

MAIN STREET
STREETScape &
WAYFINDING
PROJECT,
PHASE II

PIN 4CR0.09

DRAFT

PROJECT SCOPING REPORT/
FINAL DESIGN REPORT

NOVEMBER 2018

Project Approval Sheet

<u>Milestones</u>	<u>Signatures</u>	<u>Dates</u>
A. Recommendation for, Scope and Design Approval:	The project cost and schedule are consistent with the Regional Capital Program. _____ James P. Willer, P.E., Regional Program Manager NYSDOT Region 4	_____ Date
B. Recommendation for Scope and Design Approval	All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained. The nonstandard features have been adequately justified and it is not prudent to eliminate them as part of this project. _____ Holly E. Barrett, P.E., City Engineer, City of Rochester	_____ Date
C. Public Hearing Certification (23 USC 128):	A public hearing was not required; However a Public Meeting was held on December 12 th , 2018. _____ Holly E. Barrett, P.E., City Engineer, City of Rochester	_____ Date
D. Local Project Nonstandard Feature Approval	Nonstandard features on NHS/State roadways have been appropriately justified. _____ Kevin C. Bush, Regional Director, NYSDOT Region 4	_____ Date
E. Local Project Scope and Design Approval	The required environmental determinations have been made, and the preferred alternative for this project is ready for final design. _____ Kevin C. Bush, Regional Director, NYSDOT Region 4	_____ Date

List of Preparers

Group Director Responsible for Production of this Project Scoping Report/Final Design Report (PSR/FDR):

James R. Hofmann PE, Principal, Stantec Consulting Services Inc.
Description of Work Performed: Directed the preparation of the PSR/FDR 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.*

Table of Contents

Project Approval Sheet	i
List of Preparers	ii
Table of Contents	iii
Table of Appendices	iv
CHAPTER 1 – PROJECT DEVELOPMENT	1-1
1.1. Introduction	1-1
1.1.1. Project Location	1-1
1.2. Purpose, Need and Objectives	1-3
1.2.1. Project Need	1-3
1.2.2. Project Purpose	1-3
1.2.3 Project Objectives	1-3
1.3. Project Alternative(s)	1-4
1.4 Project Effects	1-4
1.4.1 Environmental Classification	1-4
1.4.2 Comparison of Considered Alternatives	1-5
1.4.3 Anticipated Permits/Certifications/Coordination	1-6
1.5 Preferred Alternative	1-6
1.6 Project Schedule and Cost	1-7
1.7 Public Involvement	1-8
CHAPTER 2 – EXISTING AND PROPOSED CONDITIONS AND CONSIDERATIONS	2-1
2.1 Functional Classification/National Highway System/Truck Access	2-1
2.2 Planning Considerations	2-1
2.2.1 Abutting Highway Segments and Future Plans	2-1
2.2.2 Local Plans for the Project Area	2-1
2.2.3. Access Control	2-2
2.3. Traffic Considerations	2-2
2.3.1 Traffic Volumes	2-2
2.3.2 Speed Studies	2-3
2.3.3 Level of Service Analysis	2-3
2.3.4 Safety and Crash History Analysis	2-4
2.3.5 Pedestrians, Bicyclists and Transit (Complete Streets)	2-5
2.4 Structures	2-6
2.4.1 Structures Data	2-6
2.4.2 Hydraulic Considerations	2-7
2.5 Design Standards	2-7
2.5.1 Critical Design Elements	2-8
2.5.2 Other Design Parameters	2-9
2.5.3 Existing and Proposed Highway/Bridge Plan and Section	2-9
2.5.4 Nonstandard/Nonconforming Features	2-10
2.6 Other Infrastructure Considerations	2-10
2.6.1 Pavement and Shoulder Conditions	2-10
2.6.2 Right of Way	2-11
2.6.3 Geotechnical	2-11
2.6.4 Access Management	2-11
2.6.5 Traffic Control Devices	2-11
2.6.6 Drainage Systems	2-11
2.6.7 Utilities and Lighting	2-11
2.6.8 Guide Railing, Median/Roadside Barriers and Impact Attenuators	2-12
2.6.9 Intelligent Transportation Systems (ITS)	2-12
2.6.10 Landscape and Community Enhancement Considerations	2-12

Table of Contents (cont.)

2.7 Work Zone Safety and Mobility	2-12
2.7.1 Transportation Management Plan	2-12
2.7.2 Proposed Work Zone Traffic Control	2-12
2.8 Additional Considerations.....	2-13
2.8.1 Constructability Review	2-13
2.8.2 Ownership and Maintenance Jurisdiction	2-13
2.8.3 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)	2-13
2.8.4 Miscellaneous Information	2-13
CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	3-1
3.1 National Environmental Policy Act (NEPA)	3-1
3.2 State Environmental Quality Review Act (SEQRA).....	3-1
3.3 Additional Environmental Information.....	3-1
3.3.1 Neighborhoods and Community Cohesion.....	3-2
3.3.1.1 Community Character.....	3-2
3.3.1.2 Transportation Options	3-2
3.3.2 General Social Groups	3-3
3.3.2.1 Environmental Justice.....	3-3
3.3.3 Business Districts.....	3-3
3.3.3.1 Transportation into and out of the District.....	3-3
3.3.3.2 Sidewalks, Bicycling, and Transit Opportunities.....	3-3
3.3.4 Environmental	3-3
3.3.4.1 Wetlands and Surface Waters	3-3
3.3.4.2 Flood Zone.....	3-3
3.3.4.3 Threatened and Endangered Species.....	3-4
3.3.4.4 Critical Environmental Area	3-4
3.3.4.5 Cultural Resources	3-5
3.3.4.6 Contaminated and Hazardous Materials	3-6

Table of Appendices	
A.	Project Plans
B.	Environmental Information
C.	Traffic Information
D.	Pavement Information
E.	Structures Information
F.	Nonstandard Features Justification
G.	Stakeholder and Public Input
H.	Miscellaneous

This Page Intentionally Left Blank

CHAPTER 1 – PROJECT DEVELOPMENT

1.1. Introduction

This base project proposes to rehabilitate the existing pedestrian and bicycle facilities along East Main Street from Exchange Boulevard / State Street to South Avenue / St. Paul Street.

This report will assess existing conditions, identify the overall project objectives, analyze alternative solutions, and discuss the social, economic and environmental effects on the community resulting from the implementation of the feasible alternatives under consideration.

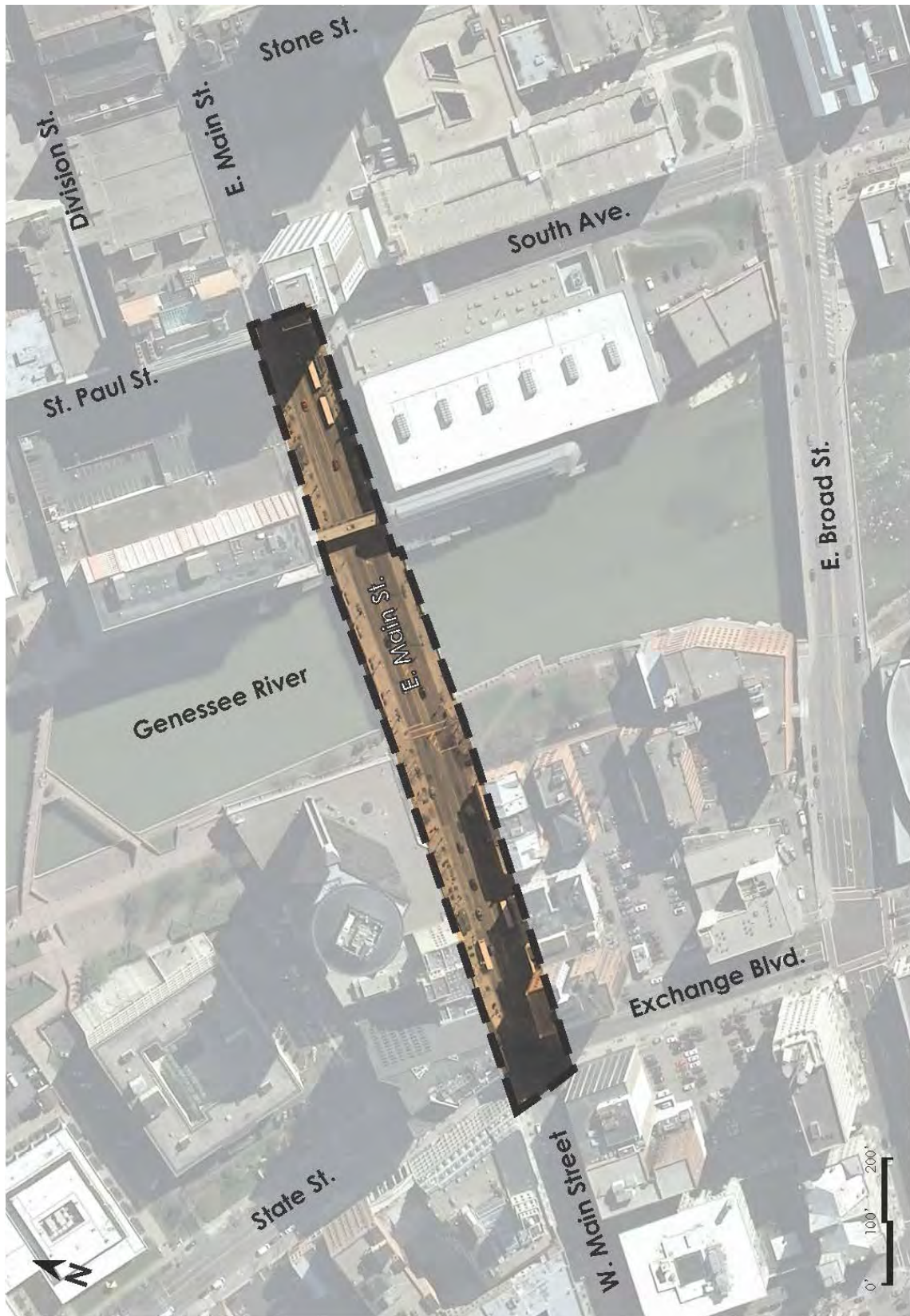
This report is currently being circulated for review and comment to applicable Federal, State, and Local Agencies, as well as officials and other groups and individuals who have special interests, concerns or expertise. A public information meeting will be held to gather input from the community. The information contained in this report, along with comments that are received as a result of the review process, will be evaluated prior to making a final design recommendation.



This report was prepared in accordance with the NYSDOT Project Development Manual, 17 NYCRR (New York Codes, Rules and Regulations) Part 15, and 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (section 1.2), objectives established (1.2.3) to address the needs, and cost-effective alternatives developed (1.3). This project is federally funded.

1.1.1. Project Location

- A. Route name –East Main Street
- B. BIN (Bridge Identification Number) and feature crossed: BIN 2211270; Genesee River
- C. City/Village/Township – City of Rochester
- D. County – Monroe
- E. Length – Corridor – 1100 Feet
- F. Corridor Limits - Exchange Boulevard/ State Street to South Avenue/St. Paul Street



Main Street Streetscape Enhancement Project - Phase II
Project Area Map



1.2. Purpose, Need and Objectives

1.2.1. Project Need

The corridor has undergone significant changes in both purpose and functionality since its original construction. The area was designed to serve as an on-street transfer station for the local transit bus patrons. This required significant space to accommodate the large volumes of transit bus patrons and downtown pedestrian users. Recently a new bus terminal has been constructed off site to accommodate their operations. This change has resulted in the corridor having oversized bus shelters, pay phones, garbage cans, benches and other amenities that are no longer necessary. In addition, the existing facilities have deteriorated and at many locations are no longer ADA compliant due to surface conditions. These changes and age of the existing facilities have resulted in the need to revitalize the space to make the corridor not only ADA compliant but also enhance the pedestrian experience through the downtown area.

The existing bicycle facilities within the area are also insufficient for today's demands. The City of Rochester's Bicycle Master Plan (January 2011) references a portion of the project as a priority segment by the public. This corridor, due to the bridge crossing over the Genesee River, is particularly important to regional network operations. The corridor lacks or has minimal accommodations for today's cyclists. The revitalization and enhancements proposed under this project provide the opportunity to correct many of these deficiencies.



Obsolete Pay Phone Stand

1.2.2. Project Purpose

The project seeks to improve connectivity for pedestrians, bicyclists, and other non-motorized forms of travel through Main Street while also enhancing the surrounding environment that complement the community character of the City.

1.2.3 Project Objectives

- (1) Increase the effectiveness of the transportation corridor for pedestrian and other non-motorized forms of travel by providing safe and universally accessible facilities.
- (2) Improve system connectivity for pedestrians by providing users guidance on how to reach destinations within the downtown area.
- (3) Improve system connectivity for bicyclists by providing improvements to link the corridor to other existing or planned network facilities.
- (4) Provide on-street parking to enhance access to existing businesses and promote economic development along corridor.

- (5) Improve the visual built environment by providing context sensitive improvements that contribute to the ambiance and enhance community character of the project area.

1.3. Project Alternative(s)

Alternatives Under Consideration:

No Build

Alternative 1 – Streetscape Rehabilitation

No-Build Alternative

Under this alternative, the existing infrastructure would be retained, and routine maintenance efforts would be performed by City of Rochester forces. Routine maintenance work would be temporary in nature and would not address the long-term safety, accessibility or system network deficiencies resulting in a continuation or worsening of the identified issues within the project area.

This alternative does not meet the projects objectives but will be retained to compare against other feasible alternatives.

Alternative 1 – Streetscape Rehabilitation

Under this alternative, the existing infrastructure would be replaced or rehabilitated to meet the goals and objectives of the project. Improvements to sidewalks, landscaping, street lighting, pedestrian oriented signage and other streetscape amenities would be incorporated to provide a safe and accessible system network for all users. Improvements to bicycle facilities would incorporate system network upgrades to meet the growing demands of area cyclists. Other aesthetic and destination-oriented improvements would be incorporated to enhance the community cohesion and activity within the project corridor. This alternative would also provide a parking lane along both sides of East Main Street where feasible.

This alternative would fully meet the project needs and objectives and is considered the only feasible and prudent alternative.

For a more in-depth discussion of the design criteria for the reasonable alternative(s) under consideration see Section 2.5 of this report.

1.4 Project Effects

1.4.1 Environmental Classification

Exhibit 1-1 Environmental Classification Summary				
NEPA Classification	Class II CE	BY	NYSDOT	
SEQRA Type:	Type II Action	BY	City of Rochester	

Refer to Chapter 3 and Appendix B for additional environmental information.

1.4.2 Comparison of Considered Alternatives

Exhibit 1-2 Comparison of Considered Alternatives		
Category	Alternatives Evaluated	
	Null	Preferred Alt. 1 – Streetscape Rehabilitation
Environmental Impacts		
Wetlands	None	None
Cultural Resources (Section 106)	None	None Anticipated
Section 4(f)	None	None
Endangered/ Threatened Species	None	None
Noise	None	Temporary <i>Construction Activities Only</i>
Social Impacts		
Property/Relocations	None	None
Mobility (Pedestrian, bicycle, transit, etc.)	No Effect	Improved pedestrian and bicycle mobility
Environmental Justice	No Effect	Positive Benefit
General Social Groups (elderly, disabled, children, transit dependent, etc.)	No Effect	Beneficial impacts for disabled (new accessible sidewalks and crossings)
Crash Costs	High	Low
Economic and/or Operational Impacts - Examples of issues that might cause economic impacts are temporary detours, reduction in parking, access management that limits movements into businesses, removal of traffic from a roadway, etc.		
Economic Impacts	No Effect	Modification to vehicular access to businesses
Temporary Detours	No Effect	10 businesses affected for 12 months
Reduction of Parking	No Effect	No Effect
Operation at ETC +20	1.5 Min Delay 2 Min Delay with Condition C	2 Min Delay 3.2 Min Delay with Condition C
Utilities	None	Some Relocation is required
Construction Cost	None	\$ 4.679 M

Proposed Mitigation:

No mitigation measures are required. Refer to Chapter 3 for further information.

1.4.3 Anticipated Permits/Certifications/Coordination

Exhibit 1-3 Anticipated Permits/Certifications/Coordination	
<u>Permits</u>	
None Anticipated	
<u>Coordination</u>	
NYSDEC (pursuant to the "NYSDEC/NYS DOT Memorandum of Understanding Regarding ECL Articles 15 & 24")	
Federal Highway Administration	
New York State Historic Preservation Officer (SHPO)	
US Fish and Wildlife Service	
New York Natural Heritage Program	
Section 1424(e) review by FHWA and EPA (sole source aquifer)	
Municipality(ies) – Monroe County	
Metropolitan Planning Organization – Genesee Transportation Council	
Utilities – City of Rochester Water Bureau, Monroe County Pure Waters, RGE Electric and Gas, Frontier, Spectrum, Rochester District Heating Cooperative	
<u>Certifications</u>	
None Anticipated	
<u>Others</u>	
City of Rochester Site Plan Review	
Local Permits (As Required)	

1.5 Preferred Alternative

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

The No Build Alternative will be retained for use as a baseline to measure and evaluate impacts that might accrue from the preferred alternative.

1.6 Project Schedule and Cost

Exhibit 1-4 - Project Schedule	
Activity	Date Occurred/Tentative
Scope/Design Approval	January 2019*
ROW Acquisition	None Required
Construction Start	October 2019*
Construction Complete	October 2020*

*Anticipated

Exhibit 1-5 – Project Cost (in millions)		
Activities		Reasonable/Preferred Alternative
Construction Costs	Bridge	\$ 0.150 M
	Highway	\$ 3.069 M
	Field Change Item	\$ 0.161 M
Subtotal 1		\$ 3.380 M
Contingency (10%)		\$ 0.338 M
Mobilization (4%)		\$ 0.149 M
Subtotal 2		\$ 3.867 M
Expected Award Amount (Inflate current costs/prices at 3%/yr. to midpoint of construction to arrive at \$ amount to be entered here) See HDM 21.6.3.2 B		\$ 0.232 M
Construction Inspection (15%)		\$ 0.580 M
ROW Costs		\$ 0.000 M
Total Alternative Costs		\$ 4.679 M

1.7 Public Involvement

Refer to Appendix G for the related project correspondence.

Exhibit 1-6 Public Involvement Plan Schedule of Milestone Dates	
Activity	Date Occurred/Tentative
Public Information Meeting #1	December 12, 2018
Design Approval	January 15, 2019*
Public Information Meeting #2	May 2019*
Current Project Letting Date	August 2019*

*Anticipated

For additional information or to provide comments, please contact:

Mailing Address: Jeffery J. Mrozcek, Project Manager
City of Rochester
City Hall Room 300B
30 Church Street
Rochester, New York 14614

Email Address: mrozcekj@cityofrochester.gov

Telephone: (585) 428-7124

Please include the six-digit Project Identification Number (PIN) 4CR0.09 in any correspondence.

or visit the Project website: <http://www.cityofrochester.gov/projects/>

The deadline for submitting comments is December 31, 2018.

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

CHAPTER 2 – EXISTING AND PROPOSED CONDITIONS AND CONSIDERATIONS

2.1 Functional Classification/National Highway System/Truck Access

Exhibit 2-1 Classification Data	
Route(s)	East Main Street
Functional Classification	Urban Principal Arterial Other (14)
National Highway System (NHS)	Yes
Designated Truck Access Route	No
Qualifying Highway	No
Within 1 mile of a Qualifying Highway	Yes
Within the 16 ft vertical clearance network	No

2.2 Planning Considerations

2.2.1 Abutting Highway Segments and Future Plans

The abutting highway section to the west consists of a 60-foot-wide pavement section with adjacent sidewalks. The abutting section to the east consists of a 44-foot-wide pavement section with tree pits and 8' recess parking separating the sidewalk from the main pavement section. The abutting highway segments have a posted area speed limit of 30 MPH.

The City of Rochester has a full reconstruction project that will be including State Street from the Inner Loop to Main Street and Exchange Boulevard from Main Street to Basin Street. The project is scheduled to begin construction in the Fall of 2019.

2.2.2 Local Plans for the Project Area

This project is on the approved [Genesee Transportation Council] (2017 – 2020) Transportation Improvement Program (TIP) as TIP Number N17-01-MN1. Project funding has been fully allocated on the TIP.

This project is consistent with the City of Rochester's Center City Master Plan.

Several developments are planned along the project corridor as described below:

- Midtown Block Development – Location – East Main Street between Cortland Street and Euclid Street – Currently under development

There are no approved developments planned within the project area that will impact traffic operations.

2.2.3. Access Control

East Main Street has uncontrolled access throughout the project corridor. No control of access will be proposed as part of this project.

2.3. Traffic Considerations

2.3.1 Traffic Volumes

Traffic count data was collected via manual counts in April and May of 2018. Traffic turning movement counts were obtained during the weekday morning and evening peak travel hours for the signalized and unsignalized intersections along the project corridor. Heavy vehicle (truck and bus) and pedestrian data was also obtained at each of the intersections.

Exhibit 2.2 shows the adjusted Annual Average Daily Traffic (AADT) and Design Hour Volumes (DHV). The DHV values represent the combined (two-way) direction volumes on East Main Street.

The Design Year for this project was obtained from Appendix 5 of the NYSDOT Project Development Manual. The project is classified as a 3R – Resurfacing, Restoration, and Rehabilitation project with Minor Intersection Reconstruction Components. Per NYSDOT’s Project Development Manual (PDM), Appendix 5, Table 5-1, the recommended project design year is ETC+10. Due to the proposed lane reconfigurations and potential impacts to major intersections within the project corridor, the design year forecasts will be analyzed using ETC+20.

Compared to the trends outlined in the 2015 East Main Street Streetscape and Pedestrian Wayfinding Enhancements Traffic Summary by Stantec, the volumes show a continued reduction in overall growth along East Main Street. The June 20, 2018 MCDOT Traffic Volume Trends memo recommends using a 1.0% growth rate for the City which can vary between 0.5% and 1.5% based on location. Based on the Phase I Traffic summary, a 0.5% growth rate has been incorporated for analysis.

Exhibit 2-2 Existing and Forecast Traffic Volumes		
East Main Street		
Year	ADT	DHV
Existing (2018)	10532	948
ETC (2020)	10579	952
ETC+20 (2040)	11646	1048
ETC+20 (2040) with Broad Street Closure	18546	1669

Note: ETC is the Estimated Time of Completion

Forecast no-build design year traffic volumes – The Estimated Time of Completion (ETC) + 20 design year was selected per PDM Appendix 5.

ETC (2020) – The City’s “Midtown Rising” project will finish converting Broad Street between Chestnut Street and South Ave from one-way to two-way operation in 2018 and will introduce new eastbound traffic

through the Broad Street Corridor.

ETC+20 (2040) – Condition C – The project corridor has two (2) projects that have the potential to influence traffic projections for the design year ETC+20 (2040) as follows:

1. South Avenue two-way conversion between Main Street and Broad Street
2. Broad Street Bridge Closure

Additional information and flow diagrams can be found in Appendix C – Traffic Information

2.3.2 Speed Studies

Floating car runs were conducted outside of the peak hours to establish average corridor running speed. The average running speed between Exchange/State and St. Paul/South was generally 25-35 mph and decreased during the peak hours.

Exhibit – 2-3 Speed Data	
Route	East Main Street
Existing Speed Limit (mph)	30 MPH
Operating Speed (mph) and Method Used for Measurement	25 – 35 MPH Floating Car Runs

2.3.3 Level of Service Analysis

Alternative 1 proposes to remove a travel lane in both eastbound and westbound directions along East Main Street from St. Paul/South Ave to Aqueduct Street. Level of service operations for ETC+20 (2040) depicted below incorporate changes in traffic patterns from the Midtown Rising two-way conversion of Broad street, the Conversion of South Avenue to two-way operation, and the closure of Broad Street.

Additional information and a full summary of operational changes can be found in Appendix C – Traffic Information.



Dedicated Bus lanes are provided on both sides of Main Street

The peak hour volumes were entered into the MCDOT AM and PM system Synchro model and intersection splits optimized. The existing Level of Service (LOS) for each movement was calculated and summarized in the following table.

Exhibit – 2-4 Level of Service (LOS) Summary East Main Street: Streetscape and Wayfinding Enhancement Phase II									
Intersection	Approach & Movement	ETC (2020) No Build Broad Street 2- Way Conversion		ETC+20 (2040) No Build Base		ETC+20 (2040) Alternative 1 Base		ETC+20 (2040) Alternative 1 Condition C	
		AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS
State Street and Exchange Boulevard	EB THRU/LT/RT	A (9.9s)	B (14.2s)	B (10.6s)	B (15.3s)	B (12.8s)	B (16.9s)	C (25.8s)	D (43.6s)
	WB THRU/LT/RT	B (11.7s)	B (13.2s)	B (12.2s)	B (14.9s)	-	-	-	-
	WB LEFT	-	-	-	-	A (9.0s)	A (8.0s)	A (9.0s)	A (6.5s)
	WB THRU/RT	-	-	-	-	B (17.1s)	C (29.2s)	B (20.3s)	C (31.3s)
	NB THRU/LT/RT	B (12.9s)	B (14.5s)	B (13.2s)	B (15.5s)	B (13.2s)	B (16.3s)	B (18.3s)	C (24.2s)
	SB THRU/LT/RT	B (18.6s)	B (19.9s)	B (19.8s)	C (22.2s)	B (19.8s)	C (22.3s)	C (28.4s)	D (43.7s)
	OVERALL	B (14.3s)	B (16.0s)	B (15.0s)	B (17.6s)	B (16.1s)	C (20.6s)	C (23.6s)	D (35.9s)

2.3.4 Safety and Crash History Analysis

A crash analysis was performed in accordance with NYS Highway Design Manual Chapter 5 in 2018. The analysis extends from State St/Exchange Blvd. to St. Paul St./South Ave from April 2015 to January 2018. The accident rate for this segment of East Main Street is 10.08 accidents per million vehicle miles. This is above the statewide accident rate for similar facilities, which is 2.59 accidents per million vehicle miles.

There are no High Accident Locations (HALs) within the study area.

The predominate crash types are:

Exhibit 2-5 Collision Summary East Main Street, From State/Exchange to St. Paul/South		
Type of Collision	Number	Percentage
Rear End	23	40%
Sideswipe	13	23%
Right Angle	6	11%
Left Turn	6	11%
Right Turn	5	9%
Fixed Object	2	4%
Pedestrian	1	2%
Bicycle	1	2%

A crash analysis including an accident summary (TE-213), collision diagrams (TE-56), and recommendations for improvements are in Appendix C. The crash analysis recommends consideration of the following crash reduction measures: For rear end accidents, it is recommended that a lead pedestrian phase be implemented prior to the start of the East/West phase; For sideswipe accidents it is recommended that a road diet be introduced east of State/Exchange. To increase awareness of the midblock pedestrian crossing, the recommendation is to add additional signs and pavement markings and a Rectangular Rapid Flashing Beacon (RRFB) be installed at this location.

2.3.5 Pedestrians, Bicyclists and Transit (Complete Streets)

Pedestrians

Pedestrians are accommodated within the project corridor via sidewalks along both sides of the roadway. These facilities have deteriorated and in many locations no longer meet ADA compliance due to surface conditions. Existing wayfinding signs are also present within the study area; however the 2012 Center City Pedestrian Circulation and Wayfinding Study provided recommendations to improve the systems functionality and effectiveness. It has been observed and noted that pedestrians are crossing East Main Street in front of the Rochester Riverside Convention Center and Rochester Riverside Hotel.

Reconstructing the existing facilities and supplementing the existing infrastructure will enhance the users experience and will improve the safety and mobility for all non-motorized users correcting the identified deficiencies that exist today. To increase safety, Lead Ped Interval (LPI) phasing is recommended to be used at the State/Exchange intersection. This safety measure provides four (4) seconds of advanced walk for the pedestrians on all approaches at these intersections.

The project will replace the existing pedestrian signal at the crossing on the west side of the river with a Rectangular Rapid Flash Beacon (RRFB). The project will also install a new marked pedestrian crossing with a RRFB on the east side of the river as well.



Wayfinding Sign from Phase I

Bicyclists

Bicyclists are accommodated within the study area via using the existing roadway travel lanes. These travel lanes are narrow (ranging from 10' – 11' wide) and provide the minimal accommodations for cyclists within the corridor.

The City of Rochester's Bicycle Master Plan (January 2011) references a portion of the project as a priority segment by the public. The corridor has an existing level of service designation of E per the Master Plan Study.

The project will improve bicycle safety by introducing new 5.5' wide bike lanes in both directions along East Main Street within the project limits between St. Paul/South Ave and Aqueduct Street. The project will also will also incorporate bicycle pavement markings to provide a higher awareness to motorist of the presence of bicycle use through the corridor.



Bike Share Station

The introduction of these new facilities will enhance the users experience and will improve the safety and mobility for all non-motorized users correcting the identified deficiencies that exist today. The project area does have a Pace Bike Share Station located in front of the First Federal Plaza Building.

Transit

There is currently a bus stop with shelter located on both sides of East Main Street, just east of the West Main Street / State Street / East Main Street / Exchange Boulevard Intersection. These stops service several of the bus routes that currently go to a from the Transit Center along this section of East Main Street. The shelters at these stops are deteriorated and need to be replaced.

The project will replace the existing bus stop shelters with a newer shelter designed for today’s transit user. This new shelter will enhance the users experience of the transit system at these stops.



Deteriorated Bus Shelter

2.4 Structures

2.4.1 Structures Data

The existing bridge is described below. The project proposes to reduce the roadway by 11 feet, add bike lanes on both sides of the roadway and expand the sidewalk area on both sides of the bridge. The project will also include a mill and overlay of the existing asphalt pavement. Maintenance work on the bridge will be included as part of this project. The scope of maintenance work is to Clean and Paint the Paley Railing and Light Shrouds, Repoint the Stone Masonry Balustrade, and Repair a Broken Cap.

Exhibit 2-6 Structure Data		
DATA	EXISTING STRUCTURE	PROPOSED STRUCTURE
BIN	2211270	2211270
Feature Carried/Crossed	Main Street over Genesee River	Main Street over Genesee River
Type of Bridge	Masonry Arch	Masonry Arch
Number and Length of Spans	5	5
Lane Width(s)	11'-0"	11'-0"
Shoulder Width(s)	0'-0"	0'-0"
Sidewalk(s)	Varies between 17 & 18 feet	Varies between 23 & 24 feet
Utilities Carried	Water (Domestic & Holly), Electric, Gas, Steam, Telephone, and Street Lighting	Water (Domestic & Holly), Electric, Gas, Steam, Telephone, and Street Lighting
Horizontal Clearance(s)	55 feet curb to curb	44 feet curb to curb
Vertical Clearance(s)	N/A	N/A
State Condition Rating	4	4

History & Deficiencies – BIN 2211270 was originally constructed in 1857 as a 5-span stone arch founded on masonry footings bearing on bedrock. Record plans show that a rehabilitation of the bridge occurred in 1987 and included masonry cleaning and repairs, new parapets, the installation of new steel arch plates, and the installation of a new concrete deck.

Inspection - The bridge is categorized “Structurally Deficient” based on the FHWA list of eligible bridges.

- (a) General Recommendation – 4
- (b) Summary of General Bridge Inspection Reports – The most recent General Bridge inspection was completed on August 18, 2017 for BIN 2211270. The existing bridge currently exhibits the following deficiencies:
 - The arches in all spans have areas of cracking, minor areas of missing mortar, and some leakage.
 - The span 1 arch has a void approximately 6-feet tall by 2-feet wide, with deteriorated and stained stones surrounding the void.
 - The span 1 pier wall has a void that is approximately 9 square feet in area, with stable stones.
 - There is a large area of loose and missing stones on the Span 1 masonry abutment that is 5-feet wide by 2.5-feet high, with missing and shifted stones.
 - The existing piers at spans 1, 3, and 4 have a concrete encasement over the existing foundations. At spans 1 and 3 small voids have formed below the concrete encasement. At pier 4 voids exist at the upstream and downstream noses of the pier. There has been no undermining of actual masonry footings.
 - Span 2 begin face masonry pier walls has areas of missing mortar near each opening.
 - Pier 4 has an area of missing stones in the masonry pier wall that is 5-feet wide by 22-inches high. The area surrounding the missing stones appears to be stable with no signs of distress.
 - Span 4 masonry abutment has a 7-feet wide by 16-inch deep void with loose and broken stones directly above the footing. The area shows no signs of displacement, distress, or loss of fill.

Refer to Appendix E for a summary of bridge inspection ratings.

Restrictions – There are currently no restrictions imposed on public or emergency services.

Waterway – The Genesee River does not carry commercial traffic in the project area, is not a tidal waterway, and is not considered to be a navigable waterway by the US Coast Guard standards. A Section 9 permit is not required. A Coast Guard Jurisdiction Checklist has not been completed since there is no structural work proposed for the bridge.

2.4.2 Hydraulic Considerations

This project does not propose any work on the existing East Main Street Bridge over the Genesee River that is within the Genesee River.

2.5 Design Standards

Design criteria for the project are based on the following publications:

- NYSDOT Highway Design Manual (HDM) Chapter 2 *Design Criteria*
- NYSDOT Highway Design Manual (HDM) Chapter 17 *Bicycle Facility Design* & Chapter 18 *Pedestrian Facility Design*
- AASHTO Policy on Geometric Design of Highways and Streets, 2011
- AASHTO Guide for the Development of Bicycle Facilities, 2012
- ADA Standards for Accessible Design, 2010

2.5.1 Critical Design Elements

Exhibit 2-7 Critical Design Elements for East Main Street					
PIN:		4CR0.09	NHS/Non-NHS		NHS
Route No. & Name:		East Main Street	Functional Classification:		Urban Principal Arterial Other
Project Type:		3R	Design Classification/Character:		Urban Arterial
% Trucks:		8%	Terrain:		Level
ADT:		11,646	Truck Access/Qualifying Hwy.		Access-No; Qualifying-No
Element		Standard		Existing Condition	Proposed Condition ²
1	Design Speed	30 mph ¹ (Central Business District) HDM Section 2.7.2.4.A		30 mph posted	30 mph
2	Lane Width	HDM Section 2.7.2.4.B Exhibit 2-4a			
	Travel Lane	11 ft All other conditions		11 ft	11 ft
	Shared Lane	13 ft Minimum, 15 ft Desirable Shared Lane to accommodate cyclists		-	13 ft
	Bicycle Lane	5 ft Minimum, 6-7 ft Desirable		-	5.5 ft
	Turning Lane	11 ft Minimum, 12 ft Desirable Left and Right, Truck Volume > 2%		11 ft	11 ft
	Parking Lane	8 ft Minimum, 12 ft Desirable No future provisions for turn lanes		-	8 ft
3	Shoulder Width	HDM Section 2.7.2.4 C Exhibit 2-4a			
	Curbed - Right	0 ft Minimum, 4 ft Desirable That <u>will not</u> accommodate cyclist		0 ft	0 ft
	Curbed - Right	5 ft Minimum, 6 ft Desirable That <u>will</u> accommodate cyclist		-	5.5 ft
4	Horizontal Curve Radius	250 ft Min (at e _{max} =4%) HDM Section 2.7.2.4 D Exhibit 2-4a		None Present	None Present
5	Superelevation	4% Max. HDM Section 2.7.2.4 E		None	None
6	Stopping Sight Distance (Horz. and Vert.)	200 ft Min. HDM Section 2.7.2.4 F Exhibit 2-4a		227 ft	227 ft
7	Maximum Grade	8% HDM Section 2.7.2.4 G Exhibit 2-4a		4.2%	4.2%
8	Cross Slope	1.5% Min. to 2.5% Max. HDM Section 2.7.2.4 H		Varies between 1.5% & 3%**	Varies between 2% & 3%**
9	Vertical Clearance (above traveled way)	14 ft Min. BM Section 2.4		15' – 6"	15' – 6"

Exhibit 2-7 Critical Design Elements for East Main Street					
PIN:		4CR0.09	NHS/Non-NHS		NHS
Route No. & Name:		East Main Street	Functional Classification:		Urban Principal Arterial Other
Project Type:		3R	Design Classification/Character:		Urban Arterial
% Trucks:		8%	Terrain:		Level
ADT:		11,646	Truck Access/Qualifying Hwy.		Access-No; Qualifying-No
Element		Standard		Existing Condition	Proposed Condition ²
10	Design Loading Structural Capacity	LRFR 1.2 or higher and NYSDOT Design Permit Vehicle BM Sections 1.3 and 1.5		Load Rating Not Available	Load Rating Not Available
11	Pedestrian Accommodations	Comply with HDM Chapter 18		Non-Compliant	Compliant

- 1 The Regional Traffic Engineer has concurred that the use of a Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- 2 ** Denotes non-standard feature

2.5.2 Other Design Parameters

Exhibit 2-8 Other Design Parameters		
Element	Parameter	Proposed Condition
Drainage Design Storm	10 Year HDM Ch. 8	10 Year
Street Lighting	Average Maintained – 2 fc Uniformity – 3.1 Avg. / Min HDM Ch. 12	Average Maintained – 2 fc Uniformity – 3.1 Avg. / Min

Exhibit 2-9 Other Design Parameter: Design Vehicle		
Location	Design Vehicle (HDM Ch. 5)	Vehicle Accommodated
Arterial / Arterial	(CITY - BUS) & (A-BUS)	(CITY-BUS) & (A-BUS)
Arterial / Local	SU-30	SU-30

2.5.3 Existing and Proposed Highway/Bridge Plan and Section

The proposed alternative will maintain the existing roadway from 44' at the eastern end and 55' at the western end. The roadway section on the bridge will be reduced from 55' to 44'. The new roadway

section reduces the number of vehicular lanes from 4 to 3 but adds a bike lane and recessed parking lane along each side of the roadway throughout the corridor.

The existing and proposed roadway sections are presented in Appendix A of this report.

2.5.4 Nonstandard/Nonconforming Features

The geometric roadway and bridge features within the project limits were evaluated in accordance with current design policies in Chapters 2, 8, 10, 11 and 18 of the NYSDOT Highway Design Manual, Sections 1 and 2 of the NYSDOT Bridge Manual, and AASHTO's "A Policy on Geometric Design of Highways and Streets, 2011".

Using a design speed of 30 MPH, existing conditions were evaluated to determine the presence of any non-standard critical design elements. The following features were found to be non-standard:

- Cross Slope – The existing 3% cross slope west of the bridge exceeds the required 2.5% maximum cross slope.

The following non-standard features will be retained:

- Cross Slope - The existing non-standard cross slope feature will be retained. Removal of this non-standard feature would require complete construction of a section of East Main Street or the installation of additional drainage structures in the sidewalk / tree lawn area along the south side of East Main Street between Exchange Boulevard and the Genesee River.

Non-standard feature justifications forms can be found in Appendix F.

The following is a list of the existing non-conforming features within the project limits:

- Approach Railing – There are no existing approach railings for the approaches to the East Main Street Bridge over the Genesee River. However, there is a railing that goes along the edge of the bridge and along both sides of the river's edge.

The following Non-conforming features will be retained:

- Approach Railing – No new approach railing will be installed as part of this project. The existing railing along the bridge and river's edge are outside of the clear zone for this type of roadway.

2.6 Other Infrastructure Considerations

2.6.1 Pavement and Shoulder Conditions

Project improvements will consist of the milling and resurfacing of the existing pavement with full depth asphalt pavement in areas to be widened. The project will also include new granite curb, and a new underdrain system to improve the design life of the pavement and subbase material.

The proposed pavement treatment is a 2" Top Course Mill and Overlay with areas of pavement repair where distresses extend below the binder course and Truing and Leveling of the Milled surface to correct any cross-slope issues or minor profile changes.

2.6.2 Right of Way

All of the proposed improvements will be within the public Right-of-Way or within City owned parcels. Grading releases for building entrances may be required.

2.6.3 Geotechnical

There are no special geotechnical concerns with the soils or rock slopes within the project area.

2.6.4 Access Management

There are no issues related to access to existing businesses. The only business driveway is located just east of the Genesee River for access to the Rochester Riverside Hotel. Other business located along this section of East Main Street either have access from the sidewalk along the street or access from other streets. There is presently an eastbound left turn lane to turn into the Rochester Riverside Hotel Driveway and a westbound left turn lane to turn on to Aqueduct Street.

2.6.5 Traffic Control Devices

Within the project limits there exists 2 signalized and 2 unsignalized intersections and 1 signalized pedestrian crossing.

Alterations to the existing traffic signals will be required to accommodate the proposed lane reconfigurations. The signalized pedestrian crossing will be replaced with a RRFB.

Existing traffic signs will be evaluated for conformance with current MUTCD guidelines during Final Design and replaced as needed as part of the project.

2.6.6 Drainage Systems

The project will require modifications to the existing closed drainage system to accommodate the relocated curb improvements. Modifications are anticipated to consist of new catch basins utilizing existing laterals or new connections to the existing mainline sewer. Coordination with Monroe County Pure Waters will occur during final design.

2.6.7 Utilities and Lighting

Various public and private utilities are present throughout the study area. Utilities present are all underground and consist of electric, gas, telephone, cable tv, communications, steam, water and traffic signal interconnect systems.

The project will require spot relocations to accommodate the proposed improvements. Coordination with all public and private utilities within the project sites will occur during final design.

2.6.8 Guide Railing, Median/Roadside Barriers and Impact Attenuators

There is combination concrete parapet wall and painted steel railing along both sides of the East Main Street Bridge over the Genesee River and along the River's Edge.

This project will not change or alter the existing concrete parapet wall and painted steel railings.

2.6.9 Intelligent Transportation Systems (ITS)

There is no plan for implementing the Intelligent Transportation System (ITS), TSM and/or TDM type of improvements in the project area.

It is anticipated that there will be no need for coordination of maintenance and protection of traffic. Coordination with the City will be required during final design to verify that coordination will not be required.

2.6.10 Landscape and Community Enhancement Considerations

Significant opportunity exists with the preferred alternative to enhance and increase the landscaping as a part of the overall enhancement and aesthetic improvement efforts for this project. Improvements being considered consist of new street trees, street light poles, planters and colored surface treatment of the sidewalk on the East Main Street Bridge over the Genesee River.

Detailed landscaping/streetscape plan will be developed during detailed design.

2.7 Work Zone Safety and Mobility

2.7.1 Transportation Management Plan

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.

2.7.2 Proposed Work Zone Traffic Control

Two-way traffic will be maintained at all times via lane shifts. No off-site detours will be required. Routes for emergency vehicles will be maintained and open during construction. The details for the work zone traffic control will be prepared and evaluated during final design. No additional environmental impacts will occur

Special Provisions

Due to the close proximity to business and residences and the ability to maintain traffic with acceptable delays during the daylight hours, night time construction will not be utilized. The use of time related provisions will be evaluated during final design. The work zone traffic control will need to be coordinated with local officials and residents.

2.8 Additional Considerations

2.8.1 Constructability Review

The City of Rochester's Department of Environmental Services, Construction division, in conjunction with NYSDOT, will review the final plans for constructability related issues.

2.8.2 Ownership and Maintenance Jurisdiction

The City of Rochester owns and maintains the pavement, sidewalk, lighting, pedestrian wayfinding signs and water systems within the project limits. Monroe County Pure Waters owns and maintains the storm and sanitary systems within the project limits. Monroe County Department of Transportation maintains the traffic signals and traffic signs within the project limits.

2.8.3 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 City of Rochester for inclusion in the design approval document and reflects the current project scope. A copy of the Smart Growth form has been included in Appendix H.

2.8.4 Miscellaneous Information

AREAWAYS – Several areaways are present within the project corridor. Coordination between the City of Rochester and owners will be required during final design.

BUS OPERATIONS – The corridor has significant bus activity due to the close proximity of the new transit center. The two-way conversion of Clinton Avenue and St. Paul Avenue have facilitated bus circulation within the area, however existing curb radii along the Main Street corridor are not adequate to accommodate the new turning movements. The City of Rochester has taken temporary measures to accommodate the turning movements in anticipation that the Streetscape and/or the Center-City Two Way Conversion project will address the issues with long term solutions. These turning movements concerns will be addressed during final design.

PARKING – The study area at one time accommodated on-street parking along both sides of East Main Street. This parking was removed within the project corridor to create bus transfer locations for the local transit authority. Recently with the construction of a new transit center, these transfer locations are no longer required within the project area. Public input has resulted in the desire to restore this lost parking to revitalize and restore access to the local businesses. The project proposes to install 8' wide recessed parking along both sides of East Main Street where feasible.

This Page Intentionally Left Blank

CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

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

3.1 National Environmental Policy Act (NEPA)

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

Specifically, in accordance with the Federal Highway Administration's regulations in 23 CFR 771.117(d) this Project is one of the project types described in the 'C' list (specifically, c([26]), as primarily a modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes) and does not significantly impact the environment. Refer to Appendix B for the FEAW.

3.2 State Environmental Quality Review Act (SEQRA)

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

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

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

3.3 Additional Environmental Information

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

3.3.1 Neighborhoods and Community Cohesion

3.3.1.1 Community Character

The Project will extend the improvements designed and implemented as part of the Phase I project. The streetscape improvements will include a section of East Main Street between State Street/Exchange Boulevard to the west, and St. Paul Street/South Avenue to the east. The full palette of Phase I improvements shall be extended, including:

- Broom finish concrete sidewalks with permeable accent pavement;
- Benches, bicycle parking, and trash receptacles;
- Charging stations for phones and computers;
- Electrical outlets for street tree lighting and special events;
- Conduit for EV charging stations (2 or 3 locations);
- Installation of 2 or 3 Comptec poles;
- New street trees planted in enlarged and curbed tree pits with structural soils utilized under the surrounding pavements;
- Under-plantings of shrubs and perennials for seasonal interest;
- Play elements integrated into the pedestrian zone;
- Salvaged and reinstalled historic markers;
- LED street lighting with banner arms, decoration brackets and GFI outlets;
- Recessed parking with handicapped accessible spaces;
- A Road Diet with Travel Lane Reconfiguration to accommodate on-street bicycle facilities;
- Utility upgrades and adjustments;
- Mill and overlay of existing pavement;
- Traffic signs, signals and striping as needed.

The proposed Project also includes the design and implementation of pedestrian wayfinding signage as recommended and directed by the City of Rochester. The Project shall implement the remainder of the signage system, potentially including additional kiosks as designed in Phase I, to the extent feasible. Existing wayfinding kiosks installed in the 1980s will be replaced by a new system of pedestrian wayfinding signage. The Project will also evaluate the two existing bus shelters for replacement alternatives. The selected alternative shall be designed and implemented accordingly. Each of these Project components will improve the community character within the neighborhood.

3.3.1.2 Transportation Options

The proposed Project will allow for enhanced pedestrian and bicycling opportunities within the City of Rochester and could potentially decrease dependence on vehicular transportation. Refer to Section 3.3.1.1 for additional information relating to transportation within the Project area.

3.3.2 General Social Groups

3.3.2.1 Environmental Justice

The entirety of the Project area is located within an environmental justice area (see attached environmental justice areas map in Appendix B to this report). There will be no disproportionate adverse impact to the environmental justice area, as the Project will provide an overall positive benefit to individuals that utilize the Project area.

3.3.3 Business Districts

3.3.3.1 Transportation into and out of the District

The overall improvements from Phase I of the Project have provided a wider range of transportation options into and out of the Project area. Refer to Section 3.3.1.1 which outlines proposed Project improvements.

3.3.3.2 Sidewalks, Bicycling, and Transit Opportunities

Pedestrian and bicycling opportunities will be enhanced through completion of this Project. Please refer to Sections 3.3.1.1 and 3.3.1.2 for additional information.

3.3.4 Environmental

3.3.4.1 Wetlands and Surface Waters

According to National Wetlands Inventory (NWI) maps, there is one Federal jurisdictional wetland within the Project limits. NWI maps indicate a riverine resource is located in the middle of the Project area, which represents the Genesee River and totals 0.5 acre within the Project site (please see attached wetlands and streams map in Appendix B).

The Genesee River is considered a Section 10 navigable Waters of the United States (WOUS), and as such, would require a permit from the United States Army Corps of Engineers (USACE) if any structure is built in or over the Genesee River. It is anticipated that there will be no impacts to Federal jurisdiction WOUS from the proposed Project; therefore, a Section 10 permit will not be required.

A NYSDEC Article 15 Protection of Waters Permit is required for disturbing the bed or banks of a stream with a classification of C(t) or higher. Based upon a review of the NYSDEC GIS data maps for regulated streams, there is one NYSDEC Class B (protected) stream, the Genesee River, within the Project limits. The best usages of Class B waters are primary and secondary contact recreation and fishing. Water quality is suitable for fish propagation and survival. No surface water will be disturbed during the Project enhancements; therefore, a NYSDEC Article 15 permit is not required.

3.3.4.2 Flood Zone

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the Project is located within the 100-year flood zone (please refer to FEMA flood hazard map in Appendix B of this report). However, the Project is considered a functionally-dependent use that is not subject to floodplain encroachment requirements.

3.3.4.3 Threatened and Endangered Species

The NYNHP was contacted on April 23, 2018, and the Information for Planning and Consultation (IPaC) system was reviewed on April 23, 2018 to identify listed threatened and/or endangered species potentially present within the Project vicinity. The IPaC identified the Northern long-eared bat (NLEB), which is a Federally- and state-listed threatened species.

The NLEB was listed by the IPaC as potentially located within the Project area, but no occurrence of the NLEB was documented by the NYNHP within the vicinity of the Project. Correspondence from the NYNHP dated May 14, 2018 indicated, "We have no records of rare or state-listed animals or plants, or significant natural communities at the project site or in its immediate vicinity". According to the NYSDEC available online data of NLEB occurrences by town¹, there are no NLEB hibernaculum (winter habitat) or known roost trees (summer habitat) in Monroe County, New York.

The bridge structure is considered potential NLEB habitat; however, no evidence of bats was observed at or under the bridge at the time of the EDR site visit on May 2, 2018. Furthermore, there have been no confirmed NLEB occurrences identified within one mile of the proposed Project.

While there are trees that meet the 3-inch diameter at breast height (dbh) criteria within the Project area that will be removed and potentially replaced, trees in the Project area are not suitable habitat for the NLEB. The USFWS define unsuitable bat habitat² as individual trees that are greater than 1,000 feet from forested/wooded areas; trees found in highly-developed urban areas (e.g., street trees, downtown areas); and a pure stand of less than 3-inch dbh trees that are not mixed with larger trees.

EDR completed the IPaC *FHWA Programmatic Consultation Determination Key for Transportation Projects Affecting the NLEB or Indiana bat* on May 15, 2018. Upon completion of this consultation, the USFWS issued a Consistency Letter for the Project. Based upon the results of the Consistency Letter, EDR completed the associated ESA Transmittal Sheet and Species Conclusion Table. Upon conclusion of the site visit and USFWS and NYNHP consultation, EDR determined that the Project site does not contain habitat suitable for the NLEB³, therefore, no impact to this species is anticipated. The findings for the NLEB is: No Effect, no suitable habitat present.

Refer to Appendix B for the full threatened and endangered species package.

3.3.4.4 Critical Environmental Area

The Project is located in a Critical Environmental Area. All lands within 100 feet of the Genesee River Barge Canal are considered "environmentally sensitive" by the NYSDEC⁴. All work proposed as part of the proposed Project will occur within previously disturbed areas within or immediately adjacent to existing pedestrian and vehicular right-of-way along East Main Street. No changes are proposed to any buildings located along the project route of the East Main Street Streetscape Improvements. Ground disturbance will be limited to only that needed to complete the streetscape improvements in a 2.2-acre area. No work is anticipated to occur in the Genesee River. The Project does not include disturbance of any previously undisturbed land, and all Project work will be completed within the existing developed pedestrian streetscape. Therefore, the proposed Project work will have no impact upon the Critical Environmental Area.

¹ NYSDEC. 2016. Northern Long-eared Bat Occurrences by Town. Available at: http://www.dec.ny.gov/docs/wildlife_pdf/nlebtowns.pdf. (Accessed July 2018).

² USFWS. 2018. Range-Wide Indiana Bat Survey Guidelines. Available at: <https://www.fws.gov/midwest/endangered/mammals/inba/surveys/pdf/2018RangewideIBatSurveyGuidelines.pdf> (Accessed July 2018).

³ NYSDEC. 2016. Northern Long-eared Bat Occurrences by Town. Available at: http://www.dec.ny.gov/docs/wildlife_pdf/nlebtowns.pdf. (Accessed July 2018).

⁴ NYSDEC. Undated. Critical Environmental Areas in Monroe County. Available at: <https://www.dec.ny.gov/permits/25129.html>. (Accessed July 2018).

3.3.4.5 Cultural Resources

The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resources Information System (CRIS) website was reviewed to determine the location of any properties listed in the National Register of Historic Places (NRHP) adjacent to the proposed Project. According to the CRIS website, a total of 18 NRHP-listed resources are located within 500 feet of the APE of the proposed Project:

- One NRHP-listed resource (the Main Street Bridge, 90NR01514) is located within the APE
- Fifteen individually listed resources are located within 500 feet of the APE of the proposed Project
- Two historic districts listed on the S/NRHP are located within 500 feet of the APE of the proposed Project

The Project is not anticipated to adversely affect any historic resources listed on or eligible for the NRHP. The Main Street Bridge (90NR01514) is listed in the NRHP and is located within the APE. The Main Street Bridge is an excellent example of a mid-nineteenth century bridge composed of local limestone and features five segmental arches that span the Genesee River, and was listed on the NRHP in 1984. No impacts to the Main Street Bridge are proposed as part of the Project. The Project will not alter, directly or indirectly, any of the characteristics that qualify the Main Street Bridge for inclusion in the NRHP. All Project work will be limited to the existing roads and landscaped and/or paved areas. The streetscape improvements that will be installed will not diminish the integrity of the location, design, setting, materials, workmanship, feeling, or association of the Main Street Bridge.

A review of the NYSOPRHP CRIS website determined that the proposed Project occurs entirely within an archaeologically sensitive area, indicating that the Project site lies within one-mile of one or more previously reported archaeological sites. One previously identified archaeological site is located within 500 feet of the proposed Project:

- The Water Street Millrace Site (USN 05540.001393) is an historic period archaeological site comprised of the remains of an historic mill race constructed circa 1875. The site is located approximately 105 feet north of the APE and is noted on the New York State Historic Archaeological Site Inventory Form to be located beneath the street level along the east bank of the Genesee River (E&E, 1981). The Millrace Site does not have a formal determination of NRHP eligibility.

In addition, a review of the CRIS website determined that one historic resources survey has been conducted that includes the entire study area and APE, and one previous archaeological survey has been conducted within 500 feet of the proposed Project APE.

The proposed Project occurs primarily within previously disturbed areas comprised of paved areas in an urban context that has been developed since the mid-to-late nineteenth century. No intact/original soils are present within the Project area, and therefore there is little to no likelihood that prehistoric or historic artifacts would be impacted by construction of the project. The Project route has experienced significant previous disturbance and therefore there is little to no likelihood that prehistoric or historic archaeological artifacts or sites would be impacted by construction of the Project.

Refer to Appendix B for the Section 106 Project Submittal Package.

3.3.4.6 Contaminated and Hazardous Materials

The scope of this Project does not include excavation in a new right of way or building demolition and is not likely to lead to contaminated media being encountered and/or new environmental liabilities for the Department.

A review of the NYSDEC Spill Incidents database was completed. Spills were reviewed for the last 12 years for the East Main Street Corridor east to Alexander Street, and for the West Main Street Corridor west to Canal Street. The findings are included in the table below.

NYSDEC Spills Summary Table

Date Spill Reported	Spill Name	Address	Material Spilled	Amount	Resource Affected	Closed	Concern
9/7/2006	Delta Sonic Car Wash	718 East Main Street	Gasoline	6 gallons	Soil	9/7/2006	No
4/13/2007	Delta Sonic Car Wash	718 East Main Street	Gasoline	4 gallons	Sewer	4/16/2007	No
9/24/2007	Delta Sonic Car Wash	718 East Main Street	Gasoline	1 gallon	Soil	10/15/2007	No
11/9/2007	Broad & Plymouth LLC	99 West Main Street	Gasoline	Unknown	Soil	3/31/2010	No
6/16/2008	Parking Lot	420 East Main Street	Gasoline	Unknown	Soil, Groundwater	6/15/2009	No
6/21/2008	Main Street Bridge	120 East Main Street	Unknown petroleum, Power steering fluid	Unknown; 4.5 gallons	Surface Water; Sewer, impervious surface	6/23/2008	No
7/9/2008	400-420 East Main Street	400-420 East Main Street	Unknown petroleum	1 gallon	Soil	7/22/2008	No
7/22/2008	400-420 East Main Street	400-420 East Main Street	Unknown petroleum	1 gallon	Soil	7/22/2008	No
1/12/2010	Parking Lot	179-191 West Main Street	Lube oil; Kerosene	Unknown	Soil	6/10/2010	No
5/30/2010	FASTRAC #291	672 East Main Street	Gasoline	Unknown	Unknown	6/1/2010	No
1/18/2011	FASTRAC #291	672 East Main Street	Gasoline	8 gallons	Impervious surface	1/18/2011	No

Date Spill Reported	Spill Name	Address	Material Spilled	Amount	Resource Affected	Closed	Concern
11/25/2011	Superior Plus Energy	210 West Main Street	#2 Fuel oil	1 gallon	Impervious surface	11/25/2011	No
2/25/2013	Martini Construction	116 West Main Street	Diesel	1 gallon	Impervious surface	2/26/2013	No
4/23/2013	NYS Armory	900 East Main Street	Unknown petroleum	Unknown	Soil	5/28/2013	No
6/3/2013	Former Sibley Bldg	228-280 East Main Street	Waste oil/used oil; Hydraulic oil	Unknown	Soil, Groundwater	7/16/2013	No
8/29/2014	Eastman Dental Dispensory	800 East Main Street	Mercury	Unknown	Soil	1/15/2015	No
12/23/2014	Delta Sonic Car Wash	718 East Main Street	Gasoline	Unknown	Soil	2/5/2015	No
6/15/2016	Delta Sonic	718 East Main Street	Gasoline	Unknown	Soil	3/17/2017	No
5/25/2017	1311 East Main Street	1311 East Main Street	#2 fuel oil	Unknown	Soil	5/14/2018	No

The NYSDEC web site indicates that all spills identified above have a status of "closed". If a spill has a date listed for the spill being closed, this means the spill case was closed by the case manager in the NYSDEC. The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The NYSDEC reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

This Page Intentionally Left Blank