



MEMORANDUM  
DEPARTMENT OF TRANSPORTATION

TO: J. Church, Project Management Bureau 6<sup>th</sup> Floor

FROM: K. O'Buckley, Regional Director, Region 4 *KOB*  
D. Hallowell, Region 4 Planning & Program Manager *DH*

SUBJECT: ARRA\*\*\*PRIORITY\*\*\*\*\*

**PS&E for Locally Administered Federal Aid project  
City of Rochester La Avenida Streetscape (N. Clinton Avenue from Upper Falls  
Boulevard to Avenue D Improvements Project  
PIN 4LS0.27 —TIP # N09-02-MN1  
City of Rochester, Monroe County  
D# TBD**

DATE: June 9, 2009

Please be advised that I have accepted the City of Rochester's certification of the plans, specifications, and estimates for this locally administered American Recovery and Reinvestment Act of 2009 (ARRA) federal aid project letting. Please see the attached Local Sponsor's PS&E transmittal memorandum. Design Approval was granted for this project on May 1, 2009. The project is a Class II Automatic Categorical Exclusion as determined by NYSDOT on behalf of FHWA on May 1, 2009. See attached NEPA checklist.

RoW acquisition is not necessary for this project. See attached NYSDOT RoW clearance certification.

This project is programmed as a pedestrian accessibility and safety improvement. The work includes improvements to 36 crosswalks, installation of ADA compliant ramps, introduction of a new mid-block crosswalk near a school, replacing damaged sidewalks, improvements to street lighting, and landscaping elements. The project construction cost estimate is \$1,372,892.00 - Total Base Bid. See attached engineers estimate for activity breakdown.

The project will be let and administered by the City of Rochester County. Construction inspection services will be provided by a consultant engineer. Steve Beauvais is the local project design/construction liaison for this locally administered project.

Please be advised that the NYSDOT Regional Local Projects group would like to set up the following PINs and associated construction costs.

Project Type	Associated PIN	Cost (Mil)	
Streetscape Improvement	4LS0.27.321	\$1,100,000.00	Federal Share-ARRA
	4LS0.27.302	\$472,892.00	City Share
Project Total		\$1,572,892.00	

Based upon my determination to concur with acceptance of this P.S.& E., **please secure \$1,100,000 ARRA federal aid eligible dollars for construction funding.** At your earliest convenience please advise Edwin Welsh and Steve Beauvais 585-272-3466 that ARRA federal funding authorization is in place. **The City of Rochester plans to advertise this project July 6, 2009 to provide a bid opening of July 28, 2009.**

It is anticipated that the State Local Agreement for the construction phase, based on the PS&E, will be \$1,100,000 for ARRA federal aid. These federal values include construction costs only. Engineering/Design, additional Construction and Construction Inspection costs, as well as contingency and local administrative costs will be the responsibility of the Local Sponsor.

**KO/SFB**

Attachments  
NEPA checklist  
Sponsor PS&E transmittal  
ROW Clearance Certificate  
Safety Screen

pc:

J. Mroczek, Landscape Architect, City of Rochester, E-mail memo only  
V. Remezova, Area Engineer, Federal Highway Administration, New York Division, E-mail only  
M. Shaker, NYSDOT M.O. Project & Letting Management Bureau, 5-520  
D. Hallowell, Region 4 Planning & Program Manager, E-mail memo only  
E. Welsh, Program Management, Region 4, E-mail memo only  
M. Bell, Real Estate Officer II, Region 4 NYSDOT, E-Mail memo only  
R. Lafever, Program Management, Region 4 NYSDOT, E-mail memo only  
B. Porter, Program Management, Region 4 NYSDOT, E-mail memo only  
S. Beauvais, Local Projects Unit, Region 4 NYSDOT

(4LS027 PS&E memo RD to Albany.doc)

## NEPA ASSESSMENT CHECKLIST

## I. THRESHOLD QUESTION

- |   |                          |                                     |
|---|--------------------------|-------------------------------------|
|   | YES                      | NO                                  |
| 1. Does the project involve unusual circumstances as described in 23 CFR §771.117(b)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- If YES, the project does not qualify as a Categorical Exclusion and an EA or EIS is required. You may STOP COMPLETING THE CHECKLIST.
  - If NO, go on.

## II. AUTOMATIC CATEGORICAL EXCLUSION

- |  |                                     |                          |
|--|-------------------------------------|--------------------------|
|  | YES                                 | NO                       |
| 2. Is the project an action listed as an Automatic Categorical Exclusion in 23 CFR §771.117 (c) (C List) and/or is the project an element-specific project classified by FHWA as a Categorical Exclusion on July 22, 1996? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- If YES to question 2, the project qualifies for a C List Categorical Exclusion. You may STOP COMPLETING THE CHECKLIST. The checklist should be included in the appendix of the Final Design Report (or Scope Summary Memorandum/Final Design Report). The CATEGORICAL EXCLUSION DETERMINATION memo is to be sent to the appropriate Main Office Design liaison unit with a copy of the Final Design Report (or Scope Summary Memorandum/Final Design Report). A copy of the CATEGORICAL EXCLUSION DETERMINATION memo must also be sent to the Office of Budget and Finance, Project and Letting Management, and others (see sample DETERMINATION memo attached).  
(Note – Even if YES to question 2, there may be specific environmental issues that still require an action such as an EO 11990 Wetland Finding or a determination of effect on cultural resources. The project is still an Automatic Categorical Exclusion but the necessary action must be taken, such as obtaining FHWA's signature on the wetland finding. Refer to the appropriate section of the Environmental Procedures Manual for guidance.)
  - If NO to question 2, go on.

## III. PROGRAMMATIC CATEGORICAL EXCLUSION

- |   |                          |                          |
|---|--------------------------|--------------------------|
|   | YES                      | NO                       |
| 3. Is the project on a new location or does it involve a change in the functional classification or added mainline capacity (add through-traffic lanes)?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Is this a Type I project under 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction"?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. If the project is located within the limits of a designated sole source aquifer area or the associated stream flow source area, is the drainage pattern altered?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Does the project involve changes in travel patterns?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Does the project involve the acquisition of more than minor amounts of temporary or permanent right-of-way (a minor amount of right-of-way is defined as not more than 10 percent of a parcel for parcels under 4 ha (10 acres) in size, 0.4 ha (1 acre) of a parcel 4 to 40.5 ha (10 to 100 acres) in size and 1 percent of parcel for parcels greater than 40.5 ha (100 acres) in size)? | <input type="checkbox"/> | <input type="checkbox"/> |

- |  | YES                      | NO                       |
|--|--------------------------|--------------------------|
| 8. Does the project require a Section 4(f) evaluation and determination in accordance with the FHWA guidance?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Does the project involve commercial or residential Displacement?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. If Section 106 applies, does FHWA's determination indicate an opinion of adverse effect?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Does the project involve any work in wetlands requiring a Nationwide Wetland Permit #23?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Does the project involve any work in wetlands requiring an individual Executive Order 11990 Wetland Finding?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Has it been determined that the project will significantly encroach upon a flood plain based on preliminary hydraulic analysis and consideration of EO 11988 criteria as appropriate?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Does the project involve construction in, across or adjacent to a river designated as a component proposed for or included in the National System of Wild and Scenic Rivers?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Does the project involve any change in access control?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. Does the project involve any known hazardous materials sites or previous land uses with potential for hazardous material remains within the right-of-way?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Does the project occur in an area where there are Federally listed endangered or threatened species or critical habitat?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. Is the project, pursuant to EPM Chapter 1A and Table 2 and Table 3 of 40 CFR Parts 51 and 93, non-exempt or does it exceed any ambient air quality standard?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. Does the project lack consistency with the New York State Coastal Zone Management Plan and policies of the Department of State, Office of Coastal Zone Management?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 20. Does the project impact or acquire any Prime or Unique Farmland as defined in 7 CFR Part 657 of the Federal Farmland Protection Policy Act <u>and</u> are there outstanding compliance activities necessary? (Note: Interpret compliance activity to mean completion of Form AD 1006.) | <input type="checkbox"/> | <input type="checkbox"/> |

- If NO for questions 3-20, go on to answer question 21.
- If YES to any question 3-20, project will not qualify as a Programmatic Categorical Exclusion. Answer questions 21 and 22 for documentation only and go on to question 23.

21. Does the project involve the use of a temporary road, Detour or ramp closure?

- If NO to questions 3-20 and NO to question 21, the project qualifies as a Programmatic Categorical Exclusion. You may STOP COMPLETING THE CHECKLIST. The checklist should be included in the appendix of the Final Design Report (or Scope Summary Memorandum/Final Design Report). The CATEGORICAL EXCLUSION DETERMINATION memo is to be sent to the appropriate Main Office Design liaison unit with a copy of the Final Design Report (or Scope Summary Memorandum/Final Design Report). A copy of the Categorical Exclusion memo must also be sent to the Office of Budget and Finance, Project and Letting Management, and others (see sample DETERMINATION memo attached).
- If YES to question 21, preparer should complete question 22 (i-v). If questions 3-20 are NO and 21 is YES, the project will still qualify as a Programmatic Categorical Exclusion if questions 22 (i-v) are YES.

	YES	NO
22. Since the project involves the use of temporary road, detour or ramp closure, will all of the following conditions be met:		
i. Provisions will be made for pedestrian access, where warranted, and access by local traffic and so posted.	<input type="checkbox"/>	<input type="checkbox"/>
ii. Through-traffic dependent business will not be Adversely affected.	<input type="checkbox"/>	<input type="checkbox"/>
iii. The detour or ramp closure, to the extent possible, will not interfere with any local special event or festival.	<input type="checkbox"/>	<input type="checkbox"/>
iv. The temporary road, detour or ramp closure does not substantially change the environmental consequences of the action.	<input type="checkbox"/>	<input type="checkbox"/>
v. There is no substantial controversy associated with The temporary road, detour or ramp closure.	<input type="checkbox"/>	<input type="checkbox"/>

- If question 3-20 are NO, 21 is YES and 22 (i-v) are YES, the project qualifies for a Programmatic Categorical Exclusion. You may STOP COMPLETING THE CHECKLIST. The checklist should be included in the appendix of the Final Design Report (or Scope Summary Memorandum/Final Design Report). The CATEGORICAL EXCLUSION DETERMINATION memo is to be sent to the appropriate Main Office Design liaison unit with a copy of the Final Design Report (or Scope Summary Memorandum/Final Design Report). A copy of the Categorical Exclusion memo must also be sent to the Office of Budget and Finance, Project and Letting Management, and others (see sample DETERMINATION memo attached).
- If questions 3-20 are NO, 21 is YES and any part of 22 is NO, go on to question 23.

23. Is the project section listed in 23 CFR §771.117(d) (D List) Or is the project an action similar to those listed in 23 CFR §771.117 (d)? YES  NO

For those questions which precluded a Programmatic Categorical Exclusion, documentation should be provided for any YES response to questions 3-20 or for a NO response to any part of questions 22 (i-v). This documentation, as well as the checklist, should be included in the Design Approval Document, i.e., Final Design Report, etc., to be submitted to the Main Office/FHWA Design liaison unit for submission to the FHWA Division for classification of the project as a D List Categorical Exclusion.

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

Memorandum

To: Mr. Stephen Beauvais, NYSDOT - Region 4  
From: James R. McIntosh, City Engineer - City of Rochester  
Subject: ARRA PS&E TRANSMITAL - PRIORITY  
ROW CLEARANCE CERTIFICATION  
CONTRACT DOCUMENT APPROVAL REQUEST

PIN: 4LS027  
PROJECT TYPE: Streetscape Improvement Maintenance Project  
RTE NUMBER & NAME: North Clinton Avenue  
LIMITS: Upper Falls Blvd. to Avenue D  
MUNICIPALITY: City of Rochester, MONROE COUNTY  
DUNS Number: 026433719

Date: June 1, 2009

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**1. Project Type**

This is not a preventive maintenance project; it is a Pedestrian and Bicycle Accommodations project.

**2. Federal Aid Procedure**

This project is federally funded, has no National System or State Highway involvement, no additional approval of the PS&E is necessary.

**3. Project Construction & Inspection Costs**

Construction Cost-Engineer's Estimate	\$1,372,892.00
Construction Inspection Costs	\$200,000.00
<b>TOTAL</b>	<b>\$1,572,892.00</b>

**4. Contract Advertisement, Pre-Bid meeting, Contract Letting, Award, Pre-Construction Meeting and Completion**

The project will be advertised for a 3 week period on **July 6, 2009** with Contract Bid Documents available for purchase at Rochester City Hall Purchasing Department, Room 105A, 30 Church Street, Rochester, NY 14614. Phone: (585) 428-7041.

A **Pre-Bid Meeting** has been scheduled for **10:00 AM on Tuesday, July 14, 2009** in Room 321B, Rochester City Hall, 30 Church Street, Rochester, NY 14614.

The **Bid Opening (Letting)** has been scheduled for **2:00PM, EST on July 28, 2009** in room 321B (Contact the City Purchasing Office at 585-428-7041 the day of the opening to confirm room number) at Rochester City Hall, 30 Church Street, Rochester, NY 14614 (three-week advertisement length).

It is anticipated that the City of Rochester Department of Public Works will provide a **Notice of Award** for the project on **August 11, 2009**.

A **Pre-Construction Conference** will be held **August 21, 2009**. Construction will commence on **September 1, 2009**.

Project is anticipated to be substantially complete by **May 15, 2010** with final completion on or before **June 1, 2010**.

#### **5. Construction Supervision**

The supervision of construction is to be by Consultant forces. The pre-negotiated budget cost for Consultant Construction Inspection services is \$200,000.

#### **6. Agency Coordination**

The City of Rochester, along with the Monroe County Departments of Transportation and Public Works, are directly involved in construction, maintenance and ownership of the project.

#### **7. Statewide Significance**

This project was not determined to be of statewide significance.

#### **8. Design Approval**

The Design Approval Document (DAD), dated May 1, 2009, for this project was an IPP/Final Design Report. No nonstandard features have been identified since Design approval.

#### **9. Prerequisites to Advertisement**

##### **a. ROW**

The Right of Way Clearance Certificate is attached.

##### **b. Environmental Issues**

NEPA – Based on 23 CFR Section 771, this project was determined to be a NEPA Class II Automatic Categorical Exclusion as determined by the NYSDOT on May 1, 2009 (DAD date).

SEQR – Based on 17 NYCRR Part 15, this project was determined to be a SEQR Type II by the City of Rochester Department of Public Works. The City of Rochester Department of Public Works has completed a Short Environmental Assessment Form.

#### **10. Resolutions / Agreements / Permits / Utilities**

This project does not require resolutions/agreements from municipalities.

Permit approvals have been secured.

Utility agreements have been secured.

#### **11. Utility Relocation**

This project does not require utility relocation. All appropriate utility coordination has been conducted to ensure all wiring, valve boxes, manholes and other elements will be adjusted or otherwise addressed, as needed, in conjunction with or in advance of paving work.

#### **12. Work Zone Safety and Mobility Compliance**

The following information is provided to process the subject project consistent with CFR (Code of Federal Regulations) 630.1012. The Local Sponsor has determined that the subject project is not significant per 23 CFR 630.1010. A Transportation Management Plan (TMP) has been prepared consistent with 23 CFR 630.1012. The TMP consists of a Maintenance and Protection of Traffic Plan and Notes shown in the Contract Documents. The Public Information component of the TMP was completed during design through press releases and standard public outreach. Due to the nature of the work type a public information meeting was not required.

#### **13. Disadvantaged/Minority/Women's Business Enterprise Goals.**

A goal reduction or waiver is not being requested. The project group number is 6 and the DBE goal is 9%.

**14. ARRA Project Rational**

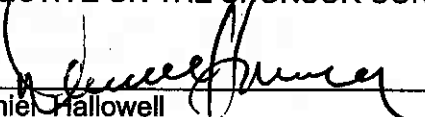
To invest in transportation, environmental protection, and other infrastructure that will provide long-term economic benefits.

**15. Designer's Certification**

All requirements requisite to these actions and approvals have been met, independent quality control peer reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained in this memo.

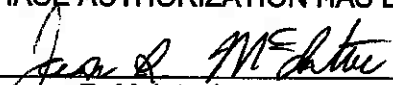
**Requests for Approval**

I CONCUR THAT APPLICABLE PERMITS, AGREEMENTS, COST & SHARE BREAK DOWNS AND CONTRACT DOCUMENTS ARE IN ORDER. I ADDITIONALLY CONCUR THAT THE FINAL ROW CERTIFICATION HAS BEEN RECEIVED AND ALL RIGHTS OF WAY ARE PROVIDED FOR. CONSTRUCTION PHASE AUTHORIZATIONS WILL BE INITIATED EFFECTIVE ON THE SPONSOR CONTRACT DOCUMENT APPROVAL DATE.

  
\_\_\_\_\_  
Daniel Hallowell  
Program & Project Development Manager  
New York State Department of Transportation

6/9/09  
\_\_\_\_\_  
Date

I APPROVE THE CONTRACT DOCUMENTS AS DESCRIBED AND WILL DIRECT THE PROJECT TO PROCEED TO CONSTRUCTION ADVERTISEMENT ONCE CONSTRUCTION PHASE AUTHORIZATION HAS BEEN PROVIDED BY NYSDOT:

  
\_\_\_\_\_  
James R. McIntosh  
City Engineer  
City of Rochester

6/10/09  
\_\_\_\_\_  
Date

Attachments: ROW Clearance Certification  
Contract Drawings, Contract proposal,  
Engineers estimate

cc: S. Beauvais, Regional Local Project Liaison NYSDOT



NYS DOT RIGHT OF WAY CLEARANCE CERTIFICATE August 2007 FOR PS&E AND AWARD

To: Regional Real Estate Officer, Region 4 Date: May 22, 2009

From: James R. McIntosh, P.E. - City Engineer, Local Sponsor: City of Rochester

P.I.N. #: 4LS027 Project: La Avenida Streetscape (N. Clinton Ave. between Upper Falls Blvd. & Avenue D) Improvement Project

Local #: 06321 Acquiring Agency City of Rochester

I certify that; the right-of-way has been or will be acquired in accordance with the Highway Law, the Eminent Domain Procedure Law, "Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970 and as amended", and Title 23 of the Code of Federal Regulations, Part 635, Section 309, Para. (c) (when applicable), and that the status of the right-of-way is as follows:

Select: a, b or c

[X] (a) No right of way (including clearance of the existing right of way) is required for the project.

[ ] (b) All of the necessary rights of way, including control of access rights have been acquired including legal and physical possession.

All payments/deposits are completed. If applicable, "Statement of Donations" attached. There are no improvements existing that need to be removed or demolished and/or all occupants have vacated the land and/or improvements and the Department has the physical possession and the right to remove.

[ ] (c) All the necessary rights of way, including control of access rights have not been completed, however, the acquisitions are being progressed and all legal and physical possession will be completed 3 weeks prior to advertising for bids (see attached ROW 9-15A "Acquisition and Clearance Status Report" for completion schedule).

Project description:

No. of maps required for project: 0
No. of Claimants: 0
No. of maps not requiring payment: 0
No. of Relocations required: 0
No. of Relocations completed: 0
No. of maps paid to date: 0
No. of maps deposited to date: 0

Completed Project File (11-1) and Individual Property Acquisition File (11-2) Check Lists must be attached.

James R. McIntosh, P.E. Date: 5/21/09 City Engineer

Mary Beth Bell NYSDOT Real Estate Officer Date: 6/5/09

**2R Projects  
DOCUMENTATION OF SAFETY RELATED WORK**

PIN = 4LS027		Date =	April 2009
Safety Audit Team		Design =	
		Traffic =	
		Maintenance =	
X	Element	Guidance	Comments
X	Accidents	3 year accident history? High Accident Locations? Above average accident locations? Patterns or Clusters attributable to geometric features?	Accident history was not reviewed; roadway alterations are not within scope of this project.
X	Signing	Signs should be installed as needed in accordance with the National MUTCD. Review for condition (retroreflectivity), location, post type (breakaway or rigid), and appropriateness (need).  Immediately notify the Resident Engineer of any missing regulatory or warning signs.	Signs are not within the scope of this project
X	Pavement Markings	Pavement markings should be installed in accordance with the National MUTCD. The adequacy of existing passing zones should be evaluated.	Proposed pavement markings are in accordance with the National MUTCD.
X	Delineation	Delineation should be installed per the National MUTCD.	
X	Traffic Signals	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 may be included provide they meet the signal warrants.	Traffic signals will not be included in the scope of work.
X	Shoulder Rumble Strips	On rural, high-speed facilities (80 km/h or greater) consider in accordance with HDM §3.2.5.4.	Posted speed limits are below 80km/h.
X	Shoulder Widening	Non-freeway lanes be widened to 1.2 m for motor vehicle recovery, bicyclists, and pedestrian.	Shoulders widening is not within the scope of work.
X	Lane Widening	Non-freeway lanes may be widened per HDM §7.3.	Lane widening is not within the scope of work.
X	Design Vehicle	Intersections should accommodate the design vehicle without encroachment into other travel lanes or turning lanes.	Existing intersection geometry will remain, improvement are not included in the scope of work.
X	Driveways	Driveways shall meet the spirit and intent of the most recent Policy and Standards for Entrances to State Highways'	Driveways are not included in the scope of work.
X	Turn Lanes	Turn lanes should meet the requirements of HDM §5.10.5.5. B.	Turn lanes are not included in the scope of work.
X	Speed Change Lanes	Speed change lanes should meet AASHTO "Green Book" standards.	There are no speed change lanes being affected as part of the scope of this project.
X	Sight Distance	Trim vegetation to improve substandard intersection sight distance, and horizontal and vertical stopping sight distance. Guidance:	Vegetation included in the project will be in accordance with the intersection sight distance,

		<ul style="list-style-type: none"> <li>• Intersection Sight Distance – HDM §5.10.5.1 A</li> <li>• Passing Sight Distance – HDM §5.8.2.2</li> <li>• Horizontal &amp; Sag Vertical SSD – HDM Chapter 2 and HDM §5.8.2.1</li> </ul>	Existing vegetation does not conflict with the sight distance.
X	Curbing	Curbing must meet the requirements of HDM §10.2.2.4.	Curbing will be reset if it does not meet the requirements of HDM §10.2.2.4.
X	Drainage	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 system drainage modifications.	Drainage work is not included in the scope of this project.
X	Bicycle & Pedestrian	Sidewalk curb ramps and existing sidewalks must meet HDM Chapter 18 requirements. Consider cross walks and pedestrian push buttons at signals.	Sidewalk curb ramps and existing sidewalks will be replaced to meet the HDM Chapter 18 requirements.
X	Superelevation	<p>Consultant Figure 231-1 of the NYS MUTCD. Identify any current conditions which meet the criteria in §2.1 (i.e., curves where it is determined that existing operating speeds are now causing, or may in the future cause, vehicles to travel off the roadway or cross the centerline). Sharp horizontal curves may be ball banked to help determine the need for additional superelevation.</p> <p>Existing superelevation should not be reduced unless excessive (&gt;8%) and causing a safety problem.</p> <p>Install advisory speed signs and consider additional treatments (e.g., chevrons, roadside clearing, as needed).</p>	Not within scope of work.
X	Shoulder Resurfacing	Unpaved, stabilized shoulders should be paved in order to reinforce the edge of the traveled way, accommodate bicyclists, and increase safety. Where there is no curb, shoulder widths shall be a minimum of 0.6 m (1.2 m is desirable). Existing shoulders and curb offsets cannot be reduced.	Shoulders resurfacing is not included in the scope of work.
X	Clear Zone(s)	Determine based on HDM §10.3.2.2 A.	Clear zones will not be impacted by the project.
X	Fixed Objects	<p>Based on the criteria in §4.0 of this policy, remove, relocate, modify to make crash worthy, shield by guide rail/crash cushion, or delineate any fixed objects that require remediation due to existing or potential safety implications (e.g., tree removal on the outside of a curve or installation of traversable driveway culvert end sections). The Region should determine the timing of the work based on the work involve, accident data and accident potential.</p> <p>For guidance on identifying fixed objects, refer to HDM §10.3.1.2 B.</p>	Non conforming fixed objects have not been identified within the project corridor.
X	Guide Rail	<p>The following should be used to evaluate the need for guide rail and other roadside work.</p> <ul style="list-style-type: none"> <li>• HDM §10.2.2.1 – point of need</li> </ul>	Guide rails are not required

		<ul style="list-style-type: none"> <li>• HDM Table 10-7 – acceptable guide rail height</li> <li>• HDM §10.3.1.2 B – guidance on determining severely deteriorated guide rail and non-functional guide rail</li> <li>• HDM §10.2.2.3 and Table 10-3 – barrier deflection distance</li> <li>• HDM §10.2.2 – design of new guide rail</li> <li>• Current EIs and EBs.</li> </ul>	
<b>X</b>	Bridge Rail Transitions	The Regional Structures Group, Regional design Group, SDCD and DQAB should be contacted, as necessary, to help identify substandard connections to bridge rail and for the recommended treatment.	There are no bridges or rails within the project area.
<b>X</b>	Other	In general, where the 2R policy is silent, the project should follow standard Department guidance and policies. Where policies and guidance have specific information for 3R projects, it should be used for 2R project as well. For example, the roadside design must meet the requirements referenced for 3R projects in HDM §10.3.	The planned improvements will be in accordance with the requirements of the HDM.

Note: This checklist and a memo to file summarizing the finding should be included with the Design Approval Document.