact a railroad crossing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.	Is project AADT greater than 15,000 vpd?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.	Does the project impact access to commercial or industrial facilities? (i.e. shopping center, manufacturing plant with shift changes, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Eastman Kodak
5.	Does the project impact access to public properties? (i.e. school, fire station, police station, hospital, park and ride facility)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Frontier Field, Brown Square Park
6.	Will work zone lane reductions during peak hours create sustained capacity issues within and adjacent to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7.	Will additional measures to mitigate capacity impacts be required? (i.e. night work, hour or lane restrictions)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Night paving to be considered due to heavy commercial business activity during daytime hours
8.	Is construction duration expected to exceed 4 weeks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9.	Will the project impact the occurrence of special events (concerts, parades, etc)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10.	Does project generate a high level of public interest?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Based on the above responses, this project has been determined to be:		<input checked="" type="checkbox"/>	<b>SIGNIFICANT</b>	
		<input type="checkbox"/>	<b>NOT SIGNIFICANT</b>	

<b>Project Significance Checklist</b>				
<b>PIN:</b> 4760.50		<b>Roadway Classification:</b> Urban Major Collector (17)		
<b>Project Description:</b> 2016 Preventive Maintenance		<b>AADT:</b> 4,994 vpd		
Morrie Silver Way				
Oak Street to State Street		<b>Date:</b> 7/14		
<b>County:</b> Monroe		<b>Revision Date:</b>		
<b>Project Characteristic</b>				<b>COMMENTS</b>
		<b>YES</b>	<b>NO</b>	
1.	Will the project impact an expressway interchange or adjacent high volume intersection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.	Does project impact a railroad crossing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.	Is project AADT greater than 15,000 vpd?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.	Does the project impact access to commercial or industrial facilities? (i.e. shopping center, manufacturing plant with shift changes, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5.	Does the project impact access to public properties? (i.e. school, fire station, police station, hospital, park and ride facility)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6.	Will work zone lane reductions during peak hours create sustained capacity issues within and adjacent to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7.	Will additional measures to mitigate capacity impacts be required? (i.e. night work, hour or lane restrictions)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Night paving to be considered due to heavy commercial business activity during daytime hours
8.	Is construction duration expected to exceed 4 weeks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9.	Will the project impact the occurrence of special events (concerts, parades, etc)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10.	Does project generate a high level of public interest?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Based on the above responses, this project has been determined to be:</b>		<input checked="" type="checkbox"/>	<b>SIGNIFICANT</b>	
		<input type="checkbox"/>	<b>NOT SIGNIFICANT</b>	

<b>Project Significance Checklist</b>				
<b>PIN:</b> 4760.50		<b>Roadway Classification:</b> Urban Local (19)		
<b>Project Description:</b> 2016 Preventive Maintenance		<b>AADT:</b> 6,682 vpd		
Wilder Street				
Grape Street to Brown Street		<b>Date:</b> 7/14		
<b>County:</b> Monroe		<b>Revision Date:</b>		
<b>Project Characteristic</b>				<b>COMMENTS</b>
		<b>YES</b>	<b>NO</b>	
1.	Will the project impact an expressway interchange or adjacent high volume intersection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.	Does project impact a railroad crossing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.	Is project AADT greater than 15,000 vpd?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.	Does the project impact access to commercial or industrial facilities? (i.e. shopping center, manufacturing plant with shift changes, etc)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.	Does the project impact access to public properties? (i.e. school, fire station, police station, hospital, park and ride facility)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6.	Will work zone lane reductions during peak hours create sustained capacity issues within and adjacent to the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7.	Will additional measures to mitigate capacity impacts be required? (i.e. night work, hour or lane restrictions)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8.	Is construction duration expected to exceed 4 weeks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9.	Will the project impact the occurrence of special events (concerts, parades, etc)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10.	Does project generate a high level of public interest?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Based on the above responses, this project has been determined to be:</b>		<input type="checkbox"/>	<b>SIGNIFICANT</b>	
		<input checked="" type="checkbox"/>	<b>NOT SIGNIFICANT</b>	

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## **Appendix H – Approved IPP's**

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STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
1530 JEFFERSON ROAD  
ROCHESTER, NEW YORK 14623-3161

ROBERT A TRAVER, PE  
ACTING REGIONAL DIRECTOR

JOAN McDONALD  
COMMISSIONER

November 21, 2013

Mr. James McIntosh  
City Engineer  
City of Rochester  
30 Church Street  
Rochester, NY 14614

**RE: Local Project Start-Up Package  
Master Federal Aid/Marchiselli Aid Project Agreement  
Goodman St., Main St., and University Avenue Pavement PM  
PIN: 4760.50**

Dear Mr. McIntosh:

Enclosed you will find a copy of the IPP – Initial Project Proposal and schedule, for the above noted project. At this time a State-Local Agreement (SLA) will not be sent to your office. Upon design approval and Federal Authorization the SLA will be prepared and mailed to your office.

The State Local Agreement will be written according to the following guidelines:

- (1) The Schedule A will be written with funds that have been approved by the MPO and are identified in the TIP. NOTE: If the sponsor feels additional funding is required, they must request additional funds through the MPO. If approved, addition funding can be added to the next Supplemental Agreement.
- (2) No work shall begin until Federal Authorization is in place
- (3) Any work done prior to the Federal Authorization is NOT eligible for reimbursement.
- (4) A local resolution in support of the project must be in place before a request for Federal Aid will be submitted.

If you have any questions, please contact Rhonda LaFever, Regional State/Local Agreement Coordinator, at (585) 272-3310.

Sincerely,



Daniel Hallowell  
Manager, Regional Program Development and Management  
Enclosures

xc: Rick Papaj, Project Manager, Region 4

# TRANSPORTATION

## INITIAL PROJECT PROPOSAL

November 2013

P.I.N. 4760.50  
Goodman St, Main St, and  
University Av Pavement PM  
City of Rochester  
Monroe County



PROJECT REPORT

U.S. Department of Transportation Federal Highway Administration

NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
ANDREW M. CUOMO, Governor  
JOAN MCDONALD, Commissioner



# PROJECT APPROVAL SHEET

(Pursuant to SAFETEA-LU Matrix)

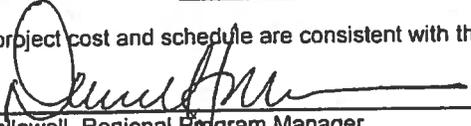
**Milestones**

**Signatures**

**Dates**

A. Recommendation for  
IPP Approval:

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

  
\_\_\_\_\_  
D. Hallowell, Regional Program Manager

11/14/13

B. IPP Approval:

The project is ready to be added to the Regional Capital Program and project  
scoping or preliminary design can begin.

  
\_\_\_\_\_  
R. A. Traver, Acting Regional Director

11-18-13

PIN: 4760.50

PROJECT NAME: Goodman St, Main St, and University Ave Pavement PM

MUNICIPALITY: City of Rochester

COUNTY: Monroe

ROUTE/SH #: NA

BIN: NA

LIMITS: N Goodman Street from CSX Mainline to Garson Avenue  
E Main Street from N Clinton Avenue to N Goodman Street  
University Avenue from E Main Street to N Union Street

PROJECT LENGTH: Varies CENTERLINE MILES: 1.44 mi LANE MILES: 8.40 mi

FEDERAL AID SYSTEM: Non-NHS FUNCTIONAL CLASS: Minor Arterial

EXISTING AADT: 9,237 – 22,435

TRUCKS (%): Unknown

EXISTING CHARACTERISTICS OF CONCERN: The structural capacity of the pavement is becoming compromised due to water infiltration. Failure to correct this problem now will require more costly reconstruction later. In addition, several intersections in the project corridors are ADA non-compliant for ramps and detectable warnings. Furthermore, bicycle traffic is carried with regular vehicular traffic, leading to conflicts.

**ELEMENT**

Surface Rating  
isolated areas of distress

**MEASURE/INDICATOR**

Sufficiency Rating= 6 or less, with cracking and

PROJECT OBJECTIVE(S): This project would replace the oxidized, deteriorating surface and protect the pavement's structure. Drainage and riding quality will be improved for these 8.4 lane miles of City Streets. Pavement sufficiency will be increased to greater than '6' for 15 years. In addition, curb cuts and detectable warnings will be installed to meet ADA requirements. The use of alternative striping to accommodate bicycle traffic will be investigated.

**PROJECT ELEMENT(S) TO BE ADDRESSED:**

- |   |   |
|---|---|
| <input type="checkbox"/> Deck/Minor Bridge Rehabilitation | <input type="checkbox"/> Bridge Replacement, Existing Location      |
| <input type="checkbox"/> Major Bridge Rehabilitation      | <input type="checkbox"/> Bridge Replacement, New Location           |
| <input checked="" type="checkbox"/> Highway Resurfacing   | <input type="checkbox"/> Highway Reconstruction                     |
| <input type="checkbox"/> Appurtenance                     | <input type="checkbox"/> Culvert Rehabilitation/Replacement         |
| <input type="checkbox"/> Traffic Control                  | <input type="checkbox"/> Corrective/Preventative Bridge Maintenance |
| <input type="checkbox"/> Other:                           |   |

DESCRIPTION OF PROPOSED WORK: The existing pavement surface will be milled to a depth of 1½" and an equal depth of asphalt will be placed. Deeper spot repairs and curb ramps will be included as needed. Bicycle-friendly striping will be installed.

PRIORITY RESULTS:  Mobility & Reliability  Safety  Security  Economic Competitiveness  Environmental Stewardship

FUNDING SOURCE:  100% State  Federal

SEQRA AND NEPA CLASSIFICATION:

SEQRA Type:  Exempt  Type II

NEPA Class:  Class II - Automatic CE  Class II - Programmatic CE  N/A - Project is 100% State funded

The following checklists will be completed during preliminary engineering:

- NEPA Checklist  Regional Environmental Checklist  Landscape Architectural/Environmental Services IPP Report

MPO INVOLVEMENT:  No  Yes TIP Name: Goodman St - Main St - University Av TIP No.: H14-11

TIP AMENDMENT REQUIRED:  No  Yes Needed by:

STIP STATUS:  On STIP  Not on STIP

NOTES ON SPECIAL CIRCUMSTANCES: Scoping, design, and construction are to be administered by the City of Rochester, Engineering Department. The sponsor's project manager is James McIntosh (585-428-6828).

SPECIAL TECHNICAL ACTIVITES REQUIRED: A State-Local agreement will be required to allow for reimbursement of sponsor expenditures consistent with the applicable Federal Aid Program. A safety screening will be conducted during preliminary engineering.

PLANNED PUBLIC INVOLVEMENT: A Public Involvement Plan will be developed during preliminary engineering and will be implemented throughout final design and construction.

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

PROBABLE SCHEDULE AND COST: Scoping/Preliminary Engineering will begin in November 2013. Final design will begin in June 2014. The PS&E will be produced in February 2015 for a bid opening in March 2015. The contract award and construction start will be in March 2015 and construction will be completed by December 2015. The estimated cost of engineering and construction and inspection is \$1,950,000.

DESIRED LETTING: 3/6/15

DESIRED CONSTRUCTION COMPLETION: 12/30/15

November 2013

Initial Project Proposal

PIN 4760.50

SCHEDULE ISSUES:  Public Meeting  4(f)/106 FHWA sign-off  
 Permits  Other – Identify  
 Consultant for: Design svcs  No Consultant Needed

Project Phase	Activity Duration	Estimated Cost	Fund Source	Obligation Date
Design V-VI	8 months	\$ 125,000	Federal Aid	6/2014
Construction	9 months	\$ 1,559,000	Federal Aid	2/2015
Construction Inspection	9 months	\$ 266,000	Federal Aid	2/2015
<b>TOTAL</b>		<b>\$ 1,950,000</b>		

BASIS OF ESTIMATE: TIP application

PROJECT MANAGEMENT GROUP:  Simple  Moderate  Complex

STATEWIDE SIGNIFICANCE:  Yes  No Remarks:

ASSET MANAGEMENT (OPTIONAL):  Applies  Not Applicable

AM Team	IPP Initiator	Asset Specific Cost Share (\$M)	Asset Team Specific Cost/Scope/Schedule/Concurrence (Team Chair Signature)
Pavement	RPPM	1,559,000	Local Projects

PROJECT MANAGER/JOB MANAGER: Rick Papaj/TBD

FUNCTIONAL AREA(S): Local Projects

PHONE(S): 272-3417

IPP PREPARED BY: Christopher Reeve

DATE: 11/5/13

Activity ID	Activity Name	BL Project Start	BL Project Finish
<b>476050-Goodman...</b>			
<b>Planning</b>		<b>8-30-13 A</b>	<b>12-22-15</b>
645A	Local Agreement Sent to Sponsor	8-30-13 A	2-25-14
647A	Signed Local Agreement to M.O.	11-27-13	12-4-13
649A	Local Agreement Executed (Comptroller)	12-5-13	1-17-14
649	CONSULTANT CONTRACT APPROVED	2-3-14	2-3-14
<b>Pre-scoping</b>		<b>8-30-13 A</b>	<b>11-19-13</b>
001	Project Start	8-30-13 A	8-30-13 A
092	Prepare IPP	11-5-13	11-5-13
099	IPP APPROVED	11-19-13	11-19-13
<b>Scoping</b>		<b>11-26-13</b>	<b>11-26-13</b>
109	SCOPING PHASE AUTHORIZED	11-26-13	11-26-13
<b>Design</b>		<b>11-26-13</b>	<b>3-6-15</b>
<b>Preliminary ...</b>		<b>11-26-13</b>	<b>6-18-14</b>
209	PRELIMINARY DESIGN AUTHORIZED	11-26-13	11-26-13
259	DRAFT DAD COMPLETED	5-20-14	5-20-14
290	Design Approval Concurrence by DOJ	5-21-14	5-28-14
289	DESIGN APPROVAL GRANTED	6-18-14	6-18-14
<b>Final Design/...</b>		<b>7-2-14</b>	<b>3-6-15</b>
309	DETAILED DESIGN AUTHORIZED	7-2-14	7-2-14
359	ADP COMPLETED	1-2-15	1-2-15
479	Environmental Permits/Approvals Secured	1-2-15	1-2-15
379	PS&F SUBMITTED	2-2-15	2-2-15
369	CONSTRUCTION PHASE AUTHORIZED	2-17-15	2-17-15
389	LETTING HELD	3-6-15	3-6-15
<b>Real Estate</b>		<b>1-2-15</b>	<b>1-2-15</b>
<b>Acquisition</b>		<b>1-2-15</b>	<b>1-2-15</b>
589	ROW CLEARANCE CERTIFIED	1-2-15	1-2-15
<b>Construction</b>		<b>3-27-15</b>	<b>12-22-15</b>
<b>Construction ...</b>		<b>3-27-15</b>	<b>12-22-15</b>
719	CONTRACT AWARDED	3-27-15	3-27-15
749	SUBSTANTIAL COMPLETION	10-29-15	10-29-15
740	Construction Inspection	4-6-15	11-27-15
779	CONSTRUCTION COMPLETED	11-30-15	11-30-15
790	Post Construction Review	12-1-15	12-21-15
791	Final Project Walk Through/Form 1589 Completed	12-15-15	12-21-15
799	Final Project Payment	12-21-15	12-21-15
999	PROJECT COMPLETED	12-22-15	12-22-15

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STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
1530 JEFFERSON ROAD  
ROCHESTER, NEW YORK 14623-3161

ROBERT A TRAVER, PE  
ACTING REGIONAL DIRECTOR

JOAN McDONALD  
COMMISSIONER

November 21, 2013

Mr. James McIntosh  
City Engineer  
City of Rochester  
30 Church Street  
Rochester, NY 14614

**RE: Local Project Start-Up Package  
Master Federal Aid/Marchiselli Aid Project Agreement  
Allen Street, Brown Street, Morrie Silver Wy, Wilder Street, City of Rochester  
PIN: 4760.53**

Dear McIntosh:

Enclosed you will find a copy of the IPP – Initial Project Proposal and schedule, for the above noted project. At this time a State-Local Agreement (SLA) will not be sent to your office. Upon design approval and Federal Authorization the SLA will be prepared and mailed to your office.

The State Local Agreement will be written according to the following guidelines:

- (1) The Schedule A will be written with funds that have been approved by the MPO and are identified in the TIP. NOTE: If the sponsor feels additional funding is required, they must request additional funds through the MPO. If approved, addition funding can be added to the next Supplemental Agreement.
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- (3) Any work done prior to the Federal Authorization is NOT eligible for reimbursement.
- (4) A local resolution in support of the project must be in place before a request for Federal Aid will be submitted.

If you have any questions, please contact Rhonda LaFever, Regional State/Local Agreement Coordinator, at (585) 272-3310.

Sincerely,

A handwritten signature in cursive script that reads "Rhonda LaFever".

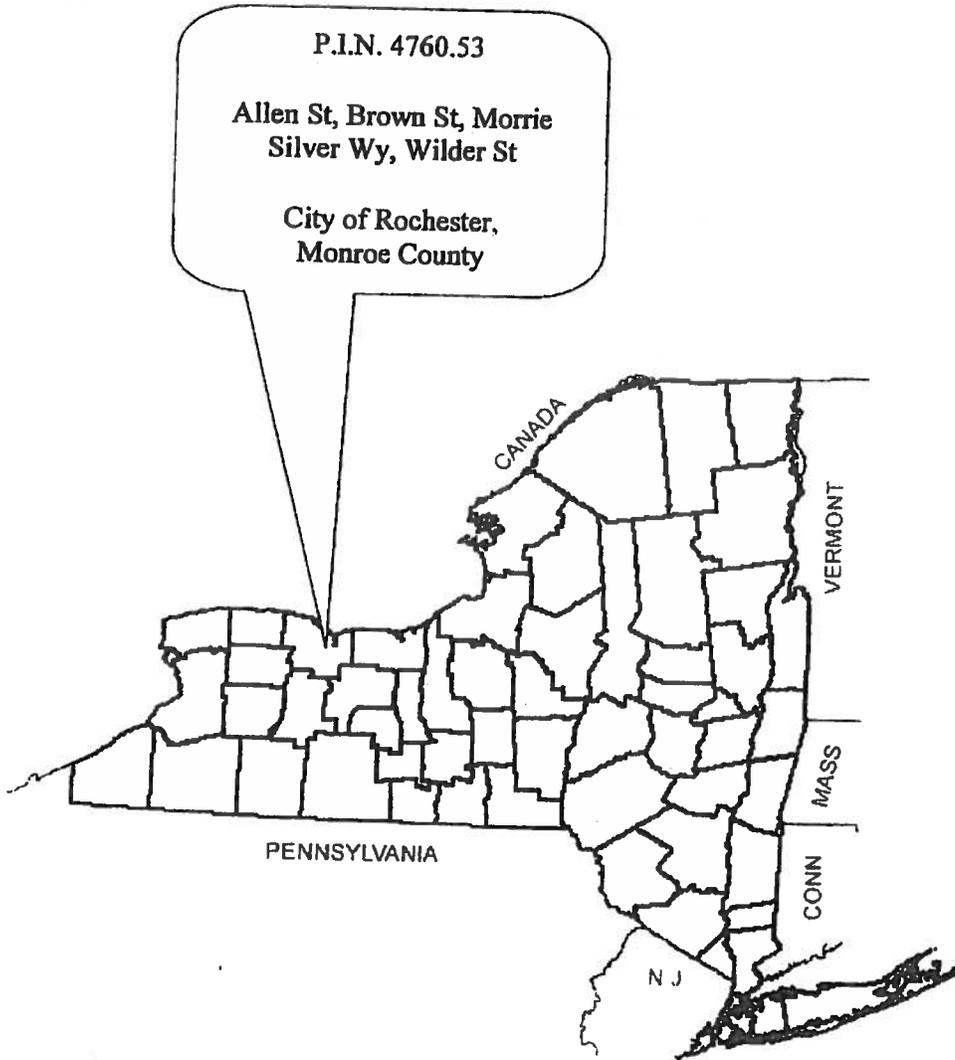
*gh*  
Daniel Hallowell  
Manager, Regional Program Development and Management  
Enclosures

xc: Rick Papaj , Project Manager, Region 4

# TRANSPORTATION

## INITIAL PROJECT PROPOSAL

November 2013



PROJECT REPORT

U.S. Department of Transportation Federal Highway Administration

NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
ANDREW M CUOMO Governor  
JOAN MCDONALD, Commissioner



# PROJECT APPROVAL SHEET

(Pursuant to SAFETEA-LU Matrix)

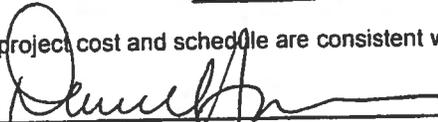
Milestones

Signatures

Dates

A. Recommendation for  
IPP Approval:

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

  
\_\_\_\_\_  
D. Hallowell, Regional Program Manager

11/14/13

B. IPP Approval:

The project is ready to be added to the Regional Capital Program and project scoping or preliminary design can begin.

  
\_\_\_\_\_  
R. A. Traver, Acting Regional Director

11-18-13

PIN: 4760.53

PROJECT NAME: Allen St, Brown St, Morrie Silver Wy, Wilder St

MUNICIPALITY: City of Rochester

COUNTY: Monroe

ROUTE/SH #: NA

LIMITS: Allen St from Brown St to Morrie Silver Way  
Brown St from W Main St to State St  
Morrie Silver Way from Oak St to State St  
Wilder St from Grape St to Brown St

PROJECT LENGTH: Varies CENTERLINE MILES: 1.77 mi LANE MILES: 6.04 mi

FEDERAL AID SYSTEM: FUNCTIONAL CLASS:

EXISTING AADT: 4994

TRUCKS (%):

EXISTING CHARACTERISTICS OF CONCERN: The structural capacity of the pavement is becoming compromised due to water infiltration. Failure to correct this problem now will require more costly reconstruction later. In addition, several intersections in the project corridor are ADA non-compliant for ramps and detectable warnings. Furthermore, bicycle traffic is carried with regular vehicular traffic, leading to conflicts.

**ELEMENT**

**MEASURE/INDICATOR**

Surface Rating

Sufficiency Rating= 5

PROJECT OBJECTIVE(S): This project would replace the oxidized, deteriorating surface and protect the pavement's structure. Drainage and riding quality will be improved for these 6 lane miles of City Street. Pavement sufficiency will be increased to greater than '6' for 15 years. In addition, curb cuts and detectable warnings will be installed to meet ADA requirements. The use of alternative striping to accommodate bicycle traffic will be investigated.

**PROJECT ELEMENT(S) TO BE ADDRESSED:**

- |                                     |                                  |                          |  |
|-------------------------------------|----------------------------------|--------------------------|--|
| <input type="checkbox"/>            | Deck/Minor Bridge Rehabilitation | <input type="checkbox"/> | Bridge Replacement, Existing Location      |
| <input type="checkbox"/>            | Major Bridge Rehabilitation      | <input type="checkbox"/> | Bridge Replacement, New Location           |
| <input checked="" type="checkbox"/> | Highway Resurfacing              | <input type="checkbox"/> | Highway Reconstruction                     |
| <input type="checkbox"/>            | Appurtenance                     | <input type="checkbox"/> | Culvert Rehabilitation/Replacement         |
| <input type="checkbox"/>            | Traffic Control                  | <input type="checkbox"/> | Corrective/Preventative Bridge Maintenance |
| <input type="checkbox"/>            | Other:                           |                          |  |

DESCRIPTION OF PROPOSED WORK: The existing pavement surface will be milled to a depth of 1½" and an equal depth of fresh asphalt will be placed. Deeper spot repairs and curb ramps will be installed as needed. Pavement markings will be implemented to accommodate bicycles.

**PRIORITY RESULTS:**  Mobility & Reliability  Safety  Security  
 Economic Competitiveness  Environmental Stewardship

**FUNDING SOURCE:**  100% State  Federal  
**SEQRA AND NEPA CLASSIFICATION:**

**SEQRA Type:**  Exempt  Type II

**NEPA Class:**  Class II - Automatic CE  
 Class II - Programmatic CE  
 N/A – Project is 100% State funded

The following checklists will be completed during preliminary engineering:

- NEPA Checklist
- Regional Environmental Checklist
- Landscape Architectural/Environmental Services IPP Report

**MPO INVOLVEMENT:**  No  
 Yes TIP Name: Allen St-Brown St-Morrie Silver Wy-Wilder St  
TIP No.: H14-17

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

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

**NOTES ON SPECIAL CIRCUMSTANCES:** Scoping, design, and construction are to be administered by the City of Rochester, Engineering Department. The sponsor's project manager is James McIntosh (585-428-6828).

**SPECIAL TECHNICAL ACTIVITES REQUIRED:** A State-Local agreement will be required to allow for reimbursement of sponsor expenditures consistent with the applicable Federal Aid Program. A safety screening will be conducted during preliminary engineering.

**PLANNED PUBLIC INVOLVEMENT:** A Public Involvement Plan will be developed during preliminary engineering and will be implemented throughout final design and construction.

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

**PROBABLE SCHEDULE AND COST:** Scoping/Preliminary Engineering will begin in November 2013. Final design will begin in June 2014. The PS&E will be produced in February 2015 for a bid opening in March 2015. The contract award and construction start will be in March 2015 and construction will be completed by December 2015. The estimated cost of engineering and construction and inspection is \$1,671,000.

**DESIRED LETTING:** 3/6/15 **DESIRED CONSTRUCTION COMPLETION:** 12/30/15

**SCHEDULE ISSUES:**  Public Meeting  4(f)/106 FHWA sign-off  
 Permits  Other – Identify  
 Consultant for: Design svcs  No Consultant Needed

Project Phase	Activity Duration	Estimated Cost	Fund Source	Obligation Date
Design V-VI	8 months	\$ 106,000	Federal Aid	6/2014
Construction	9 months	\$ 1,339,000	Federal Aid	2/2015
Construction Inspection	9 months	\$ 226,000	Federal Aid	2/2015
<b>TOTAL</b>		<b>\$ 1,671,000</b>		

**BASIS OF ESTIMATE:** TIP application

**PROJECT MANAGEMENT GROUP:**  Simple  Moderate  Complex

**STATEWIDE SIGNIFICANCE:**  Yes  No Remarks:

**ASSET MANAGEMENT (OPTIONAL):**  Applies  Not Applicable

AM Team	IPP Initiator	Asset Specific Cost Share (\$M)	Asset Team Specific Cost/Scope/Schedule/Concurrence (Team Chair Signature)
Pavement	RPPM	1.339	Local Projects

**PROJECT MANAGER/JOB MANAGER:** Rick Papaj/TBD

**FUNCTIONAL AREA(S):** Local Projects

**PHONE(S):** 272-3417

**IPP PREPARED BY:** Christopher Reeve

**DATE:** 11/8/13

Activity ID	Activity Name	BL Project Start	BL Project Finish
<b>476053-Allen St, ...</b>		<b>8-30-13 A</b>	<b>12-22-15</b>
<b>Planning</b>		<b>8-30-13 A</b>	<b>2-25-14</b>
645A	Local Agreement Sent to Sponsor	11-27-13	12-4-13
647 A	Signed Local Agreement to M.O.	12-5-13	1-17-14
649A	Local Agreement Executed (Comptroller)	2-3-14	2-3-14
649	CONSULTANT CONTRACT APPROVED	2-25-14	2-25-14
<b>Pre-scoping</b>		<b>8-30-13 A</b>	<b>11-19-13</b>
001	Project Start	8-30-13 A	8-30-13 A
092	Prepare IPP	11-8-13 A	11-8-13
099	IPP APPROVED	11-19-13	11-19-13
<b>Scoping</b>		<b>11-26-13</b>	<b>11-26-13</b>
109	SCOPING PHASE AUTHORIZED	11-26-13	11-26-13
<b>Design</b>		<b>11-26-13</b>	<b>3-6-15</b>
<b>Preliminary ...</b>		<b>11-26-13</b>	<b>6-18-14</b>
209	PRELIMINARY DESIGN AUTHORIZED	11-26-13	11-26-13
259	DRAFT DAD COMPLETED	5-20-14	5-20-14
290	Design Approval Concurrence by DOI	5-21-14	5-28-14
289	DESIGN APPROVAL GRANTED	6-18-14	6-18-14
<b>Final Design/...</b>		<b>7-2-14</b>	<b>3-6-15</b>
309	DETAILED DESIGN AUTHORIZED	7-2-14	7-2-14
359	ADP COMPLETED	1-2-15	1-2-15
479	Environmental Permits Approvals Secured	1-2-15	1-2-15
379	PS&E SUBMITTED	2-2-15	2-2-15
369	CONSTRUCTION PHASE AUTHORIZED	2-17-15	2-17-15
389	PLACING BIFLD	3-6-15	3-6-15
<b>Real Estate</b>		<b>1-2-15</b>	<b>1-2-15</b>
<b>Acquisition</b>		<b>1-2-15</b>	<b>1-2-15</b>
589	ROW CLEARANCE CLRTIFIED	1-2-15	1-2-15
<b>Construction</b>		<b>3-27-15</b>	<b>12-22-15</b>
<b>Construction ...</b>		<b>3-27-15</b>	<b>12-22-15</b>
719	CONTRACT AWARDED	3-27-15	3-27-15
749	SUBSTANTIAL COMPLETION	10-29-15	10-29-15
740	Construction Inspection	4-6-15	11-27-15
779	CONSTRUCTION COMPLETED	11-30-15	11-30-15
790	Post Construction Review	12-1-15	12-21-15
791	Final Project Walk Through Form 1589 Completed	12-15-15	12-21-15
799	Final Project Payment	12-21-15	12-21-15
999	PROJECT COMPLETED	12-22-15	12-22-15